

**25/01009/OUT - Appendix 2**

**Assessment of the application against the key policies referenced in Footnote 9 of the NPPF.**

<b>Paragraph Number</b>	<b>Supporting Text</b>	<b>Case Officer Assessment</b>	<b>Compliance.</b>
Paragraph number 66	Where major development involving the provision of housing is proposed, planning policies and decisions should expect that the mix of affordable housing required meets identified local needs, across Social Rent, other affordable housing for rent and affordable home ownership tenures.	The housing officer has confirmed they are satisfied that the split of 70%/30% social rent and intermediate housing can be provided as part of the reserved matters.	Yes.
Paragraph number 84	Planning policies and decisions should avoid the development of isolated homes in the countryside unless one or more of the following circumstances apply: a) there is an essential need for a rural worker, including those taking majority control of a farm business, to live permanently at or near their place of work in the countryside; b) the development would represent the optimal viable use of a heritage asset or would be appropriate enabling development to secure the future of heritage assets; c) the development would re-use redundant or disused buildings and enhance its immediate setting; d) the development would involve the subdivision of an existing residential building; or e) the design is of exceptional quality, in that it: i. is truly outstanding, reflecting the highest standards in architecture, and would help to raise standards of design more generally in rural areas; and ii. would significantly enhance its immediate setting, and be sensitive to the defining characteristics of the local area.	Paragraph 84 relates to the sustainable locations part of paragraph II D (ii).  The proposals represent an extension to an existing settlement and cannot therefore be considered a countryside location.	Yes
Paragraph Number 91	Local planning authorities should apply a sequential test to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up-to-	The sequential test applies to retail applications. The proposals are not for retail and are not	Yes

	date plan. Main town centre uses should be located in town centres, then in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered.	therefore a main town centre use.	
Paragraph Number 110	The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.	Future occupiers of the development can walk and cycle between the site and the village centre. The NPPF does acknowledge that opportunities to maximise sustainable transport solutions will vary between rural and urban areas and requires this to be taken into account in decision making.	Yes
Paragraph Number 115	In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that: <ul style="list-style-type: none"> <li>a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;</li> <li>b) safe and suitable access to the site can be achieved for all users;</li> <li>c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code<sup>48</sup>; and</li> <li>d) any significant impacts from the development on the transport network</li> </ul>	I consider the site can be assessed safely by all users.  OCC Highways have confirmed the proposals will not have a significant impact.	Yes

	(in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.		
<b>Chapter 11 – Making Effective Use of Land.</b>			
Paragraph Number 129	<p>Planning policies and decisions should support development that makes efficient use of land, taking into account:</p> <p>a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;</p> <p>b) local market conditions and viability;</p> <p>c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;</p> <p>d) the desirability of maintaining an area’s prevailing character and setting (including residential gardens), or of promoting regeneration and change; and</p> <p>e) the importance of securing well-designed, attractive and healthy places.</p>	I am satisfied that the scheme makes effective use of land whilst taking account of the site’s rural locality. I consider the requirements of paragraph 123 as set out in points B-E can also be met through the preparation and submission of reserved matters.	Yes
Paragraph Number 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</p>	These matters are more design focussed. I am satisfied that these can be addressed as part of the future reserved matters.	Yes

	<p>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>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<sup>51</sup>; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.</p>		
<p>Paragraph Number 139</p>	<p>Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design<sup>54</sup>, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to:</p> <p>a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or</p> <p>b) outstanding or innovative designs which promote high levels of sustainability or help raise the</p>	<p>As above, matters surrounding design will be addressed as part of the reserved matters.</p>	<p>Yes</p>

	standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.		
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