

Growing Baldock

Environmental Statement Volume 1: Text
Chapter 3: Policy Context



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Urban&Civic

Hertfordshire



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3.1 INTRODUCTION

- 3.1.1 This chapter section presents an overview of local and national planning policy and guidance relevant to the Proposed Development. A full overview and analysis of policy can be found in the Planning Statement submitted as part of this OPA. While this chapter presents overarching policies, the following chapters in this ES identify specific policies relevant to each of the topic areas.
- 3.1.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 directs Local Planning Authorities to determine planning applications in accordance with the policies of the Adopted Development Plan unless material considerations indicate otherwise.
- 3.1.3 The adopted Development Plan comprises:
- North Hertfordshire Local Plan (2011-2031)
 - Baldock, Bygrave and Clothall Neighbourhood Plan (2021)
- 3.1.4 Material considerations also include national policy, which is primarily expressed through the National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG). Also of material consideration are local guidance documents produced by both North Herts Council (NHC) and Hertfordshire County Council (HCC) in the form of Supplementary Planning Documents (SPDs). NHC has also approved the Growing Baldock Strategic Masterplan which is a material consideration in the consideration of this OPA.

3.2 LOCAL POLICY AND GUIDANCE

Development Plan

North Hertfordshire Local Plan

3.2.1 The Local Plan for North Hertfordshire (NHLP 2011-2031) was adopted on 8th November 2022 and sets out the long-term vision and objectives for the whole of North Hertfordshire for the period up to 2031.

3.2.2 The Local Plan addresses the allocation of at least 13,000 new homes. Applicable policies for the Growing Baldock development are outlined below:

- **Policy SP1** – Sustainable Development in North Hertfordshire – Seeks to maintain the role of key settlement in the district as the main focus for housing and employment; and deliver an appropriate mix of homes, jobs and facilities that contribute towards the targets and aspirations in this Plan;
- **Policy SP2** – Settlement Hierarchy and Spatial Distribution – The Plan makes provision for at least 13,000 new homes;
- **Policy SP3** – Employment – Allocate an adequate supply of employment land to meet the needs of the Functional Economic Market Area over the plan period to 2031;
- **Policy SP6** – Sustainable transport – The Council will deliver accessibility improvements and promote the use of sustainable transport modes insofar as reasonable and practicable; will encourage development in locations which enable sustainable journeys to be made to key services and facilities; Seek the earliest reasonable opportunity to implement sustainable travel infrastructure on Strategic Housing Sites and other development sites in order to influence the behaviour of occupiers or users, along with supporting Travel Plans;
- **Policy SP7** – Infrastructure requirements and developer contributions – Requires development proposals to make provision for infrastructure that is necessary to accommodate additional demands resulting from the development. This includes requiring developers to provide, finance and/or contribute towards provision which is fairly and reasonably related in scale and kind to the development;
- **Policy SP8** – Housing – The policy states that over the period 2011-2031, housing growth will be supported across the District, including the release of sufficient land to deliver at least 11,600 net new homes for North Hertfordshire's own needs (in addition to homes which will be provided within the Stevenage and Luton housing market areas). This includes housing allocation BA1 in Baldock for 2,800 homes (approximately 1,400 to be delivered by 2031). The policy seeks to provide long-term certainty by identifying strategic housing sites that will continue delivery beyond the end of the plan period in 2031. It further seeks to support a range of housing types, tenures and sizes including a broadly even split between smaller (1-2 bed) and larger (3+ bed) homes subject to up-to-date assessments of housing needs and self-build plots on specific development sites;

- **Policy SP9** – Design and Sustainability – The council considers good design to be a key aspect of sustainable development. Policy requires Strategic Masterplans to be produced for Strategic Housing Sites. Strategic Masterplans and planning applications for significant developments are required to:
 - create buildings and spaces which positively reflect the local landscape and townscape;
 - create integrated sustainable transport systems with walking, cycling and public transport designed to be the most attractive means of travel, linking into the surrounding areas;
 - provide a clear structure and hierarchy of pedestrian friendly streets and well-connected footpaths and cycleways integrate with the wider built and natural environment and communities;
 - integrated and mixed-use communities with walkable locally accessible community, employment and retail facilities;
 - positively integrate with adjacent rural and urban communities and positively contribute to their character; and
 - create and accessible multi-functional green infrastructure.
- **Policy SP10** – Healthy Communities – the Council will:
 - Support the retention of existing community, cultural, leisure or recreation facilities;
 - Require appropriate levels of new community, cultural, leisure and built sport & recreation facilities to be provided in new development;
 - Work with the NHS Trust, the Clinical Commissioning Groups and other relevant providers to ensure appropriate coverage of healthcare facilities across the District;
 - Maintain the network of local retail centres identified in Policy SP4 and support the retention of locally-important shops;
 - Work with Hertfordshire County Council and education providers to ensure the planning system contributes to the provision of sufficient school places and facilitates the provision of new or expanded schools in appropriate and accessible locations; and
 - Protect, enhance and create new physical and green infrastructure to foster healthy lifestyles.
- **Policy SP11** – Natural resources and sustainability – The Plan seeks to meet the challenges of climate change and flooding by supporting proposals for renewable and low carbon energy; ensure provision of Sustainable Drainage Systems (SuDS); consideration for potential of land contamination and working with utilities providers;
- **Policy SP12** – Green Infrastructure, landscape and biodiversity – Seeks to ensure the natural environment is protected and enhanced such as protecting and managing a multi-functional network of green infrastructure; Protect, enhance

and manage biodiversity networks; and support provision of new and improved open space;

- **Policy SP13** – Historic environment – The Council will balance the need for growth with the proper protection and enhancement of the historic environment.
- **Policy SP14** – Sets the policy context for site **BA1**, North of Baldock allocated as a housing site for a new neighbourhood of approximately 2,800 homes. The policy sets out the requirement for a comprehensive Strategic Masterplan to be prepared and agreed prior to the grant of planning permission. Development proposals should provide the following:
 - a) A new mixed-use local centre/s to provide for a range of day to day local needs including additional along with additional neighbourhood level provision of around 500m² (net) convenience retail provision and 1,400m² (net) of comparison retail and food and beverage floorspace;
 - b) Structural planting to create a sense of place, integration into surrounding landscape and to reinforce a long-term, defensible Green Belt boundary to the north and east;
 - c) A new link road connecting the A507 North Road to the A505 Baldock bypass including a new bridge across the railway;
 - d) Sustainable transport measures to include:
 - i. a secondary rail crossing for pedestrians and cyclists in the vicinity of Ashville Way;
 - ii. safe access routes to / from, and upgrades to, Baldock station;
 - iii. sensitive integration of Bridleway Baldock 034 / Bygrave 002 as a north-south route through the development; and
 - iv. the use of Bygrave Road / Ashwell Road from the south western edge of the allocated site to the link road as a sustainable transport corridor; and
 - v. comprehensive integration into the existing pedestrian and cycle, public transport and road networks.
 - e) At least 28 serviced plots for self-build development;
 - f) Provision of an appropriate site for a care home for older people in Use Class C2 in accordance with the locational criteria in Policy HS4;
 - g) A community hall and GP surgery;
 - h) Up to 6 forms of entry (FE) of additional primary-age education provision;
 - i) Up to 8 forms of entry (FE) of additional secondary-age education provision. A secondary school larger than 6FE will be supported where: i. it is located at the south of the allocation site; and ii. safe, sustainable and direct routes to school are provided from Clothall Common;
 - j) Address existing surface water flood risk issues, particularly to the south of Ashwell Road, through SUDs or other appropriate solution;
 - k) Appropriate mitigation, compensation and / or enhancement of key features of biodiversity as informed by detailed assessments including:
 - i. Ivel Springs Local Nature Reserve;

- ii. Bygrave Road local wildlife site; and
 - iii. identified protected species and priority habitats;
- l) Built development contained to the south and south-west of the ridgeline that generally extends eastwards from the A507 south of Blackhorse Farm and southwards from Ashwell Road; and
- m) Sensitive treatment of heritage assets and their settings including:
 - i. an access solution from the A507 North Road which satisfactorily addresses potential impacts;
 - ii. retaining framed views of St Mary's Church from within and beyond the site; and
 - iii. using the location of areas of archaeological significance to inform a site-wide green infrastructure strategy.
 - iv. Ivel Springs Scheduled Ancient Monument.
- **Policy BA2** – Land south-west of Clothall Road – Allocated for approximately 200 dwellings and sets out site specific policy criteria such as the creation of defensible Green Belt boundary to the south-east perimeter; appropriate mitigation measures for noise from the A505; informed by a site-specific landscape assessment; undertake a Preliminary Risk Assessment to identify any contamination; Consider and mitigate against potential adverse impacts upon Weston Hills Local Wildlife Site; Heritage impact assessment and sensitive design to ensure appropriate protection of adjacent Scheduled Ancient Monument; and Archaeological survey to be completed prior to development;
- Policy BA3** – Land south of Clothall Common (Clothall parish) – Allocated for approximately 245 homes. Policy requirements include delivery of a southern link road connecting the B656 Royston Road to Wallington Road or the A507 Clothall Road within the southern bypass; suitable vehicle, cycle and pedestrian links to ensure integration with adjoining site BA4; consideration of the most appropriate routes and movements for all modes between the allocation site, the existing Clothall Common estate and the wider transport network; the site layout to take account of existing wastewater infrastructure; consideration of the appropriate solution for short- and long-term education requirements having regard to up-to-date assessments of need; and appropriate mitigation measures for noise associated with the A505;
- **Policy BA10** – Royston Road – 19.6 hectares allocated for employment uses. The policy stipulates that a masterplan is to be secured prior to the approval of any detailed matters. Policy further requires that access arrangements control HGV movements to direct vehicles towards the A505 rather than through Baldock; to address existing surface water flood risk issues; landscaping to enhance the ecological value of the railway corridor and reinforce a defensible Green Belt boundary to the east; retaining framed views of St Mary's Church from within and beyond the site.

3.2.3 Local Plan development management policies of relevance to the application include:

- **Policy HS2** – Affordable Housing – Planning permission for new homes will be granted provided that affordable housing provided in accordance with targets subject to viability. For 25+ dwellings the target is 40% to be delivered onsite unless robustly justified. The Council expectation is that 65% of affordable housing will be rented and 35% will be other forms of affordable housing. Provision should also reflect the housing needs of the area having regard to the local authority housing register, Neighbourhood Plans and any parish level surveys;
- **Policy HS3** – Housing mix – An appropriate range of house types and sizes are provided, taking into account the findings of the most up-to-date evidence including the most recent Strategic Housing Market Assessment, recent completions, existing permissions and sites in the five year supply. Schemes should provide a density, scale and character of development appropriate to their location and surroundings;
- **Policy HS5** – Accessible and adaptable housing – Planning permission for major residential development will be granted provided that: applicants demonstrate that at least 50% of homes can be built to the M4(2) Accessible and Adaptable standard; and on schemes where 10 or more affordable units will be delivered, 10% of these can additionally be built to the M4(3) wheelchair user standard;
- **Policy D1** – Sustainable Design – Permission will be granted where proposals
 - Respond positively to the site's local context;
 - Take all reasonable opportunities, consistent with the nature and scale of the scheme, to:
 - i. create or enhance public realm;
 - ii. optimise the potential of the site by incorporating Sustainable Drainage Systems (SuDS);
 - iii. reduce energy consumption and waste;
 - iv. retain existing vegetation and propose appropriate new planting;
 - v. maximise accessibility, legibility and physical and social connectivity both internally and with neighbouring areas;
 - vi. future proof for changes in technology and lifestyle;
 - vii. design-out opportunities for crime and anti-social behaviour; and
 - viii. minimise the visual impact of street furniture and parking provision.

- **Policy D4** – Air Quality – Development to give consideration to potential or actual impact on local air quality, both during the demolition/ construction phase and as a result of its final occupation and use and propose appropriate levels of mitigation;
- **Policy NE1** – Strategic green infrastructure – permission will be granted where development protects, conserves and where possible enhances the strategic green infrastructure network. It should further avoid the loss, fragmentation, severance or negative impact on the function of the strategic green infrastructure network;
- **Policy NE10** – Water conservation and wastewater infrastructure – Policy requires that in order for planning permission to be granted, new development must not result in the deterioration of any watercourse; and must contribute to words the water framework directive (WFD) objectives. Development must deliver necessary new or improved water and/or wastewater infrastructure and adequate foul water treatment and disposal already exists or can be provided in time to serve the development;
- **Policy HE1** – Designated Heritage Assets – Planning applications relating to Designated heritage Assets or their setting shall be accompanied by a Heritage Assessment. Permission for development which affects designated heritage assets or their setting will be granted where they enable the heritage asset to be used in a manner that secures its conservation and preserves its significance; incorporate a palette of materials that make a positive contribution to local character or distinctiveness; and lead to less than substantial harm to the significance of the designated heritage asset, and this harm is outweighed by the public benefits of the development, including securing the asset’s optimum viable use.

Baldock, Bygrave and Clothall Neighbourhood Plan

3.2.4 The Baldock, Bygrave and Clothall Neighbourhood Plan was ‘made’ in June 2021 and now forms part of the Development Plan for North Hertfordshire. Relevant planning policies include:

- **Policy G2** – Strategic Green Space
 - To conserve an important ‘green lung’ at the heart of Baldock, applications for development should maintain the predominantly open character of the land lying between Hartsfield School and the A505 Baldock Bypass, together with views from this area out to the countryside to the east of the town.

- Proposals that would improve the visual or recreational value of this land will be supported, particularly if they form part of a comprehensive strategy for improved public access and the conservation and interpretation of the scheduled area. Any such proposals should be informed by community engagement; while any proposals affecting Walls Field and its setting should also conserve, and where possible enhance, its value as a scheduled monument
- **Policy E2 – Green Infrastructure and Outdoor Recreation**
 - Applications to develop sites BA1, BA2, BA3, BA4 and BA10 proposed in the new North Hertfordshire Local Plan should provide for an appropriate amount and range of publicly accessible green infrastructure which complies with or exceeds North Hertfordshire District Council’s standards (including spaces for children and young people, outdoor sport, allotments and informal recreation).
- **Policy E3 – Managing Construction Impacts**
 - Applications to develop sites BA1, BA2, BA3, BA4 and BA10 proposed in the new North Hertfordshire Local Plan should ensure that the impact of construction activity on Baldock, Lower and Upper Bygrave and local roads is minimised
- **Policy E4 – Building Strong Communities**
 - Applications to develop sites BA1, BA2, BA3, BA4 and BA10 proposed in the new North Hertfordshire Local Plan should demonstrate that they have been informed by a process of active engagement with local people, and should include measures to encourage and support the creation of strong and inclusive communities
- **Policy E5 – Development North of the Railway – The development of site BA1 proposed in the new North Hertfordshire Local Plan should:**
 - maintain a clear visual and physical gap between the expanded edge of Baldock and Lower Bygrave, of sufficient size to integrate development into the surrounding landscape and ensure a sympathetic transition towards Lower Bygrave³⁰;
 - incorporate appropriate planting at the periphery of the new development (using a suitable variety of native species, with the mix and density of planting being varied to create a natural appearance);

- minimise adverse visual impacts on longer-distance views towards Baldock from Bygrave
 - relate sensitively to the edges of existing residential areas
 - retain and incorporate existing landscape and built features that contribute to the site's history and character, including Bygrave Road/Ashwell Road and trees and hedgerows (while safeguarding the habitat value of the Bygrave Road local wildlife site);
 - make provision for improved pedestrian and cycle access between Bygrave and Baldock, through a new footpath and cycleway using the route of Bygrave Road/Ashwell Road
 - minimise the potential for increased traffic flows through Lower and Upper Bygrave; and
 - make provision within the site for indoor community facilities suitable for meetings of local groups, and for additional indoor recreation facilities to serve the expanded town, with sufficient capacity to meet the additional needs generated by the development.
- **Policy E6 – Royston Road**
 - The development of sites BA3, BA4 and BA10 proposed in the new North Hertfordshire Local Plan should create a high quality and distinctive entrance to the town along Royston Road and incorporate a landscape buffer between development on site BA10 and the railway line; and make the corridor a focus for sustainable travel including an improved footpath and cycleway along Royston Road.
- **Policy E7 – Cambrai Farm and South of Clothall Common**
 - The development of sites BA2 and BA3 proposed in the new North Hertfordshire Local Plan should:
 - a) incorporate a landscape buffer between the developments and the Baldock bypass to provide visual screening, an enhanced green corridor and noise attenuation;
 - b) avoid new buildings on that part of BA3 that comprises raised land to the east of the existing properties on Aleyn Way and Merchants Walk, which should be retained and enhanced; and

- c) reinforce the planting between Hillside Park mobile home site and new residential development on site BA2, to provide a stronger green margin and additional screening.

Policy V1 – Bygrave Village – The policy seeks to limit development within or immediately adjoining Upper or Lower Bygrave in order to maintain the distinctive characters and physical form of both Upper and Lower Bygrave.

Hertfordshire County Council

- 3.2.5 Hertfordshire County Council’s Local Plan covers minerals and waste only, with the adopted Plan comprising of the Minerals Local Plan Review 2002-2016 (Adopted 2007).

NHC Local Plan Review

- 3.2.6 In January 2024 the North Hertfordshire District Council Cabinet approved the commencement of the review and update to the adopted NHLP. Preparation of a new plan is at an early stage – a call for sites exercise was undertaken during the summer 2025.

Supplementary Planning Documents (SPDs)

NHC

- 3.2.7 Applicable SPDs are outlined below:
 - **Developer Contributions SPD** (Adopted 2023) – The SPD sets out the infrastructure required by NHC to support development in the district.
 - **Sustainability SPD** (Adopted 2024) – This SPD sets out NHC expectations on sustainability requirements and grades the standards at levels between bronze, silver and gold.

NHC Baldock Strategic Masterplan

- 3.2.8 The Strategic Masterplan for “Growing Baldock” was approved by NHC in 2025. The approval of this document is a requirement of Local Plan Policy SP9.

HCC

- 3.2.9 Applicable SPDs are outlined below:
 - **Guide to Developer Contributions SPD** (Adopted 2024) – This document, in combination with technical appendices, provides an overview of obligations which may be sought as part of the planning process by Hertfordshire County Council (the county council) to mitigate the impact of development.

3.3 NATIONAL POLICY AND GUIDANCE

National Planning Policy Framework

- 3.3.1 The current version of the Government's National Planning Policy Framework (NPPF)ⁱ was published in December 2024. The NPPF states that planning law requires applications for planning permission to be determined in accordance with the development plan, unless material considerations indicate otherwise, with the NPPF itself being identified as such a material consideration (paragraph 2).
- 3.3.2 The Framework summarises the purpose of the planning system as being to contribute to the achievement of sustainable development (paragraph 7), which comprises three overarching, inter-dependent realms: economic, social and environmental (paragraph 8).
- 3.3.3 The presumption in favour of sustainable development, as set out in paragraph 11, is described as the "golden thread" that runs throughout Planning. For decision-taking, this means that development proposals that accord with an up-to-date development plan should be approved without delay, or that if there are no relevant development plan policies (or if the most important policies are out of date), permission should be granted unless:
- the application of policies in the NPPF that protect areas and important assets provides a strong reason for refusal; or
 - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the NPPF as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.
- 3.3.4 Paragraph 39 states that local planning authorities should approach decisions on proposed developments in a positive and creative way, working proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area; and approving applications for sustainable development wherever possible.
- 3.3.5 Paragraph 61 outlines the NPPF's intentions to support the Government objective to "significantly boost" the supply of homes by ensuring sufficient and varied land can come forward where it is required, that the needs of groups with specific requirements are addressed, and that land with permission is developed as soon as possible.
- 3.3.6 Although an initiative of the NPPF is to encourage increased provision of housing on small and medium sized sites (para. 73), paragraph 77 states that: "the supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as ... significant extensions to existing ... towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities."

- 3.3.7 Crucially, however, the NPPF also recognises that sustainable development means addressing the quality of the built, natural and historic environment, as well as quality of life. Paragraph 131 notes that “the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve”, and that “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”. Effective engagement between applicants, communities, planning authorities and other stakeholders is of paramount importance in achieving this.
- 3.3.8 Section 8 of the NPPF sets out how the planning system, including decision-making, is important for promoting healthy, inclusive and safe places that provide the social, recreational and cultural facilities needed by existing and future communities. In order to achieve this, paragraphs 96 and 98 encourage mixed-use developments with strong neighbourhood centres, street layouts that integrate pedestrian and cycle connections, active frontages to boost natural surveillance, provision of safe and accessible Green Infrastructure and sports facilities, and community facilities within shared spaces to encourage social interaction and community cohesion.
- 3.3.9 Paragraph 100 stresses the importance of ensuring a sufficient choice of early years, school and post-16 places for the needs of existing and new communities and instructs local planning authorities to afford “great weight to the need to create, expand or alter early years, school and post-16 facilities through the preparation of plans and decisions on applications”; and to “work with early years, school and post-16 promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted.”
- 3.3.10 Paragraph 105 requires planning decisions to protect and enhance public rights of way and access and take opportunities for enhancement, such as through adding links to existing networks.
- 3.3.11 In relation to the protection of heritage assets, paragraph 205 of the NPPF instructs decision-makers to take account of the significance of heritage assets and, should the desirability of sustaining them be ascertained, ensure these assets are put to viable uses consistent with their conservation. Further to this, paragraph 213 encourages development within the setting of heritage assets that will enhance or better reveal their significance. Similarly, in relation to the natural environment, paragraph 187 states that development which conserves or enhances biodiversity assets should be supported, while opportunities to incorporate biodiversity improvements in and around developments should be encouraged, particularly where this can secure net gains for biodiversity, “including by establishing coherent ecological networks... and incorporating features which support priority or threatened species”.
- 3.3.12 The importance of transport in supporting sustainable development is identified in section 9 of the NPPF, with paragraph 109 instructing that transport issues should be considered

from the outset in formulating development proposals, “using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places”.

- 3.3.13 The ‘vision-led’ approach is a new addition in the latest NPPF revision, defined as “an approach to transport planning based on setting outcomes for a development based on achieving well-designed, sustainable and popular places, and providing the transport solutions to deliver those outcomes as opposed to predicting future demand to provide capacity (often referred to as ‘predict and provide’).
- 3.3.14 Paragraph 109 sets out several key considerations of integrating sustainable, vision-led transport. These include “ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.”
- 3.3.15 Paragraph 115 states that, in assessing planning applications, it should be ensured that sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location; safe and suitable access to the site can be achieved for all users; and any significant impacts on the transport network or on highway safety can be cost-effectively mitigated to an acceptable degree through a vision-led approach. The ‘prioritisation’ of sustainable transport in the latest update to the NPPF reflects its increasing importance in national policy.
- 3.3.16 Paragraph 116 adds that development proposals should only be 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.
- 3.3.17 Paragraph 136 states that planning decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly planted trees, and that existing trees are retained wherever possible.

Planning Practice Guidance

- 3.3.18 The National Planning Practice Guidance (NPPG)ⁱⁱ is a web-based resource which is considered a ‘live’ document and updated or amended when required. The online resource is intended to amplify and reinforce the policies within the NPPF. The following paragraphs set out some of the areas of guidance relevant to the application.
- 3.3.19 ID 42-006-20140306 of the NPPG identifies the benefits of preparing a Transport Assessment. It states: “Travel Plans, Transport Assessments and Statements can positively contribute to:
- encouraging sustainable travel;

- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads”

- 3.3.20 ID 26-001-20191001 of the NPPG provides further information on design in the planning process and states: “Well-designed places can be achieved by taking a proactive and collaborative approach at all stages of the planning process, from policy and plan formulation through to the determination of planning applications and the post approval stage.” The National Design Guide provides ten characteristics for good design.
- 3.3.21 ID 53-003-20191101 of the NPPG explains the links between health and planning, that development should avoid adverse impacts on human health, create opportunities for people to make healthy choices, promote active travel, physical activity and mental wellbeing, and promote access to high quality open spaces and opportunities for play, sport and recreation.
- 3.3.22 ID 7-020-20220825 of the NPPG identifies the objectives of a flood risk assessment. It states:
- “The objectives of a site-specific flood risk assessment are to establish:
- whether a proposed development is likely to be affected by current or future flooding from any source;
 - whether it will increase flood risk elsewhere;
 - whether the measures proposed to deal with these effects and risks are appropriate;
 - the evidence for the local planning authority to apply (if necessary) the Sequential Test, and;
 - whether the development will be safe and pass the Exception Test, if applicable.”
- 3.3.23 ID 7-080-20220825 of the NPPG provides a checklist of matters to be addressed in a flood risk assessment.
- 3.3.24 ID 74-001-20240214 of the NPPG further sets out the statutory framework for biodiversity net gain. ID 74-002-20240214 explains how Biodiversity Net Gain (BNG) is applied through the planning process.
- 3.3.25 ID 8-006-20190721 explains how green infrastructure can help to build a strong, competitive economy; achieve well-designed places; promote healthy and safe communities; mitigate climate change, flooding and coastal change; and conserve and enhance the natural environment.

- 3.3.26 ID 4-003-20170728 of the NPPG provides guidance on the stages of an Environmental Impact Assessment (EIA), which is required for this application. Guidance on how to prepare the Environment Statement (the outcome of an EIA) is provided in ID 4-035-20170728.

3.4 REFERENCE LIST

ⁱ Ministry of Housing, Communities and Local Government (MHCLG). 2024. *National Planning Policy Framework (NPPF): December 2024*. Available at: <https://www.gov.uk/government/publications/national-planning-policy-framework--2> [Accessed: 14 July 2025].

ⁱⁱ Ministry of Housing, Communities and Local Government (MHCLG). 2024. *Planning practice guidance (Last updated 14 February 2024)*. Available at: <https://www.gov.uk/government/collections/planning-practice-guidance> [Accessed: 14 July 2025].