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| <b>Application Number:</b> | P/RES/2024/03002  |
| <b>Webpage:</b>            | <p>The planning application documents for P/RES/2024/03002 are available here: <a href="#">LINK</a></p> <p>The Design Code can be viewed via the following links:</p> <p><a href="#">BackgroundCommitteePaperBridportDesignCodePart1.pdf (dorsetcouncil.gov.uk)</a></p> <p><a href="#">BackgroundCommitteePaperBridportDesignCodePart2.pdf (dorsetcouncil.gov.uk)</a></p>                     |
| <b>Site address:</b>       | Phases 1C(II) and 1C(III) Land at Foundry Lea Vearse Farm Bridport  |
| <b>Proposal:</b>           | <p>Outline application WD/D/17/000986 was an EIA application and an Environmental Statement was submitted with that application.</p> <p>Reserved matters approval is subsequently sought for appearance, landscaping, layout and scale for:</p> <p>"the construction of 136 dwellings, pedestrian, cycle and vehicular links, drainage works, landscaping, and associated infrastructure"</p> |
| <b>Applicant name:</b>     | Barratt David Wilson Homes  |
| <b>Case Officer:</b>       | James Lytton-Trevers  |
| <b>Ward Members:</b>       | Cllr. D. Bolwell; Cllr. B. Bolwell; Cllr. S. Williams   |

### 1.0 Reason for committee determination

The application is brought to committee in accordance with the scheme of delegation as there is an objection to the application from the Town Council and the application is for major development.

### 2.0 Summary of recommendation:

That authority be delegated 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, 7 for the LEMP, and 39 for floor levels of the dwellings) and subject to planning conditions as set out in this report.

### 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 three of the five distinctive character areas, would respond to the appearance of housing in Bridport.
- The layout of the housing, 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                          | The details of the layout of the buildings in each character area 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              | The layout of the affordable housing 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 and there would be a variety of house sizes available. Construction would benefit employment .  |

## 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 formed 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 for this reserved matters application only measures approximately 5.1 hectares. The land was 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 and the new accesses are currently being made. A number of public rights of way cross the site.

5.3 The wider site covered by the outline permission (WD/D/17/000986) 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 road crossing the River Simene which flows through north 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.

## 6.0 Description of Development

6.1 This reserved matters application only covers a small part of the residential element of the scheme. The extant permission, which consists of the outline planning permission, reserved matters approval and subsequent approval of a S73 application. (application P/RES/2021/04848 as amended by Section 73 application P/VOC/2023/06334) grants permission for 760 dwellings and includes this application site. The northern parcel of development that includes a local centre, employment uses, and a care home does not form part of this application. In addition, there are no proposals in this application for the self-build dwellings, play areas, allotments, orchard, playing field, mains sewer connection to Magdalen Lane and a sewage pumping station, other attenuation basins, other landscape features, the road layout or the main accesses, as these have already been approved under the extant permission and are not within the application site.

6.2 Although this is a new application for reserved matters, it is important to note that it is for a small area of the housing (not the full area the subject of the existing applications referred to in the above paragraph), seeking small changes to that already approved. The layout is almost identical to the extant permission with only subtle changes to the position of a few plots and changes to some house types, with the road network and drainage features mostly unaltered.

6.3 The proposals would comprise of the following:

### All Housing

136 dwellings containing 87% housing and 13% flats:

### Open market Housing

88 dwellings built in 22 different house types:

|       |    |
|-------|----|
| 2 Bed | 8  |
| 3 Bed | 33 |
| 4 Bed | 42 |
| 5 Bed | 5  |

### Affordable housing

48 dwellings built in 5 different house types:

|       |    |
|-------|----|
| 1 Bed | 12 |
| 2 Bed | 25 |
| 3 Bed | 11 |

This equates to 35.3% affordable housing.

64.5% rented units (31 dwellings) and 35.5% shared ownership (17 dwellings) are proposed.

### Landscaping

One area of landscaped open space would be located adjacent to Magdalen Farmhouse (identical to that approved under the extant permission).

### Access & Parking

Only one side of the east-to-west cycle/pedestrian routes (5m segregated).

Only part of two North-to-south cycle/pedestrian routes (3m).

371 parking spaces mostly within plots or garages/car ports:

|                              |     |
|------------------------------|-----|
| On Plot Parking              | 139 |
| On Street Parking allocated  | 41  |
| Garage Parking               | 56  |
| Car Port                     | 24  |
| Parking Court allocated      | 55  |
| Parking court shared visitor | 5   |
| Visitor on Street            | 51  |

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

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

Bin/recycling stores.

### Foul and surface water

One attenuation feature for surface water near West Road (it is identical to the extant permission).

### Energy efficiency

The energy efficiency of the dwellings would need to comply with current Building Regulations. Dwellings would have 3443 m<sup>2</sup> roof mounted PV panels and passive design measures. Electric vehicle charging within plot parking.

## **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 planning 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.



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.

The following two applications, P/RES/2021/04848, as amended by Section 73 application P/VOC/2023/06334 comprise the extant permission referred to in the report.

P/RES/2021/04848: Decision: GRANTED Decision Date: 15/06/2023

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) - Amended scheme.

P/VOC/2023/06334: Decision: GRANTED Decision Date: 29/01/2024

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) - Amended scheme (With variation of conditions 1 & 9 to amend drainage arrangement)

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 now for consideration):

Condition 2 for approval of a revised phasing of the development;

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

Condition 39 for approval of revised floor levels.

## **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) (Distance: 85.38m)

Landscape Character; Undulating River Valley; Brit Valley

Landscape Character; urban area; Bridport

Area of Outstanding Natural Beauty (AONB) (also called a National Landscape); 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 - (WDDC/967)

Footpath W18/3

Footpath W18/2

Footpath W18/4

Footpath W3/9

Footpath W18/5

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**

9.1 National Highways – No comment.

9.2 Sport England –No comment.

9.3 Environment Agency – No comment.

9.4 Historic England - No comment.

9.5 Wessex Water – No comment.

9.6 Dorset Gardens Trust – No response.

9.7 Dorset Wildlife Trust – No response.

9.8 Dorset Clinical Commissioning Group – No response.

9.10 Dorset Police - Crime Prevention Design Engineers – No response.

9.10 Dorset Fire & Rescue – comment Would need to comply with building regulations to improve safety

9.11 Dorset Council – Landscape - No objection

9.12 Natural Environment Team –No objection

- An EclA in support of the application has not been submitted to NET for review under the DBAP.

9.13 Flood Risk Manager –No objection

- Conditional of Surface water management and maintenance

9.14 Rights of Way Officer – No objection

9.15 Highways –No objection

- Conditional of visibility splays.
- The proposed layout matches the one agreed to in application P/RES/2021/04848.
- The parking spaces shown on the submitted plans near the showroom should only be temporary in nature and removed when the showroom is no longer in place.

9.16 Waste – Comments

- A number of properties have to wheel bins a significant distance to the collection point.
- The majority of bins should be presented for collection at a point where the collection vehicles can access.
- The ability of the collection vehicles to access and/or turn in some areas within the proposed development due to cars parking in the road.
- The grassed verge between the pavement/footway and the road encourages individuals to wheel bins over the grassed verge. This design also makes it difficult to clean the pavement/footway.

9.17 Conservation Officer – No comment.

9.18 Trees - No response.

9.19 Urban Design – No response.

9.20 Housing Enabling Team - Housing Need – No objection

- Over the whole site there will be 70% rented homes and 30% shared ownership. This section of the site slightly under provides on rented homes but this will be made up on the other sections of the development.

9.21 Dorset AONB Team –No objection.

9.22 Public Health – Comments

- Minimum space standards should be met.
- Drying areas recommended.
- Category 2 dwellings should be provided.
- Support additional 7 dwellings and that the affordable dwellings are spread out.
- EV charging for other vehicles aside from cars.
- Public open spaces are well designed.

9.23 Economic Development and Tourism – No comment.

9.24 Dorset Council – Public transport – Comment

- s106 contributions to improve bus stopping arrangements on the B3162 outside the development, and possibly in the Bridport bus station (300metres away by footpath) to cater for the increased use of bus travel.

9.25 Env. Services – Protection – No adverse comment.

9.26 Building Control West Team - No comment.

9.27 Outdoor Recreation – No response.

9.28 Economic Development & Tourism – No response.

9.29 Planning Policy – No response.

9.30 Bridport Ward Members– No response

9.31 Symondsburry Parish Council –Object

- The affordable does not accord with the 70/30% split;
- More 1 and 2 bed flats than before;
- There is no category 2 provision;
- Affordable not pepper potted;
- The main loop road does not appear to be completed in this first phase and that the eastern access will be used by construction, services and residents.

9.32 Bridport Town Council – Object

- To be considered by Dorset Council's Planning Committee.

- Request that comments on the previous application P/RES/2021/04848 and changes in guidance since that application received approval, be taken into account and in particular:
- The publication by Dorset Council in December 2023 of new guidance on planning for climate change. Consequently, this application must seek to minimise both embodied and operational carbon emissions from the proposed new housing development.
- The material palette remains traditional, carbon intense concrete, render, brick and re constituted stone.
- BANP Policy CC2 specifically asks for development to “exceed” target emissions rates in Part L 2013 standards.
- The applicant to rethink how best to provide low carbon energy solutions. This could include considering community energy solutions, micro grids and working with the Bridport Energy Club.
- The Bridport Area Neighbourhood Plan (BANP) and the associated Housing Needs Assessment (HNA), identifies a need for social rent housing and work by AECOM on life cycle modelling points to a shortfall of 1 and 2 bed properties.
- To address affordability in the Bridport area (BANP Policy H1) it would be preferable to see inclusion of more social rented housing.
- The emerging Dorset Council Local Plan proposes that 20% of new homes be built to M4(2) accessible and adaptable dwellings standards.
- Support the proposed condition submitted by Dorset Council’s Flood Risk Management Team and that the EclA has not been approved by Dorset Council’s Natural Environment Team.

### **Representations**

From an individual, Bridport Local Area Partnership and Advearse

3 Comments:

Numbers in brackets denote number who have commented.

Should incorporate sustainable measures (2)

Dust from construction traffic (1)

## **10.0 Development Plan - Relevant Policies**

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

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
- 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
- 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:

Paragraph 11 sets out the presumption in favour of sustainable development. Development plan proposals that accord with the development plan should be approved without delay. Where the development plan is absent, silent or relevant policies are out-of-date then permission should be granted unless any adverse impacts of approval would significantly and demonstrably outweigh the benefits when assessed against the NPPF or specific policies in the NPPF indicate development should be restricted.

Other relevant NPPF sections include:

- Section 4 'Decision making': 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 with subsection 'Rural housing' at paragraphs 82-84 reflecting the requirement for development in rural areas.
- Section 11 'Making effective use of land'
- Section 12 'Achieving well designed and beautiful places' indicates that all development to be of a high quality in design, and the relationship and visual impact of it to be compatible with the surroundings. In particular, and amongst other things, Paragraphs 131 – 141 advise that:

The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development.

Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design.

- Section 14 'Meeting the challenges of climate change, flooding and coastal change'
- Section 15 'Conserving and Enhancing the Natural Environment'- In Areas of Outstanding Natural Beauty (National Landscapes) great weight should be given to conserving and enhancing the landscape and scenic beauty (para 182). Decisions in Heritage Coast areas should be consistent with the special character of the area and the importance of its conservation (para 184). Paragraphs 185-188 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 205). The effect of an application on the significance of non-designated heritage assets should also be taken into account (para 209).

## **National Planning Practice Guidance**

### **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)

Planning for climate change. Interim Guidance and Position Statement December 2023

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.

### **Emerging Dorset Council Local Plan:**

Paragraph 48 of the NPPF provides that local planning authorities may give weight to relevant policies in emerging plans according to:

- the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);
- the extent to which there are unresolved objections to relevant plan policies (the less significant the unresolved objections, the greater the weight that may be given); and



- the degree of consistency of the relevant policies in the emerging plan to the NPPF (the closer the policies in the emerging plan are to the policies of the NPPF, the greater the weight that may be given).

The Dorset Council Local Plan Options Consultation took place between January and March 2021. Being at a very early stage of preparation, the relevant policies in the Draft Dorset Council Local Plan should be accorded very limited weight in decision making.

Consultation on the Proposed reforms to the National Planning Policy Framework and other changes to the planning system and the “National Planning Policy Framework: draft text for consultation. Being at a very early stage of consultation, this should be accorded very limited weight in decision making.

The Secretary of State’s written ministerial statement entitled “Building the homes we need”. This is to support the delivery of affordable homes: removing the prescriptive requirements that currently tie local authorities’ hands with respect to particular types of home ownership products, and allowing them to judge the right mix of affordable. It can be afforded more weight than the consultation on the National Planning Policy Framework.

## **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          | 48 dwellings                        |
| Non-Material Considerations |                                     |
| Council Tax                 | According to value of each property |
| CIL                         | Zero rated                          |

### 14.0 Climate Implications

- 14.1 The proposal would lead to additional CO<sup>2</sup> emissions from construction of the dwellings and from the activities of future residents.
- 14.2 The construction phase would include the release of CO<sup>2</sup> emissions from workers vehicles during the construction process. CO<sup>2</sup> emission would be produced as a result of the production and transportation of the building materials and during the construction process.
- 14.3 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 energy efficient to building regulations. 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. The areas for the residential development were fixed by the outline permission.

15.2 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 these revised reserved matters, those relating to phasing of the development (condition 2), a Landscape Environment Management Plan (LESMP) (condition 7), and floor levels (condition 39) are yet to be discharged. A Design Code has been approved and this 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, 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.

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

15.4 The outline permission approved 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

15.5 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

15.6 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

15.7 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.

15.8 The principle of the development has been agreed, including means of access, and subject to the three plans described above. The current proposal accords with 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 some of the residential part of the development only. These matters are taken in turn in the remainder of this report.

### **Fallback**

15.9 It was stated at the beginning of this report that it is important to note that this application is for a small area of the housing, seeking small changes to that already approved. The layout is almost identical to the extant permission with only subtle changes to the position of a few plots and changes to some house types, with the road network and drainage features mostly unaltered. The main differences between the last reserved matters and this proposal are as follows:

There are six different house types.

It is limited to the first phase of 136 units, as required to meet the contractual obligations with the affordable housing provider.

It incorporates some additional parking courts and improvements to the built form.

The dwelling designs have been updated to include compliance with the latest building regulations, including wall thickness, construction method and window openings.

The dwelling designs retain the same approved character and materials strategies as the approved scheme.

All areas outside of the previously approved residential parcels remain unchanged.

15.10 The following diagram makes a comparison between the two, with the repositioned plots shaded in yellow. On the left is as proposed and on the right is what has already been approved.



15.11 Given the similarities between that sought and that already approved, there is considered to be a fallback available to the applicant and that this is a material consideration which carries weight. The council have already approved a very similar scheme and

consider that the proposal would be acceptable for the reasons explained in the report below.

### **Appearance**

15.12 The appearance of the development refers to the design of housing. The Parameter, Green Infrastructure and Scale & Density Plans approved at the outline planning permission stage have already established the position and shape of the residential blocks.

15.13 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.

15.14 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.

15.15 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 which has been approved under condition 6 of the outline permission.

15.16 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. Of these, the revised reserved matters only falls within Central Vearse, Park 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**

15.17 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 as 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.

### Park Edge

15.18 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.

### West Mead

15.19 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).

15.20 Overall the proposals 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 have been specified. Conditions would be needed for sample panels, some details of general design and doors and windows to ensure appropriate quality.

15.21 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.

15.22 It is considered that the appearance of the development would have variety in its appearance across the three character areas, incorporating appropriate architectural design, reflecting the character and appearance of existing development in Bridport.

15.23 The appearance of the proposals would be acceptable and would comply with Local Plan policies ENV10 and ENV12 and Bridport Area Neighbourhood Plan policy D8 and the requirements of the NPPF.

### **Landscaping**

15.24 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.



15.25 NPPF paragraph 182 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.

15.26 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.

15.27 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.

15.28 The wider site beyond this application site benefits from mature hedgerow trees and veteran trees, the field boundaries are mature mixed native hedging. The trees are within an Area Tree Preservation Order (TPO 967) protecting the trees elsewhere. The site is outside of the Bridport Conservation Area. The Landscape Environmental Specification and Management Plan (LESMP) sets out details of hedgerow maintenance 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.

15.29 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.

15.30 There are features of this scheme which would allow some key views or vistas along the 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. On-plot landscaping would be used to develop the various character areas within the scheme and soften the built form. Frontage parking will be interspersed with tree and hedgerow planting to help reduce its visual dominance. The part of the Loop road within this application would be characterised by formal planting.

15.31 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.

15.32 The implementation of this 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 the subject of a condition on the outline permission. As set out above in paragraph 15.2, 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.

15.33 It is considered that appropriate landscaping can be provided through the LESMP and would deliver appropriate landscaping, biodiversity enhancement and conserve and enhance the AONB. It complies with Local Plan Policies ENV1, ENV2 and ENV10, Bridport Area Neighbourhood Plan policies L1 and L2 and the requirements of the NPPF.

### **Layout**

15.34 This section of the report is divided into three parts: The layout of housing; roads, footpaths and cycle paths; drainage and affordable housing.

#### **The layout of housing**

15.35 The layout of the development refers to the position of housing. The Parameter, Green Infrastructure and Scale & Density Plans described have already established the position and shape of the residential blocks.

15.36 Paragraph 135 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.

15.37 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. 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.

15.38 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

15.39 Each part of the residential layout would conform to a character area identified in the Design Code. Of the five character areas in the Design Code, only Central Vearse, Park Edge and West Mead are relevant. 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.

15.40 The layout of the blocks was established by the Parameter Plan and is little changed from the extant permission. Each block would be developed according to the character area defined in the Design Code in which it lies.

### Central Vearse

15.41 The housing in the Central Vearse area would be located around part of 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.

### Park Edge

15.42 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.

### West Mead

15.43 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.

15.44 This approach 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 would result in less than substantial harm to the asset's significance.

15.45 In consideration of the gateway of the Conservation Area and westward views towards Symondsburly, 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 would result in no harm to the Conservation Area's significance.

15.46 The proposals would result in less than substantial harm to the significance of a designated heritage asset; Magdalen Farmhouse, meaning that para. 208 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 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 favour of the proposal and those benefits would still be secured. These benefits included the delivery of both market and affordable housing. Therefore, the public benefits of the scheme outweigh the less than substantial harm to the designated heritage asset.

15.47 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 harmed.

15.48 The layout in the three character areas would provide sufficient variety and interest. The layout would make provision for amenity for future occupants including gardens, outlook and light. There would be a variety of plot sizes and house sizes without there being a dominance of large, detached houses.

15.49 The details of the layout of the buildings in each character area would be acceptable and comply with Local Plan policies ENV4, ENV10, ENV11, ENV12, ENV16, Bridport Area Neighbourhood Plan policies D6 and D8 and the requirements of the NPPF.

## **Layout of roads, footpaths and cycle paths**

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

15.51 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.

15.52 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.

15.53 Means of access was approved at the outline application stage. Therefore, the access arrangements are fixed. The eastern access, which is the only access in this application, is located approximately 70m to the east of the existing Vearse Farm track. The access is proposed to be priority junction and to provide a 7.3m carriageway, with 2m wide footways on either side. Pedestrian crossing points would be provided across West Road. The visibility splays are identified on the approved junction arrangement that was agreed at outline. In response to concern that the main loop road does not appear to be completed in this first phase and that the eastern access will be used by construction, services and residents, the Phasing Plan demonstrates that the loop road falls within Phase 1B, which will occur before any residential development commences. The first residential phase is Phase 1CI.

15.54 Internal roads, footpaths and cycleways were established within the s106 Agreement. The provision includes improved footpath and cycle links. The outline permission also requires a reserved matters application to deliver various internal vehicular links and the layout of these is to some extent also fixed.

15.55 The internal routes through the site, some of which would have trees, would have good connectivity and access for pedestrians, cyclists and motorists. Conditions would be needed to ensure visibility splays, access, geometric highway layout, turning and parking areas are to appropriate standards.

15.56 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.

15.57 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. Bin stores would be provided in some places and wheelie bins for others, accessible by refuse trucks from collection points. In spite of comment made by the waste team, the distances accord with Dorset's guidance for waste collection, and also align with the approved arrangements for P/RES/2021/04848. It is considered that the highway design is such that it would allow emergency and refuse vehicles to access the site with adequate turning facilities provided at appropriate locations. The tracking diagrams which accompany this submission demonstrate the suitability of the highway design in this respect. No objections have been raised by the highways officer.

15.58 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**

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

15.60 Paragraph 165 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.

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

15.62 The drainage scheme was agreed in the granting of the outline permission. There is only one, small drainage feature within this application.

15.63 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. This reserved matters application shows the layout of a SuDS feature adjacent to West Road. It would be below ground within a cellular storage tank or attenuation feature.

15.64 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. Therefore, it is not necessary to repeat these conditions which were requested by the Flood Risk Manager as these conditions are already in force.

15.65 The reserved matters would have additional measures with 40% allowance for climate change, 10% allowance for urban creep, the attenuation feature designed to be protected from the predicted 1 in 100 year still water level plus climate change.

15.66 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.

15.67 The layout of the drainage strategy details submitted for the site are acceptable and would comply with Local Plan policy ENV5 and Bridport Area Neighbourhood Plan policy D5 and the requirements of the NPPF.

### **Layout of affordable housing and self-build units**

15.68 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.

15.69 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.

15.70 The application proposes the provision of 35% affordable housing being 48 dwellings. This accords with the requirements of the s106 Legal Agreement. The layout of affordable housing would be 'pepper potted in blocks' around the development with no particular

concentration in any one location. 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 split would be 64.5% rented units (31 dwellings) and 35.5% shared ownership (17). Whilst a 70/30 split is required, there will be more affordable housing delivered by the extant permission in other phases which can include a greater percentage of rented thereby meeting the 70/30 split across the development as a whole. 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.

15.71 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 of 1 and 2 bedroom dwellings.

15.72 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 bedroom 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. 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.

15.73 The layout of the affordable housing 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**

15.74 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.

15.75 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.

15.76 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.

15.77 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. Flexibility can be exercised where other aspects of the development: appearance, layout and landscaping; have been found acceptable in other sections of this report.

15.78 Some of the private housing would fall marginally below Nationally Described Space Standards (NDSS). A total of 67 plots out of the 136 are not NDSS area compliant, though in all instances by no more than a few sqm. The NDSS requirements and the dwellings which would not be NDSS compliant are highlighted in yellow respectively in the tables below.

**Table 1 - Minimum gross internal floor areas and storage (m<sup>2</sup>)**

| Number of bedrooms(b) | Number of bed spaces (persons) | 1 storey dwellings | 2 storey dwellings | 3 storey dwellings | Built-in storage |
|-----------------------|--------------------------------|--------------------|--------------------|--------------------|------------------|
| 1b                    | 1p                             | 39 (37) *          |                    |                    | 1.0              |
|                       | 2p                             | 50                 | 58                 |                    | 1.5              |
| 2b                    | 3p                             | 61                 | 70                 |                    | 2.0              |
|                       | 4p                             | 70                 | 79                 |                    |                  |
| 3b                    | 4p                             | 74                 | 84                 | 90                 | 2.5              |
|                       | 5p                             | 86                 | 93                 | 99                 |                  |
|                       | 6p                             | 95                 | 102                | 108                |                  |
| 4b                    | 5p                             | 90                 | 97                 | 103                | 3.0              |
|                       | 6p                             | 99                 | 106                | 112                |                  |
|                       | 7p                             | 108                | 115                | 121                |                  |
|                       | 8p                             | 117                | 124                | 130                |                  |
| 5b                    | 6p                             | 103                | 110                | 116                | 3.5              |
|                       | 7p                             | 112                | 119                | 125                |                  |
|                       | 8p                             | 121                | 128                | 134                |                  |
| 6b                    | 7p                             | 116                | 123                | 129                | 4.0              |
|                       | 8p                             | 125                | 132                | 138                |                  |

| Foundry Lea, Bridport Phase 1 |          |      |         |     |      |              |                |           |
|-------------------------------|----------|------|---------|-----|------|--------------|----------------|-----------|
| Open Market Dwellings         |          |      |         |     |      |              |                |           |
| Plot reference                | Unit Ref | Beds | Persons | Sqm | Sqft | Total Sqm    | Total Sqft     | No. Units |
| Allington                     | AL       | 2    | 3       | 69  | 748  | 278          | 2992           | 4         |
| Watton                        | WT       | 2    | 4       | 64  | 688  | 256          | 2752           | 4         |
| Littlebredy                   | LB       | 3    | 4       | 77  | 832  | 309          | 3328           | 4         |
| Spyway                        | SP       | 3    | 4       | 77  | 830  | 540          | 5810           | 7         |
| Askerswell                    | AS       | 3    | 4       | 79  | 855  | 318          | 3420           | 4         |
| Amber                         | AM       | 3    | 5       | 93  | 1001 | 186          | 2002           | 2         |
| Abbotsbury                    | AB       | 3    | 5       | 93  | 1001 | 465          | 5005           | 5         |
| Camden                        | CA       | 3    | 6       | 101 | 1089 | 506          | 5445           | 5         |
| Northay                       | NO       | 3    | 5       | 103 | 1107 | 617          | 6642           | 6         |
| Yondover                      | YO       | 4    | 5       | 96  | 1032 | 288          | 3096           | 3         |
| Bexington                     | BX       | 4    | 5       | 100 | 1081 | 703          | 7567           | 7         |
| Hoyton                        | HY       | 4    | 5       | 118 | 1269 | 118          | 1269           | 1         |
| Westhay                       | WE       | 4    | 7       | 123 | 1325 | 985          | 10600          | 8         |
| Langdon                       | LG       | 4    | 6       | 126 | 1354 | 503          | 5416           | 4         |
| Frampton                      | FR       | 4    | 8       | 126 | 1354 | 252          | 2708           | 2         |
| Birdsmoor                     | BM       | 4    | 7       | 128 | 1374 | 638          | 6870           | 5         |
| Wynford                       | WY       | 4    | 8       | 133 | 1434 | 400          | 4302           | 3         |
| Maperton                      | MP       | 4    | 8       | 138 | 1483 | 138          | 1483           | 1         |
| Hampton                       | HA       | 4    | 8       | 139 | 1491 | 277          | 2982           | 2         |
| Martinstown                   | MT       | 4    | 8       | 143 | 1539 | 858          | 9234           | 6         |
| Coneygar                      | CY       | 5    | 8       | 169 | 1822 | 677          | 7288           | 4         |
| Coneygar                      | CY       | 5    | 8       | 170 | 1827 | 170          | 1827           | 1         |
|                               |          |      |         |     |      | <b>9,480</b> | <b>102,038</b> | <b>88</b> |

| Affordable Dwellings |          |      |         |     |      |              |               |           |
|----------------------|----------|------|---------|-----|------|--------------|---------------|-----------|
| Plot reference       | Unit Ref | Beds | Persons | Sqm | Sqft | Total Sqm    | Total Sqft    | No. Units |
| Portesham            | PO       | 1    | 2       | 50  | 541  | 603          | 6492          | 12        |
| Oakes                | OK       | 2    | 4       | 67  | 721  | 134          | 1442          | 2         |
| Chilfrome            | CF       | 2    | 4       | 78  | 838  | 1791         | 19274         | 23        |
| Muckleford           | MU       | 3    | 5       | 86  | 927  | 603          | 6489          | 7         |
| Gabriel              | GA       | 3    | 5       | 89  | 957  | 356          | 3828          | 4         |
|                      |          |      |         |     |      | <b>3,486</b> | <b>37,525</b> | <b>48</b> |

15.79 NDSS *should* be provided in accordance with policy ENV12. The preamble to policy ENV12 states:

*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 135 of the NPPF says:

*135. 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 users; 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.*

15.80 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.'*

15.81 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 relate to a large number of units, but none fall significantly below. The dwellings would provide good quality living accommodation which is what the National Design Guidance strives for.

15.82 Whether or not 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. Neither local plan nor neighbourhood plan policies support the requirement for NDSS to be met.

15.83 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 s106 for the affordable housing do not accord with NDSS requirements. Therefore, it is not possible to require that the dwellings meet NDSS requirements.

15.84 The number of dwellings falling below NDSS is a large proportion overall but some houses would meet or exceed the standards. Importantly, all the houses, including those falling below the standard, would have adequate space to meet the daily living requirements of occupants.

15.85 The proposal would be of an appropriate scale, making efficient use of land, and would comply with Local Plan policies ENV12 and ENV 15 and Bridport Area Neighbourhood Plan Policy D5 and the requirements of the NPPF.

## **Other matters**

### **Energy efficiency**

15.86 One consultee comment and two representations have been made that the houses should be built to meet better energy efficiency standards and be of sustainable materials of construction and not just to current standards which are lower. The dwellings would need 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. In addition, the materials proposed are consistent with the materials which were approved for the extant permission.

15.87 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.

15.88 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.

15.89 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.

15.90 Whilst BANP policies have aspirations for a high standard in terms of energy efficiency and future proofing in the supporting text, at the present time it is not possible to require the applicant to provide all of these. Policy CC3 only requires a 10% reduction and goes no further than that. 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. There is normally a transitional arrangement when there are changes to Building Regulations.

15.91 The representations also draw attention to the council's Interim Guidance and Position Statements in relation to Planning for Climate Change. They consider that it provides a welcome acknowledgement that climate change is a material planning consideration and that, as a result of the publication of the Guidance, the reserved matters application must seek to minimise both embodied and operational carbon emissions from the proposed housing development.

15.92 The Interim Guidance and Position Statements in relation to Planning for Climate Change is not planning policy and does not form part of the Development Plan and is instead, non-statutory guidance. However, it is a material consideration, but the sustainability checklist outlines best practice and does not place any additional requirements beyond adopted local plan policies.

15.93 The Town Council indicate that it would like a greater proportion of Category M4(2) accessible and adaptable homes from the reserved matters application. Reference is made to Policy HOUS1 of the 2021 version of the emerging Dorset Local Plan. However, the emerging Dorset Local Plan carries very little weight in decision making. In addition, matters relating to accessible and adaptable housing were secured in the s106 agreement. Schedule 3, Part 2, Para. 2.4 of the s106 agreement confirms that not less than 5% of the affordable housing provision should be delivered as affordable rented units, constructed to Category 2 accessible and adaptable housing. This equates to 14 Category 2 compliant dwellings to be provided across the wider Foundry Lea development, which would be delivered by the extant permission.

### **Construction**

15.94 A Construction Traffic Management Plan (CTMP) is required before the development commences, as per a condition on the outline planning permission and has been submitted and an update will be provided to the committee.

15.95 One comment has been made with regard to the potential impact on air quality (dust). Any construction traffic movements would be covered by the CTMP. There is the potential for construction traffic to cause some annoyance to residents, particularly in early phases, but this is not unusual and buyers would be aware when buying a property at the development that there were further phases to be constructed.

## **16.0 Conclusion**

16.1 This application for reserved matters approval relates only to a small part of the site which already has the benefit of extant outline and reserved matters approvals. There is therefore a material fallback position. However, notwithstanding that 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 three of the five distinctive character areas included within this application, would respond to the appearance of housing in Bridport.

16.3 The layout of the housing, 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).

## **17.0 Recommendation**

17.1 That authority be delegated 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, and 39 for floor levels of the dwellings) and subject to the following planning conditions:

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

2000 Location plan

80 Phasing plan

2115 B Affordable housing plan

2121 Site wide affordable housing plan

10042-L-109 P02 Landscape & ecological strategy plan

10042-DR-L-0100 P02 Sheet layout plan

10042-DR-L-0101 P02 Detailed planting plan 1 of 8

10042-DR-L-0102 P02 Detailed planting plan 2 of 8

10042-DR-L-0103 P02 Detailed planting plan 3 of 8

10042-DR-L-0104 P02 Detailed planting plan 4 of 8

10042-DR-L-0105 P02 Detailed planting plan 5 of 8

10042-DR-L-0106 P02 Detailed planting plan 6 of 8

10042-DR-L-0107 P02 Detailed planting plan 7 of 8

10042-DR-L-0108 P3 Detailed planting plan 8 of 8

P3120 P2 Proposed impermeable area plan

P3500 P2 Drainage layout sheet 1

P3501 P3 Drainage layout sheet 2

P3502 P3 Drainage layout sheet 3

P3503 P3 Drainage layout sheet 4

P3504 P3 Drainage layout sheet 5

P3505 P3 Drainage layout sheet 6

P3600 P3 External Works Layout sheet 1

P3601 P3 External Works Layout sheet 2

P3602 P3 External Works Layout sheet 3

P3603 P3 External Works Layout sheet 4

P3604 P1 External Works Layout sheet 5

P3605 P2 External Works Layout sheet 6

P3700 P2 Highways Engineering Layout sheet 1

P3701 P2 Highways Engineering Layout sheet 2

P3702 P2 Highways Engineering Layout sheet 3

P3703 P2 Highways Engineering Layout sheet 4

P3704 P2 Highways Engineering Layout sheet 5

P3705 P2 Highways Engineering Layout sheet 6

P3720 P2 Highways Surfacing Specification sheet 1

P3721 P2 Highways Surfacing Specification sheet 2

P3722 P2 Highways Surfacing Specification sheet 3

P3723 P2 Highways Surfacing Specification sheet 4

P3724 P2 Highways Surfacing Specification sheet 5

P3725 P2 Highways Surfacing Specification sheet 6

P3726 P1 Highways Surfacing Specification sheet 7

P3750 P1 Highways Construction Details

P3800 P2 Vehicle Swept Path Analysis sheet 1

P3801 P2 Vehicle Swept Path Analysis sheet 2

P3802 P2 Vehicle Swept Path Analysis sheet 3

P3803 P2 Vehicle Swept Path Analysis sheet 4

P3804 P2 Vehicle Swept Path Analysis sheet 5

P3805 P2 Vehicle Swept Path Analysis sheet 6

P3900 P1 Highways Long Sections sheet 1

P3901 P1 Highways Long Sections sheet 2

P3902 P1 Highways Long Sections sheet 3

P3903 P1 Highways Long Sections sheet 4

P3904 P1 Highways Long Sections sheet 5

P3905 P1 Highways Long Sections sheet 6

2100 B Planning Layout

2101 B Planning Layout 1 of 3

2102 B Planning Layout 2 of 3

2103 B Planning Layout 3 of 3  
2116 B External Works Plan  
2117 B Waste Collection Plan  
2118 B Enclosures Plan  
2119 B Acoustic Mitigation Plan  
2150 Sections  
2170 A Streetscenes A-C  
2105 B Masterplan  
2110 B Roof Materials, Front Door Colours & Chimney Placement Plan  
2111 B Materials Plan  
2112 B Storey Heights Plan  
2113 B Parking Plan  
2114 B Land Ownership Plan  
2204 Spyway Elevations  
2210 Askerswell Floor Plans  
2211 Askerswell Elevations  
2212 Askerswell Elevations  
2213 Askerswell Elevations  
2220 Northay Floor Plans  
2221 Northay Elevations  
2222 Northay Elevations  
2223 Northay Elevations  
2230 Yonderover Floor Plans  
2231 Yonderover Elevations  
2240 Westhay Floor Plans  
2241 Westhay Elevations  
2242 Westhay Elevations  
2243 Westhay Elevations  
2244 Westhay Elevations  
2250 Hoyton Floor Plans  
2251 Hoyton Elevations  
2260 Watton Floor Plans  
2261 Watton Elevations  
2270 Maperton Floor Plans  
2271 Maperton Elevations  
2400 Littlebredy Floor Plans  
2401 Littlebredy Elevations  
2410 Abbotsbury Floor Plans  
2411 Abbotsbury Elevations  
2412 Abbotsbury Elevations  
2413 Abbotsbury Elevations  
2420 Bexington Floor Plans  
2421 Bexington Elevations

2422 Bexington Elevations  
2430 Birdsmoor Floor Plans  
2431 Birdsmoor Elevations  
2440 Frampton Floor Plans  
2441 Frampton Elevations  
2442 Frampton Elevations  
2450 Wynford Floor Plans  
2451 Wynford Elevations  
2452 Wynford Elevations  
2460 Hampton Floor Plans  
2461 Hampton Elevations  
2470 Martinstown Floor Plans  
2471 Martinstown Elevations  
2472 Martinstown Elevations  
2480 Coneygar Floor Plans  
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2482 Coneygar Floor Plans  
2483 Coneygar Elevations  
2484 Coneygar Elevations  
2490 Allington Floor Plans  
2491 Allington Elevations  
2492 Allington Elevations  
2500 Langdon Floor Plans  
2501 Langdon Elevations  
2510 Camden Floor Plans  
2511 Camden Elevations  
2512 Camden Elevations  
2520 Amber Floor Plans  
2521 Amber Elevations  
2600 Chilfrome Floor Plans  
2601 Chilfrome Elevations  
2602 Chilfrome Elevations  
2610 Muckleford Floor Plans  
2611 Muckleford Elevations  
2612 Muckleford Elevations  
2620 Gabriel Floor Plans  
2621 Gabriel Elevations  
2630 Oakes Floor Plans - Bespoke  
2631 Oakes Elevations - Bespoke  
2640 Portesham Floor Plans  
2641 Portesham Elevations  
2642 Portesham Elevations  
2700 Chilfrome Floor Plans

2701 Chilfrome Elevations  
 2702 Chilfrome Elevations  
 2703 Chilfrome Elevations  
 2710 Muckleford Floor Plans  
 2711 Muckleford Elevations  
 2712 Muckleford Elevations  
 House Type Drawings Heading Page  
 2200 Spyway Floor Plans  
 2201 Spyway Elevations  
 2202 Spyway Elevations  
 2203 Spyway Elevations  
 Enclosures Detail Header Page  
 3005 Trip Rail - Plans & Elevations  
 3006 Low Brick Wall & Estate verticle railings Ball Top  
 3007 Vertical Railing - Plans & Elevations  
 3008 Cock n Hen Stone Wall - Plans & Elevations  
 3000 Brick Screen Wall - Plans & Elevations  
 3001 Closeboard Fence - Plans & Elevations  
 5100 House Type Elevational Key  
 5102 Park Edge House Type Elevational Key  
 5103 West Mead House Type Elevational Key  
 5101 Central Vearse House Type Elevational Key  
 Garages & Other Structures Header Page  
 5000 Single Garage- Floor Plan & Elevations  
 5010 Twin Garage- Floor Plan & Elevations  
 5011 Double Garage (Gabled Roof)- Floor Plan & Elevations  
 5020 Substation Floor Plans & Elevations  
 P7351 Bridge Sections and Flood Compensation Calculations Eastern Structure  
 2026\_2100B\_Planning Layout\_Foundry Lea\_Bridport

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

2. No development above damp proof course level for each phase of development as shown on Plan 2026-80 (or any subsequent phasing plan approved by the Local Planning Authority pursuant to Condition 2 of planning permission WD/D/17/000986) 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.



3. No development above damp proof course level for each phase of development as shown on Plan 2026-80 (or any subsequent phasing plan approved by the Local Planning Authority pursuant to Condition 2 of planning permission WD/D/17/000986) 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.

4. The development hereby approved shall proceed only in strict accordance with the details set out in the Arboricultural Method Statement dated: April 2024.

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

5. 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 P3600-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 P3600-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.

6. The parking spaces shown on the plan P3600-P3 and on Detailed planting plan 10042-DR-L-0101 P2 near to the showroom shall only be temporary in nature and must be removed and the land reinstated with grass when the showroom is no longer in place.

Reason: To prevent danger to road users.

#### **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: 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 E.

3. 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](http://www.dorsetcouncil.gov.uk/planning-buildings-land/street-naming-and-numbering).

#### 4. 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.