

Application Number:	P/RES/2021/04848
Webpage:	<p>The planning application documents for P/RES/2021/04848 are available here: <u>Planning application: P/RES/2021/04848 - dorsetforyou.com (dorsetcouncil.gov.uk)</u></p> <p>The Design Code can be viewed via the following links: <u>BackgroundCommitteePaperBridportDesignCodePart1.pdf (dorsetcouncil.gov.uk)</u> <u>BackgroundCommitteePaperBridportDesignCodePart2.pdf (dorsetcouncil.gov.uk)</u></p>
Site address:	Land at Foundry Lea Vearse Farm Bridport
Proposal:	Construction of 760 dwellings, public open space (including play space and landscape planting), allotments, an orchard, sports pitch provision, with associated changing rooms and car parking, pedestrian, cycle and vehicular links, drainage works and associated infrastructure (Reserved matters application to determine appearance, landscaping, layout and scale following the grant of Outline planning permission number WD/D/17/000986)
Applicant name:	Barratt David Wilson Homes
Case Officer:	James Lytton-Trevers
Ward Member(s):	Cllr. Bolwell; Cllr. Clayton; Cllr. Williams

1.0 Reason for committee determination

Given the scale, history and significant local interest, the Head of Planning has exercised his powers under the constitution for this application to be considered by committee.

2.0 Summary of recommendation:

That delegated authority be granted to the Head of Planning and the Service Manager for Development Management and Enforcement for the approval of reserved matters, subject to the discharge of any outstanding conditions on the outline planning permission (WD/D/17/000986) which are required to be discharged prior to the approval of the reserved matters (conditions 2 for the phasing, 6 for a Design Code, 7 for the LEMP, 38 for the road crossings over the river and 39 for floor levels of the dwellings) and subject to conditions as set out in this report, with the relevant plan number and revision number to be entered in conditions no. 2, 3 and 4.

3.0 Reason for the recommendation:

- The proposed development is considered to be of an appropriate appearance, layout and scale, with appropriate landscaping incorporated. As such, the proposed development is considered to be in accordance with local and national policy objectives.
- The appearance of the housing, with five distinctive character areas, would respond to the appearance of housing in Bridport.
- The layout of the housing, community infrastructure, movement network, drainage and affordable housing would meet the requirements necessary for the scheme to function and integrate with Bridport.
- The landscaping would conserve and enhance the AONB, biodiversity and existing trees and hedges and provide appropriate new planting.
- The scale would be appropriate to the characteristics of the site including the lie of the land and location within it.
- The proposal would comply with the West Dorset, Weymouth & Portland Local Plan, the Bridport Area Neighbourhood Plan and the National Planning Policy Framework (NPPF).
- Paragraph 11 of the NPPF sets out that permission should be granted for sustainable development unless specific policies in the NPPF indicate otherwise.
- There are no material considerations which would warrant refusal of this application.

4.0 Key planning issues

Issue	Conclusion
Principle	The principle was established in the granting of outline planning permission where means of access, parameter, Green Infrastructure and Scale and Density plans formed the approved documents.
Appearance	The appearance of the proposals would be acceptable and would comply with LP policies ENV10 and ENV12 and BANP policy D8 and the requirements of the NPPF.
Landscaping	The Landscape Environmental Specification & Management Plan is considered to be acceptable and would deliver appropriate landscaping, biodiversity enhancement and conserve and enhance the AONB. It complies with LP Policies ENV1, ENV2 and ENV10, BANP policies L1 and L2 and the requirements of the NPPF.
Layout of housing and Community Infrastructure	The details of the layout of the buildings in each character area and the community

	infrastructure would be acceptable and comply with LP policies ENV4, ENV10, ENV11, ENV12, ENV16, BANP policies D6 and D8 and the requirements of the NPPF.
Layout of roads, footpaths and cycle paths	The proposed layout would enhance connectivity, providing safe and convenient access for pedestrians, cyclists and motorists. It would promote more sustainable means of travel through walking and cycling. The proposed layout would comply with LP Policies ENV11, COM7 & COM9 and BANP Policies D3, AM1, AM3 & H6 and the requirements of the NPPF.
Layout of foul and surface water drainage	The layout of the drainage strategy details submitted for the site are acceptable and would comply with LP policy ENV5 and BANP policy D5 and the requirements of the NPPF.
Layout of affordable housing and self-build	The layout of the affordable housing and self-build units for the site are acceptable and would comply with LP policy HOUS1 and BANP policies H2 and H7 and the requirements of the NPPF.
Scale	The proposal would be of an appropriate scale making efficient use of land and would comply with LP policies ENV12 and ENV 15 and BANP Policy D5 and the requirements of the NPPF.
Other matters	The houses would meet current and future energy standards, would be available to local people where there would be a variety of house sizes available. Construction would benefit employment and be subject to details to be agreed by condition.

5.0 Description of Site

5.1 The application site comprises a number of open fields to the west of Bridport town centre and the Bridport Area Conservation Area. It is within the Dorset Area of Outstanding Natural Beauty and allocated within the Local Plan for mixed development. The farmland forms part of Vearse Farm, which includes a grade II listed farmhouse and boundary walls. There are a number of buildings within the farmstead. The application site measures approximately 43.3 hectares. The land is mainly agricultural divided into fields by hedgerows and some trees.

5.2 The site is south of West Road which currently provides the only access into the site down a straight farm track which leads southwards towards the farm buildings. A number of public rights of way cross the site.

5.3 The site adjoins the A35 to the west and the B3162 West Road to the north.

5.4 The land is within flood risk zone 1 excepting for the land near to the River Simene which flows through the northern part of the site.

5.5 The land rises from north to south where the topography is varied. The highest point of the site is c.36AOD (to the south) and the lowest point is c.7AOD in the north-eastern edge of the site. The gradients in the eastern, south-eastern and western areas of the site are gentle and in the central and southern areas of the site steeper.

5.6 There are no designated nature reserves within the site.

6.0 Description of Development

6.1 This reserved matters application only covers the residential element of the scheme together with associated open spaces. The northern parcel of development that includes a local centre, employment uses, and a care home do not form part of this application.

6.2 Following concerns raised by the Officer and consultees, the proposals have been revised and a second round of consultation undertaken. The revisions were chiefly to the layout, house types, materials and landscaping. As a result of the re-consultation nearly all objections have been withdrawn.

6.3 The proposals, as revised, would comprise of the following:

Housing

760 dwellings built in 31 different house types would contain 94% housing and 6% flats:

1 Bed	28	4%
2 Bed	194	26%
3 Bed	318	42%
4 Bed	212	28%
5 Bed	8	1%

Affordable housing

Built in 15 different house types would contain:

40% affordable housing (302 dwellings). This includes an increase of 36 dwellings above the 35% which is required by the S106 agreement in order to be policy compliant.

70% rented units (186 dwellings) and 30% shared ownership (80 dwellings). 5% of the rented units as Category 2: Accessible and Adaptable Dwellings.

The additional 36 affordable units would be provided by a Homes England grant fund.

Self-build

Three areas (0.4ha) of self build units where mains services and access would be provided.

Landscaping

Specific Character Areas comprising:

A Country Park along the River Simene corridor;

Woodland walks along the site's western and southern boundaries;

Green links and squares;

A circular leisure route; and

A primary green movement link, which is referred to as the Cycle Street.

Play areas

These would include:

Two Locally Equipped Areas of Play (LEAPs) located on the eastern arm of the Loop Road and within the 'green square' and in the south east of the site;

A Multi-Use Games Area (MUGA) north east of the playing pitch;

A Neighbourhood Equipped Area of Play (NEAP) south of the MUGA; and,

A Woodland Play Trail in the west of the site.

Allotments and orchard

0.5ha allotments west of the loop road;

0.25ha orchard near to the river.

Playing field

Football pitches, changing rooms and car park

Access

Internal roads to land adjacent to Pine View, the school site (6.75m carriageway, plus 2m footways and 3m cycleway) and mixed use land (7.3m carriageway).

East-to-west cycle/pedestrian routes (5m segregated);

Two North-to-south cycle/pedestrian routes (3m);

Circular pedestrian route;

Three public electric vehicle charging points;

Bus stop;

Land for a community bicycle pool;

Bicycle shelter;

Bicycle maintenance hub and drinking fountain;

1577 allocated parking spaces mostly within plots or garages/car ports;

237 visitor spaces;

On Plot Parking	537
On Street Parking	550
Garage Parking (in curtilage)	221
Car Port (within curtilage)	18
Rear Parking Court	251
Visitor Shared	102
Visitor on Street	135

Electric vehicle charging points for all dwellings consistent with Part S of the Building Regulations.

Cycle parking for each home, either in rear gardens or garages.

Bin/recycling stores.

Foul and surface water

A number of drainage basins for surface water attenuation;

Mains sewer connection to Magdalen Lane and a sewage pumping station.

The basins would be protected from the predicted 1 in 100 year event, plus an allowance for climate change, a 40% allowance for climate change rather than the 30% allowance at the principal decision stage, a 10% allowance for urban creep which was not included at the principal decision stage and an allowance of 3.5 litres per second discharge from the school site.

Energy efficiency

The energy efficiency of the dwellings has now been updated since the original submission and the revised scheme to now comply with the 2021 Building Regulations. The three phases of dwellings being constructed originally proposed, which took into account 2013 Building Regulations, would now be divided between 2021 and 2025 Building Regulations:

Dwellings to comply with 2021 Building Regs would have 850 m² roof mounted PV panels, passive design measures and gas fired combi-boilers. Electric vehicle charging within plot parking.

Dwellings to comply with anticipated 2025 Building Regs would have 1180 m² roof mounted PV panels and air source heat pumps. This can be confirmed once future legislation for the Future Homes Standards are known.

Skills Academy

A building containing classrooms and workshop.

7.0 Relevant Planning History

WD/D/17/000986 Decision: GRANTED Decision Date: 02/05/2019

Outline application for the development of up to 760 dwellings, 60 unit care home (Use Class C2), 4 hectares of land for employment (Use Classes B1, B2, B8), mixed use local centre (Use Classes A1, A2, A3, A4, A5, B1, C3 and D1), primary school and associated playing fields (Use Class D1), areas of public open space and allotments, drainage works, the formation of new vehicular accesses to West Road and the formation of new pedestrian and cycle links.

The Outline permission was granted with all matters reserved except for means of access. The vehicular access to the site was to be fixed via two new junctions with West Road (B3162). The easternmost of these would be positioned opposite no. 3 West Mead and the westernmost would be positioned opposite the access to Symondsburry Estate Business Park. The reserved matters would be only for layout, scale, appearance and landscaping. The permission was subject to conditions and a Section 106 Agreement.

In summary the outline permission secured the following through conditions and a s106 Agreement:

Affordable housing provision

Provision of primary school

Junction improvement to Miles Cross (A35)

Traffic calming facilities on the B3162

Traffic calming associated with the new footway/cycle access to Magdalen Lane

Minor improvement at the mini-roundabout junction of the B3162 West Allington/North Allington junction

Upgrade and improvement of the existing Public Footpath linking Magdalen Lane to the Town Centre via the Dreadnought Trading Estate to a public Bridle path for the use of pedestrians and cyclists.

The creation of pedestrian/cycle links to Pine View and Coronation Road

Employment – minimum 4 ha of land allocated for employment uses.

Local infrastructure provision - including 22 ha made up of outdoor sports pitches, play facilities, allotments, and public open space; local centre; care home; drainage works; and strategic landscape planting.

Strategic landscape planting and hedgerow replacement

Upgrade of facilities at Bridport Medical Centre

The conditions, in brief, covered the following matters:

1. Five approved plans for the location, priority junction layout from the B3162, Parameters, Green Infrastructure and Scale & Density;
2. Approval of a Phasing plan;
3. The matters to be reserved being layout, scale, appearance and landscaping;
- 4 – 5. The reserved matters be made within 10 years of the outline and commencement within 2 years of approval of each reserved matter;
6. Approval of a Design code;
7. Approval of a Landscape Environment Management Plan;
8. Approval of a Highways layout based upon the principles in the approved “KEY PRINCIPLES: ACCESS AND MOVEMENT contained within the Vearse Farm Masterplan;
- 9-11. A scheme of tree protection, landscaping and planting;
12. Not exceeding 760 dwellings;
13. No less than 4 hectares of employment land for the provision of Use Classes B1, B2 and B8 industrial uses; a mixed use local centre of Use Classes A1, A2, A3, A4, A5, B1, C3 and D1; a serviced site of 2 ha to provide a new, one-form entry, primary school with associated grounds, playing fields and parking, with the site sized to accommodate a 2-form entry school (Use Class D1); and, a 60-bed residential care home (Use Class C2).
14. A care home;
- 15-16. Employment buildings and approved uses (B1, B2 and B8) to ensure that the B2 and B8 uses are buffered by other buildings;
17. Broadband provision;
18. Eastern Access provision;
19. Western Access provision before 300 dwellings occupied;
20. Construction Traffic Management Plan;
21. Highways Detail for layout, turning and parking areas;

22. Travel Plan;
23. Cycle Parking Facilities;
- 24-26. Miles Cross junction improvement;
Walking, Cycling and Horse Riding Assessment and Review (WCHAR) for the Miles Cross junction;
- 27-29. Land contamination;
30. Archaeology;
31. Magdalen Lane link;
32. Pine View link after 400 occupied;
33. Multi-Use Games Area (MUGA) after 400 dwellings occupied;
34. Neighbourhood Equipped Area for Play (NEAP) after 400 dwellings occupied;
35. Locally Equipped Area for Play (LEAP) after 200 dwellings occupied;
36. Second Locally Equipped Area for Play (LEAP) after 500 dwellings occupied;
37. Woodland Play Trail after 500 dwellings occupied;
38. Access roads crossing Flood Zones 3 & 2 (the floodplain) and the compensatory floodplain storage scheme in accordance with the Flood Risk Assessment (Brookbanks, Ref: 10006/FRA/01, Rev. 2, dated 28 March 2017) before reserved matters.
39. Finished floor levels;
40. No general storage of any materials including soil, no raising of ground levels, no Sustainable Drainage System features, or erection of buildings / structures within the floodplain (Flood Zones 3 and 2);
41. Surface water management scheme;
42. Strategic surface water management scheme;
43. Surface water sustainable drainage scheme;
44. Foul drainage disposal scheme;
45. Foul Water drainage strategy;
46. Each dwelling or building before it is occupied served by a properly consolidated and surfaced footway and carriageway;
47. Means of vehicular access to the residual part of the allocated site to the east (Land adjacent to Coronation Road/Pine View) and the site boundary;

The section 106 Agreement, in summary, makes obligations for:

- 35% of the dwellings to be affordable with 70% of those being affordable rented and 30% shared ownership.
- Self-build land
- Provision of allotments
- Provision of employment land, including affordable employment land.
- Marketing of local centre.
- Provision and delivery of a sports pitch scheme.
- Provision of 2 locally equipped areas of play, a neighbourhood equipped area of play and a multi-use games area.

- Provision of open space
- Submission and implementation of landscape environment management plan.
- Hedgerow payments
- Bridport leisure centre payment
- Healthcare provision payment
- Continuation link
- School site and its transfer to the Council.
- Education contribution payment.
- Miles Cross junction works.
- B3162 contribution.
- New footway/cycle access traffic calming works
- Mini roundabout minor improvement works
- Existing public footpath improvement contribution.
- Biodiversity compensation payment.
- Surface water drainage scheme.

The development was “EIA development” for the purposes of The Town and Country Planning (Environmental Impact Assessment) Regulations 2011 and the latest EIA Regulations that came into force on 16th May 2017. The application was accompanied by an Environmental Statement (ES).

A Master Plan accompanied the application, but it was neither an approved plan nor referred to in the decision notice or Section 106 Agreement.

P/FUL/2021/01895 Decision: GRANTED Decision Date: 14/12/2021

Construction of a pedestrian/cycle link between Pine View and the Vearse Farm development (granted outline planning permission in May 2019 under planning reference WD/D/17/000986)

P/NMA/2021/05028 Decision: GRANTED Decision Date: 14/3/2022

Amendment to Outline Planning Permission reference WD/D/17/000986 to increase the footway on the western side of the western access to 3m.

Applications for the discharge of the following conditions of the outline permission WD/D/17/000986 are currently under consideration (these conditions are required to be discharged before approval of the reserved matters):

Condition 2 for approval of a phasing of the development;

Condition 6 for approval of a Design Code;

Condition 7 for approval of a Landscape Environment Management Plan (LESMP);

Condition 38 for approval of flood mitigation measures; and,

Condition 39 for approval of floor levels.

The application has been subject to a Planning Performance Agreement which has included pre-application advice.

8.0 List of Constraints

Within defined development boundary.

Grade: II Listed Building: MAGDALEN FARM HOUSE List Entry: 1228712.0 (statutory duty to preserve or enhance the significance of heritage assets under the Planning (Listed Buildings & Conservation Areas) Act 1990)

Bridport Conservation Area (statutory duty to preserve or enhance the significance of heritage assets under the Planning (Listed Buildings & Conservation Areas) Act 1990)

Landscape Character; Undulating River Valley; Brit Valley

Landscape Character; urban area; Bridport

Area of Outstanding Natural Beauty (AONB); Dorset (statutory protection in order to conserve and enhance the natural beauty of their landscapes - National Parks and Access to the Countryside Act of 1949 & Countryside and Rights of Way Act, 2000)

Tree Preservation Order - (26 Magdalen Lane, Bridport)

Tree Preservation Order - (Westmead House, Symondsburry)

Footpath W18/3

Footpath W18/7

Footpath W18/2

Footpath W18/6

Footpath W18/4

Footpath W3/9

Footpath W18/5

Footpath W18/95

Footpath W18/8

Areas Susceptible to Groundwater Flooding

Agricultural grade: Grade 3a

Agricultural grade: Grade 3b

SSSI impact risk zone

Tertiary River

Secondary River

Primary River Simene

Flood Zone 3

Flood Zone 2

Contaminated Land

Agreement under Section 106 Agreement of the Town and Country Planning Act 1990
(WD/D/17/000986)

9.0 Consultations

All consultee responses can be viewed in full on the website.

Consultees

A second round of consultation was undertaken for the revised proposals and any comments received are included below each consultee.

9.1 National Highways – No objection

- Conditional that some tree species should not be planted either within 10m of the highway's estate, or within a distance where at maturity a tree would be within falling distance of the carriageway.
- The planning authority will need to be satisfied with regards to the adequacy of the noise assessment undertaken and any mitigation measures proposed.

9.2 Sport England –Neutral on revised scheme (neither objection nor support)

- Pitches may not be viable and the site would be better as a recreational ground rather than a formal playing pitch site and the pavilion would be better as an activity hub than a changing pavilion.

9.3 Historic England - No comment

9.4 Wessex Water – No objection

- The proposed attenuation ponds clash with the existing 150 mm diameter rising main in the northern quarter, but this would be diverted. This would be subject to satisfactory hydraulic conditions and formal permission from Wessex Water which has not yet been agreed.
- There is an existing 9 inch water main crossing the site and there must be no buildings, surface water attenuation features and associated earthworks, enclosed private gardens within a minimum of 5m either side of it.
- Measurements are given for a pipeline depth of between 900mm and 2000mm. The standoff distance may increase for a strategic water main due to material, size, depth and pressure.

- Within the submitted Flood Risk Assessment Addendum Ref: 1268w0001, dated 12 October 2021 the applicant has advised an intention to split the foul drainage for the site. The Drainage Layout Overall Plan Drawing shows a proposal for construction of a new, onsite, pumping station to pump flows from ~65% of the proposed development to a discharge point on the existing 300mm diameter public foul sewer east of the development site with the remaining ~ 35% of the development connecting to the same location by gravity. This proposal is different to the outline foul drainage strategy previously agreed and is currently being evaluated by Wessex Water and the applicant's consultants.
- Downstream sewer enhancement works are proposed by Wessex Water to ensure that development flows do not increase the risk of flooding or sewer overflow operation. The cost of enhancement is paid for by developers through the per property infrastructure charge. The current outline scheme is dependent on an on-site pumping station with storage based upon the total development with flows held at the pumping station during storm conditions and released into the network when capacity becomes available. Downstream improvements also include the construction of additional storage on the existing public network.
- The applicant is proposing to utilise onsite attenuation in the form of basins to capture and store surface water runoff with a controlled discharge to the existing open watercourse that runs through the site.
- Wessex Water will provide a point of connection for new water mains to be laid into the development site, either through a Section 41 agreement or a self-lay arrangement. Initial assessment recommends a point of connection off the existing 9" water main.
- Wessex Water is continuing to work with the applicant to agree an appropriate foul drainage strategy.

9.5 Dorset Gardens Trust – No reply

9.6 Dorset Clinical Commissioning Group – Comment on revised scheme

- In consideration of the last outline application, the impact of the significant increase in population would have on local primary care/GP services was raised and s106 contributions to support Bridport Medical Centre were requested (costs which have increased since then).

9.7 Dorset Police - Crime Prevention Design Engineers – No reply

9.8 Dorset Council – Landscape - No objection to revised scheme

9.9 Education Officer – No reply

9.10 Natural Environment Team –No objection to revised scheme

- conditional of implementation of Landscape & Ecological Strategy Plan and Ecological Enhancement Plan, Wildlife Boxes & Other Features.

9.11 Flood Risk Manager – Highways – No reply

9.12 Rights of Way Officer – Comments

- In Rights of Way Circular (1/09) – Defra Oct 2009 any alternative alignment should avoid the use of estate roads for the purpose wherever possible and preference should be given to the use of made up estate paths through landscaped or open space areas away from vehicular traffic. Originally 3563m of rural pastoral PROW of which 2372m will be lost and altered into hard surfaces.
- To meet and exceed the net loss of PROW through provision of new PROW, enhanced existing PROW, implementation of good – meaningful - links out to the wider PROW network taking people out to the coast & countryside, sensitive design & infrastructure in keeping with the rural surrounding landscape.
- PROW W18/2 from the development site needs to better connect with PROW W18/1 to Symondsbury.
- Miles Cross Roundabout – safe crossing points to connect the network of PROW W18/48, UCRs & D roads.
- Opportunity to integrate PROW out of development to Broad Lane to connect with wider PROW network FP W18/22 enabling people to access West Bay. Create new PROW linking W18/3 with W18/5 to create a safe off road path adjacent to Broad Lane for walkers.
- Contingency payment for future maintenance of PROW.
- Conditions on the outline permission referring to links will need to be addressed.

9.13 Highways –No objection to revised scheme

- Conditional of visibility splays, estate road construction & no entry marking.
- Visibility splays at junctions adequate.
- A cycle and pedestrian route bisects the site and connects the development with the town of Bridport.
- The carriageways are of a sufficient width and will enable service vehicles (refuse, etc.) and the primary loop road will allow buses. Vehicles speeds within the site will be kept below 30mph through the geometry of the highway layout and installation of speed calming features.
- The primary loop road has a minimum of 2.0m footways (in some cases 3.0m) on either side where houses are proposed. The secondary feeder roads also have 2.0m footways on either side where houses are proposed. The tertiary roads have a

minimum of a 2.0m footway on one side with a 0.5m pedestrian refuge / service margin on the other.

- The proposed parking provision is considered acceptable. The majority of houses have 2 spaces, the smallest units have 1 allocated with unallocated spaces included in the vicinity and the largest units have a minimum of 2 spaces plus 1 garage. Visitor parking is provided in off-street bays and informally on-street (it is important to note that the visitor bays indicated on-street are only done so indicatively – these bays will not be marked).

9.14 Waste – Comments

- There are no suitable turning points for collection vehicles in some areas. A lot of bin collection points are not marked on the Waste Collection Plan. Some of the distance bins need to be wheeled to the collection point are too lengthy. It appears there is an assumption that bins will be collected from some pavements/pathways a significant distance away from the collection vehicle (i.e. separated by grassed areas). Unclear how many properties bin stores will serve. Consideration needs to be given about where affected residents will store and/or present their materials for collection.

9.15 Conservation Officer – No objection to revised scheme

- Conditional of materials of construction.

9.16 Trees - No objection to revised scheme

- Conditional of Arboricultural Method Statement, Tree & Hedgerow protection, Hard Landscaping & tree planting
- The arboricultural information addresses the protection of soil structure around existing trees to be retained. Tree protection plan showing phased tree protection measures is appropriate.
- Use of *Robinia psuedoacacia* ill advised.

9.17 Urban Design – No objection to revised scheme

- Character areas: Central Vearse, Vearse Core, Park Edge and Countryside Edge reflect Bridport character.
- Density acceptable.
- The higher ground in the south western part of the site addressed through the orientation of some properties and access without steps.
- The scheme promotes walking and cycling with a segregated route that links with the town and to the school, footways of between 3m and 2m, conventional streets and shared spaces.
- An area for EV charging points, cycle shelter and bus stop.
- Considered approach to parking although some frontage car parking.

- House types reflect local context.
- Materials appropriate. Need to avoid too much red roof.
- Boundaries appropriate.

9.18 Housing Enabling Team - Housing Need – No objection to revised scheme

- The application proposes the provision of 35% affordable housing, (266 dwellings). This accords with the requirements of the s106 Legal Agreement. The Applicants propose to deliver an additional 36 dwellings as affordable housing, which means that the development will deliver just under 40% affordable housing in total.
- The affordable housing provision would be above the policy compliant level and would be secured in perpetuity through an appropriate Section 106 agreement to include a local lettings plan ensuring that the properties meet the local need. The affordable housing tenures offer 70% (186 dwellings) as affordable rented units and 30% (80 dwellings) would be shared ownership homes. The scheme further includes 5% of the affordable rented units as Cat 2 Accessible and Adaptable Dwellings.
- The housing register demonstrates that there is a significant need for quality affordable family housing with a high demand for a range of dwelling sizes and tenures which this development would assist in meeting.
- There is a tendency to deliver the affordable housing in blocks, with homes clustered on opposite sides of the street.

9.19 Dorset AONB Team –No objection to revised scheme

- The amendments have broadly addressed previous concerns. Whilst there will clearly be impacts on the designated landscape, these are of a significance anticipated at allocation/outline stages and have been mitigated to a degree by the revised detailed design of the development. There is a point of clarification about the implementation/management of some strategic landscaping in the southern area, outside the red line, but within the blue line, which we recommend the LPA confirm with the applicant.

9.20 Public Health – No reply

9.21 Economic Development and Tourism – No reply

9.22 Land Drainage – No reply

9.23 Env. Services – Protection – No comment on revised scheme

9.24 Building Control West Team - No reply

9.25 Libraries – No reply

9.26 Street Lighting Team (West) – comments

- Street lighting on the periphery should be avoided to reduce light spillage. Trees and lighting need to be coordinated with tree canopies shown. The shared surface areas (roads without any pavements) provide no safe locations for street lighting. The use of + vertical traffic calming features will require permanent all-night street lighting.

9.27 Outdoor Recreation – Comments

- Loss of pastoral Public Rights of Way (PROW) as result of future diversions which will need separate permission regarding widths etc.
- Opportunity to create multi-user routes facilitating connectivity to the wider PROW network and area.
- Miles Cross provision for PROW.
- Health & Safety where PROWs cross roads.
- Will new routes be permissive or PROW.

9.28 Planning Policy – No comment

9.29 Bridport Ward Members– No reply

9.30 Symondsburry Parish Council –Neutral on revised scheme

- It is noted that there is an improvement in the design approach. The Parish Council is generally in favour of the development and wishes to promote a successful development. However, it feels there is a requirement for further improvement in the reserved matters proposals so that the development can be truly successful and positively contribute to this important part of Dorset to enable a successful interface with both the surrounding rural areas and the coastal market town.
- Comments as before noting that street scenes, the relationship to the topography and parking have improved.
- The provision of a fully integrated comprehensive development solution for the entire site and its connections to the immediate environs.
- The full design and commitment to provide utilities services fully concluded with service providers.
- Improvements to the access and connectivity of the immediate area, the town centre and rural routes, so that the site does not become a self-contained island solution only.

- A commitment to provide the building standards and environmental requirements for a zero carbon target as already highlighted in government legislation and which is required by the BANP.
- The provision of a more balanced approach to residential unit design within the street scenes to create an optimum harmonious sense of place setting rather than a facade stage set.
- Ensure the detailed typology of elements within the residential design relate to the context of the existing area and provide a rich granularity within the design solution.
- Provide a true “pepper potted” affordable housing solution rather than a block solution.
- Provide a future proofed energy solution for the residential units and whole residential site that reflects the requirements of zero carbon and relates to the requirements of the BANP.
- Ensure the utilities service provision is concluded and provide for the entire site to prevent unacceptable compromises during development.
- Provide an improved green landscape solution to parking areas to soften the visual context.
- Provide further improvements to the soft landscape proposals to ensure a balanced graduation of mature tree provision through to whips and increase the area of tree cover. Improve the shallow margin areas of ponds to assure plant and biodiversity habitat provision.
- Establish a continuity solution to the main site access points so as not to leave the development as an island site and put pressure on the existing access network.

9.31 Bridport Town Council – Neutral on revised scheme

Welcome:

- 36 additional affordable housing units;
- The Cycle Street, access from Magdalen Lane and Pine View;
- Electric vehicle charging points, bike pools/ hubs and bike storage;
- The Skills Academy;
- 6 units for social rent housing; and
- The acceptance that air source heat pumps and photovoltaic have a key role to play in later phases.

Previous comments still valid:

- A comprehensive mixed use development.

The application only covers the residential part and excludes the remaining mixed uses. Phasing Plan covering all aspects of the approved mixed-use development, a Design Code for the whole development and associated information for all elements of the development required. Committee should ensure the mixed use is delivered.

- Energy

- The Carbon Emissions Statement breaks down into three separate phases corresponding to changes to the Building Regulations; Phase 1 (Part L 2013), Phase 2 (Part L 2022) and Phase 3 (Future Homes Standards). The energy modelling proposed for Phases 2 and 3 looks to achieve BANP Policy CC3 requirement of 10% of unregulated emissions, offset through renewable technologies through roof mounted PV (phase 2) and roof mounted PV and ASHP (phase 3). The scheme should meet future standards beyond these that are zero rated. Can phasing plan in the revised Carbon Emissions Statement be made a formal condition of reserved matters approval?
- Housing
- No change in the housing mix. BANP Housing Needs Assessment showed that to meet projected housing needs new development should prioritise 1 and 2 bed properties including more social rent housing working with Bridport Area Community Housing CLT including the 8 self-build units.
- Open Spaces, Play & Sport Pitches Provision
- Prefer a single senior 3G pitch, be informed of its management and be involved as well as maintenance and management arrangements for allotments and other open spaces.
- Recognise
- Improved design and layout, positive relationship with developer, improved cycling infrastructure, reason not to delay and need to lobby to maximise compliance with net zero carbon targets.

9.32 Char Valley Parish Council – Comments (on revised scheme – no reply)

- Insufficient attention has been given to the wider impact on the population west of Bridport.
- Traffic on the A35 has significantly increased causing delay to those accessing the town.
- Risks posed by extreme weather events, fires and floods related to the climate emergency and even terrorist attacks.
- The Miles Cross roundabout is essential.
- Reliance on West Road alone to take all traffic into and out of Foundry Lea seems extremely risky.
- Support the aim to encourage walking and cycling. The proposed cycle route improvements though the Dreadnought industrial estate should be paid for by the developers.
- Essential to plan so that Foundry Lea and West Bridport could be speedily evacuated if necessary.
- Access to west by walkers and cyclist curtailed by the A35.

9.33 Allington Parish Council – Objection to revised scheme

Repeat comments made on outline application. These were:

- The two access roads onto West Road and the volume of traffic this will create.
- The already dangerous and fatal Miles Cross junction with all of this extra traffic heading in and out of this development. This junction needs to be addressed urgently if this development is to go ahead.
- The lack of cycleways and footpaths for a safer school route. Also concerned that what footpaths are shown do not appear to link up to anything. Safe access to town is still not satisfied.
- It would be beneficial to have an access road directly onto the bypass opposite the Eype turning (by putting in a junction/roundabout and doing away with the two lanes).
- Lack of character of the development.
- Potential noise pollution/implications from the proposed industrial estate and the vehicle movement for the current residents of West Road.
- Lack of infrastructure i.e. healthcare facilities etc.
- Certain areas of the plan (like area 10) may be infilled with houses at a later date which would be totally unacceptable.
- The area marked as 1 (but within Allington Parish) shows a row of houses along the road next to the garage - this could be visually intrusive for the residents opposite living in West Road, and therefore the correct planting scheme in front of these (where there is currently a hedge which could be left high) would need to be in force.
- Over development of an area of AONB.
- The need of greater infrastructure requirements before any development on green field sites all brown field sites should be used.

Representations received up to 28/1/22 on the original submission (revised scheme – see below)

From individuals, Bridport Business Chamber, CPRE, Bridport Local Area Partnership and Advearse

92 Objections, 4 Support, 48 Comments

Numbers in brackets denote number who have commented.

Objection/comment

Drainage and sewerage

Increased sewage and surface water run-off/increased risk of flooding to the river Simene and further downstream (West Bay). (53)

Infrastructure

Community facilities affected by population increase - GP, hospital, schools and other local services. (33)

School, community facilities, care home, employment land should be delivered at the same time as the housing. (9)

Adequacy of electricity supply. (5)

New skate park, AstroTurf pitch and running track preferred. (3)

Pub, church, shop or hall should be provided. (2)

Broadband required. (2)

New school would not relate to other education provision/may not be built. (2)

Lack of integration of other uses with the residential. (1)

Adequacy of water supply. (1)

What will medical centre contribution be spent on. (1)

Funds should go to playgrounds, seating, cycle paths, skate parks, social areas. (1)

Housing

The scale of development is too large/unjustified/in an AONB. (17)

House types/streets/materials appear to be standard and unimaginative and should be high quality design. (13)

Affordable housing must remain in perpetuity/to include rented/more. (23)

Potential to become second home owners or retirees. (8)

Mix of house types needed including lower cost. (6)

Houses should be built to adaptable and accessible standards. (5)

Too few self-builds/timing unclear. (5)

Affordable housing would not be affordable at only 80% of open market price. (3)

More social rented units needed as opposed to affordable rent. (2)

Too many large houses. (2)

Masterplan should be prepared. (2)

Inward looking and unrelated to the town. (2)

Dwellings below minimum space standards. (2)

Bin store provision/inadequate. (2)

Houses should be freehold only with no management company fees. (1)

Three storey houses would make more efficient use of land. (1)

No fire sprinklers. (1)

Inadequate gardens. (1)

Some houses would have a poor outlook. (1)

Density in West Mead at variance with outline. (1)

Access and movement

Increased traffic congestion on A35, West Road, West Allington, other roads and in the town centre. (37)

Noise and air pollution from additional vehicles using surrounding roads and from traffic calming. (14)

Cycle and footpath links to other places/town centre unsuitable/inadequate/not segregated. (13)

Bus stops and service should be provided. (11)

Miles Cross junction improvements have not commenced. (9)

Insufficient/too much parking/garages too small. (8)

The development would lead to increased parking demand in the town centre. (8)

The footways and carriageways along West Road and West Allington are too narrow including at the pinch point. (3)

Inadequate access into the site. (3)

Capacity within proposal for cars, lorries, buses, tractors, disability vehicles, motorbikes, cyclists, pedestrians, prams and pets. (2)

Chideock bypass should be completed before allowing this development. (2)

Other developments in Bridport since the outline was granted increasing traffic. (1)

Who will fund Miles Cross? (1)

Effect on existing public rights of way. (1)

Street lighting comments made by Council advisory or objection. (1)

Loss of countryside walks. (1)

Construction

CEMP required. (6)

Construction workers will not be local. (4)

Lack of local accommodation for the construction workers. (3)

Construction traffic will cause nuisance to residents, particularly in early phases. (2)

Energy efficiency/future proofing

Buildings should be built to meet future energy efficiency standards beyond 2025 (not just to 2013 Building regulations) and be of sustainable materials of construction/eco homes and not just to current standards which are lower. (62)

No/inadequate electric vehicle charging points. (9)

Landscape and biodiversity

Impact on biodiversity. (13)

Inadequate landscaping, tree planting, effect on existing trees. (8)

Loss of agricultural land. (4)

Light pollution should be prevented. (3)

More open space. (2)

Bird population underestimated. (1)

Nitrate assessment needed. (1)

Other

Support Bridport Town Council comments (see above). (5)

Should be Committee decision. (4)

Lack of public consultation (by applicant). (3)

Must meet requirements of Bridport Area Neighbourhood Plan. (3)

Harmful to tourism. (2)

More needed for the young. (2)

Long term plan needed. (1)

Developer should pay. (1)

Smaller employment sites. (1)

Design Code not supplied. (1)

West Dorset born people at the Council would not have approved outline. (1)

Loss of views. (1)

Legal Agreements need to be signed. (1)

Support

Photovoltaic (solar) panels. (4)

Provision of affordable and extra affordable housing. (3)

Aspects of the layout work well and quite considered/great plans. (3)
Cycle lanes. (3)
Woodland and hedgerow planting. (3)
Provision of a skills Academy. (2)
Provides homes for local people. (2)
New footpaths. (2)
Electric Vehicle charging points. (2)
Removal of hedgerows minimised and protected. (2)
Provision of sports pitches, allotments, orchard, and new circular walks. (2)
Provision of cycle parking. (1)
Employment for builders. (1)
Social housing spread through the site. (1)
Fabric First construction. (1)
Help to maintain the viability of independent businesses in and around Bridport. (1)
Additional population will support the local Leisure Centre, Arts Centre, Electric Palace and numerous restaurants and hostels. (1)
Self-build will generate employment. (1)

Representations received on the revised scheme up to 11/7

From individuals, Bridport Local Area Partnership and Advearse

9 Objections, 0 Support, 4 Comments

Numbers in brackets denote number who have commented.

Objection/comment

Drainage and sewerage

Increased sewage and surface water run-off/increased risk of flooding to the river Simene and further downstream (West Bay). (11)

Infrastructure

Community facilities affected by population increase - GP, hospital, schools and other local services. (7)

School, community facilities, care home, employment land should be delivered at the same time as the housing. (7)

Adequacy of electricity supply. (5)

What will medical centre contribution be spent on? (1)

Industrial units potential bad neighbour. (1)

Housing

The scale of development is too large/unjustified/in an AONB. (3)

Affordable housing must remain in perpetuity/to include rented/more. (1)

Potential to become second home owners or retirees. (1)

Houses should be built to adaptable and accessible standards. (1)

More social rented units needed as opposed to affordable rent. (1)

Too many large houses. (1)

Access and movement

Increased traffic congestion on A35, West Road, West Allington, other roads and in the town centre. (4)

Noise and air pollution from additional vehicles using surrounding roads and from traffic calming. (1)

Cycle and footpath links to other places/town centre unsuitable/inadequate/not segregated. (3)

Miles Cross junction improvements have not commenced. (2)

The development would lead to increased parking demand in the town centre. (6)

The footways and carriageways along West Road and West Allington are too narrow including at the pinch point. (5)

Effect on existing public rights of way. (1)

Speed limits need enforcing. (1)

Construction

CEMP required. (1)

Construction workers will not be local. (1)

Lack of local accommodation for the construction workers. (1)

Construction traffic will cause nuisance to residents, particularly in early phases. (2)

Energy efficiency/future proofing

Buildings should be built to meet future energy efficiency standards beyond 2025 (not just to 2013 Building regulations) and be of sustainable materials of construction and not just to current standards which are lower. (7)

Landscape and biodiversity

Impact on biodiversity. (1)

Inadequate landscaping, tree planting, effect on existing trees. (1)

What screening proposed from West Road? (1)

Other

Design Code inadequate. (1)

How long will development take? (1)

Support

Provision of affordable and extra affordable housing. (1)

Aspects of the layout work well and quite considered/great plans. (1)

10.0 Development Plan - Relevant Policies

West Dorset and Weymouth & Portland Local Plan (2015) (LP) **Policies**

s38(6) of the Planning and Compulsory Purchase Act 2004 requires that the determination of planning applications must be in accordance with the development plan unless material circumstances indicate otherwise. The following policies are considered to be relevant to this proposal:

INT1 - Presumption in favour of Sustainable Development

- ENV1 - Landscape, seascape & sites of other geological interest
- ENV2 - Wildlife and habitats
- ENV4 - Heritage assets
- ENV5 - Flood risk
- ENV10 - The landscape and townscape setting
- ENV11 - The pattern of streets and spaces
- ENV 12 - The design and positioning of buildings
- ENV13 - Achieving high levels of environmental performance
- ENV15 - Efficient and appropriate use of land
- ENV 16 - Amenity
- SUS1 - The level of economic and housing growth
- SUS2 - Distribution of development
- HOUS1 - Affordable housing
- HOUS3 - Open market housing mix
- HOUS4 - Development of flats, hostels and houses in multiple occupation
- COM1 - Making sure new development makes suitable provision of community infrastructure
- COM4 - New or improved local recreational facilities
- COM6 - The provision of education and training facilities
- COM7 - Creating a safe & efficient transport network
- COM9 - Parking provision
- COM10 - The provision of utilities service infrastructure
- BRID 1 - Land at Vearse Farm

Neighbourhood Plans

Bridport Area Neighbourhood Plan 2020-2036 (made 5/5/2020) (BANP)

- CC1 Publicising Carbon Footprint
- CC2 Energy and Carbon Emissions
- AM1 Promotion of Active Travel Modes
- AM3 Footpath and Cycle path Network
- AM5 Connections to Sustainable Transport
- H1 General Affordable Housing Policy
- H2 Placement of Affordable Housing
- H4 Housing Mix and Balanced Community
- H6 Housing Development Requirements
- H7 Custom-Build and Self-build Homes
- CF3 Allotments
- HT2 Public Realm
- L1 Green Corridors, Footpaths, Surrounding Hills and Skylines
- L2 Biodiversity
- L5 Enhancement of the Environment

D1 Harmonising with the Site
D2 Programme of Consultation
D3 Internal Transport Links
D5 Efficient Use of Land
D6 Definition of Streets and Spaces
D7 Creation of Secure Areas
D8 Contributing to the Local Character
D9 Environmental Performance
D10 Mitigation of Light Pollution
D11 Building for Life

Material Considerations - National Planning Policy Framework (NPPF)

Relevant NPPF sections include:

- Section 4. Decision taking: Para 38 - Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available...and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.
- Section 5 'Delivering a sufficient supply of homes' outlines the government's objective in respect of land supply.
- Section 8 'Promoting healthy and safe communities' aims to make places healthy, inclusive and safe.
- Section 9 'Promoting sustainable transport' requires appropriate opportunities to promote sustainable transport modes can be taken up, given the type of development and its location, safe and suitable access to the site can be achieved for all users, 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 46 and 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.
- Section 11 'Making effective use of land'. Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.
- Section 12 'Achieving well designed places.

Planning policies and decisions should ensure that developments: 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; b) are visually attractive as a result of good architecture,

layout and appropriate and effective landscaping; 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); 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; 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 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; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience (para 30).

- Section 14 'Meeting the challenges of climate change, flooding and coastal change'. 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.
- Section 15 'Conserving and Enhancing the Natural Environment'- In Areas of Outstanding Natural Beauty great weight should be given to conserving and enhancing the landscape and scenic beauty (para 176). Paragraphs 179-182 set out how biodiversity is to be protected and encourage net gains for biodiversity.
- Section 16 'Conserving and Enhancing the Historic Environment'- When considering designated heritage assets, great weight should be given to the asset's conservation, irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance (para 199).

Other material considerations

Supplementary Planning Documents/Guidance-

Dorset AONB Landscape Character Assessment

Dorset AONB Management Plan 2019-2024

WDDC Design & Sustainable Development Planning Guidelines (2009)

Landscape Character Assessment February 2009 (West Dorset)

The Planning (Listed Buildings and Conservation Areas) Act 1990- section 66 includes a general duty to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. Section 72 requires that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of conservation areas.

Conservation Area Appraisals:

Bridport Conservation Area Appraisal (Adopted April 2004 & Reviewed October 2010). The Bridport Conservation Area was first designated in 1972 and was centred on the historic core of the town. It has subsequently been extended four times, the last occasion being in October 2010, when the latest Conservation Area Appraisal which included a westward extension of its boundary was adopted by the District Council.

11.0 Human rights

Article 6 - Right to a fair trial.

Article 8 - Right to respect for private and family life and home.

The first protocol of Article 1 Protection of property.

This recommendation is based on adopted Development Plan policies, the application of which does not prejudice the Human Rights of the applicant or any third party.

12.0 Public Sector Equalities Duty

As set out in the Equalities Act 2010, all public bodies, in discharging their functions must have “due regard” to this duty. There are three main aims:-

- Removing or minimising disadvantages suffered by people due to their protected characteristics
- Taking steps to meet the needs of people with certain protected characteristics where these are different from the needs of other people
- Encouraging people with certain protected characteristics to participate in public life or in other activities where participation is disproportionately low.

Whilst there is no absolute requirement to fully remove any disadvantage the duty is to have “regard to” and remove or minimise disadvantage and in considering the merits of this planning application the planning authority has taken into consideration the requirements of the Public Sector Equalities Duty. In particular;

- Access; arrangements made to ensure people with disabilities or mobility impairments or pushing buggies have been accommodated (off road footpath links, widening of roads, crossing points).
- Access; there will be footpath and cycleway links to Bridport town centre. Gradients of 1 in 12 or less can be achieved within the site.
- Health Care; a contribution to additional health care provision is being sought through the s106 (secured at outline planning permission stage).
- Officers have not identified any specific impacts arising from the development on those persons with protected characteristics.

13.0 Financial benefits

What	Amount / value
Material Considerations	
Affordable housing	302 dwellings
Quantum of greenspace	23ha
Play areas	2 Sports pitches including MUGA, 2 LEAPs, 1 NEAP
Skills Academy	1 building
Self-build land	0.4ha
Provision of allotments	0.5ha
Orchards	0.25ha
Implementation of Landscape Environment Management Plan.	A large number of biodiversity and landscape enhancements
Hedgerow payments	£50,282.20
Bridport leisure centre payment	£429,000.00
Healthcare provision payment	£225,000.00
School site and its transfer to Dorset Council	2.0ha
Education contribution payment	£5,444.00 per qualifying dwelling
B3162 contribution	£100,000.00
Biodiversity compensation payment	£96,990.82
Highway works	Miles Cross, mini roundabout, traffic calming and footway/cycle access
Existing public footpath improvement contribution	£212,000.00
Non-Material Considerations	
Council Tax	According to value of each property
CIL	Zero rated
New Homes Bonus	A proportion of provisional 2022-2023 allocation of £3,759,871.00

14.0 Climate Implications

The proposal would lead to additional CO2 emissions from construction of the dwellings and from the activities of future residents.

The construction phase would include the release of CO2 emissions from workers vehicles during the construction process. CO2 emission would be produced as a result of the production and transportation of the building materials and during the construction process.

This has to be balanced against the benefits of providing housing in a sustainable location and should be offset against factors including the provision of electric car charging, some photovoltaic panels and the dwellings being reasonably energy efficient. The previous grant of outline planning permission for 760 dwellings on the site does in some respects assume that climate implications, at least in principle, have already been accepted.

15.0 Planning Assessment

Principle

15.1 The principle of development for this site for the erection of up to 760 dwellings was established by the granting of the outline planning permission. This decision was made as the site formed the substantive part of the BRID1 allocation in the Local Plan which had been subject to a thorough and rigorous examination by an independent planning inspector appointed by government to assess the soundness of the plan. The outline application was supported by a Masterplan and Environmental Statement (ES). This indicated the siting of the 4.0ha employment area on the north-western part of the site. To the south of this area the 2.0ha primary school site and playing fields are proposed to be located with the majority of new residential development (up to 760 dwellings) located on the eastern half of the site closest to existing residential development and the town centre beyond. A new local centre and 60 bed care home are proposed to be located in a central position close to the site's northern boundary, and east of the employment area. There is a ten year window in which to make applications for these reserved matters from the original grant of outline permission on 2/5/2019. It is anticipated that the entire development will take approximately 10 years to build. There are no other proposals for residential development on other land adjacent to this application, a question asked by a parish council. The areas for the residential development were fixed by the outline permission and do not include any additional land.

15.2 A number of representations have been made that the scale of development is too large, unjustified, would lead to loss of agricultural land and in an AONB. Outline planning permission has been granted for this quantum of development in full knowledge of the site being in an AONB and where there has been found to be justification for the housing need and its subsequent allocation in the Local Plan. Its potential visual impact on the site and surroundings and its impact on the character and openness of the AONB were found to be acceptable.

15.3 A description of the outline permission, a summary of the conditions and a summary of the Section 106 Agreement obligations are set out above under the Planning History in Section 7 of this report. Of the conditions which are required to be approved prior to approval of reserved matters, those relating to approval of a Design Code (condition 6), phasing of the development (condition 2), a Landscape Environment Management Plan (LESMP) (condition 7), flood mitigation measures for the accesses into the site (condition 38) and floor levels (condition 39) are yet to be discharged. A Design Code has been submitted to the Council and has been subject to negotiation. Officers are satisfied that the latest iteration of the Design Code is acceptable and consider that the Reserved Matters application is in accordance with the Design Code. The Design Code is included as a Background Paper to this report and can be accessed via the links provided on the first page of this report. The applications for discharge of the other conditions referred to above (conditions 2, 7, 38 and 39) have been subject to negotiation and consultation with relevant statutory consultees as appropriate and a further update on these matters will be provided at the Committee meeting.

15.4 All remaining conditions would need to be discharged following the granting of reserved matters. These conditions would include agreement of a Construction Transport Management Plan (condition 20) and the Miles Cross junction improvement (condition 24), which are not required to be discharged until the development commences and the latter that the development cannot be occupied until the Miles Cross junction improvement is open to traffic (condition 25).

15.5 Although a Masterplan was prepared for the outline permission it was not approved as part of that permission or made a condition of it, although the plans which were approved do accord with it. However, it is useful to rehearse some of the key issues that the outline permission considered that arose from the Masterplan.

15.6 The Masterplan was shaped with the help of local community representatives including Bridport Local Area Partnership and the Bridport Area Neighbourhood Plan Group, their focus was on the provision of affordable housing, the highway improvements at Miles Cross and the management of flood risk. The access from 2 fixed points, 760 dwellings of which at least 35% affordable and community infrastructure were agreed. Traffic generation, suitability of the site and access roads, movement through sustainable transport methods and highway safety were all considered as part of the Local Plan inquiry and the Inspector had deemed the site appropriate for allocation. A Transport Assessment provided a considerable amount of data on trip generation (TRICS data) which was considered by the Highway Authority and deemed accurate in terms of forecasting of likely traffic movements. Junction assessments and safety audits for the proposed improvements to the Miles Cross junction were carried out and Highways England's (now National Highways) preferred improvement scheme was a roundabout. Conditions were applied to the outline permission to secure the necessary highways improvements required to mitigate the impact of the development in accordance with the NPPF and DfT Circular 02/2013. Condition 24 requires the detailed design of works at the A35 Miles Cross junction to be agreed prior to the commencement of development and will need the applicant to enter into a section 278 agreement (under the Highways Act 1980) with National Highways. This condition is yet to be discharged. Condition 25 will then require these works to be completed and open to traffic prior to occupation of the development.

15.7 The suitability of West Road (B3162) to accommodate the additional vehicular traffic and pedestrian/cycle movements to the town centre was also examined and a highway improvement scheme was proposed to address the highlighted concerns about footway widths, ease of passage and conflict between users following the completion of the eastern site access. There is flexibility in this agreement to allow the Highways Authority to receive a financial contribution in lieu of the completion of the works so that the Highways Authority can deliver a scheme of their own choosing, or deliver a larger scheme with additional funds. Key to any scheme will be the need to adequately address the highlighted concerns about footway widths, ease of passage and conflict between users.

15.8 The provision of satisfactory footway and cycleway links eastwards through the site to the town centre was necessary with connections via a scheme to enhance the route from Magdalen Lane to Bridport Town Centre via the Dreadnought Trading Estate, Plottingham

and St Mary's Playing Fields and Pine View and Coronation Road which would be fully funded and delivered by the development and paid for by the developer (triggered before any dwellings are occupied and 400 dwellings are occupied respectively – conditions 31 & 32).

15.9 Further minor highway improvements are proposed at the mini roundabout with the junction of the B3162 West Allington/North Allington. The Highways Authority stated at the time of granting the outline permission that these improvements were fully funded and would be delivered following the completion of 150 dwellings.

15.10 The impact on car parking in the town centre arising from the development was brought up as part of the Local Plan Inquiry, but analysis of parking provision in 2016, indicated that take up of spaces was generally high, but rarely were car parks occupied at full capacity.

15.11 It was acknowledged that local residents were concerned about the potential for increased flooding. The technical details submitted allowed for climate change and increased allowances to the required 40% and were considered by the Environment Agency to offer significant betterment in terms of discharge rates and the Lead Local Flood Authority and EA both raised no objection to the proposal with conditions.

15.12 The approval of reserved matters for other parts of the development such as the school, community facilities, care home and employment land are not sought currently and the land is also in a different ownership. The s106 does not allow any more than 400 dwellings to be occupied until a road leading up to and 1m into the mixed use land and care home land has been provided. Condition 2 of the outline permission requires agreement of the phasing of the development and condition 3 requires implementation of the phases once agreed. In granting the outline permission the Officer report stated:

'The phased development of the site is informed by the masterplan and Environmental Statement, and it is envisaged that delivery of the housing on site should accord with the provisions of Local Plan Policy BRID1 ii) Which advises: "Delivery will be phased with the intention of providing in the region of 100 homes a year with an equivalent proportion of employment workspace and community facilities".'

The s106 does require at least 0.4ha for the community land trust for employment to be provided before occupation of more than 400 dwellings.

15.13 The school site would be transferred to Dorset Council before any development commences. The school, which would be a primary school, will be delivered as there is a need for it.

15.14 Whilst comment has been made that other land uses would not be integrated with the residential, this was also agreed in the outline permission. The other uses are zoned including the employment site which would be located the furthest from residential development, as it is sometimes potentially a bad neighbour. The size of the zones are

commensurate with the evidence base which led to the allocation of the site in the Local Plan.

15.15 There has been comment that the proposal is inward looking and unrelated to the town. This is in part because the site is logically outside the town centre and could not be accommodated in the town at this size and in one location, but it does lie adjacent to the existing built up area, is well connected and close to the town centre and it was on this basis that it was allocated for development in the Local Plan.

15.16 There is support for the scheme in the representations, highlighting that the proposal would also support the local Leisure Centre, Arts Centre, Electric Palace and numerous restaurants and hostelryes as well as help to maintain the viability of independent businesses in and around Bridport.

15.17 The applicant has undertaken public consultation including displays in the town centre and meetings with the relevant parish and town councils. The applicant has engaged in independent Design Review Panels and with the Council in extensive pre and post application discussion.

15.18 The outline permission has approved the means of access through the provision of two accesses from West Road and two additional pedestrian and cycle links would be provided from Magdalen Lane and Pine View to the east of the site. In addition, a new junction would be provided where West Road joins the A35 at Miles Cross. The outline permission was subject to three additional plans showing Parameters, Green Infrastructure and Scale & Density which the subsequent reserved matters should be guided by. Taking each of these plans in turn, a summary of what each of these showed is provided below.

The Parameter Plan

15.19 This plan shows the locations for the different land uses: residential in ten blocks, a primary school, employment, a care home, a local centre, a sports pitch, open space and SuDS features including ponds. It also shows the approximate locations for allotments, community food production and children's' play (1 NEAP & 2 LEAPs). Lastly, it establishes access through the site in the form of a loop road, an east west connection, a north south connection and shared cycle and pedestrian links with the town centre. A 'land budget' indicates the areas to be made available for each land use expressed in hectares. The plan is fairly precise in the allocation of the various land uses and thus prescribes the subsequent location of each use and access to it.

The Green Infrastructure Plan

15.20 This plan shows the existing and proposed landscaped areas around and through the site and includes the aforementioned SuDS, allotments, orchard, formal and informal open space, sports pitch and children's' play. It makes provision for strategic new planting as well as retention of some existing trees and hedgerows. It took account of the lie of the land and the location of the various land uses and thus provides a framework for the detail to follow.

The Scale and Density Plan

15.21 This plan shows three scales for the residential parts of the development and divided into the blocks shown on the parameter plan. It is expressed in storeys and height measured in metres for each block: 2 storeys / 9.5m, 2 1/2 storeys / 10.5m, 3 storeys / 12.5m. It also shows the maximum density per block: 25/ha, 35/ha or 45/ha. The plan prescribes that the lower scale housing would be on the higher land, the medium where it abuts the existing edge of the town and the higher scale towards the middle.

15.22 The principle of the development has been agreed, including means of access, and subject to the three plans described above. The current proposal seeks those matters reserved by the outline planning permission relating to appearance, landscaping, layout and scale for the residential part of the development, but also including the allotments, an orchard, 2 LEAPs, 1 NEAP, an area of sports provision which includes 2 football pitches, a MUGA and changing rooms and a Skills Academy. These matters are taken in turn below.

Appearance

15.23 The appearance of the development refers to the design of housing and community infrastructure. The Parameter, Green Infrastructure and Scale & Density Plans described above have already established the position and shape of the residential blocks, sports pitch provision and open space. In addition, there would be allotments, community food production, and play provision.

15.24 LP policy ENV10 requires that all development proposals should contribute positively to the maintenance and enhancement of local identity and distinctiveness. Development should be informed by the character of the site and its surroundings. Policy ENV12 requires development to achieve a high quality of sustainable and inclusive design, in harmony with the adjoining buildings and the area as a whole, the quality of the architecture is appropriate to the type of building and materials are sympathetic to the natural and built surroundings and where practical sourced locally.

15.25 BANP policy D8 requires that new development should demonstrate high quality architecture and seek to maintain and enhance local character. New development should reflect the local building forms and traditions, materials and architectural detailing and enhance the local character.

15.26 The appearance of the dwellings proposed should be derived from characteristics of dwellings, both historic and modern, in Bridport. There are good examples from the urban and sub-urban areas of Bridport. Prominent through routes such as St Andrews Road and Victoria Grove contain gable fronted, semi-detached villas with double height bay windows and contrasting brick details and ornate first floor windows with steeply pitched gables and prominent dormer windows with small, walled front gardens. In DeLeigh Grove, where although streetscape quality is generally of a lower standard, the architecture does exhibit a degree of character with the inclusion of chimneys, robust boundaries and contrasting brick

detailing. Finally, North Allington where properties have a more modest scale, with long runs of coloured terraces that step up the hill; with simple arched doorways, multiple chimneys and windows that have a traditional, vertical emphasis. Houses either sit tight to the pavement edge or have small front gardens that are bounded by low walls. In the centre of Bridport, South Street is typified by fine grain terraced housing that have a strong vertical emphasis with features such as arched doorways, multiple chimneys, dormer windows and shallow bay windows. This character informed the Design Code.

15.27 Each part of the residential layout would conform to a character area identified in the Design Code. Five character areas are identified: Central Vearse, Core Neighbourhood, Park Edge, Countryside Edge and West Mead. These character areas were informed by existing development in distinct parts of Bridport. The design of the development in each character area would be different and make for variety and interest.

Central Vearse

15.28 The housing in the 'Central Vearse' area would be 1-2 bed apartments, 2-3 bed terraced, 3-4 bed semi-detached and 3-4 bed detached. Central Vearse reflects the inner urban areas of Bridport, specifically South Street. The description states that it will be varied, colourful and rich with greater architectural detailing and materials applied to reflect the centre of Bridport. Materials would be varied and include coloured render and brick as well grey reconstituted stone as an interpretation of the Forest Marble limestone (known as Baunton Stone) which is widely used as squared ashlar bricks in the town.

Core Neighbourhood

15.29 The housing in the two Core Neighbourhood areas would be 1-2 bed apartments, 2-3 bed terraced, 3-4 bed semi-detached and 3-4 bed detached houses. The Code states that buildings would have more muted architectural detailing and materials influenced by more suburban residential areas within the town. There is a more refined palette of materials better reflecting the suburban areas of the town. This character reflects the surrounding context, specifically the development at De Legh Grove and Watton View.

Park Edge

15.30 The housing in the Park Edge would have 3-4 bed semi-detached and 3-4-5 bed detached houses. Material use, colour and detailing is influenced by the surrounding town where there is a more refined palette of materials better reflecting the sub urban areas of the town and the wider landscaping setting of the river corridor.

Countryside Edge

15.31 The housing in the Countryside Edge would be 3-4 bed semi-detached and 3-4-5 bed detached or terraced, 3-4 bed semi-detached and 3-4-5 bed detached houses. Material use, colour and detailing is influenced by the surrounding rural clusters and edges. Although house types are the same as those found in other parts of the site, the use of arched window headers, porch detail, materials and landscaping, together with a slightly more

informal approach to the layout, does give this part of the site a slightly more edge of development feel. The limited use of golden reconstituted stone is a nod to the commonly used inferior oolitic limestone that characterises much of Symondsbury and other outlying villages. It reflects a slightly more edge of development feel.

West Mead

15.32 The housing in West Mead would be 2-3 bed, 3-4 bed semidetached and 4-5 bed detached houses. Material use, colour and detailing is influenced by the surrounding village character and listed building (Magdalen Farmhouse).

15.33 Overall the proposals now show the majority of units having grey or slate effect roof tiles which is more in keeping with the dominant roofing material in the area. The materials would need to be agreed by condition to avoid inappropriate colours. Conditions would also be needed for sample panels, some details of general design and doors and windows to ensure appropriate quality.

15.34 The character analysis of the local area, as defined in the design code, recognises that the surrounding area includes a variety of boundary treatments, that public and private spaces are formally defined; semi-detached and detached properties have large front gardens and some terraced properties front directly onto pedestrian footpaths. This interface between buildings and public realm is important as it creates a positive and robust street scene for occupants and passers-by. Within the proposals buildings along primary routes and those in key locations feature railings and brick walls with railings as front boundary treatments. Many of the larger semi-detached and detached properties have softer planted front boundaries. On more sensitive boundaries where properties front onto hedgerows and open spaces, Cock and Hen stone walls create a softer boundary treatment with low trip rails also being used in some instances. Elsewhere where rear or side boundaries front an open space brick walls are proposed.

15.35 Function has dictated form for the community infrastructure, including the play areas, open space, orchard, allotments and playing field provision. These elements would rely on landscaping to be assimilated, as considered below.

15.36 The Urban Design officer has raised no objection to the appearance of the development. Bridport Town and Symondsbury Parish Councils both note that the design and street scenes have improved.

15.37 The appearance of the proposals would be acceptable and would comply with LP policies ENV10 and ENV12 and BANP policy D8 and the requirements of the NPPF.

Landscaping

15.38 The Green Infrastructure plan shows the existing and proposed landscaped areas around and through the site and includes the SuDS, allotments, orchard, formal and informal open space, sports pitch provision and children's' play. It makes provision for strategic new planting as well as retention of some existing trees and hedgerows. It took account of the lie of the land and the location of the various land uses and thus provides a framework for the detail to follow. All of the land is within the Dorset AONB. There is a requirement for a comprehensive scheme of measures designed to mitigate the impact of the development, promote strategic landscape planting, landscaping and biodiversity mitigation measures in respect of habitat creation and promoting the interests of wildlife.

15.39 NPPF paragraph 176 requires that great weight should be given to conserving and enhancing landscape and scenic beauty in Areas of Outstanding Natural Beauty which has the highest status of protection in relation to these issues. The Countryside and Rights of Way Act 2000 (CROW Act) protects the AONB to conserve and enhance its natural beauty.

15.40 LP Policy ENV1 requires that development which would harm the character, the special qualities or the natural beauty of the AONB will not be permitted. All new development in such areas should take account of the objectives of the AONB Management Plan in maintaining the AONB's special quality and natural beauty by employing appropriate measures to moderate any adverse effects on the landscape. Development should be located and designed so that it does not detract from and, where possible, enhances landscape character. LP policy ENV2 encourages the conservation and enhancement of biodiversity and safeguards protected habitats. LP policy ENV10 requires development to provide for the future retention and protection of trees and other features that contribute to an area's distinctive character and provide sufficient hard and soft landscaping to successfully integrate with the character of the site and its surrounding area.

15.41 BANP Policy L1 requires that proposals must preserve and enhance the natural beauty of the AONB. BANP policy L2 requires development proposals to demonstrate how they will provide a net gain in biodiversity and, where feasible, habitats and species, on the site, over and above the existing biodiversity situation.

15.42 The A35 passes immediately to the west of the development site boundary. The existing boundary hedgerow and planting is to be retained and maintained and supplemented by an area of woodland planting to provide a vegetation buffer between the built areas of the development site and the trunk road. It is noted that implementation of structural planting is proposed as an early phase of development to enable planting to establish while later phases are brought forward.

15.43 The site benefits from mature hedgerow trees and veteran trees, the field boundaries are mature mixed native hedging. The trees associated with this application are within an Area Tree Preservation Order (TPO 967) protecting the trees at this location. The site is outside of the Bridport Conservation Area. There has been no new tree planting within the

site such that all trees are of a similar age range. The hedges are mostly neglected having had no formal management or replanting. This has given rise to the hedges being mostly overgrown standard trees with little understorey that is smothered and suppressed by brambles. The Landscape Environmental Specification and Management Plan (LESMP) sets out details of hedgerow maintenance is to be undertaken. This strategic planting and its implementation is essential in ameliorating the visual impact of the development and views of it from a wider landscape setting.

15.44 The site is screened by surrounding hills which would limit the impact of any development on the wider character and appearance of the AONB. The location on the western edge of Bridport's built-up area means that it would read as an urban extension to the town and visual impacts would therefore be mitigated. The design of the reserved matters (appearance and layout) considered in other parts of this report would be of sufficient quality to minimise the effect of the proposed development on both the western gateway to Bridport and the elevated views from locations such as Quarry Hill, Colmer's Hill and Allington Hill. Clearly these views would be affected for some residents living near the site, but there is no right to a view under the planning system, and it was accepted in granting the outline that it was inevitable that views would be changed.

15.45 There are features of the scheme which would allow some key views or vistas along some streets towards the town centre and surrounding hills. Some streets would be tree lined which would in time break up the appearance of the development. There would be a green open space with hard landscaping including seating. Key veteran trees would form focal points within the scheme. A Country Park along the River Simene corridor, woodland walks along the site's western and southern boundaries and a circular leisure route would be provided. A primary green movement link following an existing hedgerow would lead towards the town centre. On-plot landscaping is used to develop the various character areas within the scheme and softens the built form. Some boundaries are defined by hedgerows, primarily those with flower and berry producing species. Larger front gardens will accommodate small scale on-plot trees, which will help to blend the built form into the landscape beyond. Frontage parking will be interspersed with tree and hedgerow planting to help reduce its visual dominance. The Loop road is characterised by formal planting.

15.46 The Community infrastructure: SuDS, allotments, orchard, formal and informal open space, sports pitch provision and children's' play; which are considered in another section of this report, would also contribute to the landscaping of the site.

15.47 The Landscape Environmental Specification & Management Plan Rev C (FPCR, May 2022) addresses previous concerns. The LESMP includes all the proposed ecological mitigation and enhancement measures, together with any necessary compensation measures for residual biodiversity loss which may occur as a result of the development. It also includes details of the proposed SuDS which can provide important biodiversity enhancements.

15.48 The implementation of the LESMP is an accepted way forward in ameliorating the impact of the development on biodiversity and in promoting the protection and creation of wildlife habitat. Such details including trigger points and the agreed level of biodiversity compensation funding are in the s106 Agreement, whilst the implementation of the LESMP and landscaping is the subject of a condition on the outline permission. It is noted that the AONB, Landscape and Natural Environment officers raise no objections, subject to a condition requiring its implementation, tree protection and implementation of landscaping. As set out above in paragraph 15.3, Condition 7 on the outline permission requires approval of the LESMP prior to approval of reserved matters, and a further update on this matter will be provided at the Committee meeting. Conditions 9, 10 and 11 on the outline permission make provision for tree protection, new planting and implementation and will require subsequent discharge. A condition for an arboricultural method statement would be needed.

15.49 In the representations there is support for retention of the hedges and planting of new hedgerows and trees. Concerns in the representations concerning the impact on biodiversity (including birds), adequacy of the landscaping, tree planting and effect on existing trees have been addressed. Given the sensitivity of the site in an AONB measures would be taken to reduce light pollution.

15.50 The AONB officer asked for a point of clarification about the implementation/management of some strategic landscaping in the southern area, outside the red line, but within the blue line. The LESMP covers the 'blue land' as well. The applicant is able to undertake landscape planting in that area of the site and to manage and maintain it.

15.51 The Town Council is aware that the Environment Act includes requirements for 10% Biodiversity Net Gain and requested that the Council confirm that the calculations of biodiversity net gains are in line with Defra Biodiversity Net Gain (BNG) 2:0 metric using pre-development baselines and post-development evidence. The Council requested a Biodiversity Net Gain Assessment and there is a summary in the Ecology Survey Summary Report (by FPCR). The amended Biodiversity Metric calculation shows a BNG of 11.5% for habitats and 30.39% for hedgerows. This is more realistic than the figures previously submitted. The Council assesses all applications under the DBAP for the level of BNG being delivered. The Environment Act is not currently mandating the minimum 10% BNG as this will not be a mandatory requirement until 2023.

15.52 The LESMP and landscaping of the site are considered to be acceptable and would deliver appropriate landscaping, biodiversity enhancement and conserve and enhance the AONB. It complies with LP Policies ENV1, ENV2 and ENV10, BANP policies L1 and L2 and the requirements of the NPPF.

Layout

15.53 This section of the report is divided into four parts:

The layout of housing and community infrastructure; roads, footpaths and cycle paths; foul and surface water drainage; and affordable housing and self-build units.

The layout of housing and community infrastructure

15.54 The layout of the development refers to the position of housing and community infrastructure. The Parameter, Green Infrastructure and Scale & Density Plans described above have already established the position and shape of the residential blocks, sports pitch provision and open space. In addition, there would be allotments, community food production, and play provision.

15.55 Paragraph 30 of the NPPF Section 12 'Achieving well designed places' requires that decisions should ensure that developments are visually attractive as a result of good layout; establish or maintain a strong sense of place, using the arrangement of streets, spaces, [and] building types to create attractive, welcoming and distinctive places to live, work and visit. It requires that decisions should ensure that developments 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; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

15.56 LP Policy ENV10 concerns the landscape and townscape setting and requires that new development should maintain and enhance local identity and distinctiveness and be informed by existing character. Policy ENV11 concerns the pattern of streets and spaces and housing should have provision for bins, recycling, drying, cycle parking, mobility scooters, private amenity/gardens and associated storage. In addition, major development should achieve full Secured by Design certification. Policy ENV12 concerns the design and positioning of buildings and that new developments should be high quality and promote an inclusive design, comply with national technical standards and respect the character of the surrounding area. The position of the building on its site should relate positively to adjoining buildings, routes, open areas, rivers, streams and other features that contribute to the character of the area. Policy ENV 16 concerns amenity and requires that development should be designed to minimise its impact on the amenity and the quiet enjoyment of existing and future residents. Policy ENV4 concerns the impact of development on a designated or non-designated heritage asset. Any harm to the significance of a designated or non-designated heritage asset must be justified where applications will be weighed against the public benefits of the proposal.

15.57 BANP Policy D6 requires that development should create a sense of place by providing a strong sense of enclosure, having regard to building lines and appropriate height to street width ratios, with street trees and boundary features and not dominant parking provision. Policy D8 requires development should define and/or soften the transition between areas of different character and reflect the existing grain and pattern of development. BANP Policy D7 requires that development should have main building access at the front, have windows facing areas where surveillance is needed and provide a basic

level of privacy at the rear of homes with a sufficient garden depth or orientation and screening to prevent overlooking.

Residential

15.58 Each part of the residential layout would conform to a character area identified in the Design Code. Five character areas are proposed: Central Vearse, Core Neighbourhood, Park Edge, Countryside Edge and West Mead. These character areas were informed by the existing layout of development in distinct parts of Bridport. The layout of the development in each character area would be different and make for variety and interest.

15.59 The layout of the blocks was established by the Parameter Plan and is little changed apart from the merging of some blocks or slight changes to the shape. Each block would be developed according to the character area defined in the Design Code in which it lies.

Central Vearse

15.60 The housing in the Central Vearse area would be located around the loop road that enters and leaves the site from West Road. The layout would comprise higher density urban style of development with buildings on the primary streets in the form of mostly terraced or semi-detached housing with little set back and a more connected building line and small gaps between, which is typical of the layout of buildings in the centre of historic Bridport. Houses would sit tight to the pavement edge, with parking in rear courts and only sometimes with parking in front. Buildings would vary in height stepping up the hill and follow the same building line.

Core Neighbourhood

15.61 The housing in the two Core Neighbourhood areas would be either side of the Central Vearse area. The layout would be medium density, suburban style with more widely spaced, detached semi-detached or terraced housing with a slight set back from the street. Buildings would be more widely spaced with larger gaps between. Buildings would follow the same building line. The layout better reflects the topography found in these parts of the site and would be more akin to the 20C suburban style development which lies outside of the town centre.

Park Edge

15.62 The housing in the Park Edge would form a continuous band on the northern and eastern edges of the development, facing towards West Road across open space and the river or toward Magdalen Lane across open space. The layout would reflect the transition from the edge of the existing built up parts of Bridport where housing is generally of a suburban style. The style would be medium to lower density and suburban in style. Housing would consist of informal perimeter blocks, semi-detached and detached, widely spaced, following a curved building line with a set back from the street.

Countryside Edge

15.63 The housing in the Countryside Edge which would form an almost continuous band wrapping around the northwest, west, southwest and south parts of the development would have more than one layout depending on where it is located. The northwest, west, southwest parts would border the open countryside that exists beyond the A35 bypass. The southern parts would border Vearse Farm, a grade II listed building and open countryside.

There would be two types of block according to the location, some with a lower density courtyard style or perimeter block. The former block layout would consist of detached or semi-detached houses arranged in informal groups. The buildings would be positioned irregularly to evoke (at least from afar) an informal rural group that might be found in most rural locations. A road and footway would follow the outer edge creating a buffer. This is seen as a fitting design response within the setting of the listed building. The latter block layout would consist of semi-detached and detached houses arranged informally in perimeter blocks with wide spacing and varied setbacks from the street. The less regimented manner when compared with development in the Central Vearse and Core neighbourhood would make for an appropriate transition from the built-up area to the countryside, providing a naturalistic soft edge.

15.64 The layout in these two 'sectors' to the SE of Vearse Farm have slightly less density and the proposed appearance would give a 'more organic compact farm complex typology' and showing an arrangement around a central courtyard. The layout and typology to the SE of the farmhouse, subject to further details considered later in this report, should assist in achieving a more relevant, less incongruous development alongside the farmhouse and its associated buildings. Though the buildings would be two-storey, the site is in a dip and is shown with enhanced perimeter landscaping. For these reasons, the proposals will result in no harm to the asset's significance and setting

West Mead

15.65 The housing in West Mead forms a short and narrow strip on West Allington which immediately adjoins Magdalen Farm House (Toll House) a Grade II listed building and the Bridport Conservation Area, West Allington and Skilling Sub-Areas. The layout would consist of semi-detached and detached houses forming a single line of buildings with a common building line and set close to the road, but with a gap before the development reaches Magdalen Farmhouse.

15.66 This approach better reflects the setting of the listed building and Conservation Area and would be similar in layout to other development in West Allington. The street-front landscaping, typology and the number of dwellings enable public open space next to the Magdalen Farmhouse. The open space to 'West Mead' will draw the development away from Magdalen Farmhouse. The building frontages should appear recessed back from the building line of Magdalen Farmhouse, which will assist in retaining some of its visual prominence in those westward views. However, this still represents a change to the undeveloped setting of Magdalen Farmhouse. The looser spacing and the quantum do maintain something of a town-countryside transition in the development pattern. However, the introduction of development in this area still diminishes the ability to understand and appreciate the town-edge function of the Toll House, which currently remains preserved in its setting. For these reasons, the layout will result in less than substantial harm to the asset's significance.

15.67 In consideration of the gateway of the Conservation Area and westward views towards Symondsburry, there is a legible sense of town-countryside transition. The setting-back of the dwellings from West Road should ensure that, in longer views from the Conservation Area boundary (near West Gables Close), the distant and elevated rural backdrop will remain perceptible and Magdalen Farmhouse will remain the

prominent element in terminating the view at the bend in the road. For these reasons, the proposals will result in no harm to the Conservation Area's significance.

15.68 The proposals will result in less than substantial harm to the significance of a designated heritage asset; Magdalen Farmhouse, meaning that para. 202 of the NPPF is engaged, requiring the harm to be weighed against the public benefits of the proposal (including, where appropriate, securing optimum viable use). However, this balance needs to take into account the need to give 'great weight' to the asset's conservation, irrespective of the level of harm. The less than substantial harm cannot be avoided and has been reduced and the test is having regard to the heritage asset against the public benefits of the scheme. The public benefits were counted at outline as weighing in the favour of the proposal and those benefits would still be secured. Therefore, the public benefits of the scheme outweigh the less than substantial harm to the designated heritage asset.

15.69 There is one point where the site boundary and Conservation Area boundary meet. This is the proposed point of access to the north eastern part of the site from Magdalen Lane at its bridging point with the River Simene. In this area, the access is to be non-motorised and would be into an on-site area of public open space away from any built development. The access will provide pedestrians, wheelchair users, and cyclists a safe route from the development to the town centre and local facilities. Officers consider that whilst the development will be seen from some public vantage points within the Conservation Area including this one, views into it from the development, and outwards from the Conservation Area will not be unacceptably harmed.

15.70 The layout in the five character areas would provide sufficient variety and interest in the layout. The revised proposals have addressed concerns about the streets appearing to be standard and unimaginative, although some have found the proposals well thought. The layout would make provision for amenity for future occupants including gardens, outlook and light. Noise mitigation will be provided to all units fronting onto the A35 and West Road. There would be a variety of plot sizes and house sizes without there being a dominance of large, detached houses.

Community infrastructure

15.71 The need for community infrastructure was secured within the s106 Legal Agreement. The provision includes sports pitch provision and changing rooms, allotments, an orchard, play areas and open space. In addition, the s106 Legal Agreement also secures contributions towards leisure improvements. Contributions were agreed at outline for hedgerows, Bridport leisure centre, healthcare provision, education contribution, the B3162 contribution, biodiversity compensation, highway works and the existing public footpath improvement. It is not the role of the planning system to secure contributions to ensure there would be adequate electricity supply were not sought, but it is anticipated that the National Grid would make provision. Playgrounds, cycle paths, seating and social areas are being provided by the applicant as part of these reserved matters. It is not currently known what the contribution for extra healthcare provision would specifically be spent on, but it was

calculated at outline to be to meet the additional demand of the increased population (see table above in section 13).

15.72 Interspersed within the residential parts of the development described above, the community infrastructure includes a number of play facilities. The play provision would comprise two Locally Equipped Areas of Play (LEAPs) on the eastern arm of the Loop Road and within a square in the south eastern part of the site (delivered after 200 and 500 dwellings are occupied respectively – conditions 35 & 36), a Multi-Use Games Area (MUGA) north east of the sports pitches (after 400 dwellings are occupied – condition 33), a Neighbourhood Equipped Area of Play (NEAP) south of the MUGA (after 400 dwellings are occupied – condition 34) and a Woodland Play Trail north of the school site (after 500 dwellings are occupied - condition 37). These would be in accessible locations located amongst the housing with natural surveillance. These would be laid out typically according to the facilities each contains. Full details of inclusive play equipment have been provided in the LEMP document which would provide equipment for those with mobility difficulties including the disabled.

15.73 The allotments would be located to the west of the western arm of the Loop Road. The size of the allotments accords with the requirements of the s106 Agreement and would be constructed and made available for use on or before the requirements of the s106 Agreement. An Allotment Scheme and an Allotment Management Plan have been provided with the submitted LEMP. This would be an accessible location between two blocks of housing and north of the school and screened from the loop road by trees.

15.74 A sizeable orchard (0.25ha) would be located to the west of the eastern arm of the Loop Road and within the proposed River Simene Country Park acting as a buffer between the development and West Road. It would be planted in formal rows of fruit trees and be for public use. As its use would be periodic, there is less need for it to be located amongst housing.

15.75 The location for the sports pitch provision was agreed at outline and the sports pitch provision would be located north west of the school site, adjacent to West Road. The layout would make use of the flatter parts of the site and include a block of changing rooms and a 22 space car park. Although the Town Council would prefer one large pitch, as was originally intended, the desire is now for two junior sports pitches rather than one large pitch and while there have been requests for a skate park, AstroTurf pitch and running track, these were not considered necessary within the remit of the outline permission. There is however a skate park near the site by the bus station. Sport England consider that the proposed provision would not be viable. Sport England considers that the site would be better as a recreational ground rather than a formal playing pitch site and the pavilion would be better as an activity hub than a changing pavilion. Sport England withdrew its objection subsequently, but it does not support the proposal. The s106 requires the sports pitch provision, there is support for it from others and it is being delivered by the applicant and should still stand. The provision of changing rooms was required by the outline permission and is designed to be fit for purpose.

15.76 Public open space would be in various locations around and within the development comprising of the following:

A Country Park along the River Simene corridor;

Woodland walks along the western and southern boundaries;

Green links and squares;

A circular leisure route around the entire development; and,

A primary green movement link, which is referred to as the Cycle Street.

The layout of these would provide not only recreational and health benefits, but also break up the development with green buffers.

The Skills Academy would be located near to the 'David Wilson' compound and details of it would be secured within the CEMP. It would provide apprenticeships, employment, training and mentoring. It would consist of classrooms and workshops. The pupils would be able to attain a 'Construction Skills Certification Scheme' entry level health and safety qualification. It would also work with local schools and the Bridport Wood hub will be located on the development site, as part of the Skills Academy. There has been support for this facility in some of the representations.

15.77 A pub, church, shop or hall were not considered to be necessary within the residential development in the grant of outline permission. A new local centre including a convenience store, public house, and creche, with residential at first floor is proposed to be located in a central position east of the Care Home and close to the centrally located access into the site from West Road to the north, which will form a different application. It is noted that there is support from consultees and in the representations for the provision of sports pitches, allotments, an orchard and new circular walks.

15.78 The layout has received no objection from the Urban Design and Conservation Officers.

15.79 The details of the layout of the buildings in each character area and the community infrastructure would be acceptable and comply with LP policies ENV4, ENV10, ENV11, ENV12, ENV16, BANP policies D6 and D8 and the requirements of the NPPF.

Layout of roads, footpaths and cycle paths

15.80 The Parameter Plan has already established the layout of the means of access, loop road and links with the town.

15.81 Policy ENV11 concerns the pattern of streets and spaces and requires new development to have well defined and connected buildings, streets and spaces, 20mph through routes and natural surveillance. Bus routes and strategic cycle and pedestrian links should be planned for. Policy COM7 concerns creating a safe and efficient transport

network and requires that development should be located in areas where the need to travel can be minimised and the use of sustainable modes of transport can be maximised. The delivery of a strategic cycle network and improvements to the Public Rights of Way network will be supported. Policy COM9 concerns parking standards in new development requiring that this is in compliance with published local parking guidelines.

15.82 BANP Policy D3 requires that residential development should create walkable and accessible neighbourhoods, with public transport access, that the community have access to facilities, ensure that streets are designed to be well connected and legible and have a 20mph in residential areas. BANP Policy AM1 requires that development should prioritise pedestrian movement, make safe, convenient and appropriate connections to existing footpaths, cycle paths and rights of way, public transport and facilities for car sharing and electric vehicles. Policy AM3 supports improving and extending the existing footpath and cycle path network. Policy H6 requires proposed developments to integrate and connect with neighbouring communities.

15.83 Means of access was approved at the outline application stage. Therefore, the access arrangements are fixed. The eastern access is located approximately 70m to the east of the existing Vearse Farm track. The western access arrangement is located opposite Duck Street. Both accesses are proposed to be priority junctions and will provide a 7.3m carriageway, with 2m wide footways on either side. Pedestrian crossing points are provided on both the eastern and western arms of each junction, across West Road. Similarly, crossing points are also proposed for both junctions within the site and to the south of West Road. The visibility splays are identified on the approved junction arrangement that was agreed at outline.

15.84 Internal roads, footpaths and cycleways were established within the s106 Agreement. The provision includes improved footpath and cycle links, and in addition, the s106 Agreement also secures contributions towards local highways (see financial benefits table above in section 13) which includes the Miles Cross junction improvements. The outline permission also requires this reserved matters application to deliver various internal vehicular links and the layout of these is to some extent also fixed.

15.85 Condition 47 requires vehicular access be taken to the boundary of the application site to where it meets the residual part of the allocated site to the east (land adjacent to Pine View). The s106 Agreement requires two vehicular and pedestrian access points to be provided into the adjoining land, which are to be a minimum width of 9.5m. This is shown in these reserved matters.

15.86 The s106 Agreement requires the provision of a vehicular and pedestrian access for the school site, with a minimum width of 6.7m. The reserved matters scheme proposes a carriageway width of 6.75m for the access, plus the footways (2m) and the cycleway. A coach drop off/collection point is provided within 30m of the indicative entrance to the school site.

15.87 The s106 Agreement requires vehicular access to be provided up to, and 1m into, the commercial land. This has been provided in the reserved matters application. The commercial land will be served by a 7.3m wide carriageway, which is shown within the reserved matters submission.

15.88 Condition 8 established the Access and Movement Strategy Plan which sets out the following:

A loop road to connect the eastern and western accesses, crossing the River Simene twice;
An east-west avenue to connect the western section of the Loop Road with the eastern residential development parcels;

A footway and cycleway (segregated), 5m in width to connect the proposals from the commercial land and so on eventually reaching the Town Centre either by crossing Magdalen Lane or linking through to Pine View;

A North-South Avenue (shared), 3m in width footway/cycleway to connect West Road to the loop road;

Footways to connect to the main destinations, the circular walking route, the River Simene and Broad Lane. Existing Public Rights of Way will be retained and enhanced and diversion orders would be applicable to any changes to these;

Internal roads with 20mph design speed;

Three public electric vehicle charging points;

A bus stop;

Land for a community bike pool;

A bicycle shelter; and

A bicycle maintenance hub and water fountain.

15.89 The internal routes through the site, some of which would have trees, would have good connectivity and access for pedestrians, cyclists and motorists. Small iterations may be needed to comply with s38 adoption subsequent to the granting of the reserved matters as is usual for those roads that will need to be adopted, as well as private roads where the road would still need to be of an appropriate standard. One minor service road will need to be a one way street owing to visibility requirements and would be made a condition. Conditions would also be needed to ensure visibility splays, access, geometric highway layout, turning and parking areas are to appropriate standards.

15.90 There are existing rights of way which cross the site. These have been accommodated as part of the detailed layout for the scheme and any diversions will be the subject of separate applications. Public Rights of Way (PROW) are considered under separate legislation to planning applications, but all existing rights of way are to be provided for within the layout with some diversions. The diversions would inevitably take PROW along the new minor roads instead of countryside, but the route would not be significantly longer. New PROW within land that will not be adopted would be permissive and maintained by a MANCO. The new routes would be surfaced with self binding gravel or for less frequented routes, mown grass. It is accepted that connections to the south where

footpaths are curtailed by the A35 are not ideal, but it is not within the scope of this application to make any significant improvements on the actual A35 carriageway. Provision for safe access for pedestrians and horse riders at the Miles Cross junction would be agreed when the condition for that scheme is considered.

15.91 Car parking would be provided in accordance with the Bournemouth, Poole & Dorset Car Parking Study (2011). This would be casual or assigned within courts, alongside or behind dwellings. Provision would be made for electric vehicle charging points for all dwellings with on-plot parking which is now a requirement of Part S of the Building Regulations. Cycle parking will be provided either in accessible and secure rear gardens or garages. Comments were made to the original scheme that bins would be too far from some dwellings. This has been addressed in the revised scheme. Bin stores would be provided in some places and wheelie bins for others, accessible by refuse trucks from collection points. There is support from consultees and in the representations for the provision of new footpaths, charging points and cycle parking. Condition 23 on the outline permission requires implementation of the cycle parking.

15.92 The layout has received no objection from the Highways Officer. Conditions are recommended and would be included. National Highways recommend a condition limiting the species to be planted within proximity of the trunk road, which have been addressed in the LESMP, but should still be included for future reference and restriction.

15.93 The proposed layout would enhance connectivity, providing safe and convenient access for pedestrians, cyclists and motorists. It would promote more sustainable means of travel through walking and cycling. The proposed layout would comply with LP Policies ENV11, COM7 & COM9 and BANP Policies D3, AM1, AM3 & H6 and the requirements of the NPPF.

Layout of foul and surface water drainage

15.94 The Parameter and Green Infrastructure Plans have already established the layout of the foul and surface water drainage.

15.95 Paragraph 159 of the NPPF requires that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future).

It is a strategic objective of the Local Plan to:

“Reduce vulnerability to the impacts of climate change, both by minimising the potential impacts and by adapting to those that are inevitable– this will be the over-riding objective in those areas of the plan which are at highest risk”

In meeting this strategic objective the Local Plan states:

“Development will be directed away from areas where there is likely to be significant risk to human health or the wider environment, through flooding, coastal erosion and land instability, air and water pollution.”

LP Policy ENV5 concerns flood risk and requires development to be towards the areas of lowest risk and ensuring development will not generate flooding through surface water runoff and/or exacerbate flooding elsewhere.

15.96 BANP policy D5 concerns the efficient use of land where dealing with surface water drainage and alleviating flooding are required.

15.97 The drainage scheme was agreed in the granting of the outline permission. There have been a large number of representations raising this as an issue, but this has been resolved in the granting of the outline permission and conditions thereon.

15.98 A conceptual strategy of surface water management, based upon attenuated discharge to the adjoining Main River (Simene) system was approved. It is proposed that the surface water drainage system for the site utilises a multi-SuDS system including channels, detention features and where appropriate, source control in the form of porous paving as the primary storm water management scheme. The outline permission indicated the layout of six SuDS ponds within the site, which are mainly along the River Simene and a flood compensation area between the eastern and western accesses and to the south of the River Simene. The reserved matters show the layout of additional SuDS features and alterations to the shape and location of others. Full details of the ponds are provided with shallow gradients, without planting, within public view. These are not intended to be used by the public as open space or recreation, but if entry were made, the design would not present potential danger to life. These should comply with the Construction Industry Research and Information Association guidelines.

15.99 Conditions on the outline permission require detailed design submissions to discharge these conditions to confirm and substantiate storage volumes, and future management of such features. None of the development would be located in an area of flood risk. Development is subject to conditional approval under conditions 41 - 45 on the outline permission which either have to be agreed prior to development taking place.

15.100 The reserved matters show additional measures with 40% allowance for climate change, 10% allowance for urban creep, basins designed to be protected from the predicted 1 in 100 year still water level plus climate change and allowance of 3.5 litres per second discharge from the school site offering a significant betterment in terms of reduced discharge rates

15.101 The foul water drainage strategy is for connection on Alexandra Road. A pumping station would be located to the south of the river and to the north of the proposed residential development, owing to the gradient.

15.102 The layout of drainage features has been largely dictated by the lie of the land and location of the river. These would be functional and designed to be naturalistic rather than

engineered in the layout with rounded features and gentle gradients with two ponds to be permanently filled with water. Whilst there may be some variation in the terminology used for describing the SuDS features as these offer benefits also for biodiversity and landscaping, for incorporating a permanently wetted area within such retention or detention ponds, the requirement in terms of available attenuation volumes is the overriding factor.

15.103 Wessex Water have raised no objection and commented that the applicant has advised an intention to split the foul drainage for the site with the construction of a pumping station. Downstream sewer enhancement works are proposed by Wessex Water to ensure that development flows do not increase the risk of flooding or sewer overflow operation. The cost of enhancement is paid for by developers through the per property infrastructure charge. The current outline scheme is dependent on an on-site pumping station with storage based upon the total development with flows held at the pumping station during storm conditions and released into the network when capacity becomes available. Downstream improvements also include the construction of additional storage on the existing public network. The applicant is proposing to utilise onsite attenuation in the form of basins to capture and store surface water runoff with a controlled discharge to the existing open watercourse that runs through the site.

15.104 Wessex Water will provide a point of connection for new water mains to be laid into the development site and as such there is no risk to water supply for the town. Wessex Water have raised no objection. Applications for the discharge of conditions 38 and 39, which are required to be discharged prior to approval of reserved matters and which cover the flood risk to the roads entering the site over the river and floor levels of the dwellings, are being considered in liaison with the Environment Agency. Remaining conditions for the disposal of foul and surface water are not required to be discharged until development commences or is occupied.

15.105 The layout of the drainage strategy details submitted for the site are acceptable and would comply with LP policy ENV5 and BANP policy D5 and the requirements of the NPPF.

Layout of affordable housing and self-build units

15.106 LP Policy HOUS1 makes provision for affordable housing and requires that where open market housing is proposed, 35% affordable housing will be sought. This affordable housing provision should be delivered on site and should include a minimum provision of 70% social/affordable rent and 30% intermediate housing, unless evidence suggests an alternative provision would be appropriate. The type, size and mix of affordable housing should reflect identified needs and should be proportionate to the scale and mix of market housing and designed to the same high quality resulting in a balanced community of housing so that is 'tenure blind.' Where there is an identified need for specially designed or adaptable accommodation to cater for particular needs of disabled people, this will be prioritised. A financial contribution towards the provision of affordable housing is required when there is a shortfall on site.

15.107 Building Regulations accessibility standard M4(2) make it a requirement for any scheme that delivers over 15 affordable homes to ensure that at least 10% of the units should be accessible and adaptable dwellings.

15.108 BANP policy H2 requires that the affordable and open market housing provision will be fully integrated and evenly distributed. Policy H7 encourages the inclusion of 4% of plots on major developments to be self-build housing.

15.109 The application proposes the provision of 35% affordable housing being 266 dwellings. This accords with the requirements of the s106 Legal Agreement. Despite concerns raised in the representations, the affordable housing would be in perpetuity. The Applicants propose to deliver an additional 36 dwellings as affordable housing, which means that the development will deliver just under 40% affordable housing in total. The layout of affordable housing would be 'pepper potted' around the development with no particular concentration in any one location. Although Symondsburry PC comment that it would not be pepper potted, it would be in blocks pepper potted as this is more deliverable and manageable by the provider than providing it in multiple single plot locations. This would also promote social inclusion. The affordable housing provision would be above the policy compliant level and provision of 35% has been secured in perpetuity through the existing s106 agreement to include a local lettings plan ensuring that the properties meet the local need. The affordable housing tenures offer 70% (186 dwellings) as affordable rented units and 30% (80 dwellings) would be shared ownership homes. Despite concerns raised by some, the scheme further includes 5% of the affordable rented units as Accessible and Adaptable Dwellings. The housing register demonstrates that there is a significant need for quality affordable family housing with a high demand for a range of dwelling sizes and tenures which this development would assist in meeting.

15.110 While there is support in the consultations and representations for the provision of affordable as well as additional affordable housing some have stated that the affordable housing would not be affordable at only 80% of open market price and that more social rented units are needed as opposed to affordable rent. The Housing Enabling Team has offered support for the provision proposed which is based on the policy requirements. There is currently no mechanism that would change the 80% quota or for different types of rented accommodation to be provided. Affordable housing is normally provided by a registered social landlord such as a housing association.

15.111 The Bridport Town Council raise a mismatch between proposed and required unit size by 'Architecture, Engineering, Construction, Operations, Management' (AECOM) which indicates greater demand for smaller units as below:

Housing Unit size	Foundry Lea, Vearse Farm Proposal	AECOM Life Cycle recommended guide for new development to meet projected needs by 2036
1 bed	4%	24%
2 bed	27%	45%
3 bed	39%	31%
4 bed	29%	0%
5 bed	1%	0%

15.112 AECOM is an organisation that support Neighbourhood Plans. It helped to produce the Bridport Area Neighbourhood Plan and would have done a study on housing needs. The Neighbourhood Plan showed a high level of need for one bedroom properties. This would also be supported by information drawn from the Housing Register in regard to affordable need. However, there is a need to ensure that a good balance of sizes of affordable housing is provided as there are high levels of need for all property types. There is also a need to ensure a balanced and sustainable community is created and a high percentage of one bedrooms flats could make this difficult. There is also a general reluctance from Registered Providers and developers to build 1 bed flats. It makes more financial sense to build 2 bed properties. It is also accepted that most people eligible for low cost home ownership would want 2 or 3 bedroom houses. For this reason, the Council tries to get a good mix of units in the layout of the affordable mix and 15% of the rented homes would be one bedroom. The housing enabling team has raised no objection to the affordable provision. The affordable mix is considered acceptable and would meet a range of needs.

15.113 The s106 Legal Agreement requires the provision of 0.4ha of land to be identified for self-build housing. Its layout is relatively informal and would be delivered according to demand. It would be provided in the layout in three areas. The three self-build areas will be served with mains water, drainage, electricity and means of access. Up to 8 dwellings would be provided. The scheme shows that these would be built to specific house types.

15.114 Whilst 0.4ha has been said by some to be too little, this was the amount agreed at the outline stage. There has been support for the self-build in the representations as amongst other things it would provide employment.

15.115 The layout of the affordable housing and self-build units for the site are acceptable and would comply with LP policy HOUS1 and BANP policies H2 and H7 and the requirements of the NPPF.

Scale

15.116 The Parameter, Green Infrastructure and Scale & Density Plans have already established the envisaged scale and density for each sector of land uses including housing, open space, drainage and community infrastructure. Scale refers to the size of the development. Density refers to the amount of development. Development should make efficient use of land and not create wasted or leftover land that has no real function.

15.117 LP policy ENV12 suggests the National Described Space Standards (NDSS) should be met. LP Policy ENV 15 concerns efficient and appropriate Use of Land and advises that development should optimise and make efficient use of land, subject to the limitations inherent in the site and the impact on local character.

BANP Policy D5 states that development should make efficient use of land.

15.118 The scale was prescribed in some detail on the Scale and Density Plan. It shows three scales for the residential parts of the development and divided into the blocks shown on the parameter plan. It is expressed in storeys and height measured in metres for each block: 2 storeys / 9.5m, 2 1/2 storeys / 10.5m, 3 storeys / 12.5m. The proposed houses would comply with the plan.

15.119 The Scale and Density Plan shows the maximum density per block: 25/ha, 35/ha or 45/ha. The plan prescribes that the lower scale housing would be on the higher land, the medium where it abuts the existing edge of the town and the higher scale towards the middle. The proposed housing would be at a very slight variance from the limits, slightly less in some and slightly more in others. The increases proposed for Parcels 13 and 15 are on lower ground and parcel 13 is in an area where a high level of density was anticipated. The density of residential Parcel 16 better reflects the density of development found on West Road. There would be reductions in density in parcels 1, 3, 11 and 12. Flexibility can be exercised where other aspects of the development: appearance, layout and landscaping; have been found acceptable in other sections of this report.

15.120 Some of the private housing would fall marginally below Nationally Described Space Standards (NDSS). NDSS *should* be provided in accordance with policy ENV12. The preamble to policy ENV12 states:

2.6.7 Good design is not restricted to external appearance and layout. It encompasses how capable developments are of fulfilling their purpose initially and into the future as needs of occupants change. Dwellings as a minimum should have sufficient internal space for a high level of functionality so that day to day tasks and activities can be carried out. The government is reducing the number of technical standards and consolidating them in a national framework centred on building regulations. National technical standards for all new dwellings are being introduced and dwellings should be constructed in accordance with these standards

and paragraph 130 of the NPPF says:

130. Planning policies and decisions should ensure that developments:

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 users⁴⁹; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Footnote 49 states planning policies for housing should make use of the Government's optional technical standards for accessible and adaptable housing, where this would address an identified need for such properties. Policies may also make use of the nationally described space standard, where the need for an internal space standard can be justified.

15.121 In consideration of Policy ENV12, the Local Plan Inspector's report of 2015. (page 43, para 219) comments on this:

'The revisions mean that local planning authorities should not set any additional technical standards in local plans or supplementary planning documents relating to the construction, internal layout or performance of new dwellings. The optional new national technical standards can be required through LP policies where there is evidence to support the case for doing so and providing their impact on viability has been considered. The Councils have not yet had an opportunity to consider this.'

15.122 The Council did not have sufficient evidence at the time to insist upon NDSS. This is the reason why the requirement for exceeding the minimum NDSS is non mandatory. If unit size relates to a comparatively large number of units and if these fall significantly below nationally prescribed standards, then the National Design Guide says:

'Well-designed homes and buildings are functional, accessible and sustainable. They provide internal environments and associated external spaces that support the health and well-being of their users and all who experience them... Well-designed homes and buildings: provide good quality internal and external environments for their users, promoting health and well-being.'

In this case it would not relate to a large number of units.

15.123 The legal opinion as to whether the NDSS can be applied at reserved matters stage generally is that any such imposition must be at the outline stage. Only by granting outline permission subject to a condition controlling the internal configuration of the permitted development, specifically requiring compliance with the NDSS or expressly incorporating detailed drawings showing the internal layout of buildings and requiring compliance with those drawings could an LPA insist upon a development adhering to the NDSS. In addition, even where a LPA seeks to secure the imposition of the NDSS at outline stage, it can only do so where there is a relevant local plan policy requiring such adherence to the optional standards.

15.124 A condition was not applied to the outline planning permission requiring that the subsequent reserved matters would make provision for compliance with NDSS requirements. Further, the floorspace figures in the Section 106 Legal Agreement for the affordable housing do not accord with NDSS requirements. Therefore, it is not possible to require that the dwellings meet NDSS requirements.

15.125 The number of dwellings falling below NDSS is a small proportion overall and most houses would meet or exceed the standards. It only affects seven house types of 2 or 3 bedrooms amounting to 125 dwellings which as a proportion of 760 in total is acceptable. Moreover, the short falling in floor area averages about 7sqm of a total area falling between 58 and 77sqm. Importantly, all the houses, including those falling below, would have adequate space to meet the daily living requirements of occupants. The scale and density of the social infrastructure, landscaping, SuDS and so on were stipulated by the parameter and Green Infrastructure Plans and the proposals are in reasonable accordance. The Urban Design Officer has raised no objection to scale.

15.126 The proposal would be of an appropriate scale, making efficient use of land, and would comply with LP policies ENV12 and ENV 15 and BANP Policy D5 and the requirements of the NPPF.

Other matters

Energy efficiency

15.127 A number of representations and consultee comments have been made that the houses should be built to meet future energy efficiency standards beyond 2025 (not just to 2013 Building Regulations) and be of sustainable materials of construction and not just to current standards which are lower. Since the original and revised submissions the applicant has improved the energy efficiency of the proposed dwellings to comply with 2021 Building Regulations which require a 31% improvement on 2013 Standards in terms of CO2 emissions and addresses some of the concerns that have been raised. Should the Future Homes Standards come into effect in 2025, then all homes will be constructed to these enhanced standards. At present the Future Homes Standards require homes to produce at least 75% lower CO2 emissions than a home built to 2013 standards.

15.128 The planning system does seek to promote sustainable development and BANP policy D9 seeks to encourage applicants to design buildings to last, employing modern innovative technologies and methods of construction to, for instance, reduce construction costs, speed up construction, and minimise energy consumption and carbon emissions during the building's lifetime. BANP policy CC2 seeks to exceed the target emission rate of Building Regulations Part L 2013 for dwellings and policy CC3 seeks that new development, both commercial and residential, is encouraged where possible to secure at least 10% of its total unregulated energy from decentralised and renewable or low carbon sources.

15.130 The applicants have produced a further Carbon Emissions Statement and a Sustainable Design and Construction Statement prepared by consultants Sol Environment (dated July 2022). It proposes measures to reduce energy consumption including passive solar design, building orientation, room layout and limiting solar gain, insulated and highly air tight building materials, energy efficient fittings and controls, and low and zero carbon technologies. These would be implemented to correlate with changes to Building Regulations. The principal changes made to the application are as follows:

	Previous report	Current report
2013 Building Regs units	250	0
2021 Building Regs units	270	318
2025 Building Regs units	240	442
TOTAL units	760	760
PV 2013 Building Regs	90 kWp Solar PV array; 630 m2 roof mounted PV panels	0
PV 2021 Building Regs	102 kWp Solar PV array; 710 m2 roof mounted PV panels	121 kWp Solar PV array; 850 m2 roof mounted PV panels
PV 2025 Building Regs	94 kWp Solar PV array; 660 m2 roof mounted PV panels	169 kWp Solar PV array; 1180 m2 roof mounted PV panels
TOTAL PV	286 kWp Solar PV array; 2000 m2 roof mounted PV panels	290 kWp Solar PV array; 2030 m2 roof mounted PV panels
U-values	External Walls: 0.27-0.30 W/m2K Roof (Flat): 0.17 W/m2K Roof (Sloped): 0.11-0.16 W/m2K Floor: 0.18 W/m2K Doors: 1.0-1.70 W/m2K Windows: 1.41 W/m2K	External Walls: 0.18-0.26 W/m2K Roof (Flat): 0.16 W/m2K Roof (Sloped): 0.11-0.16 W/m2K Floor: 0.18 W/m2K Doors: 1.0-1.60 W/m2K Windows: 1.41 W/m2K

15.131 In summary, in order to meet the enhanced Building Regulations standards, the dwellings would meet the following:

Part L 2021

Improved U-values and building services specs in line with 2021 Building Regs with gas combi boilers for space and water heating. To meet Policy CC3 of the Bridport Neighbourhood Plan, PV will be used to offset 10% of the unregulated energy use.

In addition, electric vehicle charging points in accordance with Part S of the Building Regulations will be required. Broadband would be provided as it was a requirement of LP Policy COM10 was made a condition of the outline permission (condition 17). Fire sprinklers are not a requirement. There has been support for PV panels in the representations and from consultees as well as Fabric First construction.

Part L 2025

Improved U-values and building services specs in line with 2025 Building Regs with ASHPs for space and water heating. To meet Policy CC3 of the Bridport Neighbourhood Plan, PV in combination with the ASHPs will be used to offset 10% of the unregulated energy use.

15.132 Detailed modelling is to be undertaken once future legislation relating to the Future Homes Standards has been confirmed. Future Building Regulations have not been confirmed. Whilst BANP policies have aspirations for a high standard in terms of energy efficiency and future proofing, at the present time it is not possible to require the applicant to provide all of these. It should be noted that possible changes in 2025 are not far off and would likely kick in sooner rather than later going some way to achieving a higher benchmark. A phasing plan for the uptake in energy efficiency requirements cannot be made a condition as these would automatically apply under Building Regulations as and when the requirements change.

Construction

15.133 The requirement for a Construction Traffic Management Plan (CTMP) is required before the development commences and has yet to be submitted and approved. Until such time as a CTMP has been approved development would be unable to commence. This was considered necessary for the construction stage and traffic generation onto the B3162. Highways England (now National Highways) required that construction traffic and its routing will need to form part of the CTMP.

15.134 Comments have been made with regard to the potential impact on air quality. In consideration of the outline permission the Highways Authority confirmed that there will not be any likely air quality issues arising from the development. Any construction traffic movements will be covered by the CTMP.

15.135 Some have commented that some construction workers will not be local. This is neither unusual nor material to the consideration of the planning application as it is likely that some would be and there is support in the representations that it will provide some local employment.

15.136 The provision of accommodation for construction workers is not normally an issue as the contractor would take appropriate measures such as busing contractors in and the use of tourist accommodation off season when it is usually empty.

15.137 There is the potential for construction traffic to cause annoyance to residents, particularly in early phases, but this is not unusual and most buyers would be aware.

Housing occupancy

15.138 Comment has been made in the representations that there is the potential for housing to become second homes or to be occupied by retirees. There is currently no planning policy to prevent this and were such measures required by policy it would have been a requirement to impose a restriction on the original outline permission, preferably in the s106 Agreement.

15.139 The application does propose a mix of house types of which some would be lower cost and available potentially to local and younger people for which there is support in the representations.

15.140 The recent media interest in houses sold leasehold instead of freehold only with no management company fees is not a material planning consideration.

Tourism

15.141 There is no reason to assume that the development will deter tourists to Bridport and rural Dorset.

Community Infrastructure Levy

15.142 The site is Community Infrastructure Levy (CIL) exempt. CIL came into effect in West Dorset and Weymouth & Portland on 18 July, 2016. It does not apply to sites such as the BRID1 site allocated for development in the Local Plan. This is because such sites are subject to s106 Agreements to secure infrastructure provision. To apply CIL to these in addition would result in a double charge and the question of viability would arise. Therefore, it was resolved at the adoption of the Local Plan that such allocated sites were to be exempt from CIL.

16.0 Conclusion

16.1 The proposed development is considered to be of an appropriate appearance, layout and scale, with appropriate landscaping incorporated. As such, the proposed development is considered to be in accordance with the local and national policy objectives.

16.2 The appearance of the housing, with five distinctive character areas, would respond to the appearance of housing in Bridport.

16.3 The layout of the housing, community infrastructure, movement network, drainage and affordable housing would meet the requirements necessary for the scheme to function and integrate with Bridport.

16.4 The landscaping would conserve and enhance the AONB, biodiversity and existing trees and hedges and provide appropriate new planting.

16.5 The scale would be appropriate to the characteristics of the site including the lie of the land and location within it.

16.6 The proposal would comply with the West Dorset, Weymouth & Portland Local Plan, the Bridport Area Neighbourhood Plan and the National Planning Policy Framework (NPPF).

16.7 Paragraph 11 of the NPPF sets out that permission should be granted for sustainable development unless specific policies in the NPPF indicate otherwise. There are no material considerations which would warrant refusal of this application.

17.0 Recommendation

17.1 That delegated authority be granted to the Head of Planning and the Service Manager for Development Management and Enforcement for the approval of reserved matters, subject to the discharge of any outstanding conditions on the outline planning permission (WD/D/17/000986) which are required to be discharged prior to the approval of the reserved matters (conditions 2 for the phasing, 6 for a Design Code, 7 for the LEMP, 38 for the road crossings over the river and 39 for floor levels of the dwellings) and subject to conditions as set out in this report, with the relevant plan number and revision number to be entered in conditions no. 2, 3 and 4.

1.The development hereby permitted shall be carried out in accordance with the following approved plans:

Arboriculture

Veteran Tree Assessment and Management Plan Dated June 2022

Arboricultural Assessment and Method Statement Dated June 2022

Architecture

Acoustic Mitigation Plan 1859 1119 Rev A

Design Compliance Statement Addendum DCSA_01

Location Plan 1859 1000 Rev D

Phasing Plan 1859 80 Rev B

Roof Materials, Front Door Colours and Chimney Placement Plan 1859 1140 Rev A

Planning Layout 1859 1100 Rev C

Planning Layout (1 of 3) 1859 1101 Rev C

Planning Layout (2 of 3) 1859 1102 Rev C

Planning Layout (3 of 3) 1859 1103 Rev C

Masterplan 1859 1105 Rev C

Materials Plan 1859 1111 Rev D

Storey Heights Plan	1859 1112 Rev C	
Parking Plan	1859 1113 Rev C	
Land Ownership Plan	1859 1114 Rev C	
Affordable Housing Plan	1859 1115 Rev C	
External Works Plan	1859 1116 Rev C	
Waste Collection Plan	1859 1117 Rev C	
Enclosures Plan	1859 1118 Rev C	
Site Sections	1859 1150 Rev B	
Site Sections	1859 1151 Rev B	
Central Vearse Street scenes	1859 1170 Rev B	
Core Neighbourhood and Countryside Edge Street scenes		1859 1171 Rev B

Park Edge and West Mead Street scenes	1859 1172 Rev B	
House Type Elevational Key	1859 3000 Rev A	
House Type Elevational Key Central Vearse	1859 3001 Rev A	
House Type Elevational Key Core Neighbourhood	1859 3002 Rev A	
House Type Elevational Key Park Edge	1859 3003 Rev A	
House Type Elevational Key Countryside Edge	1859 3004 Rev A	
House Type Elevational Key West Mead	1859 3005 Rev A	
Chillfrome – Floor Plans	1859 2400	
Chillfrome – Elevations	1859 2401	
Chillfrome – Elevations	1859 2402	
Chillfrome – Elevations	1859 2403	
Chillfrome – Elevations	1859 2404	
Chillfrome – Elevations	1859 2405 Rev A	
Chillfrome – Elevations	1859 2406 Rev A	
Chillfrome – Elevations	1859 2407 Rev A	
Chillfrome – Elevations	1859 2408 Rev A	
Muckleford – Floor Plans	1859 2410	
Muckleford – Elevations	1859 2411	
Muckleford – Elevations	1859 2412	
Muckleford – Elevations	1859 2413	
Muckleford – Elevations	1859 2414	
Muckleford – Elevations	1859 2415	
Kadesh – Floor Plans	1859 2420	

Kadesh – Elevations	1859 2421
Gabriel –Floor Plans	1859 2430
Gabriel – Elevations	1859 2431
Gabriel – Elevations	1859 2432
Gabriel – Elevations	1859 2433
Gabriel – Elevations	1859 2434
Oakes – Floor Plans	1859 2440
Oakes – Elevations	1859 2441
Oakes – Floor Plans – Bespoke	1859 2442
Oakes – Elevations	1859 2443
Aldwin – Floor Plans	1859 2450
Aldwin – Elevations	1859 2451
Portesham – Floor Plans	1859 2460
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Sustainability

Energy Statement SOL_21_S008_LRM Issue 4

Sustainable Design and Construction Statement SOL21S008_LRM Issue 4

Reason: For the avoidance of doubt and in the interest of proper planning.

2. No development above damp proof course level for each phase of development as shown on Plan 1859 80 Rev [tbc] shall take place until samples of materials to be used in the construction and finish of walls and roofs for that phase have been made available on site for the inspection and written approval of the Local Planning Authority. The samples should include sample panels measuring 1 metre by 2 metres of each principal facing material, which should include details of coursing, mortar mix and pointing. The sample panels should be retained on-site until they have been approved in writing by the Local Planning Authority. The development shall thereafter accord with the approved materials.

Reason: To safeguard the character of the locality.

3. No development above damp proof course level for each phase of development as shown on Plan 1859 80 Rev [tbc] shall take place until detailed drawings (at a scale of not less than 1:20) showing the design, materials and construction specifications of external doors and windows for that phase has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter accord with the approved scheme.

Reason: In order to ensure that the details are of sufficient standard.

4. No development above damp proof course level for each phase of development as shown on Plan 1859 80 Rev [tbc] shall take place until a scheme showing details of all external vents, flues and utility meter boxes for that phase has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter accord with the approved scheme.

Reason: To safeguard the character of the locality.

5. The development hereby approved shall proceed only in strict accordance with the details set out in the Arboricultural Method Statement dated: June 2022, with associated Tree Protection Plans ref: 10042-T-03 B - 10042-T-13 B and details contained within the Veteran Tree Assessment dated: June 2022.

Reason: To ensure thorough consideration of the impacts of development on the existing trees.

6. In implementing the landscape planting hereby permitted, the following species must not be planted within 10m of the A35:

- Blackthorn (*Prunus spinosa*)
- Goat willow (*Salix caprea*)
- Crack willow (*Salix fragilis*)
- Dogwood (*Cornus sanguinea*)
- Italian alder (*Alnus cordata*)
- Bird cherry (*Prunus avium*)
- Quaking Aspen (*Populus tremulans*)
- Wild Privet (*Ligustrum vulgare*)

In addition, the following trees must not be planted in a position where at maturity they would be within falling distance of the A35 trunk road carriageway or any significant National Highways asset:

- Silver Birch (*Betula pendula*)
- Austrian Pine (*Pinus nigra*)
- Poplar (*Populus alba*, *Populus hybrid*, *Populus lombardii*)
- English Oak (*Quercus robur*)

Reason: To ensure the safe and efficient operation of the strategic road network.

7. No development above damp proof course level shall take place within a sub-phase of development, until a plan showing the sub-phasing arrangements for the development hereby approved in relation to the visibility splay areas shown on Drawing Number 1628 P7150 P3 has been submitted to and approved in writing by the Local Planning Authority.

Prior to the occupation or the utilisation of each agreed sub-phase, the approved visibility splays as per Drawing Number 1628 P7150 P3 shall be cleared/excavated to a level not exceeding 0.60 metres above the relative level of the adjacent carriageway. Thereafter, these must be maintained, kept free from obstruction and available for the purposes specified.

Reason: To ensure that a vehicle can see or be seen when exiting the access.

8. Prior to the construction of the vehicular access to the rear of plots 700-707 inclusive as shown on Drawing Number 1859 1100 Rev C, a scheme showing how the vehicular access to the rear of plot 707 will be signposted and marked to ensure the access is used for the purpose of Entry Only, shall be submitted and approved in writing to the Local Planning

Authority. The approved scheme shall be implemented prior to the occupation or utilisation of plots 700 to 707 and, thereafter, must be permanently maintained for the purpose specified.

Reason: To ensure safe entry and exit to and from the site onto the highway.

Informative Notes:

1. Informative: This permission is subject to an agreement made pursuant to Section 106 of the Town and Country Planning Act 1990 dated 1 May 2019.
2. Informative: The applicant is advised that, notwithstanding this consent, if it is intended that the highway layout be offered for public adoption under Section 38 of the Highways Act 1980, the applicant should contact Dorset Council's Development team. They can be reached by telephone at 01305 225401, by email at dli@dorsetcc.gov.uk, or in writing at Development team, Infrastructure Service, Dorset Council, County Hall, Dorchester, DT1 1XJ.
3. Informative: The applicant should be advised that the Advance Payments Code under Sections 219-225 of the Highways Act 1980 may apply in this instance. The Code secures payment towards the future making-up of a private street prior to the commencement of any building works associated with residential, commercial and industrial development. The intention of the Code is to reduce the liability of potential road charges on any future purchasers which may arise if the private street is not made-up to a suitable standard and adopted as publicly maintained highway. Further information is available from Dorset Council's Development team. They can be reached by email at dli@dorsetcc.gov.uk, or in writing at Development team, Infrastructure Service, Dorset Council, County Hall, Dorchester, DT1 1XJ.
4. Informative: There is a requirement for condition 22 of the outline planning permission to provide a plan showing the sub-phasing arrangements for the development hereby approved in relation to the access, geometric highway layout, turning and parking areas shown on Drawing Number 1859 1100 Rev C.
5. Informative: The Council is responsible for street naming and numbering within our district. This helps to effectively locate property for example, to deliver post or in the case of access by the emergency services. You need to register the new or changed address by completing a form. You can find out more and download the form from our website www.dorsetcouncil.gov.uk/planning-buildings-land/street-naming-and-numbering.
6. Informative: Plans of the Skills Academy shall be submitted to and agreed by the Local Planning Authority in the discharge of condition 20 of the outline permission for the agreement of a Construction Traffic Management Plan.

7. Informative: National Planning Policy Framework Statement

In accordance with paragraph 38 of the NPPF the council, as local planning authority, takes a positive approach to development proposals and is focused on providing sustainable development.

The council works with applicants/agents in a positive and proactive manner by:

- offering a pre-application advice service, and
- as appropriate updating applications/agents of any issues that may arise in the processing of their application and where possible suggesting solutions.

In this case:

- The applicant/agent was updated of any issues and provided with the opportunity to address issues identified by the case officer.
- The applicant was provided with pre-application advice.