

NPPF Consultation and Rural Housing Enabler

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Planning | Communities | Places

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Introduction

Planning | Communities | Places

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National Policy and Guidance

Mainstream Planning

National Planning Policy Framework
NPPF

Planning Practice Guidance

National Design Guide

Nationally Significant Infrastructure

National Policy
Statements

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Statutory Development Plan

Strategic Plan

Local Plan

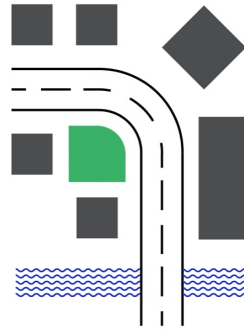
Neighbourhood
Plan

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Status of the Development Plan

“determination must be made in accordance with the development plan unless material considerations indicate otherwise”

Section 38 of the Planning and Compulsory Purchase Act 2004



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NPPF Consultation

Housing Crisis – Intention to build faster (1.5 million homes)

Ensure national policy is clearer, accessible and understandable

Suite of national policies – apply across the country

Not to be repeated in development plans

Inconsistent local policies – very limited weight

Places where development desirable – default yes

Different approach to settlements

Grey Belts (80% approved)

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Objectives

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.

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 community facilities, public service infrastructure and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

An environmental objective – to support efforts to mitigate and adapt to climate change, including moving to a low carbon economy; and to protect and enhance our natural, built and historic environment, including making effective use of land, improving biodiversity, using natural resources prudently, and minimising waste and pollution.

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Permanent Presumption

1. A permanent presumption in favour of suitably located development.

Brownfield passports – making development of suitable land in urban areas acceptable by default
...

... in effect applying a permanent presumption in favour of suitably located development.



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Railway Stations

2. Building homes around stations.

“default yes” – for suitable proposals that develop land around rail stations within existing settlements, and around ‘well-connected’ train stations outside settlements, including on Green Belt land ...

Minimum density of 40 dwellings per hectare around all stations and 50 dwellings per hectare around ‘well-connected’ stations ...



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Densification

3. Driving urban and suburban densification.

urban and suburban areas, including through the redevelopment of corner and other low density plots, upward extensions and infill development ...



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Small and Medium Sites

5. Supporting small and medium sites.

... easier to bring forward small sites,
through clear support for the principle of
development in different locations ...

category of 'medium development' ... a
more streamlined and
proportionate planning system ...



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Streamlining

6. Streamlining local standards.

... limiting quantitative standards in
development plans to only those specific
issues where local variation is justified ...



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Economies

7. Boosting local and regional economies.

... substantial weight to the benefits of supporting business growth ...

... whether the town centre sequential test should be removed, in order to allow greater flexibility to respond to changing patterns of demand.



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Minerals

8. Supporting critical and growth minerals.

... adequate provision is made for their extraction, recognising their economic importance.

... restrict further the extraction of coal.



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Transport

9. Embedding a vision-led approach to transport.

... moving away from a 'predict and provide' approach to transport planning that can create unattractive environments dominated by cars.



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Climate Change

10. Better addressing climate change.

... mitigation and adaptation in relation to climate change, in a way that links to other relevant policies in the draft Framework.



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Natural Environment

11. Conserving and enhancing the natural environment.

... reflect Local Nature Recovery Strategies, to recognise landscape character and conserve and enhance existing natural features ...

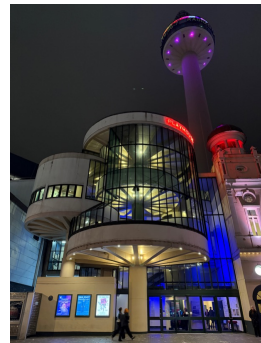


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Heritage

12. Taking a more positive approach to the use of heritage assets.

... clearer and more positive approach which can better support suitable heritage-related development, replacing the current policies that are difficult to navigate.



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Key Observations

- Centralising - shifts emphasis from local/neighbourhood to national.
- London-centric assumptions? Not much emphasis on regeneration or areas with viability challenges.
- Increasing the supply of housing land will widen the viability gap in some areas.
- Different approach to within settlements and rural areas – could this disadvantage urban, rural or both?
- Are all railway stations suitable for development?
- Neighbourhood Plans – site allocations
- Loss of Paragraph 12.

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Rural Problem Solving



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Rural Housing Enabler Programme



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