



MORGAN AND MORECAMBE OFFSHORE WIND FARMS: TRANSMISSION ASSETS

Planning Statement

National Planning Policy Framework Tracker



September 2024
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Introduction to the National Planning Policy Framework (NPPF)	Paragraph (Para) 5	The Framework does not contain specific policies for nationally significant infrastructure projects. These are determined in accordance with the decision-making framework in the Planning Act 2008 (as amended) and relevant national policy statements for major infrastructure, as well as any other matters that are relevant (which may include the National Planning Policy Framework). National policy statements form part of the overall framework of national planning policy, and may be a material consideration in preparing plans and making decisions on planning applications.	Paragraph 5 has been considered and addressed in the Planning Statement Section 3 (document reference J28). Each ES topic chapter also assesses the proposal against relevant NPPF paragraphs.
Achieving Sustainable Development	Para 8	<p>Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):</p> <p>a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;</p> <p>b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and</p> <p>c) an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of</p>	<p>Paragraph 8 of the NPPF has been addressed within the following ES chapters:</p> <ul style="list-style-type: none"> - Volume 3, Chapter 9: Air quality (document reference F3.9) - Volume 1, Chapter 4: Site selection and consideration of alternatives (document reference F1.4) - Volume 3, Chapter 6: Land use and recreation (document reference F3.6); - Volume 4, Chapter 2: Socio-economics (document reference F4.2) - Sections 5 and 6 of the Planning Statement also provide detail regarding how the Transmission Assets represent sustainable development (document reference J28) and details about Human Health are provided within Volume 1, Annex 5.1 Human health (document reference F1.5.1)

Section/topic	Policy	Policy requirement	Accordance with the policy
		land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.	
Pre-application engagement and front-loading	Para 39	Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre- application discussion enables better coordination between public and private resources and improved outcomes for the community.	<p>Early engagement has taken place before and at the statutory pre-application stage with all relevant (statutory and non-statutory) stakeholders and members of the public who have an interest in the project.</p> <p>Full details of all statutory and non-statutory consultation undertaken for the Transmission Assets are outlined in the Consultation Report (document reference E3).</p>
	Para 43	The right information is crucial to good decision-making, particularly where formal assessments are required (such as Environmental Impact Assessment, Habitats Regulations assessment and flood risk assessment). To avoid delay, applicants should discuss what information is needed with the local planning authority and expert bodies as early as possible.	<p>The Transmission Assets have been subject to an Environmental Impact Assessment (EIA), the outcomes of which have been reported in the ES that also accompanies the application (document references F1, F2, F3 and F4). In addition, the Transmission Assets have been subject to Habitats Regulations Assessment (HRA) in order to determine the potential effects on Natural 2000 or European designated sites and species, the outcomes of which have been reported in the Information to Support Appropriate Assessment (ISAA) report, HRA Screening report and accompanying annexes (document references E2 and E3).</p> <p>Consultation and engagement with relevant local planning authorities and expert bodies has been undertaken to identify the level of detail and main issues in order to minimise delays. Evidence of this process is contained with the Consultation Report (document reference E1).</p>
Determining applications	Para 47	Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.	Volume 1, Chapter 2, Policy and legislative context of the Environmental Statement (document reference F1.2) provides the national, regional and local context of the Transmission Assets, whilst topic specific policies and legislation are assessed in each topic chapter of the Environmental Statement.

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			<p>The Planning Statement also demonstrates how the Transmission Assets complies with the development plan and all material planning considerations (document reference J28) and a Local policies tracker (document reference J28.3) is also provided with the application to demonstrate compliance with the relevant development plans</p>
Building a strong, competitive economy	Para 85	<p>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.</p>	<p>Policy priority for potential beneficial socio-economics impacts relevant to the Transmission Assets are considered in assessment of sensitivity of receptors (value and importance). See sections 2.11 and 2.12 of Volume 4, Chapter 2: Socio-economics of the ES (document reference F4.2).</p> <p>In addition, in line with paragraph 85 of the NPPF, the impact of increased employment opportunities is assessed for its significance in sections 2.11 and 2.12 of Volume 4, Chapter 2: Socio-economics of the ES (document reference F4.2). An Outline Skills and Employment Plan is submitted as part of the application (document reference J31), which will present a set of actions that will form the basis of the post-consent Skills and Employment Plan, one each for Morgan OWL and Morecambe OWL, to help develop and support the economic benefits associated with the Transmission Assets in relation to skills and employment within the offshore wind sector.</p>
Promoting healthy and safe communities	Para 97	<p>To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:</p> <p>a) plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;</p>	<p>Paragraphs 97, 103 and 104 have been considered in the Planning Statement Section 5.16 (document reference J28) as well as within Volume 3, Chapter 6: Land use and recreation of the ES (document reference F3.6) under Section 6.6 and 6.11 It was concluded that the proposal would have a moderate impact during construction on open space however the use of HDD and the proposed mitigation would result on these impacts to be negligible and not</p>

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		<p>b) take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community;</p> <p>c) guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs;</p> <p>d) ensure that established shops, facilities and services are able to develop and modernise, and are retained for the benefit of the community; and</p> <p>e) ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.</p>	<p>significant in EIA terms. No significant impacts were identified regarding sports and recreational buildings.</p> <p>There would be a temporary impact on Public Right of Way users however subject to landscape mitigation this would entirely addressed in the long term.</p>
Open space and recreation	Paragraph 103	<p>Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:</p> <p>a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or</p> <p>b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or</p> <p>c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.</p>	
Open space and recreation	Para 104	<p>Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails.</p>	
Promoting sustainable transport	Para 108	<p>Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:</p> <p>a) the potential impacts of development on transport networks can be addressed;</p> <p>b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for</p>	

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		<p>example in relation to the scale, location or density of development that can be accommodated;</p> <p>c) opportunities to promote walking, cycling and public transport use are identified and pursued;</p> <p>d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and</p> <p>e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.</p>	<p>(document reference F3.7), assesses the cumulative impact of traffic and transport on the LRN and SRN.</p> <p>Existing sustainable transport infrastructure is considered within section 7.6 of Volume 3 Chapter 7: Traffic and transport of the ES (document reference F3.7) and at Volume 3, Figures 7.2 to 7.3 of the ES and includes an analysis of public transport services and pedestrian and cycle infrastructure.</p>
Promoting sustainable transport	Para 108	<p>Transport issues should be considered from the earliest stages of plan-making and development proposals, so that;</p> <p>The potential impacts of development on transport networks can be addressed;</p> <p>[...]</p> <p>Opportunities to promote walking, cycling and public transport use are identified and pursued;</p> <p>The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.</p>	<p>Paragraph 108 has been considered in the Planning Statement section 5.17 and 5.19 (document reference J28).</p> <p>The air quality impacts during the construction and decommissioning phases of the Transmissions Assets have been described and considered within section 9.11.2 (dust) and section 9.11.3 (emissions from traffic) with mitigation proposed at Table 9.15 of Volume 3, Chapter 9: Air quality of the ES (document reference F3.9).</p> <p>Impacts during the operation and maintenance phase are not likely and have been scoped out, as outlined in section 9.7 of Volume 3, Chapter 9: Air quality of the ES (document reference F3.9). Following the implementation of effective dust control measures, the dust impact risk during construction of the Transmission Assets would not be significant.</p>
Considering development proposals	Para 114	In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:	Existing sustainable transport infrastructure is considered within section 7.6 of Volume 3, Chapter 7: Traffic and transport of the ES and at Volume 3, Figures 7.2 to 7.3 of the ES (document reference F3.7) and includes an analysis

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		<p>d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.</p>	<p>of public transport services and pedestrian and cycle infrastructure.</p> <p>Travel plan measures, details on staff parking and other relevant transport elements are included within the Outline Construction Traffic Management Plan (OCTMP) (document reference J5) to be secured as part of the CoCP requirement within the draft DCO.</p> <p>Section 7.11 of Volume 3, Chapter 7 of the ES (document reference F3.7) assesses access routes and the impact of construction vehicle movements arising from the onshore elements of the Transmission Assets on the LRN and SRN.</p> <p>Proposed permanent access points are set out within the Outline Highways Access Management Plan (document reference J8).</p>
	Para 115	<p>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 would be severe.</p>	<p>Section 7.11 of Volume 3, Chapter 7: Traffic and transport of the ES (document reference F3.7) assesses the impact of construction vehicle movements arising from the onshore elements of the Transmission Assets on the LRN and SRN. Section 7.13 of the ES chapter assesses the cumulative impact of traffic and transport on the LRN and SRN.</p>
	Para 116	<p>Within this context, applications for development should:</p> <ul style="list-style-type: none"> a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use; b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport; c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and 	<p>Volume 3, Chapter 7: Traffic and transport (document reference F3.7) addresses this point and it concludes that traffic management measures for construction vehicles are set out in the OCTMP (document reference J5) to be secured as part of the CoCP requirement within the draft DCO. Proposed accesses with relevant traffic management measures to allow for efficient deliveries and access are set out within the OHAMP (document reference J8). Both the OCTMP and OHAMP are to be secured as part of the CoCP requirement within the draft DCO and therefore the Transmission Assets provides with measures to minimise conflict between pedestrians, cyclists and vehicles and</p>

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		<p>vehicles, avoid unnecessary street clutter, and respond to local character and design standards;</p> <p>d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and</p> <p>e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.</p>	<p>respond to local design standards which complies with this paragraph of the NPPF</p>
Achieving well-designed and beautiful places	Para 135	<p>Planning policies and decisions should ensure that developments:</p> <p>a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;</p> <p>b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;</p> <p>c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);</p> <p>d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;</p> <p>e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and</p>	<p>Volume 3 Chapter 7: Traffic and transport of the ES (document reference F3.7) contains an integrated TA throughout to consider the potential impacts and effects on the operation of the highway network arising from the onshore elements of the Transmission Assets.</p> <p>Travel plan measures are included within a OCTMP (document reference J5) to be secured as part of the CoCP requirement in the DCO.</p> <p>Justification for the location of the Transmission Assets, including a description of the design and/or environmental constraints considered as part of the iterative design process, is set out in Volume 1, Chapter 4: Site selection and consideration of alternatives of the ES (document reference F1.4). Measures adopted as part of the Transmission Assets to mitigate potential impacts on landscape and visual resources are provided in section 10.8 of Volume 3 Chapter 10: Landscape and visual resources (document reference F3.10). The outline landscape design is set out within the Outline Landscape Management Plan (document reference J2) and Outline Design Principles document (document reference J3).</p>

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		f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users ⁵² ; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.	
	Para 136	Trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and 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. Applicants and local planning authorities should work with highways officers and tree officers to ensure that the right trees are planted in the right places, and solutions are found that are compatible with highways standards and the needs of different users	The Transmission Assets incorporates landscaping proposals which include the provision of new trees where necessary and site selection and discussions with relevant stakeholders seek to protect the most valuable trees within the Order Limits.
	Para 137	Design quality should be considered throughout the evolution and assessment of individual proposals. Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests. Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot.	Justification for the location of the Transmission Assets, including a description of the design and/or environmental constraints considered as part of the iterative design process, is set out in Volume 1, Chapter 4: Site selection and consideration of alternatives of the ES (document reference F1.4) and the Outline Design Principles document (document reference J3). Consultation between the Applicants and relevant local planning authorities and local communities regarding the design of the Transmission Assets has taken place at several stages prior to submission of the DCO application. Consultation undertaken to date relevant to the assessment of landscape and visual resources is presented in section 10.3 of Volume 3 Chapter 10: Landscape and visual resources of the ES (document reference F3.10).
	Para 139	Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design ⁵⁵ , taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to: a) development which reflects local design policies and	

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		government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.	
Protecting Green Belt land/ Proposals affecting the Green Belt	Para 142	The Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.	Consideration of the Transmission Assets regarding Green Belt is presented in Section 5.25 of the Planning Statement (document reference J28) and a case for very special circumstances is put forward which concludes that these very special circumstances exist and that the benefits of the Transmission Assets outweigh the harm to the Green Belt and any other harm.
	Para 152	Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.	
	Para 153	When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.	
	Para 154	A local planning authority should regard the construction of new buildings as inappropriate in the Green Belt. Exceptions to this are: a) buildings for agriculture and forestry; b) the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it; c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;	

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		<p>d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;</p> <p>e) limited infilling in villages;</p> <p>f) limited affordable housing for local community needs under policies set out in the development plan (including policies for rural exception sites); and</p> <p>g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:</p> <ul style="list-style-type: none"> – not have a greater impact on the openness of the Green Belt than the existing development; or – not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority. 	
	Para 155	<p>Certain other forms of development are also not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it. These are:</p> <p>a) mineral extraction;</p> <p>b) engineering operations;</p> <p>c) local transport infrastructure which can demonstrate a requirement for a Green Belt location;</p> <p>d) the re-use of buildings provided that the buildings are of permanent and substantial construction;</p> <p>e) material changes in the use of land (such as changes of use for outdoor sport or recreation, or for cemeteries and burial grounds); and</p> <p>f) development, including buildings, brought forward under a Community Right to Build Order or Neighbourhood Development Order.</p>	

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	Para 156	When located in the Green Belt, elements of many renewable energy projects will comprise inappropriate development. In such cases developers will need to demonstrate very special circumstances if projects are to proceed. Such very special circumstances may include the wider environmental benefits associated with increased production of energy from renewable sources.	
Meeting the challenge of climate change, flooding and coastal change	Para 157	The planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.	<p>The impacts on coastal processes (including policies set out in NPS EN-1 in relation to coastal change) are considered in section 5.2 (physical processes) of the Planning Statement. Impacts relating to climate change are considered in section 5.22 (climate change) of the Planning Statement (document reference J28) and more thoroughly within Volume 4, Chapter 1: Climate Change of the ES (document reference F4.1). A GHG assessment and reduction strategy is also provided with the application (document reference F4.1.1.)</p> <p>Impacts on onshore hydrology and flood risk are assessed in Volume 3, Chapter 2: Hydrology and flood risk of the ES (document reference F3.2).</p>
Planning for climate change	Para 159	<p>New development should be planned for in ways that:</p> <p>a) avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and</p> <p>b) can help to reduce greenhouse gas emissions, such as through its location, orientation and design. Any local requirements for the sustainability of buildings should reflect the Government's policy for national technical standards.</p>	<p>Volume 4, Chapter 1: Climate change of the ES (document reference F4.1) considers the GHG emissions arising from the construction, operation and maintenance and decommission stages of the Transmission Assets at section 1.11.2, as well as the overall net whole life emissions, included in section 1.11.5 of Volume 4, Chapter 1: Climate change of the ES (document reference F4.1).</p> <p>A GHG reduction strategy has also been produced for Transmission Assets (document reference J4).</p> <p>The design of the Transmission Assets has incorporated nature-based solutions, where practicable, such as in the</p>

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			<p>development of biodiversity enhancement measures and in the outline design of the onshore substations, which has taken into account hydrology, flood risk, landscape and biodiversity considerations.</p> <p>The purpose of the Transmission Assets is to provide a connection to the UK Grid for two offshore wind farms. The cumulative climate change effects of the Transmission Assets with the Generation Assets are set out in section 1.13 of Volume 4, Chapter 1: Climate change of the ES (document reference F4.1). This demonstrates that some construction phase emissions are unavoidable. However, the overall effect of the Transmission Assets and Generation Assets together would be beneficial and significant in EIA terms, as a result of a net reduction in GHG emissions arising from the offshore wind farms.</p>
	Para 160	<p>To help increase the use and supply of renewable and low carbon energy and heat, plans should:</p> <p>a) provide a positive strategy for energy from these sources, that maximises the potential for suitable development, and their future re-powering and life extension, while ensuring that adverse impacts are addressed appropriately (including cumulative landscape and visual impacts);</p> <p>b) consider identifying suitable areas for renewable and low carbon energy sources, and supporting infrastructure, where this would help secure their development; and</p> <p>c) identify opportunities for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co- locating potential heat customers and suppliers.</p>	<p>The potential cumulative landscape and visual effects between the Transmission Assets and other plans and projects are considered in section 10.13 of Volume 3 Chapter 10: Landscape and visual resources of the ES (document reference F3.10). Measures adopted as part of the Transmission Assets to mitigate potential impacts on landscape and visual resources are provided in section 10.8 of Volume 3 Chapter 10: Landscape and visual resources of the ES (document reference F3.10).</p>
	Para 162	<p>In determining planning applications, local planning authorities should expect new development to:</p>	<p>The Transmission Assets has complied with this policy as demonstrated in the following ES chapters:</p>

Section/topic	Policy	Policy requirement	Accordance with the policy
Planning and flood risk		<p>(a) comply with any development plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and</p> <p>(b) take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.</p>	<ul style="list-style-type: none"> • Volume 1, Chapter 3: Project description (document reference F1.3); • Volume 1, Chapter 4: Site selection and consideration of alternatives (document reference F1.4) and • Volume 3, Chapter 10: Landscape and visual impacts (document reference F3.10) <p>The design and layout the proposed converter stations has taken into consideration the landform and other</p>
	Para 163	<p>When determining planning applications for renewable and low carbon development, local planning authorities should:</p> <p>a) not require applicants to demonstrate the overall need for renewable or low carbon energy, and recognise that even small-scale projects provide a valuable contribution to significant cutting greenhouse gas emissions;</p> <p>b) approve the application if its impacts are (or can be made) acceptable. Once suitable areas for renewable and low carbon energy have been identified in plans, local planning authorities should expect subsequent applications for commercial scale projects outside these areas to demonstrate that the proposed location meets the criteria used in identifying suitable areas; and</p> <p>c) in the case of applications for the repowering and life-extension of existing renewable sites, give significant weight to the benefits of utilising an established site, and approve the proposal if its impacts are or can be made acceptable.</p>	<p>As established in section 4 of the Planning Statement (document reference J28), the Transmission Assets are considered to fall within the definition of CNP low carbon infrastructure, as set out in paragraph 4.24 of NPS EN-1.</p> <p>Paragraph 4.25 of NPS EN-1 confirms that energy transmission projects directed to be considered under the Planning Act 2008 under a section 35 direction (as is the case for the Transmission Assets) constitute CNP infrastructure.</p> <p>By definition, CNP infrastructure would make a significant contribution to meeting a national need, in accordance with policy set out in Part 3 of NPS EN-1 and sections 1.6 and 2.7 of NPS EN-5. In addition, and as stated in the section 35 direction (document reference J24), the Transmission Assets would also allow for the deployment of the Generation Assets, connecting two nationally significant offshore wind farms to the UK electricity transmission network, which would result in significant beneficial effects in terms of the UK's commitments to achieve net zero by 2050.</p> <p>Part 3 of NPS EN-1 outlines the urgent need for all types of energy infrastructure in order to achieve energy security</p>

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			<p>and dramatically reduce GHG emissions (paragraphs 3.1.1 and 3.3.63).</p> <p>When determining applications for energy transmission infrastructure, this should be done on the basis that the Government has demonstrated that there is a need for this type of infrastructure and, subsequently, substantial weight should be given to the contribution these projects would make towards satisfying this need.</p> <p>In alignment with this paragraph of the NNPF, paragraph 3.3.63 of NPS EN-1 reaffirms the Government’s approach to addressing the urgent need for such projects, like Transmission Assets, and goes further by stating that:</p> <p>‘Subject to any legal requirements, the urgent need for CNP Infrastructure to achieving our energy objectives, together with the national security, economic, commercial, and net zero benefits, will in general outweigh any other residual impacts not capable of being addressed by application of the mitigation hierarchy. Government strongly supports the delivery of CNP Infrastructure and it should be progressed as quickly as possible.’</p>
	Para 165	Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.	An assessment of climate change is incorporated within Volume 3, Annex 2.3: Flood Risk Assessment of the ES (document reference F3.2.3). This has been undertaken in line with NPPF and PPG guidelines (refer to the Outline Operational Drainage Management Plan: document reference J10).
	Para 173	When determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. 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 (and the sequential and exception tests, as applicable) it can be demonstrated that:	<p>A conceptual drainage strategy for each onshore substation has been undertaken in line with local policy and includes SuDS.</p> <p>In addition, the onshore Water Framework Directive surface water and groundwater assessment provided in Volume 3, Annex 2.1 of the ES (document reference F3.2.1) has</p>

Section/topic	Policy	Policy requirement	Accordance with the policy
		<p>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;</p> <p>b) the development is appropriately flood resistant and resilient such that, in the event of a flood, it could be quickly brought back into use without significant refurbishment;</p> <p>c) it incorporates sustainable drainage systems, unless there is clear evidence that this would be inappropriate;</p> <p>d) any residual risk can be safely managed; and</p> <p>e) safe access and escape routes are included where appropriate, as part of an agreed emergency plan.</p>	<p>considered the Transmission Assets in the context of the environmental objectives of Water Framework Directive surface water bodies. This has considered the potential impact on onshore receptors and the proposed mitigation measures have taken into account the requirements of the river basin management plan to ensure all potential impacts on the water environment are mitigated to within acceptable levels.</p> <p>Elements of the Transmission Assets fall within the coastal area and an assessment regarding compliance with the UK Marine Policy Statement and the Northwest Inshore and Offshore Marine Plan have been carried out in each of the relevant topic chapters. A Marine policies tracker showing compliance is also provided as Appendix 2 to the Planning Statement (document reference J28.2).</p>
	Para 175	<p>Major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. The systems used should:</p> <p>a) take account of advice from the lead local flood authority;</p> <p>b) have appropriate proposed minimum operational standards;</p> <p>c) have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development; and</p> <p>d) where possible, provide multifunctional benefits.</p>	<p>The impact on coastal processes and consideration of future baseline conditions are assessed in section 1.10 and section 1.5.5 of Volume 2, Chapter 1: Physical processes of the ES (document reference F2.1) respectively. Climate change and the impact of the proposed development are discussed in section 1.5.5 of Volume 2, Chapter 1: Physical processes of the ES (document reference F2.1).</p>
Coastal change	Para 176	In coastal areas, planning policies and decisions should take account of the UK Marine Policy Statement and marine plans. Integrated Coastal Zone Management should be pursued across local authority and land/sea boundaries, to ensure effective alignment of the terrestrial and marine planning regimes.	<p>Visual receptors located within coastal areas have been considered in the assessment of landscape and visual resources. Visual receptors of the Transmission Assets are identified in section 10.6 and assessed in section 10.11 of Volume 3, Chapter 10: Landscape and visual resources of the ES (document reference F3.10). Measures adopted as part of the Transmission Assets to mitigate potential impacts on visual resources are provided in section 10.8 of Volume 3, Chapter 10: Landscape and visual resources of the ES (document reference F3.10)</p>
	Para 177	Plans should reduce risk from coastal change by avoiding inappropriate development in vulnerable areas and not exacerbating the impacts of physical changes to the coast. They should identify as a Coastal Change Management Area any area likely to be affected by physical changes to the coast, and:	

Section/topic	Policy	Policy requirement	Accordance with the policy
		<p>(a) be clear as to what development will be appropriate in such areas and in what circumstances; and</p> <p>(b) make provision for development and infrastructure that needs to be relocated away from Coastal Change Management Areas.</p>	
	Para 178	<p>Development in a Coastal Change Management Area will be appropriate only where it is demonstrated that:</p> <p>a) it will be safe over its planned lifetime and not have an unacceptable impact on coastal change;</p> <p>b) the character of the coast including designations is not compromised;</p> <p>c) the development provides wider sustainability benefits; and</p> <p>d) the development does not hinder the creation and maintenance of a continuous signed and managed route around the coast</p>	
Conserving and enhancing the natural environment	Para 180	<p>Planning policies and decisions should contribute to and enhance the natural and local environment by:</p> <p>a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);</p> <p>b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;</p> <p>c) maintaining the character of the undeveloped coast, while improving public access to it where appropriate;</p> <p>d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;</p> <p>e) 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</p>	<p>The details of nationally and regionally important sites are set out in section 1.6.2 of Volume 3, Chapter 1: Geology, hydrogeology and ground conditions of the ES (document reference F3.1). The potential impacts to these sites of geological interest are set out in section 1.11.2 of Volume 3, Chapter 1: Geology, hydrogeology and ground conditions of the ES (document reference F3.1). The design of the Transmission Assets seeks to avoid harm to designated sites of geological interest and the approach to site selection and consideration of alternatives is set out in Volume 1, Chapter 4 Site selection and consideration of alternatives of the ES (document reference F1.4). Where practicable, the Applicants have looked to provide a coordinated approach to the design and development of mitigation and enhancement measures. This has included, for example, a coordinated approach to the design at the onshore substation sites to incorporate ecological, drainage and landscape considerations, that will result in wider environmental gains. Volume 3, Chapter 10: Landscape and</p>

Section/topic	Policy	Policy requirement	Accordance with the policy
		<p>instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and</p> <p>f) remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.</p>	<p>visual resources of the ES (document reference F3.10) concludes the majority of landscape and visual effects of the Transmission Assets are considered not to be significant and those which have been identified as significant are related to temporary impacts during construction and early operation (year 1) with no significant permanent visual effects predicted by Year 15, once the landscape proposals, as set out in the Outline Landscape Management Plan (document reference J2) and Outline Design Principles document (document reference J3) have become established.</p> <p>In addition, the level of importance of ecological features is discussed in section 3.6 of Volume 3, Chapter 3: Onshore ecology and nature conservation (document reference F3.3) and summarised in Table 3.15 of Volume 3, Chapter 3: Onshore ecology and nature conservation (document reference F3.3) and existing habitat networks relevant to the assessment of effects on ornithological receptors have been considered in developing the design of the Transmission Assets. These have been taken into account in developing mitigation measures or Commitments, as set out in section 4.8 of Volume 3, Chapter 4: Onshore and intertidal ornithology (document reference F3.4). This includes measures to conserve biodiversity in terms of ornithological interests. It also includes opportunities for biodiversity benefit as included in the submitted Onshore Biodiversity Benefit Statement (document reference J11). The significance of an effect is determined by the importance and sensitivity of a site or other ecological feature, as well as the magnitude of the impact as summarised in Table 3.22 of Volume 3, Chapter 3: Onshore ecology and nature conservation (document reference F3.3). Impacts on</p>
	Para 181	<p>Plans should: distinguish between the hierarchy of international, national and locally designated sites; allocate land with the least environmental or amenity value, where consistent with other policies in this Framework; take a strategic approach to maintaining and enhancing networks of habitats and green infrastructure; and plan for the enhancement of natural capital at a catchment or landscape scale across local authority boundaries.</p>	
	Para 182	<p>Great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty which have the highest status of protection in relation to these issues. The conservation and enhancement of wildlife and cultural heritage are also important considerations in these areas, and should be given great weight in National Parks and the Broads. The scale and extent of development within all these designated areas should be limited, while development within their setting should be sensitively located and designed to avoid or minimise adverse impacts on the designated areas.</p>	
	Para 183	<p>When considering applications for development within National Parks, the Broads and Areas of Outstanding Natural Beauty, permission should be refused for major development other than in exceptional circumstances, and where it can be demonstrated that the development is in the public interest. Consideration of such applications should include an assessment of:</p>	

Section/topic	Policy	Policy requirement	Accordance with the policy
		<p>a) the need for the development, including in terms of any national considerations, and the impact of permitting it, or refusing it, upon the local economy;</p> <p>b) the cost of, and scope for, developing outside the designated area, or meeting the need for it in some other way; and</p> <p>c) any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that could be moderated.</p>	<p>important ecological features and mitigation for adverse effects, including those on ecological networks, are discussed in section 3.11 of Volume 3, Chapter 3: Onshore ecology and nature conservation (document reference F3.3).</p> <p>An ISAA has been produced, setting out the findings of the HRA process undertaken for the Transmission Assets to ensure compliance with the Habitats Regulations (document references E2.1, E2.2, E2.3). The assessment set out in Parts 2 and 3 of the ISAA concludes that there would be no adverse effect on the integrity of any of the designated sites assessed, either from the Transmission Assets alone, or in combination with other plans and projects.</p>
Habitats and biodiversity	Para 185	<p>To protect and enhance biodiversity and geodiversity, plans should:</p> <p>a) Identify, map and safeguard components of local wildlife-rich habitats and wider ecological networks, including the hierarchy of international, national and locally designated sites of importance for biodiversity; wildlife corridors and stepping stones that connect them; and areas identified by national and local partnerships for habitat management, enhancement, restoration or creation; and</p> <p>b) promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species; and identify and pursue opportunities for securing measurable net gains for biodiversity.</p>	
	Para 186	<p>When determining planning applications, local planning authorities should apply the following principles:</p> <p>a) if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused;</p> <p>b) development on land within or outside a Site of Special Scientific Interest, and which is likely to have an adverse effect on it (either individually or in combination with other developments), should not normally be permitted. The only exception is where the benefits of the development in the location proposed clearly outweigh both its likely impact on the features of the site that make it of special</p>	

Section/topic	Policy	Policy requirement	Accordance with the policy
		<p>scientific interest, and any broader impacts on the national network of Sites of Special Scientific Interest;</p> <p>c) development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists; and</p> <p>d) development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to improve biodiversity in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity or enhance public access to nature where this is appropriate.</p>	
	Para 187	<p>The following should be given the same protection as habitats sites:</p> <p>a) potential Special Protection Areas and possible Special Areas of Conservation;</p> <p>b) listed or proposed Ramsar sites; and</p> <p>c) sites identified, or required, as compensatory measures for adverse effects on habitats sites, potential Special Protection Areas, possible Special Areas of Conservation, and listed or proposed Ramsar sites.</p>	
	Para 188	<p>The presumption in favour of sustainable development does not apply where the plan or project is likely to have a significant effect on a habitats site (either alone or in combination with other plans or projects), unless an appropriate assessment has concluded that the plan or project will not adversely affect the integrity of the habitats site.</p>	
Ground Conditions and Pollution	Para 189	<p>Planning policies and decisions should ensure that:</p> <p>a) a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and</p>	<p>Historical quarrying and mining activities and ground conditions have been identified in Volume 3, Chapter 1: Geology, hydrogeology and ground conditions of the ES</p>

Section/topic	Policy	Policy requirement	Accordance with the policy
		<p>contamination. This includes risks arising from natural hazards or former activities such as mining, and any proposals for mitigation including land remediation (as well as potential impacts on the natural environment arising from that remediation);</p> <p>b) after remediation, as a minimum, land should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990; and</p> <p>c) adequate site investigation information, prepared by a competent person, is available to inform these assessments.</p>	<p>(document reference F3.1). Effects on groundwater are considered in section 1.11 of Volume 3, Chapter 1: Geology, hydrogeology and ground conditions of the ES (document reference F3.1) and details from the contaminated land register have been sought through consultation with the local authorities. A Preliminary Risk Assessment is provided in Volume 3, Annex 1.1: Phase 1 Geo-Environmental Preliminary Risk Assessment of the ES (document reference F3.1.1). A ground investigation will be completed with an assessment of the potential risks arising from any contamination identified and a remediation strategy prepared as necessary.</p> <p>Mitigation measures proposed by the Transmission Assets include:</p> <ul style="list-style-type: none"> • Construction to be undertaken in accordance with a Code of Construction practice (CoCP), including measures to maintain and address pollution prevention and geology and ground conditions. • A Pollution Prevention Plan (to form part of the CoCP), including good practice pollution control measures. • A Land and Groundwater Contamination Discovery Strategy to identify any suspected areas of contamination and any remedial measures which may be required. • Appropriate Personal Protective Equipment will be used and relevant good working practices applied to avoid potential risk to human health including from any potential ground contamination, in line with relevant available guidance. • Where suspected contamination is present and piling is proposed, a detailed piling risk assessment will be developed prior to the commencement of construction.
	Para 190	Where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner.	

Section/topic	Policy	Policy requirement	Accordance with the policy
			Consultation with the Environment Agency will be sought.
	Para 191	<p>Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should:</p> <ul style="list-style-type: none"> a) mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life; b) identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason; and c) limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation. 	<p>The design and siting of Transmission Assets has sought to reduce environmental impacts and to orientate the proposed converter stations to responds to its context as presented in Volume 1, Chapter 4: Site selection (document reference F1.4). A cumulative assessment is provided within each ES topic chapter and concludes that the Transmission Assets will not result in significant cumulative impacts.</p> <p>Impacts during construction, operation and maintenance and decommissioning of the Transmission Assets on landscape and visual resources are considered in section 10.11 of Volume 3, Chapter 10: Landscape and visual resources of the ES (document reference F3.10).</p> <p>Noise is assessed under Volume 3, Chapter 8: Noise and vibration (document reference F3.8). Construction noise and vibration control measures will be outlined in the Outline Construction Noise and Vibration Management Plan (document reference J1.3).</p> <p>The air quality impacts during the construction and decommissioning phases of the Transmissions Assets have been described and considered in Volume 3, Chapter 9: Air quality of the ES (document reference F3.9) and Human Health matters are addressed as part of Volume 1, Annex 5.1 Human health (document reference F1.5.1).</p>
	Para 192	Planning decisions should ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan.	The air quality impacts during the construction and decommissioning phases of the Transmissions Assets have been described and considered within section 9.11.2 (dust) and section 9.11.3 (emissions from traffic) with mitigation proposed at Table 9.15 of Volume 3, Chapter 9: Air quality of the ES (document reference F3.9).

Section/topic	Policy	Policy requirement	Accordance with the policy
Proposals affecting heritage assets	Para 200	In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.	<p>Relevant heritage assets are identified within Volume 3, Chapter 5: Historic environment of the ES (document reference F3.5). A description of the significance of the assets affected is also provided within this chapter and the impact of the Transmission Assets on the significance of heritage assets is clearly assessed within section 5.11 of Volume 3, Chapter 5: Historic environment (document reference F3.5). This assessment has not identified any impact that would result in substantial harm or loss of a designated heritage asset.</p> <p>The assessment carried out has confirmed that no significant effects in relation to historic environment have been identified, with effects resulting in less than substantial harm to the significance of designated or non-designated heritage assets. None of the identified impacts would represent substantial harm as this is a particularly high test.</p>
	Para 201	Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.	
	Para 202	Where there is evidence of deliberate neglect of, or damage to, a heritage asset, the deteriorated state of the heritage asset should not be taken into account in any decision.	
Considering potential impacts	Para 205	When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.	

Section/topic	Policy	Policy requirement	Accordance with the policy
	Para 206	<p>Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:</p> <p>a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional;</p> <p>b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.</p>	
	Para 207	<p>Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:</p> <p>a) the nature of the heritage asset prevents all reasonable uses of the site; and</p> <p>b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and</p> <p>c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and</p> <p>d) the harm or loss is outweighed by the benefit of bringing the site back into use.</p>	
	Para 208	<p>Where a development proposal 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.</p>	
	Para 209	<p>The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the</p>	

Section/topic	Policy	Policy requirement	Accordance with the policy
		application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.	
	Para 212	Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.	