



Red line
Boundary of the site
Purple line
Boundary of the site

Boro Const. CP & UA Bdy

Issue
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Harmilage Farm

Appendix 2: National Planning Policy Context

National Planning Policy Context

National Planning Policy Framework

The Framework sets out the Governments' planning policies for England and how it expects these to be applied. It establishes that the purpose of the planning system is to contribute to the achievement of sustainable development and contains a presumption in favour of sustainable development. In order to achieve sustainable development the Framework, paragraph 8, states that the planning system has three overarching objectives: economic, social and environmental.

The economic objective seeks to ensure that the sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity. The Framework must be taken into account in the preparation of local and neighbourhood plans, and is a material consideration in planning decisions.

Part 3 of The Framework explains that the planning system should be genuinely plan-led and "be prepared positively, in a way that is aspirational but deliverable".

Deliverable is defined within the Glossary, although only within the context of housing stating:

To be considered deliverable, sites for housing should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within 5 years.

In relation to preparing Plans, The Framework explains in paragraph 31 that:

The preparation and review of all policies should be underpinned by relevant and up-to-date evidence. This should be adequate and proportionate, focused tightly on supporting and justifying the policies concerned, and take into account relevant market signals.

Part 6 of The Framework confirms the Government's commitment to building a strong competitive economy and paragraph 80 states:

Planning policies and 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. This is particularly important where Britain can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential.

Paragraph 81 continues, stating that: Planning policies should:

(a) set out a clear economic vision and strategy which positively and pro-actively encourages sustainable economic growth, having regard to Local Industrial Strategies and other local policies for economic development and regeneration;
(b) set criteria, or identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period;
(c) seek to address potential barriers to investment, such as inadequate infrastructure, services or housing, or a poor environment; and
(d) be flexible enough to accommodate needs not anticipated in the plan, allow for new and flexible working practices (such as live-work accommodation), and to enable a rapid response to changes in economic circumstances.

Furthermore, paragraph 82 states:

Planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision

for clusters or networks of knowledge and data-driven, creative or high technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations.

Part 9 of The Framework relates to the promotion of sustainable transport. Paragraph 102 requires that:

Transport issues should be considered from the earliest stages of development proposals”

Furthermore, paragraph 103 states

Significant development should be focused on locations which are or can be made sustainable

Paragraph 104 goes on to require that planning policies should:

Provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion, and contribution to the wider economy

Part 13 deals with the Green Belt and notes that the fundamental aim of Green Belt Policy is to prevent urban sprawl by keeping land permanently open and considers that the essential characteristics of Green Belts are their openness and their permanence.

Paragraph 134 outlines the five purposes which Green Belt Serves, these are:

- *To check the unrestricted sprawl of large built-up areas;*
- *To prevent neighbouring towns merging into one another;*
- *To assist in safeguarding the countryside from encroachment;*
- *To preserve the setting and special character of historic towns; and*
- *To assist in urban regeneration, by encouraging the recycling of derelict and other urban land .*

Paragraph 136 confirms that:

Once established, Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, through the preparation or updating of Plans. Strategic Policies should establish the need for any changes to Green Belt boundaries, having regard to their intended permanence in the long term, so they can endure beyond the Plan period.

Paragraph 137 requires that:

Before concluding that exceptional circumstances exist to justify changes to Green Belt boundaries, the strategic policy making authority should be able to demonstrate that it has examined fully all other reasonable options for meeting its identified need for development.

Furthermore, paragraph 138 states:

When drawing up or reviewing Green Belt Boundaries, the need to promote sustainable patterns of development should be taken into account. Strategic policy making authorities should consider the consequences for sustainable development of channelling development towards urban areas inside the Green Belt boundary, towards towns and villages inset within the Green Belt or towards locations beyond the outer Green Belt boundary. Where it has been concluded that it is necessary to release Green Belt land for development, Plans should give first consideration to land which has been previously-developed and/or is well served by public transport. They should set out ways in which the impact of removing land from the Green Belt can be offset through compensatory improvements to the environmental quality and accessibility of remaining Green Belt land.

Part 16 deals with heritage assets, and sets out the approach that should be taken when identifying and assessing the significance of heritage assets and the contribution of new development to the local character and distinctiveness of the heritage asset (paragraph 190, 192). Great weight is attached to the asset’s conservation when considering the impact of development on the significance of the designated heritage asset, it notes that the more important the asset the greater the

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weight should be (paragraph 193). Any harm to, or loss of, the significance of a designated heritage asset requires clear and convincing justification. Paragraph 196 states:

Where a development proposals will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.