

Planning Statement



Redwings Lodge, Hinxworth, Baldock, Hertfordshire, SG7 5EX

Redwings Lodge Limited

January 2026

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Section 1 - Introduction

Background

1. This Planning Statement has been prepared by CBRE Ltd (“CBRE”) on behalf of our client, Redwings Lodge Limited (“the Applicant”), to accompany a full planning application at Redwings Lodge, Hinxworth, Baldock, Hertfordshire, SG7 5EX (“the site”). The proposed development is located within the administrative boundary of North Hertfordshire Council (“NHC”).
2. The following description of development is proposed:

“Full planning permission for a hotel extension of an additional 51 bedrooms, parking, landscaping and associated works.”

Benefits of Development

Economic

- **Employment:** Including up to approximately 17 additional hotel employees for cleaning, front of house, site management and maintenance.
- **Tourism:** Supporting accommodation for visitors to local tourist attractions, including; Knebworth House, Royston Cave, Rhythms of the World festival, and Letchworth Festival.
- **Construction employment:** The cost of development, and the GVA over 1 year of build period would create economic construction benefits. There would be further construction value and GVA from annualised economic output. The development would also support supply chain jobs and direct construction jobs. Construction activities would also provide apprenticeship and other training and skills development opportunities for the local community.
- **Local Authority Revenue:** NHC will collect business rate revenues for the additional floor space, which could contribute towards the delivery of day-to-day NHC services.
- **Operational Employment and Expenditure:** The completed development will generate a positive GVA over the 30 years from completion and support direct FTE jobs. It is anticipated that the majority of these jobs would be taken up by the local community living within the Council’s area. Additional temporary construction jobs will also be created.

Social

- **Provision of new jobs in a sustainable location:** The Site is currently underutilised and in a strongly accessible location for employees from nearby settlements of Stotfold, Biggleswade, Letchworth Garden City, Arlesey and Baldock.
- **Meeting local employment needs:** North Hertfordshire currently has 2,100 unemployed equal to 3% of the working population (ONS 2023). The development will contribute to construction, supply chain and operation employment opportunities.

- **Health and wellbeing:** The proposed development will on-site green infrastructure, landscaping planting and biodiversity net gain (+10%). Enhanced tree planting and green space will contribute positively to local health and wellbeing for hotel and restaurant guests.
- **Affordable Accommodation:** The surrounding area has a number of existing and future tourist locations and attracts visitors from across the UK. The provision of affordable hotel accommodation will add to local choice for accommodation, enabling more visitors with a variety of budgets to benefit to visit these attractions.

Environmental

- **Making productive use of underused land:** The use of an existing hotel to extend the provision of hotel accommodation, meeting the market demand for additional hotel bedspaces on previously developed land rather than relying on greenfield development to meet this demand. The proposed development will minimise the requirement to deliver an equivalent development on purely greenfield land, with the associated loss of biodiversity and amenity value.
- **Biodiversity Net Gain:** BNG achieved through the creation of new planting and soft landscaping as part of a comprehensive biodiversity-led approach. It is anticipated that the biodiversity net gain of the Proposed Development will exceed the mandatory 10% increase above current levels of biodiversity at the site by means of on-site provision. Additional planting will also consolidate and reinforce the landscaping between the development to provide a clear separation between the settlements in the locality.

The Applicant and Summary of Proposals

3. Redwings Lodge is a family-owned chain of eight affordable hotels across the Midlands and South West of England, offering quality value overnight accommodation to its guests. Redwings is an extremely popular bed and breakfast with stays from £39.95, making it attractive to a range of tourists and people working away from home. The hotel operator is a valuable local employer, employing 150 staff across its operation.
4. As part of the business' strategic review of its portfolio and in response to increasing pressures on the hospitality sector, Redwings seeks to expand and invest in a number of their existing locations, particularly at locations with the highest demand and occupancy rates. Taking into account Sunday, which is typically less busy, Redwings Lodge, Baldock had an occupancy rate of near 90%, in 2024-25. This is significantly above the UK average of 76%¹, justifying the need for a physical extension of the premises, to increase the number of rooms as part of its existing operation.
5. The hotel and hospitality industry in general has experienced a number of challenges within recent years, more so than other sectors, due to the need to remain competitive to potential visitors experiencing the cost-of-living crisis whilst balancing rising cost of business and staff. As such, operators have had to consider new options for ensuring the continued viability of their business, as valued local employers. Redwings Lodges is no exception to these challenges.
6. As such, an extended hotel is proposed at the Redwings Lodge, Baldock, which will improve the viable operation of this local business, as Redwings will benefit from the economies of scale, without the expense and impact of developing an entirely new hotel.

¹ <https://www.knightfrank.com/research/article/2025-03-03-uk-hotel-trading-performance-review-and-outlook-for-2025>

7. Following pre-application engagement with North Herts Council ('NHC') for an extended hotel offering, the applicant has sought to address NHC officer comments and develop the design of the following full planning application:

"Full planning application for a two-storey side and rear extension to the Redwings Lodge hotel (Class C1) and associated landscaping, parking, access and ancillary works."

8. Further information on the proposed development can be found at Section 3 of this Statement and in the plans and technical documents submitted within this application.

Submission Documents

9. The Application is supported by a suite of documents, plans and drawings listed in Appendix 1 of this Statement.

Structure of the Planning Statement

10. The subsequent sections of this document are structured as follows:

- **Section 2:** Site Overview;
- **Section 3:** Proposed Development;
- **Section 4:** Planning Policy Context;
- **Section 5:** Key Planning and Technical Considerations;
- **Section 6:** Draft Section 106 Heads of Terms; and
- **Section 7:** Summary and Planning Balance.
- **Appendices**

Section 2 – Site Overview

Description of Site and Surrounding Context

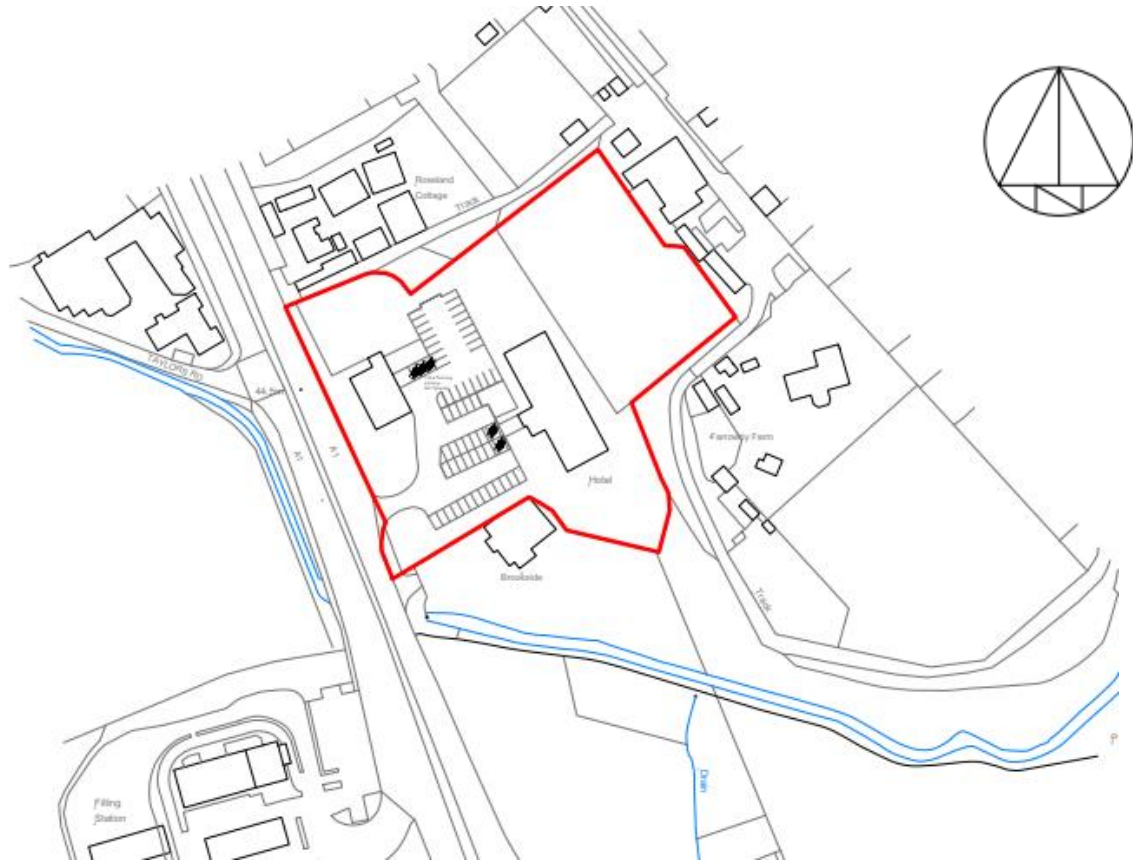
11. The application site is the Redwings Lodge Hotel, including its associated restaurant, located to the east of the A1 and 4.3km north-west of the village of Baldock, in North Hertfordshire. The hotel is well located as a roadside affordable hotel offering comfortable and fair value accommodation to its guests.

Figure 1: Site Photo (source: Google Maps)



12. The site area is 1.02 ha (2.52 acres) and comprises the existing Redwings Lodge, associated Cotey's Restaurant and Brookside Lodge in Baldock, located off the A1 some 700m to the north-east of Stotfold and 2.35km south-west of Hinxworth. Figure 2 is an extract of the site location plan.
13. The site is bounded by Lodge Kennels, a dog training field and a Class C3 dwellinghouse associated with the operation to the north, a Class C3 dwellinghouse and associated agricultural fields to the east, a Class C3 dwellinghouse and associated agricultural fields to the south. The Cat Ditch brook runs along the southern boundary of the site.
14. The site access currently comprises a bellmouth off the A1 southbound carriageway.
15. The existing hotel benefits from 60no. car parking spaces and no dedicated cycle parking spaces, provided in a paved forecourt in front of Redwings Lodge.
16. Cotey's Restaurant is located within the application site boundary for completeness, and no works are proposed to the existing restaurant, which shares the car park and provides all-day service.
17. Brookside Lodge is a large, two storey detached Victorian house currently in C1 use as a 2-star budget hotel use and is operated by the applicant.
18. The undeveloped area of the site comprises amenity grassland to the north and east of Redwings Lodge, with extensive tree planting to the south of Redwings Lodge.

Figure 2: Site Location Plan



Source – Aegis Architecture

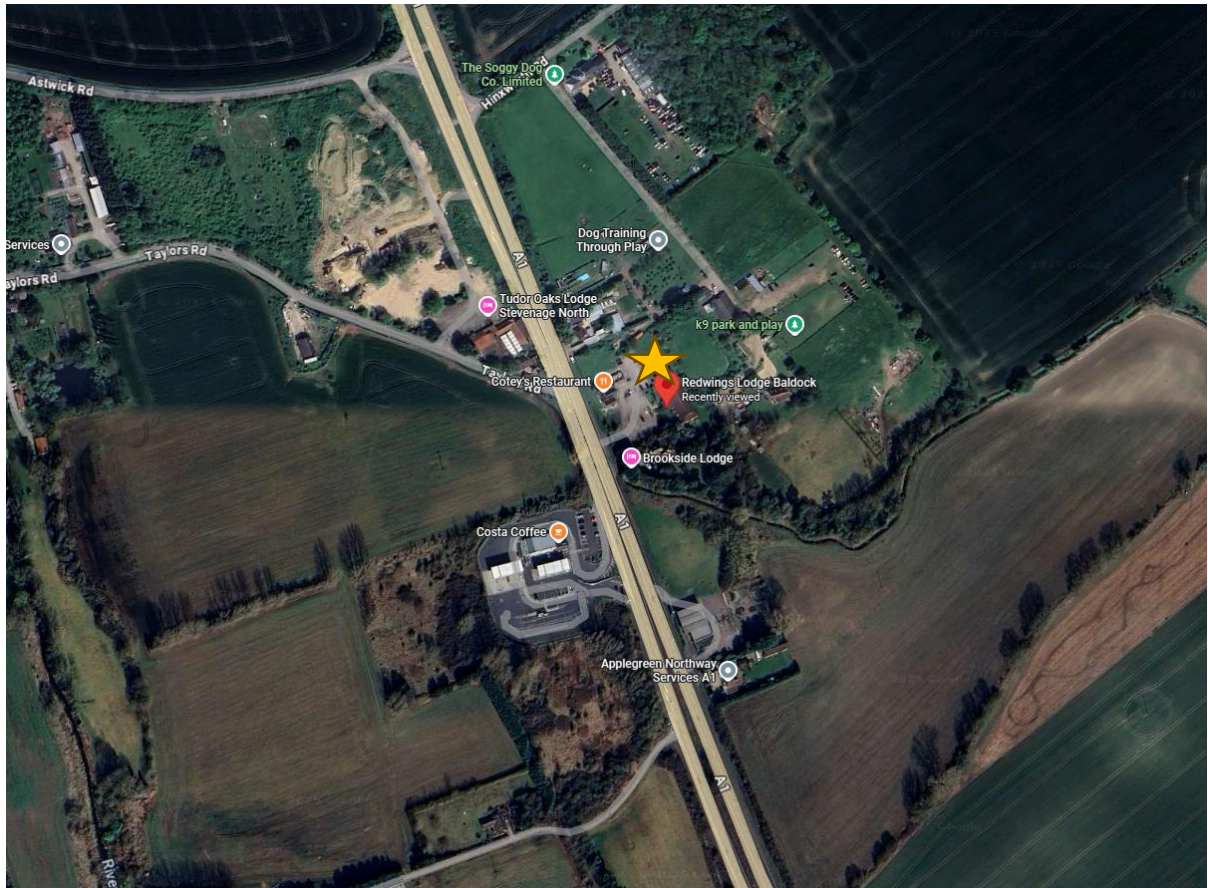
19. The 1.02 ha (2.52 acre) site comprises the 2-storey Redwings Lodge Hotel, developed in the late 1980s as part of the first wave of Travel Lodge Hotels and is of brick construction, with hipped roofs. The hotel measures 1,229 SqM (GEA) across its ground and first floor and includes 40 bedrooms, reception, office, store room and circulation space. The total land take is 633 SqM.

Figure 3: Site Photos (source: CBRE)



20. The site is located amongst a number of roadside establishments along the A1 between Baldock and Biggleswade. Adjacencies are characterised by active commercial uses relating to dog training and kennels to the north and west with some residential properties which are well screened by mature trees and hedgerows which provide a strong physical and visual boundary to the hotel site. To the south is the Applegreen Northway petrol filling station. On the opposite side of the A1 is the BP petrol filling station and Costa Coffee. To the west is the Tudor Oaks Lodge and The Malay Courtyard restaurant. None of the surrounding uses are considered to be adversely impacted by the extension of the existing Redwings Lodge.

Figure 4: Site location and context (source: Google Maps with CBRE markup)



21. The surface level car park includes 60 car parking spaces.
22. Access to the site via private vehicle is taken from the south-west off the A1. Given that Redwings Hotel's business model is to provide high quality, affordable roadside accommodation, the majority of visitors access the site via private car off the A1.

Known Designations, Allocations and Constraints

23. The North Hertfordshire District Council planning policies map describes the relevant spatial policies and allocations relevant to the site, which are in the adopted Development Plan (North Hertfordshire Local Plan 2011 – 2031 adopted November 2022).
24. The site is located within the 'Rural Area Beyond the Green Belt' pertaining to several policies within the adopted North Hertfordshire Local Plan 2011-2031, discussed later in this statement.
25. The North Hertfordshire planning policies map also locates the site within an 'Area of Special Control'. It is not clear what planning policy this designation refers to and is not mentioned within the North Hertfordshire Local Plan, nor the officer's report for the adjacent lapsed consent (ref: 18/03209/FP). This is therefore not considered a constraint to the proposed extension of the Redwings Lodge.
26. The site is located some 50m south-west of the 'Archaeological Area' as designated within the planning policies map. This is also not deemed a constraint to the proposals.
27. The site is not statutorily or locally listed. Some 30m west of the site is the Grade II listed Tudor Oaks Motel and some 450m west is the Grade II listed Taylor's Mill. Whilst proposals should be conscious of these assets, their

settings are screened from the site by existing built form and A1 dual carriageway between. The site is not located within a Conservation Area.

Figure 5: Local Plan Policy Map Extract.



Source – North Hertfordshire District Council

28. The following further constraints pertain to the site and its contextual surroundings:

Table 1 – Site Constraints

Large Constraints	RAG	Notes
Agricultural Land Classification		Grade 2 'Very Good'. Too small for agricultural.
National Landscape		N/A
Air Quality Management Area		No AQMA.
Biosphere Reserves		Not part of Biosphere Reserve.
Coal Mining Reporting Areas		No previous mining activity recorded.
Green Belt		Outside Green Belt
National Character Area	N/A	East Anglian Chalk National Character Area
Nutrient Neutrality Catchment		Not in Nutrient Neutrality Risk zone.
Radon Gas		Less than 1% of homes at or above the Action Level.
Surface Water Flooding		Very Low surface water flood risk.
Flood Zone 2		FZ1
Flood Zone 3		FZ1
CIL		No CIL charging schedule adopted.

Public Rights of Way		No PROWs on site.
Council Ward		Arbury Ward
TPO		No TPO on site.
General Constraints	RAG	Notes
Conservation Areas		Not inside or adjacent to Conservation Area.
Listed Buildings		No Listed Buildings on site. 30m west of Grade II Tudor oaks Motel and 450m west of Grade II Taylor's Mill.
Other Environmental Constraints (if known)		No other known environmental constraints.
Overall Planning Rating		

Planning History

Site Planning History

29. The planning history has been prepared based on a review of NHDC's online planning register. Table 1 below represents those applications of most relevance.

Table 2 – Site Planning History

Reference	Development description	Status
Redwings Lodge		
05/01335/1AD	Internally illuminated gable sign and internally illuminated box sign on front elevation. Replacement freestanding internally illuminated monolith sign.	Approved 1 st February 2019
Cotey's Restaurant		
77/00202/1	Change of use from residential to private diners club and construction of new access.	Refused 17 th February 1977
78/00163/1	Change of use of ground floor from residential to private club and formation of new vehicular access	Refused 12 th April 1978
81/00676/1	Change of use of ground floor from residential to private club and provision of twenty parking spaces at rear	Refused 2 nd July 1981
81/00677/1	Formation of new vehicular access and closure of existing access	Approved 2 nd July 1981
82/00036/1	Outline application (design, siting, external appearance, access, and landscaping reserved) for agricultural worker's dwelling	Refused 11 th March 1982
82/00861/1	Change of use of ground floor from residential to restaurant with provision of 30+ parking spaces.	Approved 2 nd September 1982
83/00420/1	Conversion of existing house to restaurant, bar, and staff accommodation, together with refurbishing, bar, and staff accommodation, together with ref	Approved 6 th July 1983

84/01845/1	Erection of single storey rear extensions comprising of toilets, entrance hall and store room for use of premises as a restaurant	Approved 21st February 1985
86/00509/1	Erection of single storey detached building for 22-bedroom motel.	Approved 15th Jul 1986
87/00974/1	Two storey detached building for 32 bed motel.	Refused 6 th August 1987
87/01605/1	Two storey detached building for 40-bedroom motel.	Approved 17 th December 1987
Brookside Lodge		
18/00095/FP	Two storey side, rear and side extensions to facilitate Change of Use to 21 bedsits to sleep 42 people (Amended description).	Refused 14 th March 2018
18/03209/FP	Two storey side and rear extensions following partial demolition of existing building to form new accommodation in association with the neighbouring Redwings Lodge Hotel. To also include the alteration and extension to existing car park, with all associated landscaping and ancillary works. (Amended plans received 01/02/19).	Approved 13 th February 2019
22/00436/LDCE	Certificate to verify a material start was made on 01 February 2022 for Planning Application 18/03209/FP granted on 13.02.2019	Approved 11 th February 2022

Rationale for Proposed Development - Hotel Occupancy Data

30. The impetus to extend the existing hotel is as a result of high local demand against low supply of available hotel rooms locally, as evidenced in the Supply/Demand data provided by IHG Hotel & Resorts Group (see figure 6 & 7 below). The applicant has informed that it is a common occurrence for guests to be turned away during weekdays, as the hotel is often operating at full capacity. As per the accepted rationale for the expansion of Brookside Lodge, the applicant is seeking to meet an identified market need for reasonably priced accommodation during the working week. The below data for Biggleswade and Leighton Buzzard demonstrates the need for more hotel rooms locally.

Figure 6: Biggleswade Supply/Demand (IHG Hotel & Resorts Group)

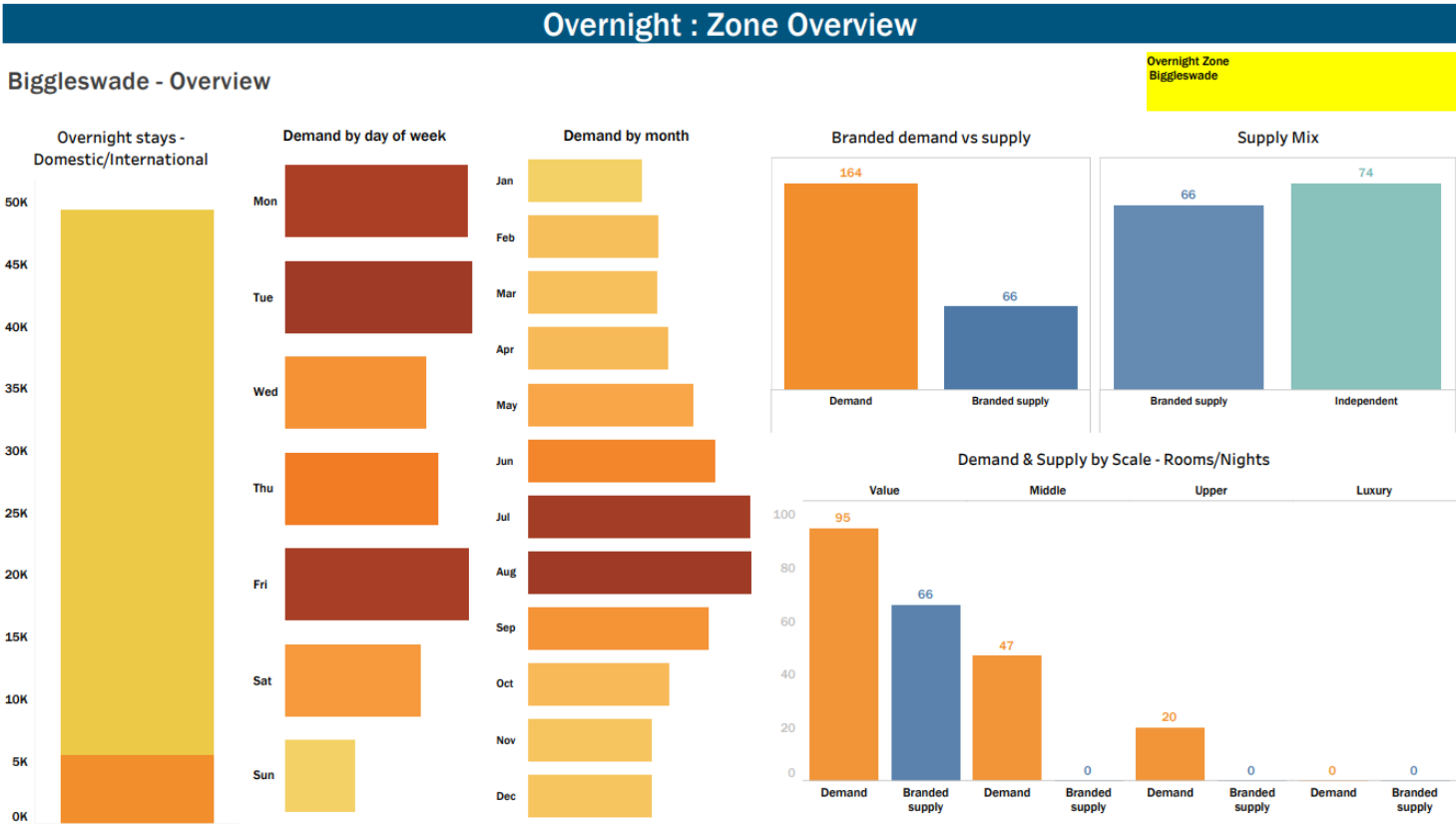
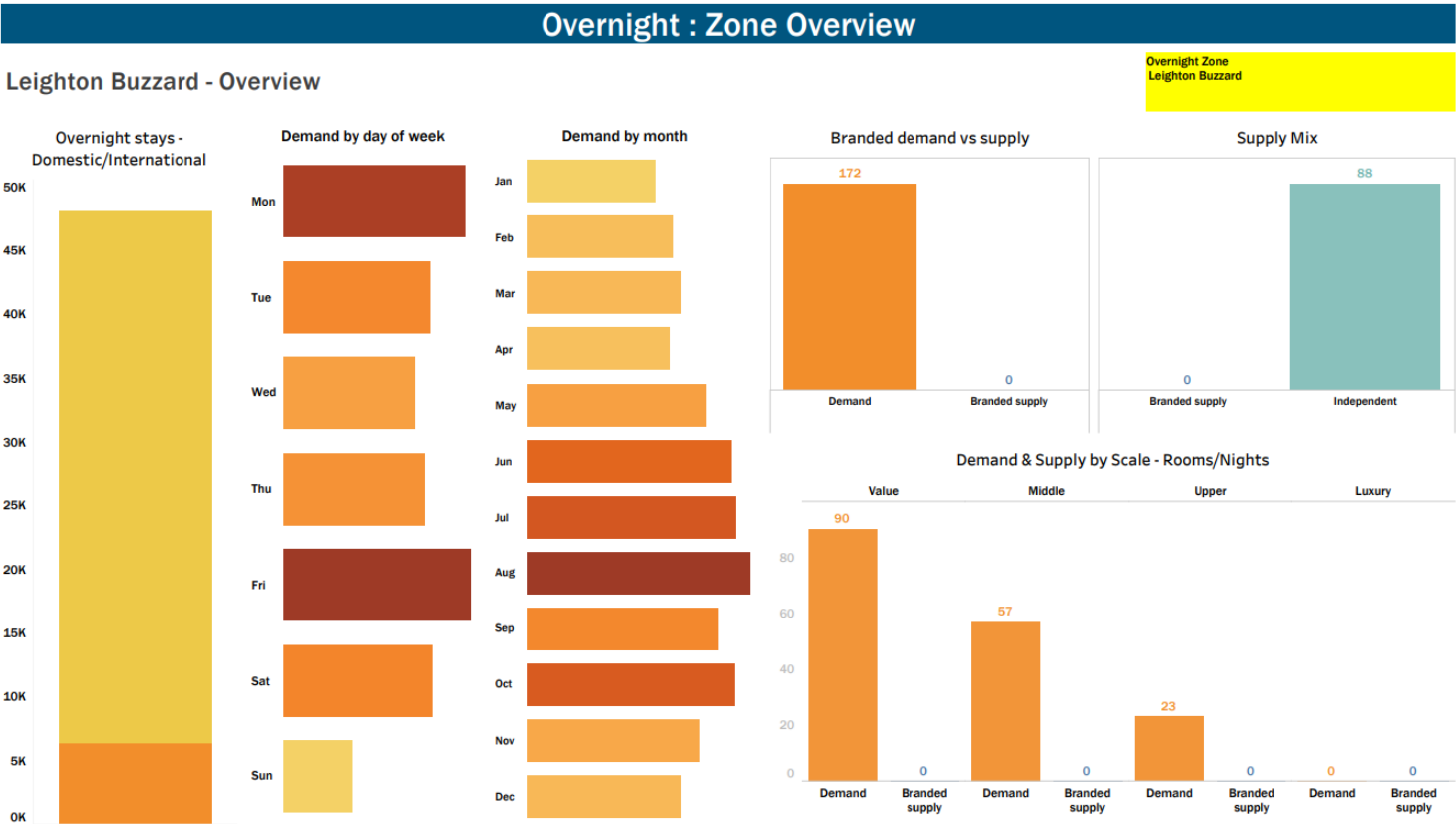


Figure 7 - Leighton Buzzard Supply/Demand (IHG Hotel & Resorts Group)



31. Recent increased demand has come from higher number of HGV drivers parked at the A1 services and additional local visitor stays, particularly during weekends, is expected with the recent announcement of the Universal Studios Theme Park 12 miles north-west at Bedford. The Secretary of State granted The Town and Country Planning (Entertainment Resort Complex, Bedford) Special Development (No. 2) Order 2025 (2025 No. 1322) for the Universal Studios Theme Park which came into force on 12 January 2026. This comprises 268ha and is anticipated to attract between 8.5 – 12.5 million visitors annually. Given the site is located within 35 minutes of the Theme Park, it is reasonable to assume that local hotel demand will increase throughout the week and weekend, which the proposed development would positively contribute to in terms of meeting demand and capturing local economic benefits of visitor stays within North Hertfordshire.
32. A combination a latent undersupply and an anticipated increase in demand associated with the nearby Universal Studios proposals, more than justify the need for additional hotel accommodation in this location (ref: UIN HCWS590).
33. In addition, the delegated officer report in relation to 18/03209/FP confirmed the following planning considerations for the extension of Brookside Lodge:
- Considered that there was an identified need for expansion of the existing Redwings Lodge hotel operation as it was usually full mid-week, recognising that there is a latent market demand for budget friendly accommodation.

Section 3 – Proposed Development

Background

34. This section of the Planning Statement sets out details of the pre-application engagement and the proposed development for this full planning application.

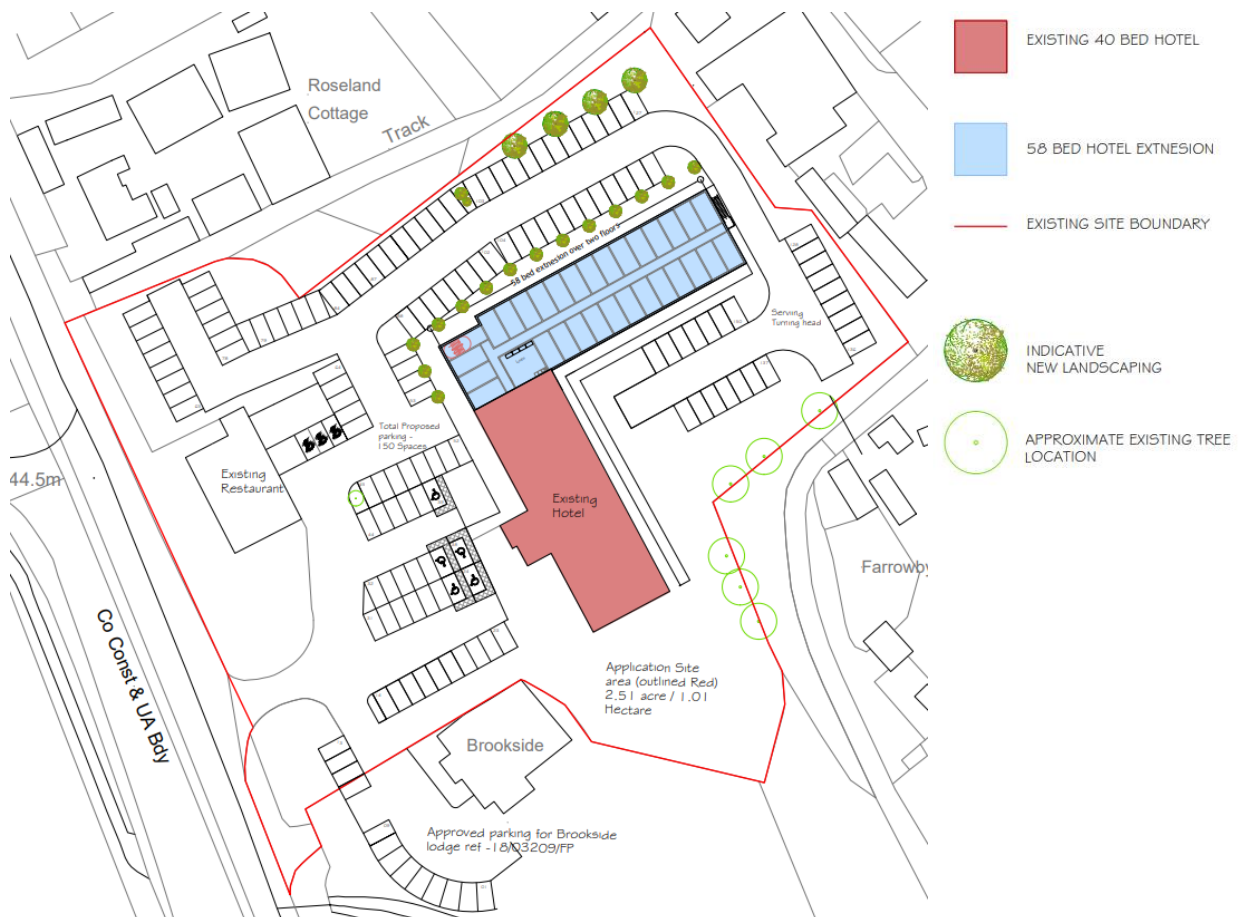
Pre-Application Engagement

35. A pre-application enquiry was made 30th May 2025 (ref: 25/01441/PRE) for a hotel extension of 58 hotel rooms with associated access, parking and landscaping. A response was received in 13th August 2025 from a Planning Officer Henry Thomas. Comments from NHDC's Ecology officer were also received. Following receipt written feedback a meeting was held with the applicant, CBRE and the case officer on 11th September 2025, where amended designs were tabled to accord with officer comments.

36. A copy of the formal pre-application feedback received is enclosed in Appendix 2.

37. Figure 8 (below) illustrates the scale of development previously proposed within the May 2025 pre-application enquiry.

Figure 8: Pre-Application Proposals (25/01441/PRE)



38. We summarise the Council's response in Table 3 (below) and detail how the proposals submitted within this planning application respond positively.

Table 3: Planning Pre-Application Feedback (25/01441/PRE) and Application Response

Planning Consideration	Feedback received in relation to 2025 pre-application enquiry	CBRE commentary on how proposed development addresses 2025 pre-application comments
Principle of development	Employment Significant weight is to be given to proposals supporting economic growth. Policy SP1 supports proposals delivering jobs, whilst SP3 and ETC8 support tourism development. Clear that it would not be appropriate to apply the sequential test to the proposals for an extension to an established hotel which is reliant upon key transport links. Rural Area Beyond the Green Belt Regarding policy CGB1 the extension of 115% was considered disproportionate in scale to the original building, contradicting CGB4. The officer agreed that the site is boarded by development on all sides and would have "<i>limited to no visibility from the highway</i>". Impact of the development will be towards the lower end of the scale.	Within the meeting on 11/09/2025 updated plans were tabled, which represented a 106.6% extension. The officer confirmed the reduced proposals were acceptable and signed off the meetings notes (see Appendix 2). The proposals have been progressed to reflect these comments. The officer also confirmed that policy CBG4 offers no numerical definition for what would be considered "disproportionate" and therefore there would be limited ability to reject an extension of this scale.
Design and Appearance	Develop should positively respond to the site's local context, as per policy D1, SP1 and SP9. Suggests materials palette that matches (or similar) to the existing building or surrounding structures.	The scheme seeks a design palette that mirrors the existing hotel. The design and appearance will form a logical extension of the hotel. The scheme has been reduced following officer comments to be 106.6% larger than the existing hotel. The hotel extension, as a visual experience from the A1 would largely be unchanged, given most of the extension will be screened by the existing hotel and Cotey's restaurant.
Landscaping and Biodiversity Net Gain	Mandatory 10% BNG will apply. The scheme includes too much hard standing and the loss of trees would not currently be offset. Ecology Officer comments: <i>Welcomed the Preliminary Ecological Appraisal (PEA) and</i>	The application has is submitted with a detailed hard and soft landscaping plan which identifies the proposed planting regime, and its ability to achieve a minimum Biodiversity Net Gain of 10%. The reduced scale of the proposals have reduced the parking requirement and allowed more space for tree planting and landscaping. The PEA will be submitted with the application. With phase 2 bat surveys as recommended. The red line

Planning Consideration	Feedback received in relation to 2025 pre-application enquiry	CBRE commentary on how proposed development addresses 2025 pre-application comments
	<i>advised any further survey recommendations should be undertaken. Suggested that the Cat Ditch runs adjacent to the site boundary and should be incorporated in the Biodiversity Metric. However, as the proposals won't affect the ditch the redline boundary should be amended to avoid the riparian zone of 10m from the bank.</i>	boundary has been reduced and as such the riparian zone has been avoided.
Impact on Neighbouring Amenity	The proposals aren't considered to be harmful to neighbouring dwellings, however there is one property to the north, where light spill from the car park should be considered.	The proposals have considered impact on the neighbouring residential properties. It is considered that the lighting plan can avoid impact of light spill onto neighboring dwellings and can be secured via an appropriately worded planning condition.
Highways, Access and Parking	Advised that the development should not lead to highway safety problems and be in accordance with minimum standards at Appendix 4 of the local plan, as per policies T1 and T2. Hertfordshire County Council Highways will be consulted as part of the application consultation process. The proposals include 107 parking spaces and are considered an under provision against the Parking Standards SPD.	The proposals utilise the existing site access and egress, which is considered suitable in highways safety terms. A separate pre-application enquiry was submitted to National Highways and is discussed in table 4 below. The proposals have been reduced and consequently the parking requirement has too. The provision of 139 parking spaces is considered acceptable for a reduced proposal of 51 additional bedrooms.
Climate Change Emergence	The proposals should include EV charging points and position bedrooms to maximise solar gain where possible. Inclusion of renewable energy technology would be view positively.	The development has been designed to include EV charging points to encourage the use of EVs. Water saving features have also been included within the designs.
Planning Obligations	It is unlikely that contributions towards local services such as education, libraries and SEND will be required, given the nature of the scheme. If a S106 Agreement is entered into a monitoring payment of 2.5% of the contributions (minimum £750 will be required). A draft S106 heads of terms should be submitted.	It is agreed that contributions towards local facilities such as education would be relevant and necessary, with specific reference to the tests for S106 contributions at paragraph 58 of the NPPF.

Planning Consideration	Feedback received in relation to 2025 pre-application enquiry	CBRE commentary on how proposed development addresses 2025 pre-application comments
Conclusion	Advises a reduction in the proposed size of the building to reduce number of parking spaces required and allow for more landscaping space.	The proposals have been reduced accordingly and have been agreed in principle with the officer at a pre-application meeting in September 2025.
Questions Submitted	Access acceptability – Deferred to Herts County Council Highways. Policy CGB1 and CGB4 for Area outside the Green Belt – A reduced scale would be acceptable. Policy ECT9 for Tourism – The sequential will not be required. Validation Requirements – The list of submission documents at Appendix A will be sufficient. Developer Obligations – Unlikely to be any S106 obligations.	

39. A further pre-application enquiry was submitted to the National Highways Authority in April 2025 by Magna Transport Planning Ltd on behalf of the applicant. A response was received on NH/25/10940 by the Matt Lewis, Spatial Planner. The table below identifies the officer's key concerns and how the application responses positively.

Table 4: Highways Pre-Application Feedback (NH/25/10940) and Application Response

Planning Consideration	Feedback received in relation to 2025 pre-application enquiry	CBRE commentary on how proposed development addresses 2025 pre-application comments
Accident Data	It was recommended that the latest available accident data covering no less than 5 years is provided. This would show if there are any existing safety concerns which could be exacerbated by intensification of use.	Magna Transport reviewed the accident data using the publicly available CrashMap database, which collates records of personal injury collisions reported to the police. It was confirmed that there have been no collisions reported at or in close proximity to the site access. There has been one collision reported at Lodge Kennels site access at approximately 80 metres north of the application site access and this was a result of car stopping to turn into Lodge Kennels. This was an unrelated collision. Similarly, there have been collisions reported on the northbound carriageway – but these are also unrelated to the application site.
Trip Generation	The proposed methodology for trip generation is in accordance with usual guidance. The applicant could	TRICS data collected concluded an additional 17 two-way vehicle movements in the weekday AM peak hour (08:00–09:00) and 19 two-way movements in the PM peak hour (17:00–18:00), representing around one additional vehicle

Planning Consideration	Feedback received in relation to 2025 pre-application enquiry	CBRE commentary on how proposed development addresses 2025 pre-application comments
	conduct their own survey of the existing use of the hotel as this would provide more empirical trip figures. These could be supplied alongside the TRICS analysis for comparison. The quantum of trips presented in the TSN seems acceptable and unlikely to raise concern with National Highways.	every three to four minutes and comfortably within the capacity of the A1 and the existing site access. alongside the existing TRICS data and concludes.
Car Parking	National Highways would not wish to see a significant shortfall in the level of car parking, as this could result in issues on the SRN.	The proposals have been reduced and so too the parking requirement to 139 spaces.

Description of Development

40. As noted in Section 1, the following description of development is proposed:

“Full planning permission for a hotel extension of an additional 51 bedrooms, parking, landscaping and associated works.”

- 41. The proposals seek to extend the existing Redwings Lodge Hotel by 51 bedrooms through a two-storey extension, new linen room and circulation space totaling 1,306.6 SqM (GEA). The total additional land take for the extension totals 653.3 SqM representing a 103.2% increase on the existing. In total the extended Redwings Lodge Hotel will total 91 bedrooms across 2,532.4 SqM representing a 106.6% increase in floor area.
- 42. Enhanced landscaping and green infrastructure including trees and shrub planting will be interspersed throughout the parking and outdoor areas of the hotel, and around the perimeter of the site. New trees and extensive shrubs will be planted to replace any removal needed to facilitate access to the north-east parcel for where the majority of the extension will be located. Appropriate hard landscaping such as block paths has also been introduced to extend pedestrian access throughout the hotel’s outdoor spaces. A detailed landscape masterplan has been submitted with this planning application demonstrating enhancement proposed.
- 43. An additional 57 parking spaces will be introduced, included 9 accessible spaces, 15 EV charging spaces, cycle spaces and designated drop-off and delivery bays. The total number of spaces across the site will total 139.
- 44. Access will be achieved via the existing A1 to the west, using an upgraded auxiliary filter lane into the site, which can be agreed with the highway authority via an appropriately worded S278 agreement.
- 45. Appropriate fire escape on the southern elevation is maintained as existing. Additional escapes are incorporated into the extension along the north-east elevation.
- 46. An accommodation schedule of the existing pre-app 2025 proposal and revised proposed development is included at table 5 below:

Table 5: Existing and Proposed Accommodation Schedule

	Existing Hotel	Pre-App Proposed Hotel	Current Application Proposed Hotel
Bedroom Numbers	40	98	91
Land take (SqM)	633	1,339 (+111.54%)	1,226(+103%)
Floorspace (SqM)	1,226	2,638 (+115%)	2,532 (+106%)
Parking Spaces	56	150	139

47. Following officer advice, the proposed development has been considerably reduced since the original proposals in May 2025, from a +115% extension, to a +106% extension.

48. A full suite of existing and proposed site plans and elevations are submitted with this planning application. The figures below briefly illustrate the scale of the proposed development.

Figure 9: Proposed Hotel Extension Site Plan

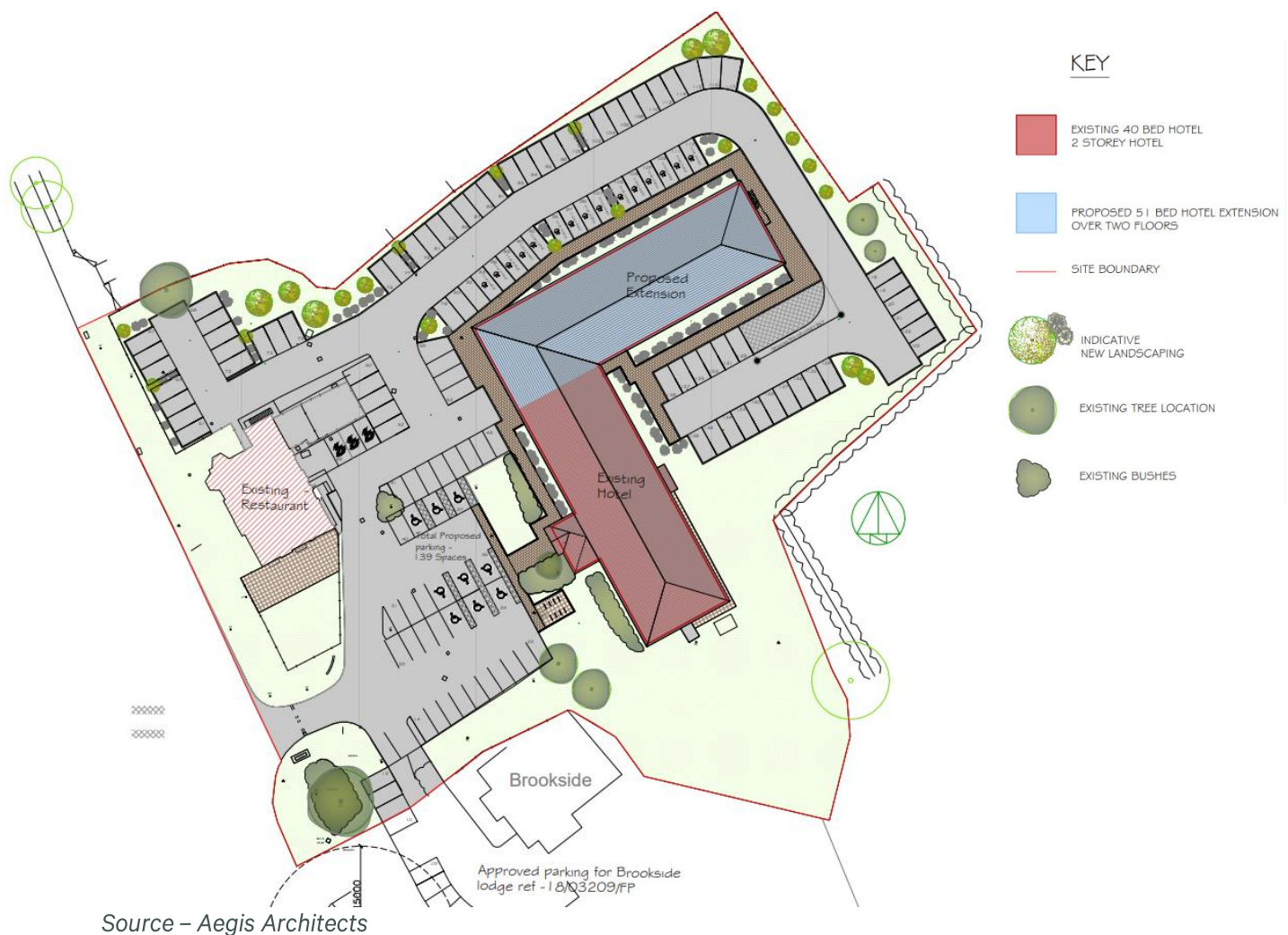


Figure 10: Proposed Hotel Extension – North Elevation

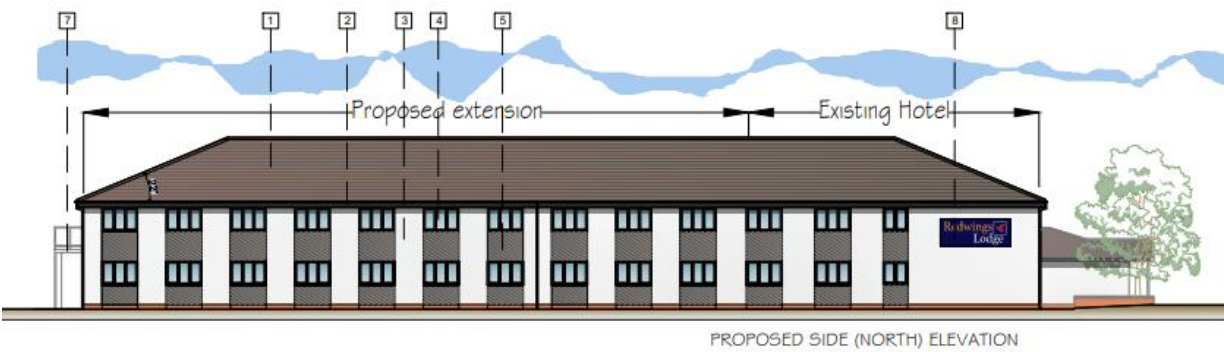


Figure 11: Proposed Hotel Extension – East Elevation

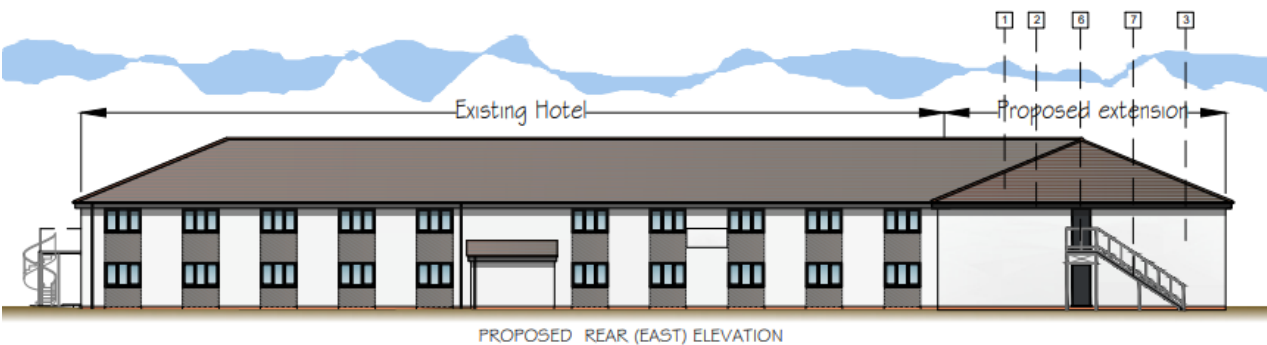


Figure 12: Proposed Hotel Extension – South Elevation

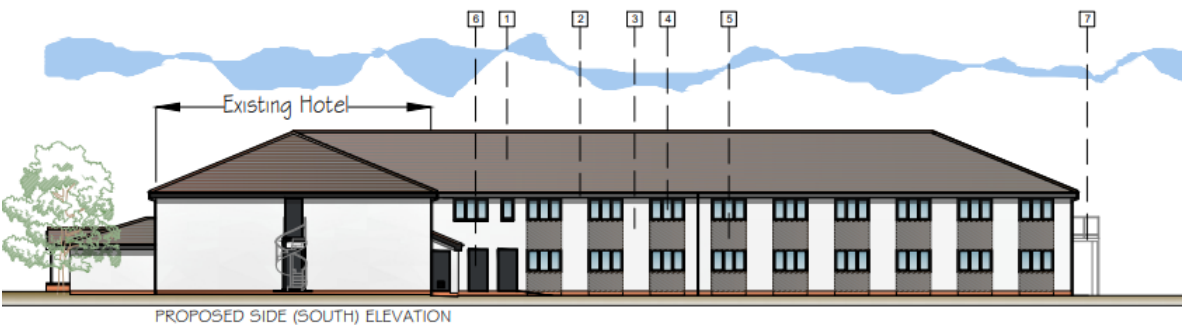


Figure 13: Proposed Hotel Extension – West Elevation



Source – Aegis Architects

Section 4 – Planning Policy Context

National Planning Policy Framework

Introduction

49. The National Planning Policy Framework (“NPPF”) (most recently updated in February 2025) reconfirms the statutory requirement set out in Section 38(6) relating to the determination of planning applications and also confirms that the NPPF must be taken into account as a material planning consideration in planning decisions (paragraphs 2).

Presumption in Favour of Sustainable Development

50. The presumption in favour of sustainable development is at the heart of the NPPF. Paragraph 8 sets out the economic, social and environmental objectives of sustainable development, which are interdependent and need to be pursued in mutually supportive ways, so that opportunities can be taken to secure net gains across the objectives.

51. Paragraph 9 states that: *“...decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.”*

52. Paragraph 11 sets out that local planning authorities should approve development proposals that accord with an up-to-date development plan without delay; or where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the NPPF as a whole. Paragraph 11 states that that plans and decisions should apply a presumption in favour of sustainable development. For decision taking, paragraph 11d) states that for decision taking this means:

- Approving development proposals that accord with an up-to-date development plan without delay; or
- Where there are no relevant development plan policies of the policies which are most important for determining the application are out of date, granting permission unless:
 - I. The application of policies in this framework that protect area or assets of particular importance provides a clear reason for refusing the development proposed; or
 - II. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

53. Paragraph 48 states that planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. Decisions on applications should be made as quickly as possible, and within statutory timescales unless a longer period has been agreed by the applicant in writing.

Building a strong, competitive economy

54. Paragraph 85 tells us that decisions should: *“...help create the conditions in which businesses can **invest, expand and adapt**. Significant weight should be placed on the need to support economic growth and productivity, taking*

*into account both **local business needs** and **wider opportunities for development**. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future.”*

55. Paragraphs 88 and 89 are clear that planning policies should enable economic growth and expansion of all types of **business in rural areas** through use of existing and well-designed new buildings. Planning decisions should also support sustainable **rural tourism** and leisure development and recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or **beyond existing settlements**, and in locations that are not well served by public transport.

Promoting Sustainable Transport

56. Paragraph 110 and 115 identifies that the planning system should actively manage patterns of growth, and that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.
57. Paragraph 117 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.
58. Paragraph 117 states that applications for development should give priority first to pedestrian and cycle movements, encourage public transport use, address the needs of people with disabilities and reduced mobility, avoid unnecessary street clutter, allow for access by service and emergency vehicles and enable charging of plug-in and other ultra-low emission vehicles.

Making Effective Use of Land

59. Paragraphs 124-128 are concerned with making effective use of land and achieving appropriate densities. Paragraph 124 specifically states that planning policies and decisions should promote effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.
60. Paragraph 125 goes on to set out how substantial weight should be given to the value of using suitable brownfield land for homes and other identified needs and promote and support the development of under-utilised land and buildings. The site is predominantly greenfield land but does utilise some existing sealed surface from the existing Redwings Lodge.

Achieving well-designed places

61. Paragraph 131 makes clear that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Meeting the Challenge of Climate Change, Flooding and Coastal Change

62. When determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Paragraph 164 requires new development be planned for in ways that:
 - avoid increased vulnerability to the range of impacts arising from climate change; and
 - can help to reduce greenhouse gas emissions, such as through its location, orientation, and design.

63. Paragraph 181 outlines that where appropriate, applications should be supported by a site-specific flood risk assessment. Development should only be allowed in areas at risk of flooding where, in the light of this assessment it can be demonstrated that:
- a. Within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location;
 - b. The development is appropriately flood resistant and resilient;
 - c. It incorporates sustainable drainage systems, unless there is clear evidence that this would be inappropriate;
 - d. Any residual risk can be safely managed; and
 - e. Safe access and escape routes are included where appropriate, as part of an agreed emergency plan
64. Paragraph 182 identifies that applications which could affect drainage on or around the site should incorporate sustainable drainage systems.

Conserving and Enhancing the Natural Environment

65. Paragraph 187 sets out that planning policies and decisions should contribute to and enhance the natural and local environment. This includes protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils; recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services and preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability.

Biodiversity Net Gain

66. As of 12th February 2024, all major development is required to deliver 10% biodiversity net gain ('BNG') at any given site. BNG is now a mandatory requirement as per Schedule 7a of the Town and Country Planning Act 1990 (and Schedule 14 of the Environment Act 2021). There are three ways BNG can be delivered, outlined below:
- 1. 10% BNG can be achieved on-site (within the red line boundary of a development site).
 - 2. If developers cannot achieve all of their BNG on-site, they can deliver through a mixture of on-site and off-site. Developers can either make off-site biodiversity gains on their own land outside the development site or buy off-site biodiversity units on the market.
 - 3. If developers cannot achieve on-site or off-site BNG, they must buy statutory biodiversity credits from the government. This should be a last resort. The government will use the revenue to invest in habitat creation in England.
67. It is important to note that the loss of any biodiversity onsite must be replaced in addition to creating a 10% increase to BNG.

National Planning Practice Guidance

68. The Government has also published the National Planning Policy Guidance ("NPPG") to support the NPPF, providing high level guidance on specific planning issues and processes. NPPG notes are referenced where applicable in this Statement.

Adopted Local Planning Policy

69. Section 38(6) of the Planning and Compulsory Purchase Act 2004 [and paragraph 210 of the National Planning Policy Framework (NPPF)] requires that proposals should be determined in accordance with the Development Plan unless material considerations indicate otherwise.
70. In this case the Development Plan is the North Hertfordshire Local Plan (“NHLP”) 2011-2031, adopted November 2022.
71. In addition to the adopted Development Plan, the Council has produced Supplementary Planning Guidance (“SPGs”) notes and Supplementary Planning Documents (“SPDs”), a number of which are of relevance to the current proposals.

North Hertfordshire Local Plan 2011-2031 (adopted November 2022)

72. The North Hertfordshire Local Plan (NHLP) identifies the strategic objectives of development within the region covering the period 2011 – 2031. The most relevant policies for the hotel extension are:

Table 6: North Hertfordshire Local Plan 2011-2031 Key Policies

NHLP Policy	NHLP Policy Summary	Applicability to the site
Policy SP1: Sustainable development in North Hertfordshire	Promotes sustainable development across North Hertfordshire by focusing growth in key settlements and villages, encouraging the reuse of previously developed land, and supporting a balanced mix of housing, employment, and community facilities. It aims to ensure high-quality development that enhances local character, supports healthy lifestyles, and delivers essential infrastructure. The policy also prioritizes the protection of the district’s natural and historic environment, including biodiversity and green infrastructure, while requiring mitigation measures to address climate change impacts. Additionally, it supports neighborhood plans that align with the strategic objectives of the Local Plan.	The proposed development responds to the relevant criteria, proposing a high-quality extension to an existing hotel site and delivering increased employment opportunity.
Policy SP3: Employment	Aims to proactively support sustainable growth by allocating sufficient employment land to meet future needs, safeguarding key employment areas, and encouraging a diverse range of business uses. It promotes collaboration with developers and neighbouring authorities to integrate employment land into strategic housing sites, while supporting office, research, light industrial, and knowledge-based sectors both within and outside designated areas. The policy also recognises the importance of other job-creating sectors, such as tourism, in contributing to the district’s overall economic vitality.	The hotel extension will support an additional 17 local jobs, contributing positively to North Hert’s employment delivery targets on an established premise.
Policy SP5: Countryside and Green Belt	Supports the principles of the Green Belt and the value of the countryside by permitting development only	The site is outside of the Green Belt, but in the countryside, outside of a defined settlement boundary.

NHLP Policy	NHLP Policy Summary	Applicability to the site
	where it is appropriate or justified by very special circumstances. It reflects a comprehensive Green Belt review, reallocating land to enable strategic and local development, defining village boundaries, and introducing new Green Belt areas. Outside the Green Belt, a general policy of restraint applies to rural areas.	Whilst within the countryside, the site's context is characterised by existing business premises, particularly roadside uses such as fuelling stations and drive-thrus. The site's boundaries are well defined by existing built form and mature hedgerows and trees, minimising the impacts of the development on the countryside.
Policy SP6: Sustainable transport	Development should promote sustainable transport by encouraging development in accessible locations, supporting early delivery of walking, cycling, and public transport infrastructure, and requiring safety and sustainability assessments. It aligns with local transport strategies and protects existing travel routes, aiming to embed sustainable travel habits from the outset.	The site is a roadside use along the A1. It does not benefit from pedestrian routes with pavement access and is not suitably accessible via bike. The proposal nevertheless seeks accordance with the policy insofar as reasonable and practicable: A) Complies with local highway standards and is supported by an accompanying Transport Statement and Travel Plan. B) The development cannot reasonably or practicably provide enhanced access via sustainable routes such as, walking, cycling or public transport, given its location off the A1. C) As above, the development cannot reasonably or practicably provide enhanced public transport or active travel opportunities. D) As above, no sustainable transport infrastructure can reasonably or practicably be implemented. A Travel Plan supports the application. E) Adequate parking provision of 139 spaces is provided in accordance with the Parking SPD and officer comments within the Pre-App enquiry to the LPA and National Highways. F) A Transport Statement and Travel Plan are submitted with the application. G) No Public Rights of Way, cycling or equestrian routes are impacted by the proposals.
Policy SP7: Infrastructure requirements and developer contributions	Requires developers to provide or contribute to infrastructure needed to support new development, ensuring it is delivered in a timely manner and proportionate to the scale of the proposal. It seeks to avoid undue pressure on existing communities, supports mitigation and enhancement where necessary, and allows refusal of planning permission if infrastructure needs are not met. Viability concerns must be backed by robust evidence, and national guidance and funding mechanisms will be considered.	It is understood from the pre-app response that no developer contributions will be sought for the hotel extension.
Policy SP9: Design and Sustainability	Proposals should include good design as central to sustainable development, requiring well-located proposals that respond to local character and context.	The proposals respond to the relevant criteria with regards to good design and sustainability:

NHLP Policy	NHLP Policy Summary	Applicability to the site
	Strategic Masterplans are mandatory for large or complex developments and must address placemaking, transport, green infrastructure, sustainability, and integration with surrounding areas. These plans should be evidence-based and submitted early, with adherence secured through planning conditions or legal agreements. The Council will assess proposals against detailed design policies, supplementary guidance, and national technical standards.	a) The extension is located on the west wing of the hotel, where there is a space to deliver additional accommodation. b) N/A c) N/A d) N/A e) N/A f) The proposals have taken the policy requirements for design and the design SPD into consideration. A matching materials and design palette have been utilised to inform the extension. g) N/A
Policy SP11: Natural resources and sustainability	Proposals should address climate change and flooding by supporting renewable energy, directing development away from high flood-risk areas, requiring sustainable drainage systems, protecting the water environment, encouraging land remediation, and ensuring wastewater infrastructure is delivered without harming protected sites.	The site is not on contaminated land. Appropriate drainage solutions have been integrated on the site and is located inside Flood Zone 1. The Flood Risk Assessment concludes proposed Redwings Baldock hotel extension lies in Flood Zone 1, faces flood risk, incorporates SuDS drainage, climate-change allowances, and mitigates impacts without increasing flood risk elsewhere.
Policy SP12: Green infrastructure, landscape, and biodiversity	Development for significant growth will be supported while protecting and enhancing the natural environment. It promotes a strategic green infrastructure network, safeguards landscape character—especially within the Chilterns AONB (National Landscape)—and manages designated and non-designated ecological sites. It also seeks measurable biodiversity gains and supports the protection and improvement of open spaces.	The proposals include a significant landscaped areas with biodiverse planting to promote Green Infrastructure and Biodiversity Net Gain. The site is not within a National Landscape (formerly AONB). The site does not impact wildlife corridors, geological sites, ancient woodlands and will not affect any open space designations. The proposed development avoids negative impacts on biodiversity and geodiversity. A BNG of +12.88% habitat is achievable on-site for biodiversity units, whilst a hedgerow unit gain of +11.62% is also achievable. See BNG Assessment and metric submitted with this application.
Policy SP13: Historic environment	Proposals should balance growth with the protection and enhancement of the historic environment. It prioritises the conservation of heritage assets and their settings, supports the retention and enhancement of sig-	The proposals are not within a Conservation Area or within the context of any surrounding listed buildings or buildings of local importance.

NHLP Policy	NHLP Policy Summary	Applicability to the site
	nificant sites, monitors assets at risk, reviews conservation areas, and provides detailed guidance to ensure informed and sensitive development.	
Policy ETC1: Appropriate uses in Employment Areas	The council supports employment development within safeguarded and allocated areas by permitting office, industrial, storage, and distribution uses, subject to site-specific criteria and accessibility. Exceptions may be allowed for ancillary uses or where essential for the continued operation of an established premises , those offering comparable benefits, or preventing long-term vacancy. Conditions and legal agreements will ensure developments continue to meet employment needs.	The proposals form an extension to an existing hotel and is considered essential to the continued operation of an established premises. The vitality and viability of hospitality is challenging in the current economic context (see Section 5 below), and the long-term sustainability operation of is dependent on the expansion of the premises.
Policy ETC8: Tourism	Tourism-related development will be supported where it enhances the district's appeal, improves visitor accommodation, or provides sustainable attractions, subject to a sequential approach to site selection as set out in Policy ETC3.	The proposals would not be subject to a sequential test, as per officer's comments within the pre-application enquiry. It is not severable from the existing premises. The proposed development would improve the choice standard of visitor accommodation through the provision of 51 additional bedrooms and would enable North Hertfordshire to capitalise on the future growth of tourism, such as that relating to the Universal Studios project near Bedford.
Policy CGB1: Rural Areas beyond the Green Belt.	Supports development in Rural Areas beyond the Green Belt where it meets specific criteria, such as infilling within Category B villages, addressing local needs , supporting agriculture or forestry, reusing existing rural buildings, enabling modest rural economic growth, or providing outdoor facilities that respect the area's open character.	The site is within the Rural Area outside the Green Belt designation. The proposals crucially address a local need for affordable visitor accommodation, as demonstrated by the Redwings Lodge high occupation rate at 98%. Policy CBB1 is clear at criteria B that proposals that meet a proven local need will be permitted. The proposed development is visually well-contained and would respect the open countryside's character beyond its boundaries.
Policy CGB4: Existing buildings in the Rural Area Beyond the Green Belt	Supports the re-use, replacement, or extension of buildings in Rural Areas beyond the Green Belt, provided changes are modest, do not significantly impact the area's openness or character, and any outbuildings are closely and visually subordinate to the main structure.	The proposals respond positively to the criteria for existing buildings in the Rural Area Beyond the Green Belt. b) The proposals do not require major extension or construction. c) The proposals do not material impact the openness of the Green Belt. The site is surrounded by existing developments on all sides and does not strongly contribute to the 5 purposes of the Green Belt at paragraph 143 of the framework. d) The proposals are linked to the existing building and predominately located to the rear of the primary elevation. The extension is considered subordinate. Overall, the proposals have been reduced from previous officer comments within the pre-app enquiry,

NHLP Policy	NHLP Policy Summary	Applicability to the site
		from 115% to 106% and have been regarded as “not disproportionate”.
Policy T1: Assessment of transport matters	Supports development where it does not harm high-way safety or cause unacceptable impacts on the transport network. It requires sustainable transport measures, appropriate transport assessments, and for major developments, integration with public transport and safe, accessible routes for walking and cycling. Requirements for Transport Statement: >1,500m² Gross Floor Area (GFA) Requirements for Transport Assessment: >2,500m² (GFA)	Refer to the Transport Statement and Framework Travel Plan submitted with this application, which assesses that the proposed development would not have a detrimental impact on highway safety or patterns of movement, integrates with existing transport networks and provides accessible and convenient access for all users.
Policy T2: Parking	Supports granting planning permission where parking is provided in line with residential and non-residential standards, relevant guidance is followed, and all parking needs are clearly addressed through safe and functional design. Variations from standards may be allowed if justified by factors such as location, accessibility, public transport availability, and local car ownership levels.	A parking provision of 139 spaces are provided. It is considered that this makes appropriate provision for the existing and proposed hotel rooms, the Cotey’s restaurant and the Brookside Lodge. The parking SPD has been considered, and it is understood from the accompanying Transport Statement that appropriate parking provision is included.
Policy D1: Sustainable design	Development should respond well to local context and take opportunities to improve public realm, sustainability, and connectivity. It encourages high-quality design that integrates with surrounding areas, reduces environmental impact, and enhances safety and accessibility. Developments should follow relevant design guidance and future-proof for evolving business needs and technologies.	The proposals utilise opportunities to enhance sustainability through the following provisions: - Landscape and habitat planting to achieve an on-site BNG; - On-site SUDs, such as rain gardens; - EV Charging points to promote sustainable transport and the transition to net zero.
Policy D3: Protecting living conditions	Supports development where it does not cause unacceptable harm to living conditions. If harm is identified—either to existing or proposed occupants—planning permission will only be granted if effective mitigation measures are provided to reduce the impact to an acceptable level.	The proposals cause limited impact to living conditions of surrounding properties. Existing mature trees and hedgerows screen the site from surrounding uses and a lighting scheme to limit spill can be secured via an appropriately worded planning condition.
Policy D4: Air quality	Supports development where air quality impacts are properly considered and mitigated. It requires assessments where necessary, and proposals must minimise emissions during construction and use. If air quality impacts cannot be acceptably mitigated, planning permission will be refused.	The proposals are considered to have limited impact on air quality beyond a marginal increase in vehicle access to the site. Impacts during construction can be mitigated and secured via an appropriately worded Construction Environmental Management Plan (CEMP).

NHLP Policy	NHLP Policy Summary	Applicability to the site
		Existing mature planting mitigates impact on surrounding properties. These will be maintained and enhance.
Policy NE2: Landscape	Supports development that respects and enhances the local landscape character. Proposals must avoid unacceptable harm, protect important landscape features, and include plans for the long-term management of existing and new landscaping.	The site is not within a sensitive landscape character area. The site is screened by existing mature trees and hedgerows, as well as existing development and main road to the south. A landscape masterplan has also been submitted, which further mitigates landscape impacts of the proposals.
Policy NE4: Biodiversity and geological sites	The policy focuses on protecting and enhancing biodiversity by requiring development to deliver measurable net gains, support ecological networks, and restore habitats where possible. Applicants must provide ecological surveys, avoid or mitigate harm based on site status, manage construction impacts, include habitat buffers, and ensure long-term ecological management.	A Preliminary Ecological Appraisal has been submitted with the application. Additional recommendations for bat surveys have been submitted and conclude that no bat populations are resident within the hotel roof. A Biodiversity Impact Assessment has been submitted and demonstrates that a measurable on-site BNG of 12.88% for habitat and 11.62% for hedgerows can be achieved.
Policy NE7: Reducing flood risk.	Ensures development avoids or manages flood risk by prioritising low-risk locations, applying national flood tests where needed, and requiring flood risk assessments. Proposals must reduce flood risk, use resilient design, protect floodplains and flow routes, and avoid harm to nature, heritage, and landscape while integrating positive mitigation where possible.	The site is in Flood Zone 1 and has low risk from surface water flooding. A Flood Risk Assessment and Drainage Strategy are submitted with this planning application.
Policy NE8: Sustainable drainage systems	Supports granting planning permission where sustainable drainage solutions are used that reduce surface water flood risk, enhance biodiversity and water quality, and provide amenity benefits. Proposals should mimic natural drainage patterns and follow the SuDS hierarchy.	The application is submitted with a Drainage Strategy, demonstrating naturalistic solutions where possible, and compliance with local guidance, and integration of multiple environmental benefits. The site is in Flood Zone 1. The drainage strategy demonstrates that an appropriate drainage system for both foul and surface water can be provided on the site which discharges indirectly through the existing network to suitable outfalls with restricted run-off rates. Subject to the mitigation measures proposed, the development may proceed without being subject to significant flood risk. Moreover, the development will not significantly increase flood risk to the wider catchment area.
Policy NE9: Water quality and environment	Supports development that makes appropriate space for water by requiring buffer zones of at least 8 metres from main rivers and 5 metres from ordinary water-	The proposals maintain a minimum of 8-meter distance of undevelopable buffer from any main rivers and 5 m from existing water courses.

NHLP Policy	NHLP Policy Summary	Applicability to the site
	courses. It also encourages river restoration and resilience improvements where development may affect nearby watercourses.	
Policy NE10: Water conservation and wastewater infrastructure	Supports development that protects water quality and infrastructure. Planning permission will be granted where proposals avoid deterioration of watercourses, contribute to Water Framework Directive objectives and River Basin Management Plans, and ensure adequate water and wastewater infrastructure is in place—particularly around Stevenage, where impacts on Rye Meads and designated sites must be carefully managed.	It is not considered that the proposals would result in the deterioration of any watercourses. The Flood Risk and Drainage Strategy submitted with this application outlines how the development accords with the relevant Water Framework Directive and Management Plans.
Policy HE1: Designated heritage assets	Applications affecting designated heritage assets or their setting to include a Heritage Assessment that evaluates significance, details impacts, and proposes mitigation. Development will be supported if it conserves the asset, uses appropriate materials, and any harm is outweighed by public benefits. Proposals causing substantial harm or loss will only be permitted if they deliver exceptional public benefits.	The proposals are not within a Conservation Area. The site is situated some 30m west of Grade II Tudor Oaks Motel and 450m west of Grade II Taylor's Mill. The significant existing mature trees and hedgerows, as well as existing built form on all sides and the A1 Road to the south offers considerable screening from the proposed development. The development is considered to have limited to no impact on heritage assets.
Policy HE3: Non-designated heritage assets	Development affecting non-designated heritage assets should only be allowed where a balanced judgement shows the harm or loss is justified. If loss occurs, the replacement must preserve local character, and in conservation areas, demolition must be tied to a secured redevelopment plan unless justified otherwise.	The proposed development is not considered to be within the context of any locally listed heritage assets.
Policy HE4: Archaeology	Supports development affecting heritage assets with archaeological interest, provided applicants submit appropriate assessments and, where necessary, field evaluations. It encourages in situ preservation of important remains, or if loss is justified, requires proper recording and archiving. Sites identified as locally important or newly discovered through research or planning processes will be treated with the same level of significance.	The proposed development is not considered to be within the context of any sites of archaeological interest.

North Hertfordshire Local Plan Review

73. In January 2024, a full review and update of the North Hertfordshire Local Plan commenced. The most recent Local Development Scheme was adopted in January 2025 and indicates adoption of the new local plan by December 2027.
74. A Call for Sites took place in June – September 2025 and initial analysis is currently taking place with a further Call for Sites expected in February – March 2026. It is not anticipated that the local plan review will progress sufficiently for its policy amendments to have a material weight within the planning balance for the hotel extension.

Neighbourhood Planning

75. The site is within the ward of Arbury. No Neighbourhood Plan has been made for the area, nor are there plans to progress one.

Sustainability SPD (September 2024)

76. The Sustainability Supplementary Planning Document (SPD) sets out the Council's sustainability expectations to support, and supplement adopted Local Plan policies, with the primary objective of ensuring new development contributes positively to climate change mitigation and adaptation, delivers healthier and more resilient places, and protects and enhances the natural environment. It provides detailed thematic guidance across areas including energy efficiency, low-carbon energy, whole-life carbon, biodiversity net gain, sustainable travel, water efficiency, sustainable drainage and healthy placemaking, alongside proportionate sustainability checklists for different scales and types of development.
77. The SPD has informed the overall design approach, layout and technical strategies to minimise environmental impacts, through measures such as EV charge points and window orientation to maximise solar gain.

Vehicular Parking as New Development (November 2011)

78. The Vehicle Parking at New Development Supplementary Planning Document (SPD) provides a locally derived evidence-based framework for determining appropriate parking provision at new development, with the objectives of ensuring highway safety, protecting residential amenity and townscape quality, supporting the vitality and viability of town centres, and promoting sustainable travel choices while reflecting realistic levels of car ownership. In particular, the SPD sets out maximum parking standards for non-residential uses, including hotels, alongside detailed guidance on the design and layout of parking, cycle provision, servicing, coach parking and electric vehicle charging infrastructure.
79. The proposed hotel extensions have been informed by this guidance through the assessment of parking demand generated by the additional accommodation and ancillary floorspace, the provision of parking in accordance with the relevant hotel standards, and the incorporation of appropriately designed car, cycle and servicing arrangements. The proposals also reflect the SPD's emphasis on managing parking within the site to prevent overspill onto surrounding streets, maintaining safe and efficient access, and integrating parking in a manner that supports sustainable transport objectives without detracting from the quality of the site or its surroundings.
80. Further detail on the proposal's approach to parking provision is included within the Transport Assessment.

Design SPD (July 2011)

81. The Design Supplementary Planning Document (SPD) seeks to raise the overall quality of development by promoting high standards of urban design and sustainability, ensuring that new proposals respond positively to their context, reinforce local character, and contribute to the creation of attractive, functional and enduring places. Its objectives include achieving development that respects scale, massing, layout and materials; enhances the quality of the public realm; promotes legibility, accessibility and permeability; and incorporates sustainable design principles to reduce environmental impacts. The SPD has informed the design approach to ensure that the scale, form and appearance of the extensions are sympathetic to the host building and surrounding area, that active frontages and legible access arrangements are maintained, and that the development enhances the public realm while minimising visual and environmental impacts. The proposals have also been shaped to improve adaptability and long-term usability of the hotel while reflecting local distinctiveness and embedding sustainability measures in line with the principles set out in the SPD.

Developer Contributions SPD (January 2023)

82. The Developer Contributions Supplementary Planning Document (SPD) provides detailed guidance on the type, scope and justification for planning obligations and developer contributions, ensuring that new development makes appropriate provision to mitigate its impacts and contributes fairly to the delivery of necessary infrastructure, services and facilities in accordance with the adopted Local Plan. Its objectives are to secure contributions in a transparent, consistent and proportionate manner, in line with statutory tests, to support sustainable economic growth, transport infrastructure, environmental protection, community facilities and climate resilience. In relation to the proposed hotel extensions, the SPD has informed the assessment of whether the development gives rise to additional demands on local infrastructure, services or the environment, and has guided consideration of any necessary mitigation measures or contributions. These can be agreed with the local authority within an appropriately worded Section 106 agreement.

Community Infrastructure Levy

83. North Hertfordshire District Council does not have an adopted CIL charging schedule.

Section 5 – Key Planning and Technical Considerations

Overview of the Proposals

84. The proposals seek to extend the Redwings Lodge Hotel, Baldock, to include 51 additional bedrooms across 1,306 SqM (14,057 SqFt), over a land take of 653SqM (Gross External Area ‘GEA’), additional parking spaces and associated landscaping.

Principle of Development

85. The principle of development for a Class C1 hotel use is already established on site, and the FPA will be for an expansion of the existing hotel for an additional 51no. rooms.
86. The site benefits from the extant planning approval for the redevelopment of the Brookside Lodge for an aparthotel comprising 20 rooms (40 beds). The officer’s report confirmed that the principle of an expanded hotel offer on the wider site was acceptable in planning terms, including the use of the existing Redwings Lodge access and parking facilities.
87. The site is located within the ‘Rural Area beyond the Green Belt’ as therefore **Policies CBG1** and **CBG4** are material to the proposed development. **Policy CGB1** sets out that planning permission will be granted provided that it is a modest proposal for rural economic development and there is a proven local need for services in an appropriate location. **Policy CGB4** sets out that planning permission for extension of buildings within this area will be granted provided that the resultant building(s) do not have a materially great impact on the openness, purposes or general policy aims for the area than the original building(s) and any outbuilding(s) are sited as close as possible to the main building(s) and visually subordinate to them.
88. The proposed development represents infill to optimise use of an existing site within the Rural Area beyond the Green Belt. The site is visually self-contained and is already subject to urbanising influences along its boundaries. It would not result in material change to the visual and spatial openness of the adjacent land:
- From the A1 southbound, views are limited by the existing Cotey’s Restaurant frontage;
 - From the north, views are limited by the existing boundary and buildings associated with the neighbouring dog kennel use and dwellinghouse;
 - From the east, views are limited by mature trees and the existing boundary and buildings associated with the neighbouring agricultural uses and dwellinghouse;
 - From the south, views are limited by mature trees.
89. The site area to be developed within the curtilage of the existing Redwings Lodge hotel does not make a contribution to the visual and spatial openness of the Rural Area beyond the Green Belt, given that it is enclosed by mature tree screening or built form, and largely comprises amenity grassland. Further, recent development (2021) some 50m south-west along the A1 (northbound) include a new Costa Coffee, Subway and BP Filling/Charging Station (ref: CB/18/04678/FULL – Central Bedfordshire LPA), which have served to urbanise the

immediate landscape. An extension of the existing Redwings Lodge is therefore unlikely to have any further material landscape or heritage harm.

90. The proposed development would meet a proven market demand and represents a modest proposal for rural economic development. It is therefore considered to accord with **Policies CBG1** and **CGB4**.
91. A proposal for a hotel expansion would also be supported by both local and national planning policy with regards to supporting local business and unlocking economic growth. The spatial vision aspires for North Hertfordshire to have a robust and prosperous economy, including sustainable tourism, providing local and smaller scale businesses to have the opportunity to thrive and grow. Specifically:
 - **Policy SP3: Employment** proactively encourages sustainable economic growth, supports new and existing businesses and seeks to build on the district's strengths, location and offering.
 - **Policy ETC8: Tourism** seeks to support development that improves visitor accommodation.
92. The site's planning history did not raise any consideration of sequential test, in terms of locating main town centre uses (i.e., hotels) outside of designated centres. **Policy ETC8** sets out that planning permission for tourism-related development will be granted, subject to the sequential approach set out in **Policy ETC3**. **Policy ETC3** usually requires an impact assessment for main town centre uses in excess of 500sqm located outside of designated town centres, such as Baldock.
93. The PPG is clear that use of the sequential test should recognise that certain main town centre uses have particular market and locational requirements which mean that they may only be accommodated in specific locations². It also makes clear that consideration of sequentially preferable sites should consider whether there is scope for flexibility in the format and/or scale of the proposal.
94. Case law has clarified that a sequential approach cannot 'sever' development proposals in relation to expansion of existing facilities; i.e., an extension is inherently linked to the function of the existing out-of-centre site and alternative sites within or adjacent to defined centres are unsuitable.
95. The proposed development, as per the previous FPP in relation to Brookside Lodge, is inherently linked to the existing Redwings Lodge development and its roadside location adjacent to the A1 southbound carriageway:
96. It would represent the expansion of an existing roadside hotel whose business model is dependent on convenient roadside access to the Strategic Road Network for its market, as demonstrated by the overview of market demand and the current demand for mid-week accommodation set out earlier in this Statement.
97. Its functionality is dependent on being conjoined with the existing Redwings Lodge operation; it cannot be located elsewhere.
98. We therefore consider that the proposed development would satisfy the sequential test requirements set out in **Policies ETC3** and **ETC8**. The North Herts pre-app response confirmed the above and that no sequential test was required.
99. The principle of development is also strongly supported by the NPPF, which seeks to create the conditions for business expansion and investment. Redwings Lodges is a successful growing chain of eight hotels across the UK and are investing into the Baldock site to increase the number of rooms, leading to a number of benefits to

² PPG Reference ID: 2b-012-20190722

the local economy, including increased business rates (c.40% of which would be payable to NHDC), tax revenue, local operational jobs, and construction jobs.

100. The principle of development is further supported by the recent Written Ministerial Statement from 22nd April 2025 on the nearby Universal Studios development in Bedford, which will further support the need for affordable hotel accommodation (ref: UIN HCWS590). It is considered that the extension of the existing Redwings Lodge with proven demand, can provide a quicker supply solution for new hotel demand.

Scale and Massing

101. The Council does not have a policy which specifies how tall, or dense hotel extensions should be, however the North Herts Design Guide has been drawn upon. The height and mass of the existing building can be taken as the precedent. The proposed extension seeks to remain at the highest point of the existing hotel to be visual in line with the existing hotel.
102. The previous proposals contained within the pre-application submission proposed 58 additional rooms at a 115% increase to the existing 40 rooms. The officer made clear that this additional scale would be slightly too great. As such, the proposals have been reduced to 51 additional rooms across 1,306 SqM, equating to 106% increase.
103. Taking account of the North Herts design guide, pre-app comments and guidance within the National Model Design Code, the orientation of the linked extension will create a well contained infill on the site.

Materials

104. A materials key is included within the Design and Access Statement and shows the use of matching materials to the existing hotel. The same white render, brown timber fascia, matching roof tiles and hipped roof.

Sustainability

105. The project contributes to environmental protection, climate resilience, rural employment, and local economic development. By integrating energy-efficient technologies, biodiversity enhancements, and sustainable travel infrastructure, the scheme reflects a long-term commitment to responsible rural development. No energy assessment or sustainability statement has been submitted with the application, as this is not a policy requirement nor requested in the pre-application response. Should this be required it will be delivered in response to a planning condition.

Hotel Viability

106. It is well understood that the hotel and hospitality sector has disproportionately been negatively impacted in the last 5 years, with rising costs and limited scope to increase prices without discouraging visitors.

Rising Costs of Business: The Key Challenge

Energy Costs:

107. The sector is energy-intensive, and fluctuating global energy prices (natural gas, electricity) have significantly increased operational costs. The Federation of Small Businesses (FSB) has reported that energy price hikes are a major concern for hospitality businesses.

Food and Beverage Costs:

108. Supply chain disruptions, inflation in food prices (driven by factors like weather, geopolitical events, and rising transportation costs) are pushing up the cost of ingredients and supplies. ONS data on inflation reveals significant

price increases in food directly impacts the profitability of restaurants, bars, and hotel food services. Industry bodies like UKHospitality have published reports highlighting these concerns.

Labour Costs:

109. Skills shortages, wage inflation due to the cost-of-living crisis, and increased National Insurance contributions all contribute to rising labour costs. The UK unemployment rate has remained relatively low. While this is generally positive, it creates competition for skilled staff in the hospitality sector. Reports by the Bank of England and recruitment firms cite wage increases to attract and retain workers. Rise in the national minimum wage and real living wage also add to labour cost pressures.

Supply Chain Disruptions & Inflation:

110. General inflation impacts all aspects of the business, including the cost of furniture, linens, cleaning supplies, and other operational items. Supply chain issues, exacerbated by Brexit and global events, can lead to delays and higher prices. Industry surveys consistently highlight supply chain disruptions as a challenge. Reports from organisations like the British Chambers of Commerce (BCC) and the CBI (Confederation of British Industry) often mention the impact of inflation on input costs.

Business Rates and Taxes:

111. Business rates (a tax on commercial properties) are a major expense that is due to increase by up to 150% following business rates revaluation in April 2026. As such, hospitality operators need to expand or optimise operations to remain viable businesses.

Interest Rates:

112. Higher interest rates increase borrowing costs for businesses, particularly those with debt for property or renovations. Whilst reducing, the Bank of England's decisions on interest rates have been to keep rates relatively high and have a direct impact on borrowing costs.

Economies of Scale

113. To support the future viability and success of the Redwings Lodge we make the case that any extension must exceed a tipping point beyond which the economies of scale justify the extension being undertaken. A cost plan for the proposed extension has been undertaken by suitably qualified cost consultants at CBRE and demonstrated that the proposal for an additional 51 bedrooms is understood to be the minimal level of expansion to justify the cost of extending the hotel. The findings of this cost plan are confidential but can be shown to Central Bedfordshire officers upon request.
114. The proposal would make use of existing facilities at the site, such as the reception, restaurant, security, and car park, which would need to be provided in a new hotel. This would avoid land acquisition costs and have further impact on the Green Belt over and above the proposal. The applicant is clear that the proposals would assist the viability of the hotel and help to keep rooms at budget level, being one of its USPs.

Highways, Access and Parking

115. The application is supported by a transport statement, produced by Magna Transport Planning.

Highways Impact

116. The submitted Transport Statement demonstrates that the proposed hotel extension would give rise to a modest increase in vehicle movements that can be safely and efficiently accommodated on the surrounding highway network. Trip generation has been assessed using industry-standard TRICS data and shows that the additional 58

bedrooms would generate approximately 17 two-way trips in the weekday AM peak hour and 19 two-way trips in the PM peak hour, equating to around one additional vehicle every three to four minutes. A review of five-year personal injury collision data confirms there have been no collisions associated with the site access, and no existing highway safety issues have been identified. National Highways has confirmed through pre-application engagement that the scale of traffic associated with the development is unlikely to raise concerns in respect of the operation or safety of the Strategic Road Network.

Access

117. Vehicular access to the site will continue to be taken from the established left-in / left-out junction on the A1 southbound carriageway, which forms part of the Strategic Road Network and is managed by National Highways. The access has operated safely for many years serving the existing hotel and associated uses, and no alterations to its layout or position are proposed. Visibility splays of 2.4 metres by 295 metres are available in accordance with Design Manual for Roads and Bridges standards for a trunk road subject to the national speed limit. The modest increase in vehicle movements generated by the development is well within the operational capacity of the existing access, and the proposals do not introduce any new or unusual access requirements.

Parking

118. A total of 139 car parking spaces are proposed across the wider site, including nine disabled bays and 15 spaces equipped with electric vehicle charging points, together with secure cycle parking for 16 bicycles. While adopted maximum parking standards indicate a theoretical requirement of up to 153 spaces, detailed assessments based on the operator's business model, observed occupancy levels, census data, and TRICS parking accumulation demonstrate that actual demand would be materially lower. Typical overnight parking demand is estimated at approximately 103 spaces, rising to around 115 spaces under a conservative 90% occupancy sensitivity scenario, both of which remain comfortably within the proposed provision. The parking layout is therefore considered sufficient to meet peak demand without overspill onto the A1 or surrounding land and provides a robust, policy-compliant solution aligned with the realistic operational needs of the hotel.
119. In addition, a framework travel plan is submitted with the application. It is therefore concluded that there are no highways or transport-related reasons that should prevent the granting of planning permission for the proposed extension.

Ecology

120. A Preliminary Ecological Appraisal undertaken in May 2025 identifies the site as being of *local ecological value*, dominated by buildings, hardstanding and species-poor modified grassland, with small areas of trees, tall forbs and woodland. No irreplaceable habitats were recorded. The hotel was assessed as having *low* potential for roosting bats (addressed through separate survey), and the site was found to have limited potential for other protected species. Subject to standard precautionary measures, invasive species control, and Biodiversity Net Gain enhancements, the PEA concludes there are no ecological constraints to the proposed development.
121. The PEA identified that potential for bat roosting existed in the loft space of the existing hotel and as such, phase 2 bat surveys were undertaken and issued within a report submitted with the application. The surveys found no evidence of bats roosting within the building affected by the proposed development. Bat activity recorded across the site was low and limited to occasional commuting and foraging passes by common species such as noctule, common pipistrelle and soprano pipistrelle, with some activity from the less frequently recorded Leisler's bat, primarily within surrounding vegetated areas rather than the building itself. As no roosts were identified, no mitigation or European Protected Species licence is required to facilitate the proposed works. The report recommends standard precautionary measures, including cessation of works if bats are unexpectedly

encountered, the provision of a sensitive lighting strategy, and the incorporation of bat box enhancements to deliver biodiversity net gain

Biodiversity Net Gain

122. The submitted Biodiversity Net Gain Assessment has been undertaken in accordance with the statutory requirements of Schedule 7A of the Town and Country Planning Act 1990 (as inserted by the Environment Act 2021) using the DEFRA Statutory Biodiversity Metric (July 2025). The baseline assessment identifies no irreplaceable habitats within the site, with existing habitats valued at 2.85 habitat units and 0.68 hedgerow units. Following the design-led approach to retain higher value features and introduce targeted enhancements, the proposed development delivers 3.21 habitat units and 0.76 hedgerow units post-development, equating to a net gain of +0.37 habitat units (+12.88%) and +0.08 hedgerow units (+11.62%). This exceeds the mandatory 10% BNG requirement and satisfies the metric trading rules entirely through on-site habitat creation and enhancement. Delivery and long-term management of the new and enhanced habitats will be secured through a Habitat Management and Monitoring Plan for a minimum period of 30 years.

Trees

123. An Arboricultural Impact Assessment (AIA) and Tree Constraints Plan (TCP) has been undertaken in accordance with BS 5837:2012 to inform the proposed redevelopment of Redwings Lodge, including a hotel extension, expanded parking and associated landscaping. The assessment confirms that the site is not subject to any Tree Preservation Orders and does not lie within a Conservation Area. A small number of low-quality trees and groups (primarily Category C), along with one dead tree, are required to be removed to facilitate the development, while the majority of trees on and adjacent to the site will be retained. Comprehensive mitigation measures are proposed, including Construction Exclusion Zones, tree protection fencing, and temporary and permanent ground protection to safeguard retained trees and their root protection areas during construction. New tree and hedgerow planting is also proposed to enhance the long-term arboricultural and landscape value of the site. Subject to implementation of the recommended tree protection and management measures, the assessment concludes that the development can proceed without unacceptable arboricultural impacts.

Landscaping

124. The site is not within a sensitive location that would result in harm to the prevailing landscape, being contained by existing built form and tree/hedge rows which will remain, as well as the A1 road. To support the application a landscape masterplan has been produced to enhance the surrounding curtilage of the hotel and its parking areas.

125. The landscape plan proposes a comprehensive enhancement of the hotel curtilage through a coordinated approach to planting, circulation and amenity space. New tree planting, native hedgerows, shrubs and areas of meadow grass are introduced across the site to soften built form, integrate the proposed hotel extension, and reinforce green boundaries around parking and access roads. Improved pedestrian walkways and landscaped edges create a clear and attractive arrival experience while improving movement between the hotel, parking areas and outdoor spaces. The retention of existing vegetation where possible, combined with substantial new planting, strengthens visual containment, improves seasonal interest and enhances biodiversity value. Overall, the landscape strategy transforms the curtilage into a more coherent, attractive and greener setting for the hotel, delivering both visual amenity and environmental benefits while complementing the proposed development.

Flood Risk and Drainage Strategy

126. A site-specific Flood Risk Assessment and Drainage Strategy has been prepared to support the proposed extension to Redwings Baldock Hotel, in accordance with the NPPF, Planning Practice Guidance, and local policy. The site lies wholly within Flood Zone 1 and is at low risk of flooding from fluvial, tidal, groundwater, sewer, and artificial sources, with only limited areas of low to medium surface water risk affecting parts of the existing car

park. Flood risk is mitigated through a comprehensive strategy including finished floor levels set a minimum of 150 mm above surrounding ground, site level design directing exceedance flows away from buildings, and a managed maintenance regime. Surface water will be controlled to a maximum discharge rate of 2.0 l/s via permeable paving, flow control, and approximately 355 m³ of on-site attenuation, designed for the 1 in 100 year storm event plus a 40% climate change allowance. Additional mitigation includes rainwater harvesting, water quality treatment through permeable paving, and controlled exceedance routing to car park areas. Foul drainage will connect to the existing pumped system and upgraded treatment works. Subject to implementation and long-term maintenance, the development will be safe for its lifetime and will not increase flood risk on site or elsewhere.

Section 6 – Draft Section 106 Heads of Terms

Introduction

127. The following draft Section 106 Heads of Terms have been prepared, having regard to Development Plan policies, the NPPF and pre-application discussions held with the LPA.

Head of Terms

128. Details will be finalised and agreed with officers once the application is submitted, however, we consider that the potential S106 obligations will relate to the following areas.

Travel Plan Monitoring Fee

129. The Applicant has submitted a Framework Travel Plan to support their proposals, this has been prepared by Magna Transport Planning in accordance with guidance set out by local planning policy and relevant highways departments. The Applicant recognises that a Travel Plan monitoring fee may be required to cover monitoring over five years.

Section 7 – Summary and Planning Balance

130. CBRE has been instructed by Redwings Lodge to prepare this Planning Statement to support an application for a 51-bedroom extension of the Redwings Lodge Hotel, with associated parking, landscaping and works.
131. The proposed development has taken account of officer feedback to pre-application engagement in August 2025 and presents a scaled down scheme that would allow a sufficient level of expansion to support the ongoing vitality of an important hospitality offering in the district, whilst still according national and local policies.
132. The application is supported by a suite of supporting technical documents that ensures accordance with policies relevant to the principle of development, design/ scale, sustainability, highways, economic growth, flood, ecology, biodiversity, trees and landscape.
133. This Planning Statement explains how the development addresses local and national planning policies, in addition to providing for the continued use of the site for an affordable and comfortable hotel accommodation and as a locally important rural employment location. The development is appropriate in its scale, design and use in its context. To summarise, the proposed development is considered to constitute sustainable development as defined in the Development Plan and NPPF, giving rise to the following economic, social and environmental sustainability benefits:

Economic

- **Employment:** supporting up to 17 additional hotel employees for cleaning, front of house, site management and maintenance.
- **Tourism:** Supporting accommodation for visitors to local tourist attractions, including; Knebworth House, Royston Cave, Rhythms of the World festival, and Letchworth Festival. It would also help to capture the wider economic benefits of the consented Universal Studios Theme Park development near Bedford, which is now consented by the Secretary of State.
- **Construction employment:** The cost of development, and the GVA over 1 year of build period would create economic construction benefits. There would be further construction value and GVA from annualised economic output. The development would also support supply chain jobs and direct construction jobs. Construction activities would also provide apprenticeship and other training and skills development opportunities for the local community.
- **Local Authority Revenue:** NHC will collect business rate revenues for the additional floor space, which could contribute towards the delivery of day-to-day NHC services.
- **Operational Employment and Expenditure:** The completed development will generate a positive GVA over the 30 years from completion and support direct FTE jobs. It is anticipated that the majority of these jobs would be taken up by the local community living within the Council's area. Additional temporary construction jobs will also be created.

Social

- **Provision of new jobs in a sustainable location:** The Site is currently underutilised and in a strongly accessible location for employees from nearby settlements of Stotfold, Biggleswade, Letchworth Garden City, Arlesey and Baldock.
- **Meeting local employment needs:** North Hertfordshire currently has 2,100 unemployed equal to 3% of the working population (ONS 2023). The development will contribute to construction, supply chain and operation employment opportunities.
- **Health and wellbeing:** The proposed development will on-site green infrastructure, landscaping planting and biodiversity net gain (10%). Enhanced tree planting and green space will contribute positively to local health and wellbeing for hotel and restaurant guests.
- **Affordable Accommodation:** The surrounding area has a number of existing and future tourist locations and attracts visitors from across the UK. The provision of affordable hotel accommodation will add to local choice for accommodation, enabling more visitors with a variety of budgets to benefit to visit these attractions.

Environmental

- **Making productive use of underused land:** The use of an existing hotel to extend the provision of hotel accommodation, meeting the market demand for additional hotel bedspaces on previously developed land rather than relying on greenfield development to meet this demand. The proposed development will minimise the requirement to deliver an equivalent development on purely greenfield land, with the associated loss of biodiversity and amenity value.
- **Biodiversity Net Gain:** BNG achieved through the creation of new planting and soft landscaping as part of a comprehensive biodiversity-led approach. It is anticipated that the biodiversity net gain of the Proposed Development will exceed the mandatory 10% increase above current levels of biodiversity at the site by means of on-site provision. Additional planting will also consolidate and reinforce the landscaping between the development to provide a clear separation between the settlements in the locality.

134. This Planning Statement demonstrates that the proposed development is in accordance with the Development Plan when read as a whole, as well as other material considerations, including the NPPF, PPG and locally adopted SPDs and SPGs. It is considered that any adverse effects arising from the proposed development are considerably outweighed by the wider benefits of the scheme. Accordingly, planning permission should be granted without delay.

Appendix 1: Application Documents

DOCUMENT	DOCUMENT NAME	REVISION	AUTHOR
Planning Statement	Planning Statement - Redwings Lodge, Baldock	V2	CBRE
Design and Access Statement	Design and Access Statement- AA-632-DAS	V1	Aegis Architecture
Flood Risk Assessment and Drainage Strategy	RWB-LINK-XX-XX-RP-C-FRA01-P1-Flood Risk Assessment	V2	Link Engineering
Preliminary Ecological Appraisal	BG25.250 REDWINGS LODGE, BALDOCK - PRELIMINARY ECOLOGICAL APPRAISAL - REV1	V2	Brindle & Green
Biodiversity Net Gain Assessment	BG25.250 REDWINGS BALDOCK - BIODIVERSITY NET GAIN ASSESSMENT - REV2	V2	Brindle & Green
Statutory Biodiversity Metric	BG25.250 REDWINGS BALDOCK - STATUTORY_BIODIVERSITY_METRIC - FINAL	V1	Brindle & Green
Bat Presence and Likely Absence Surveys	BG25.250 REDWINGS BALDOCK BAT REPORT - REV1	V2	Brindle & Green
Transport Statement	25-601- Transport Statement - January 2026	V2	Magna Transport Planning
Travel Plan	25-601 - Framework Travel Plan - January 2026	V2	Magna Transport Planning
Car Park Management Plan	25-601 - Car Park Management Plan - January 2026	V2	Magna Transport Planning
Landscaping Plan	BG25.250 Redwings, Baldock Masterplan rev 1	V2	Brindle & Green
Arboricultural Impact Assessment	BG25.250 Redwings Lodge, Baldock - AIA REV1	V2	Brindle & Green
Tree Constraints Plan	BG25.250 Redwings Baldock - TCP	V1	Brindle & Green
Topographical Survey	6005-01 Model (1)	V1	Oakley Building Surveyors
Plans			
Location Plan	632-001 - OS LOCATION PLAN		Aegis Architecture

DOCUMENT	DOCUMENT NAME	REVISION	AUTHOR
Existing Site Plan – Planning	632-002 - EXISTING LAND SURVEY		Aegis Architecture
Proposed Site Plan - Planning	632-003D - PROPOSED SITE PLAN		
Proposed Ground Floor Plan	632-004 - PROPOSED GROUND FLOOR PLAN		Aegis Architecture
Proposed First Floor Plan	632-005 - PROPOSED FIRST FLOOR PLAN		Aegis Architecture
Proposed and Existing Roof Plans	632-006 - PROPOSED AND EXISTING ROOF PLANS		Aegis Architecture
Proposed and Existing Front (West) Elevations	632-007 - PROPOSED AND EXISTING FRONT (WEST) ELEVATIONS		Aegis Architecture
Proposed and Existing Side (North) Elevations	632-008 - PROPOSED AND EXISTING SIDE (NORTH) ELEVATIONS		Aegis Architecture
Proposed and Existing Side (South) Elevations	632-009 - PROPOSED AND EXISTING SIDE (SOUTH) ELEVATIONS		Aegis Architecture
Proposed and Existing Rear (East) Elevations	632-010 - PROPOSED AND EXISTING REAR (EAST) ELEVATIONS		Aegis Architecture
Proposed and Existing Elevations	632-011 - PROPOSED AND EXISTING IN CONTEXT FRONT ELEVATIONS		Aegis Architecture
Proposed Site Sections	632-012 - PROPOSED SITE SECTION A-A		Aegis Architecture

Appendix 2: Pre-Application Response & Meeting Minutes