



LRM
PLANNING
LIMITED

LAND AT FOUNDRY LEA, BRIDPORT

ADDENDUM PLANNING STATEMENT

Prepared on behalf of Barratt David Wilson Homes and Vistry
Partnerships

May 2022



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Appendix 1 – Principal Changes to the Planning Layout
Appendix 2 – The Revised Planning Layout



1 Introduction

1.1 This Addendum Planning Statement has been prepared on behalf of Barratt David Wilson Homes (Exeter) Ltd and Vistry Partnerships (hereafter referred to as the Applicants). It relates to land at Foundry Lea, Bridport.

1.2 Pursuant to outline application WD/D/17/000986, the Applicants submitted a reserved matters application (ref: P/RES/2021/04848) in November 2021 for:

“the construction of 760 dwellings, public open space (including play space and landscape planting), allotments, an orchard, 1no. senior football pitch with associated changing rooms and car parking, pedestrian, cycle and vehicular links, drainage works and associated infrastructure.”

1.3 Since the submission of the reserved matters application, the Applicants have held discussions with a number of statutory consultees, including Bridport Town Council, Symondsburry Parish Council, Sport England and the Local Planning Authority (LPA). During these discussions, a number of suggestions were made to improve the reserved matters scheme. This resubmission responds positively to the majority of the suggestions made and a number of amendments are proposed. The principal amendments are listed in Section 3 of this Addendum Planning Statement.

1.4 Whilst a number of changes are proposed, they do not materially affect the description of development provided within the original reserved matters application, although a minor alteration is required due to the change in the quantum of playing pitches. Accordingly, the description of development is now:

“the construction of 760 dwellings, public open space (including play space and landscape planting), allotments, an orchard, 2no. junior football pitches with associated changing rooms and car parking, pedestrian, cycle and vehicular links, drainage works and associated infrastructure.”

1.5 To assist the LPA, a detailed written description of the proposed development is provided in Section 4 of this Addendum Planning Statement, whilst an assessment of how the scheme accords with the parameters established at the outline stage is set out in Section 5.

1.6 Whilst a substantial number of changes are proposed as a result of this resubmission, they are not of a sufficient level to require a reassessment of the scheme’s conformity with the Development Plan and national planning policy. The Applicants therefore rely on the assessment provided within the original Planning Statement.

Application Documentation

1.7 This Addendum Planning Statement forms part of a suite of revised drawings and documents. Together with some of the material submitted within the original application made in November 2021, it forms the complete application package. Confirmation of the plans and reports that now comprise the application are appended to the attached covering letter.



2 Site Description

Site Context and Description

2.1 The site description remains as outlined in Section 2 of the original Planning Statement.

Planning History

2.2 Since the submission of the reserved matters application in November 2021, the site's planning history has altered as follows:

- **P/FUL/2021/01895** – The full planning application, which sought planning permission for a pedestrian/cycle connection between the application site and Pine View, was approved on 14th December 2021.
- **P/NMA/2021/05028** – The Section 96a application, which sought, at the request of the LPA, to enlarge the size of the footway on the western side of the western access into the proposed development from 2m to 3m, was approved on 14th March 2022.
- **WD/D/20/002129** - A Section 73 Application was submitted by the outline applicant to alter the wording of Conditions 18 and 19 of the outline permission. The application was withdrawn by the Applicant on 14th December 2021.

2.3 All the other elements of the planning history section of the original Planning Statement are unchanged, including in relation to the Development Plan.



3 Proposed Amendments

- 3.1 As set out in Section 1 of this Addendum Planning Statement, since the original reserved matters application was made in November 2021, the Applicants have held a number of extensive discussions with statutory consultees, including Bridport Town Council, Symondsburry Parish Council, Sport England and the LPA.
- 3.2 A significant amount of feedback has been provided to the Applicants, which has included a number of suggestions about how the original reserved matters application could be improved. Reflecting on this valuable feedback, the Applicants have made a number of amendments to their detailed proposals. A summary of the main changes proposed is provided below:

Revision to the Planning Layout

- 3.3 The Applicants have made numerous alterations to the planning layout. The principal changes are set out on the plan provided at Appendix 1 of this Addendum Planning Statement. Summarily, they are:

Layout and Character Related Alterations

- The density of the residential block immediately to the south of the B3162 and to the west of the Magdalen Farm House (Grade II Listed Building) has been reduced. The proposed housing in this area of the application site has also been pulled further to the west and away from the designated heritage asset. On completion of the development, public open space will be located between Plot 1 and the Listed Building (please refer to Point A of Appendix 1).
- The density of the residential development block immediately to the west of the proposed allotments has been reduced. The units in this area of the site have also been reorientated to provide an improved enclosure to the allotments and a greater level of natural surveillance (please refer to Point B of Appendix 1).
- The built form within the central area of the application site has been significantly amended to provide a more connected building line. Parking has been re-located from the side and frontage of properties to rear courts. A greater scale has also been applied to the dwellings located on the Loop Road (the Primary Street – Residential) (please refer to Points C of Appendix 1).
- The residential blocks in the eastern areas of the site have been redesigned. The quantum of frontage parking has been reduced (please refer to Points D of Appendix 1).
- The density of the residential blocks to the north of Vearse Farm have been reduced. The layout of the proposed units in these areas of the site have undergone a significant re-design, with Plots 413 to 423 being reorientated. A road and a footway is now located between the boundary of the application site and the plot frontages, which allows for a greater buffer between the Listed Farm Building and the frontages of the proposed dwellings (please refer to Points E of Appendix 1).
- The residential blocks to the east of Vearse Farm have undergone a significant re-design. The development within this area now proposes a less formal structure, which better reflects the agricultural vernacular of the adjacent farm complex (please refer to Points F of Appendix 1).
- The residential blocks to the south of the primary school site have been re-designed to better reflect the topography of that area of the application site (please refer to Points G of Appendix 1).



- The residential blocks in the western and south-western areas of the application site have been re-designed in a less regimented manner (please refer to Points H of Appendix 1).

Landscape Related Alterations

- The block structure in the eastern area of the site has been re-arranged to facilitate views towards Bridport Town Centre (please refer to Point 1 of Appendix 1).
- The design of streets has been altered to allow for a greater continuity of street verges. This allows for an increase in the quantum of street tree planting (please refer to Points 2 of Appendix 1).
- Green verges are to be included in secondary streets. This allows for street tree planting to be included in these areas of the application site (please refer to Points 3 of Appendix 1).
- The pocket green spaces have been combined in the western area of the application site. This alteration facilitates a view towards the surrounding landforms located to the north (please refer to Points 4 of Appendix 1).

Revision to House Types

3.4 A number of significant alterations to the house type package have been made by the Applicants. The changes have responded to the revised Design Code and three workshop sessions with the Local Planning Authority, where the following directly influenced the elevational treatment:

- A tighter urban grain proposed on the Loop Road (the Primary Street – Residential), which has led to the inclusion of additional house types within the submission; and
- A more detailed analysis of Bridport, which has led to additional facade detailing and/or the re-arrangement of facade components in order to more accurately respond to the local vernacular.

Revision to Materials Strategy

3.5 A thorough review of the material strategy was also undertaken during the workshop sessions with the Local Planning Authority. These discussions resulted in the following amendments:

- Additional area types have been included within the submission, with specific material palettes;
- A significant number of area type boundaries were re-drawn; and
- A greater level of vibrancy has now been included within the Central Vease Area Type.



4 Proposed Development

- 4.1 As outlined above, it is proposed that the description of development for this reserved matters application is amended to:

“the construction of 760 dwellings, public open space (including play space and landscape planting), allotments, an orchard, 2no. junior football pitches with associated changing rooms and car parking, pedestrian, cycle and vehicular links, drainage works and associated infrastructure.”

- 4.2 It continues to seek permission for all the remaining reserved matters, namely landscape, layout, scale and appearance.
- 4.3 The revised and now proposed planning layout is provided at Appendix 2. The land budget for the scheme is:

Table 1: Land Use Budget

Land Use	Area (Ha)
Residential Use	20.01
Open Space and Green and other Uncially Infrastructure	23.028
Total	43.3*

*including 0.29ha of visibility splays.

- 4.4 A summary of each of the main components of the application is provided in the following paragraphs.

Housing

- 4.5 As the principal land use, residential development extends across the reserved matters application site. The application proposes the development of 760 dwellings, which consist of apartments, terraced, semi-detached and detached properties. The majority of the proposed dwellings are two storeys in height, although there are elements where the landscape, topography and approved parameter plans allow for two and a half and three storey development.

Housing Mix

- 4.6 The application site provides the following housing mix:



Table 2: Proposed Housing Mix

Dwelling Sizes	Total	Percentage*
1 Bed	28	4%
2 Bed	194	26%
3 Bed	318	42%
4 Bed	212	28%
5 Bed	8	1%

*Figures do not sum due to rounding.

- 4.7 The scheme provides a mix of approximately 94% housing and 6% flats.
- 4.8 The proposed housing mix ensures that the scheme will provide a full range of housing types, which will assist in meeting the identified housing need and demand within the area.

Affordable Housing

- 4.9 The application proposes the provision of 35% affordable housing, which equates to 266 dwellings. This accords with the requirements of the s106 Legal Agreement. In addition, in conjunction with a Registered Provider, the Applicants propose to deliver an additional 36 dwellings as affordable housing, which means that the development will deliver just under 40% affordable housing in total. The additionality proposed by the Applicants, over the 'base' affordable housing provision, is considered to be a substantial planning benefit that weighs in favour of the proposal.
- 4.10 The vast majority of this affordable housing provision will be delivered by the Applicants on behalf of a Registered Provider, but the Applicants have agreed that should funding be available, then 6no. units will be delivered by the Community Land Trust as affordable housing.
- 4.11 In terms of the affordable housing tenure, it is proposed that 70% of the base affordable housing provision will be affordable rented units (186 dwellings) and 30% will be shared ownership units (80 dwellings). This again conforms with the s106 Legal Agreement.
- 4.12 The scheme also includes 5% of the affordable rented units as Category 2: Accessible and Adaptable Dwellings (see the Affordable Housing Scheme and Plan 1859_1115 Rev B for further details).
- 4.13 As shown on the Affordable Housing Plan (ref: 1859_1115 Rev B), the affordable housing has been distributed across the site in clusters, with the number of affordable units in a cluster



reflecting pre-application advice received from the Council's Affordable Housing Officer. Notably, the affordable housing provision features the same elevational detailing as the open market provision.

- 4.14 A revised Affordable Housing Statement is included as part of this submission.

Self-Building Housing

- 4.15 The s106 Legal Agreement requires the provision of 0.4ha of land to be identified for self-build housing. The three areas of self-build land that are shown on the Affordable Housing Plan (ref: 1859_1115 Rev A) meet this requirement. The three self-build areas will be served with mains water, foul water drainage, electricity and with vehicular and pedestrian access from the public highway. In due course, they will be marketed in accordance with the s106 Legal Agreement.
- 4.16 Whilst this reserved matters application seeks permission for specific house type designs within the self-build areas, the designs proposed represent one possible design solution for each plot. The future owners of the self-build plots will be able to either implement the design proposals within this reserved matters submission or will be able to submit their own reserved matters applications in due course, pursuant to the principal permission and the submitted Design Code.

Landscaping

Strategic Landscape Proposals

- 4.17 The proposed strategic landscaping is built upon the principles of the distinctive landscape character of the Area of Outstanding Natural Beauty (AONB). The landscape led design response proposed by the reserved matters application specifically responds to the AONB designation in the following ways:
- It retains and protects the existing watercourse and where possible, trees and hedgerows. In doing so, important site features and characteristics will be retained;
 - Softening and screening the proposed built-form with extensive areas of native species rich woodland planting, which was identified on the approved parameter plans. The planting builds on the characteristics of the AONB. The larger development parcels proposed will be visually broken up with tree lined streets and pockets of large stature trees;
 - Creating views out to the AONB and Bridport Town Centre. This will help develop legibility. Strategically placed seating will also encourage residents to sit and appreciate the scheme's landscape setting; and
 - Street character zones that are formed through planting choice of species and function, with varieties of native species used to assimilate the development into its wider context.
- 4.18 The character zones proposed within the development include:
- A Country Park along the River Simene corridor;
 - Woodland walks along the site's western and southern boundaries;
 - Green links and squares;
 - A circular leisure route; and
 - A primary green movement link, which is referred to as the Cycle Street.

- 4.19 A full description of these character areas and their management is included in the submitted



Landscape Ecological Management Plan (LEMP), which has been amended as part of this submission.

On-Plot Landscaping

4.20 On-plot landscaping is used to develop the various character areas within the scheme, which in turn helps to increase legibility. It also adds seasonal interest and helps to soften the built form. The proposal includes the following landscape character treatments:

- **Primary Green Movement Link** - characterised by colourful and scented species to create an engaging environment for those walking and cycling. Boundaries are defined by formal hedges and ornamental shrubs.
- **Lanes** - planting will reflect the naturalistic environment, with variants of native species. Where possible, berry producing species will be used. Boundaries are defined by hedgerows, primarily those with flower and berry producing species. Larger front gardens will accommodate small scale on-plot trees, which will help to blend the built form into the landscape beyond.
- **Secondary Spokes** - characterised by formal planting for year-round interest and structure. Boundaries are defined by evergreen hedges and semi-evergreen shrubs. Pocket green spaces are used to take advantage of vistas and integrate existing trees.
- **Allington View** - characterised by the boundary treatment framing the view of Allington Hill. Boundaries are defined by hedgerows and semi-evergreen shrubs.
- **Shared Streets** - characterised by informal shrub planting in response to the informal shared nature of the streets. Frontage parking will be interspersed with tree and hedgerow planting to help reduce its visual dominance in the street.
- **Public Transport Loop** - characterised by formal planting for year-round interest and structure. Boundaries are defined by evergreen hedges and semi-evergreen shrubs to help 'green' the streets and soften the perceived disturbance from larger vehicles.
- **West Road Mix** - Boundaries are defined by formal hedges and ornamental shrubs.

Play Provision

4.21 The reserved matters application includes the following play provision:

- Two Locally Equipped Areas of Play (LEAPs), one of which is located on the eastern arm of the Loop Road, within the 'green square.' The other is located within the south eastern portion of the site;
- A Multi-Use Games Area (MUGA), which is located to the north east of the playing pitch and to the south of the commercial area;
- A Neighbourhood Equipped Area of Play (NEAP) is proposed to the south of the MUGA and to the north of the primary school; and
- A Woodland Play Trail, which is located within the western portion of the development and is contained within the existing and proposed green infrastructure.

4.22 The detailed design for each element of play provision is included within the submission.

Allotments and Orchard

4.23 As shown on the Planning Layout (please refer to Appendix 2), the proposed development includes the provision of 0.5ha of allotments which are to be located to the west of the western arm of the Loop Road. The size of the allotments accords with the requirements of the s106 Legal Agreement. They will be constructed and made available for use on or before the requirements of



the s106 Legal Agreement. An Allotment Scheme and an Allotment Management Plan have been provided with the submitted LEMP.

- 4.24 In addition, an orchard (0.25ha) is proposed to the west of the eastern arm of the Loop Road and within the proposed River Simene Country Park. It will include tree species found locally within the area.

Playing Pitches and Changing Rooms

- 4.25 The reserved matters application now proposes the provision of two junior football pitches (1no. U11/U12 and 1no. U13/U14 pitch), changing rooms and associated car parking. As outlined in the submitted Comprehensive Sports Pitch Scheme, the proposals accord with the Sports Pitch Specification as outlined within the s106 Legal Agreement. The specification includes the provision of 22 car parking spaces (including one disabled car park space), which are located to the north east of the sports provision. The pitches are also located in close proximity to the 5m segregated footway/cycleway, which will ensure that the facility is accessible by sustainable modes of transport.

Vehicular and Pedestrian Access

Vehicular Access

- 4.26 Access was a matter considered in detail at the outline planning stage. As outlined in the Transport Assessment submitted in support of the outline application, vehicular access into the Vearse Farm development is to be via two priority junctions onto West Road; the eastern and western accesses. These access arrangements are shown on approved plan 10006-SK-09-Rev E.
- 4.27 At the request of the LPA, the Applicants submitted a Section 96a application to modestly alter the western access. Rather than a 2m footway on the western side of the access, the amended scheme proposes a 3m wide footway. As outlined above, the Section 96a application (ref: P/NMA/2021/05028) was approved on 14th March 2022. This reserved matters application includes this amended arrangement.
- 4.28 The principal permission also requires this reserved matters application to deliver various internal vehicular links. These include:
- **Condition 47** – vehicular access is required to be taken to the boundary of the application site, where it meets the residual part of the allocated site to the east (land adjacent to Coronation Road/Pine View). This point is reinforced in the s106 Legal Agreement, which requires two vehicular and pedestrian access points to be provided into the adjoining land, which are to be a minimum width of 9.5m. These connections are shown on the Planning Layout provided at Appendix 2.
 - **The School Site** – the s106 Legal Agreement requires the provision of a vehicular and pedestrian access for the school site, with a minimum width of 6.7m. It is to be constructed to a suitable standard for coaches. The reserved matters scheme proposes a carriageway width of 6.75m for the school access, plus the footways (2m) and the cycleway (3m). The scheme therefore complies with this obligation. A coach drop off/collection point is provided within 30m of the proposed entrance to the school site.
 - **Commercial Land** - The s106 Legal Agreement requires vehicular access to be provided up to, and 1m into, the commercial land. This has been provided in the reserved matters application. As requested by Dorset Council Highways, the commercial land will be



served by a 7.3m wide carriageway, which is shown within the reserved matters submission.

4.29 Details of the proposed street hierarchy can be found within the submitted Design Code.

Pedestrian and Cycle Accessibility

4.30 The reserved matters application proposes a number of pedestrian and cycle connections within the application site, as follows:

- **Cycle Street** - A 5m segregated pedestrian and cycleway that connects the proposed bridged access from Magdalen Lane and an additional connection to Pine View in the eastern portion of the site, through to the commercial land in the west. It will also connect with the Town Council's proposals for a segregated pedestrian/cycle way to link the application site with Bridport Town Centre to the east. The traffic calming measures required by the s106 Legal Agreement will be delivered under the separate highways approval regime.
- **Secondary North-South Connection on the Western Arm of the Loop Road** - A 3m shared footway/cycleway is proposed from the Western Access Road to the Cycle Street.
- **Secondary North-South Connection on the Existing Farm Track** - A 3m footway/cycleway is proposed along the existing Vearse Farm track, from its junction with West Road, to the proposed Loop Road.
- **Circular Walking Route** - The leisure route is provided within the green infrastructure elements of the scheme. It will link existing and future residents with services, facilities, employment opportunities and existing and proposed green infrastructure.

4.31 In combination with the above strategic foot and cycleways, a number of other connections are proposed. Together with the strategic connections, they ensure that the residential blocks proposed are highly accessible on foot or by bicycle to key destinations within the wider outline application site, including the primary school, the playing pitches, play spaces, allotments and the orchard, as well as the commercial area.

4.32 An assessment of how this reserved matters application links these pedestrian and cycle connections to those found within the surrounding area is provided in Section 5 of this Addendum Planning Statement.

Sustainable Travel

4.33 The proposals include two sustainable transport hubs. The primary sustainable transport hub is to be located on the eastern arm of the Loop Road. It will include:

- Three public electric vehicle charging points. The parking spaces that serve the charging points will be located off the public carriageway;
- A bus stop;
- Land for a community bike pool;
- A bicycle parking shelter; and
- A bicycle maintenance hub and a water fountain.

4.34 The secondary sustainable transport hub is to be located on the Cycle Street, in close proximity to the playing pitches. It includes the school coach drop off and collection point, a bicycle parking shelter and a second parcel of land for a community bike pool. The Applicants will also provide a bicycle maintenance hub and a water fountain within the secondary sustainable transport hub.



Off-Site Highways Works

- 4.35 A number of off-site highways improvements were secured at the outline application stage. However, these are matters which were settled as a result of the outline planning permission and are not relevant considerations for this reserved matters application.

Cycle Parking, Emergency Vehicles, Refuse Collection and Recycling

- 4.36 Car parking provision has been provided in accordance with the Council's parking standards as outlined in their Residential Car Parking Study (2011). Different parking typologies are proposed across the scheme, including frontage parking, tandem parking to the side of the dwelling and rear parking. The scheme also includes garages and car ports. The proposed parking arrangements accord with that required by the Design Code.
- 4.37 The scheme provides 1,577 allocated spaces for residents and 237 visitor car parking spaces in total, which equates to a provision of 208% for allocated spaces and 31% for visitors. This overall quantum is broken down in Table 3 below and its distribution is illustrated on the submitted Parking Plan (ref: 1859_1113 Rev B):

Table 3: Car Parking Provision

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

- 4.38 The garages are 'over-sized' to accommodate a car and storage, including for bicycles (they are a minimum internal measurement of 6m x 3m).
- 4.39 The Applicants will be providing electric vehicle charging points for all dwellings at a level consistent with Part S of the Building Regulations.
- 4.40 Cycle parking will be provided for each home, either in accessible and secure rear gardens or



garages.

- 4.41 The highway design is such that it will 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.
- 4.42 The Planning Layout has fully considered the need to provide refuse and recycling facilities within the curtilage of each property, as well as waste collection points (see Plan 1859_1117 Rev B for more information).

Foul and Surface Water Infrastructure

- 4.43 The proposed surface water management solution has been developed in accordance with the design parameters approved at the principal decision stage. However, additional design parameters have also been introduced to ensure that the scheme accords with current design guidance. Key elements considered in the design are:
- The basins have been designed to be protected from the predicted 1 in 100 year event, plus an allowance for climate change;
 - A 40% allowance for climate change has been included (rather than the 30% allowance at the principal decision stage);
 - A 10% allowance for urban creep has been included (which was not included at the principal decision stage); and
 - An allowance of 3.5 litres per second discharge from the school site.
- 4.44 The sustainable drainage strategy is predominantly comprised of an attenuation-based solution. However, it also includes micro Sustainable Drainage Systems (SuDS), which will offer a betterment to the volumes currently indicated at the outfall. These are defined on the highway typical sections and will form a key part of the detailed design.
- 4.45 The basins have been designed with minimum 1 in 3 embankments, so as to ensure safe access for maintenance. Basins 1 and 7B (as defined on the drainage layout provided at Appendix C of the Flood Risk Assessment) are proposed to be permanently wet in order to promote biodiversity.
- 4.46 The foul drainage solution procured at the principal decision stage was designed prior to the updates to the Water Industry Act 1991, which were made in 2019. The amendments to the Act allow for proposals to connect to a sewer of the same size or larger, without the need for a capacity check, or for the developer to fund any upgrades. As such, the proposed foul strategy has altered and, instead, a point of connection is proposed at Magdalen Lane.
- 4.47 Given the site's topography, a pumping solution is required in addition to parts of the site that can be gravity fed. The Pumping Station is proposed to be located to the south of the watercourse and to the north of the proposed residential development.
- 4.48 Whilst under the Water Act, existing sewer capacity issues do not fall to the developer, the use of a fully pumped solution will enable the Water Authority to operate an inhibitor such that the 6-hour storage capacity within the site can be utilised during peak periods and assist with existing main network capacity issues downstream from the development.



Sustainability

- 4.49 The Applicants have instructed Sol Environment to prepare a Carbon Emissions Statement and a Sustainable Design and Construction Statement. The work sets out a strategy for reducing energy consumption at source; providing energy efficiency measures and including low and zero carbon technologies.
- 4.50 Their report, which has been submitted as part of this reserved matters application, was prepared on the basis of the energy hierarchy. Mindful of the energy hierarchy, Sol Environment's work proposes the following measures to deliver a reduction in energy consumption, for providing energy efficiency measures and low and zero carbon technologies:
- Passive design measures, including passive solar design, building orientation, room layout and limiting solar gain;
 - The use of well insulated and highly air tight building fabrics;
 - Energy efficient fittings and controls; and
 - Low and zero carbon technologies.
- 4.51 Given the scale of the development, the measures will be implemented in several phases (please note that these do not correlate to the phases shown on the submitted Phasing Plan). For the sake of their work, Sol Environment have broken the scheme into three phases as follows:
- **Phase 1** – Dwellings forecast to start before 2023;
 - **Phase 2** – Dwellings forecast to commence between June 2023 and June 2025; and
 - **Phase 3** – Dwellings forecast to commence post June 2025.
- 4.52 The phases correlate with the proposed improvements to Building Regulations.
- 4.53 For Phase 1, the proposed measures include:
- Passive design measures;
 - High performance insulated and air tight building fabrics;
 - Space and water heating – a gas-fired combi boiler with an efficiency in excess of 89%;
 - Space heating will be delivered by radiators and will be controlled via time and temperature control zones; and
 - Roof mounted photovoltaic panels to offset 10% of unregulated emissions.
- 4.54 In terms of the roof mounted photovoltaic panels, a quantum sufficient to offset 38.2 tonnes CO₂/annum will be provided. This equates to approximately 90kwp of solar PV array, or approximately 630sq.m of roof mounted panels.
- 4.55 Electric vehicle charging points will also be provided in accordance with the standards outlined in Part S of the Building Regulations.
- 4.56 Various energy efficiency measures are proposed for Phases 2 and 3 of the development, which are referred to in Table 2.1 of Section 2.3 of the Carbon Emissions Strategy. The U-Values of the later phases of the development will be enhanced in line with prevailing Building Regulations Standards.
- 4.57 For Phases 2 and 3, the development will again offset 10% of unregulated emissions through:



- **Phase 2** – the Installation of roof mounted photovoltaic panels; and
- **Phase 3** – a combination of roof mounted photovoltaic panels and air source heat pumps.

4.58 Detailed modelling shall be undertaken in due course once future legislation relating to Part L of the Building Regulations (2021) and for the Future Homes Standards has been confirmed.

Phasing

4.59 A phasing plan has been provided to the LPA separately to this reserved matters application in order to discharge Condition 2 of the principal permission.

Skills Academy

4.60 During the construction phase of the development, the Applicants intend to establish a Skills Academy on the site. The Skills Academy will deliver and provide apprenticeships, employment, training and mentoring. Its purpose is to grow and keep a skilled workforce, which will help address the current skills shortages.

4.61 Using its on-site training hub, which includes classrooms and practical working space, the Skills Academy will create opportunities for local residents to gain experience, vocational qualifications, apprenticeships, employment and upskilling. All learners will also be required to successfully complete a Construction Skills Certification Scheme course, which will provide them with an entry level health and safety qualification.

4.62 The Skills Academy will also work directly with local schools. They will engage with local primary school pupils and teach basic construction techniques and the importance of health and safety during activities, such as building a bug hotel. Practical trade skills workshops will be held for secondary school pupils, Further Education (FE) students and Not in Education, Employment or Training (NEET) students. Opportunities will be provided for one-to-one sessions with the private training provider to carry out building projects and for assistance with CV writing and interview techniques.

4.63 During the pre-application phase, the Applicants have undertaken a significant level of engagement with the Town Council and other stakeholders, including Wessex Community Assets, who themselves are co-ordinating the 'Raise the Roof' initiative. The Raise the Roof initiative is focused on training and skills development, as well as re-connecting supply chains of locally sourced natural materials.

4.64 Given the above, the Applicants and Wessex Community Assets have agreed that they share a number of similar aims and that there is synergy in working together at the Foundry Lea development. Consequently, it has been agreed that the Bridport Woodhub will be located on the development site, as part of the Skills Academy. The development of the Woodhub, which forms a core ambition of Phase 2 of the Raise the Roof initiative will:

- Provide courses to give learners basic training on building skills and techniques;
- Provide modules on carpentry and joinery for simple timber construction;
- Provide modules focused on the use of zero carbon materials sourced locally, such as timber, hemp and clay; and
- Provide further opportunities for learning modules covering modern methods of construction, including off-site fabrication and digital design and manufacture.



- 4.65 There is no requirement within the principal planning permission or the s106 Legal Agreement for the Applicants to establish these training opportunities. Consequently, this is an unexpected planning benefit that should weigh in favour of the proposed development.

Design Code

- 4.66 As set out in the accompanying Design Compliance Statement, the proposed development aligns with the Vearse Farm Design Code.



5 The Parameters

- 5.1 The application site forms part of a wider land parcel that benefits from outline planning permission WD/D/17/000986 (the principal permission).
- 5.2 The approval of the principal permission on 2nd May 2019 established the acceptability of the principle and the broad form of development on the application site, as well as the elements of the development proposal which were approved in detail, which relate to access into the application site. These are matters which are settled as a result of the principal consent. This Addendum Planning Statement solely focuses on the reserved matters subject of this application which relate to this application site, which are landscape, layout (including internal access arrangements), scale and appearance.
- 5.3 As is ordinarily the case, this reserved matters application is required to be pursuant to the principal permission. This requires the reserved matters application to respond to the matters approved in detail, as well as the parameters established for the elements of the principal decision which were considered in outline.
- 5.4 Condition 1 of the principal permission lists a number of approved parameter plans which this reserved application is required to accord with. These parameter plans are:
 - Location Plan – Drawing Number 001E;
 - Priority Junction Layout off B3162 – Drawing Number 10006-SK-09 E;
 - Parameters Plan – Drawing Number 002Q;
 - Green Infrastructure Plan – Drawing Number 003Q; and
 - Scale and Density Plan – Drawing Number 004P.
- 5.5 In addition, a number of other conditions imposed on the principal permission establish other parameters that this reserved matters application needs to respond to. These include in relation to the quantum of development (Conditions 12 and 13); access and movement (Conditions 8, 31, 32 and 47); play provision (Conditions 33, 34, 35, 36 and 37); flood compensation (Condition 38); and finished floor levels (Condition 39).
- 5.6 An assessment of how this amended reserved matters application accords with the approved parameters is provided below.

Quantum of Development

- 5.7 As set out in the operative part of the description of development and Condition 12 of the principal permission, the site benefits from outline planning permission for up to 760 dwellings. This reserved matters application seeks the development of these 760 dwellings. Accordingly, in terms of the quantum of residential development, this reserved matters application is pursuant to the outline permission.
- 5.8 Whilst not forming part of this reserved matters application, sufficient space has been identified in the layout to accommodate a new primary school and its associated playing field (2ha). In line with Condition 13 of the principal permission and the s106 Legal Agreement, the land for the primary school will be served with the required infrastructure. Sufficient land has also been left within the principal permission application site (to the north west of the reserved matters application site) to deliver the required 4ha of employment provision, a mixed use local centre and a care home.



Location Plan

- 5.9 The site location plan (drawing number 001E) establishes the area of land which benefits from planning permission. This reserved matters application concerns an area of land that is within the land identified on plan 001E. Accordingly, the reserved matters application is in accordance with the approved site location plan.

Access into the Site

- 5.10 As indicated above, access was considered as a matter of detail at the outline application stage. The access arrangements, as shown on plan 10006-SK-09 E, are therefore fixed. Therefore, unlike the other parameter plans listed in Condition 1 of the principal permission, any reserved matters application submitted pursuant to the outline permission is required to fully reflect the access arrangements shown on the plan, unless with the permission of the LPA, they are altered.
- 5.11 Plan 10006-SK-09 E shows the two approved access arrangements; the eastern and western access points from the B3162. The eastern access is located approximately 70m to the east of the existing Vearse Farm access track and approximately 60m to the west of Lodge Lane. The western access arrangement is located opposite Duck Street.
- 5.12 As shown on the approved plan, both accesses are proposed to be priority junctions and will provide a 7.3m carriageway, with 2m wide footways on either side. Pedestrian crossing points are provided on both the eastern and western arms of each junction, across West Road. Similarly, crossing points are also proposed for both junctions within the site and to the south of West Road. The necessary visibility splays are identified on the approved junction arrangement.
- 5.13 As indicated above, the Applicants submitted a Section 96a application to modestly alter the approved access arrangement for the western arm of the western access (ref: P/NMA/2021/05028). The application, which has since been approved, sought to widen the footway of the western arm of the access arrangement to 3m. This additional space will aid the movement of people to and from the commercial area.
- 5.14 The reserved matters application responds to the access arrangement shown on plan 10006-SK-09 E, as amended by the Section 96a application P/NMA/2021/05028.

Connections within the Site

- 5.15 Condition 8 establishes the Access and Movement Strategy Plan (ref: 010 Rev C) as a parameter plan. Each phase of development is required to provide details of the highway's layout, which should be based on this Access and Movement Strategy Plan. An explanation of the Access and Movement Plan and how the reserved matters submission accords with it, is provided below:
- **Primary Loop Road** – The Access and Movement Plan shows a Loop Road that connects the eastern and western accesses and crosses the River Simene in two locations. This is provided on the Planning Layout and is described in the Design Code and the Design Compliance Statement as being the Primary Street - residential.
 - **East-West Avenue** – The Avenue is shown as connecting the western section of the Loop Road with the eastern residential development parcels. Whilst this reserved matters application retains and enhances the pedestrian and cycle east-west link, given the design vision for the site, which seeks to promote a shift to more sustainable modes of travel, the proposal does not include a complete east-west vehicular connection. Instead, it



terminates to the west of the Vearse Farm access track. This alteration resulted from extensive pre-application discussions with the LPA and the Design Review Panel.

- **Combined Cycle and Footway Connection** – The Parameter Plan shows a combined pedestrian and cycle connection linking the existing bridged connection to West Road (to the west of Magdalen Court), as well as the proposed bridge connection to Magdalen Lane, with the western arm of the Loop Road. The Masterplan Document, which was submitted with the outline application, illustrates that this connection should be 3m in width¹. However, since the principal decision was made, the Department of Transport have published Local Transport Note 1/20. The LPA and the Design Review Panel have indicated that the publication of this document is a material consideration that necessitates a reconsideration of the design of the Combined Cycle and Footway Connection. They instead now advocate a 5m segregated approach. Accordingly, this revised design has been reflected within the Design Code and the reserved matters application (known as the Cycle Street). It will connect the proposals being delivered by the Town Council between the application site and the Town Centre, which follow a similar design ethos. As well as widening the connection, the Applicants have also increased the length of the Cycle Street, with it now terminating by the commercial area, rather than the western arm of the Loop Road. This will help to deliver a modal shift towards sustainable modes of travel for the commercial area. Strategic planting is proposed along its entire length. These enhancements are unexpected planning benefits.
- **North-South Avenue** – The Parameter Plan shows a North-South Avenue, which follows the existing Vearse Farm access track. The Masterplan Document describes this route as being “*pedestrian friendly*”². A 3m shared footway/cycleway is proposed from West Road to the Loop Road. It will be separate to the vehicular links proposed adjacent to it. It ensures that the existing Public Right of Way, will, as required by the Access and Movement Plan, be retained and enhanced.
- **Footway Connections** – In line with the Access and Movement Plan, the reserved matters application includes a number of formal and informal footway connections to key destinations, including around the periphery of the application site (the circular walking route); along the River Simene corridor; and through the ‘blue land’ to the south, including two connections to Broad Lane. Existing Public Rights of Way will be retained and enhanced. There are instances where minor diversions are required, albeit these will be remedied through appropriate mechanisms in due course.
- **Internal Development Roads** – The internal development roads were shown indicatively on the Access and Movement Plan. Whilst the nature of this plan was as a guiding plan, it is instructive to note that the internal road layout broadly follows the pattern of streets identified on the Access and Movement Plan. As indicated above, access to the boundary between the application site and the residual part of the Vearse Farm allocation has been provided in a manner that is consistent with the s106 Legal Agreement. It is noted that no vehicular connection is provided across the Cycle Street, so as to promote a modal shift towards sustainable modes of transport.

5.16 The Access and Movement Plan also shows a number of other ‘connection points to the network of routes.’ A number of these relate to off-site matters which are beyond the scope of this reserved matters application and which were secured at the principal decision stage. However, those that are relevant considerations include:

- **The Pedestrian and Cycle Connection to Magdalen Lane** – The Plan required a ramped pedestrian and cycle connection to be provided to Magdalen Lane from the application site. No other information is provided on the Plan regarding the specification of the ramped access, and Condition 31 of the principal permission requires the Applicants to

¹ Please refer to pages 76 and 77.

² Page 24 refers.



provide details relating to the specification of the bridge connection, which implies that it is not a settled matter. It is instructive to note that whilst it is not an approved plan and was not an Environmental Statement (ES) Assessment Plan, Plan 10006-SK-21 Rev B identifies that the connection should be between 2.5m and 3m in width. For the reasons outlined above in relation to the Cycle Street, this reserved matters application seeks to widen the width of this connection to 5m. This will ensure that it correlates with the 5m Cycle Street being proposed within the site and the Town Council's aspirations between the site and the Town Centre. This is an unexpected planning benefit.

- **Pine View** - As outlined in Section 2 of this Planning Statement, the outline applicant has obtained full planning permission to construct a footway/cycleway between the reserved matters application site and Pine View (ref: P/FUL/2021/01895). It is proposed that this footway/cycleway will connect with the Cycle Street.
- **Cycle Connection to B3162** – As described above, the proposed development includes a shared 3m footway/cycleway that links the Primary Route to West Road and follows the existing Vearse Farm Access Track.
- **Vehicular and Pedestrian Connections to B3162** – Vehicular and pedestrian connections will be provided in accordance with the approved plans, as amended.
- **Footpath Connections to Broad Lane** – Two informal connections are provided to Broad Lane.

5.17 Given the above, it can be concluded that in access terms, this reserved matters application has delivered, and in some cases has improved on, the broad principles of the vehicular, pedestrian and cycle connectivity established at the outline application stage.

Parameter Plan

5.18 Condition 1 of the principal permission requires this reserved matters application to be carried out in accordance with the parameters established on Plan 002Q. The primary purpose of this approved Parameter Plan was to establish the distribution of land uses across the application site.

5.19 The Plan identifies ten residential development blocks³ as follows: one block located to the south of West Road, north of the River Simene and to the east of the western arm of the Loop Road; five residential development blocks to the south of the River Simene and to the east of the existing access track to Vearse Farm; and four residential blocks to the west of the existing farm track to Vearse Farm and to the south of the River Simene. The residential development proposed within this reserved matters application has been framed within this block structure. The most significant deviations from the defined residential block parcels are:

- The conjoining of Parcels 2 and 4 with Parcel 3⁴. This has allowed for an increase in the size of open space to be provided for Tree 17, which is a Category A tree;
- An increase in the size of Parcel 1. Development extends further to the south to allow for a building typology which is more reflective of the neighbouring farm complex;
- Residential development modestly encroaches into the primary school site as defined on Plan 002Q, but the school site is provided with compensatory space elsewhere to ensure that 2ha of land is provided for; and
- The increase in the size of Parcel 16 to the south, which allows for a modest increase in the number of units that could be accommodated. The proposal better reflects the pattern of development on West Road and ensures an efficient use of land.

³Please note that in some instances, a number of parcels as defined on the Scale and Density Parameter Plan are located within the blocks shown on the Parameter Plan.

⁴Please note that the referencing refers to the numbering of the Parcels as defined on approved plan 004 Rev P.



- 5.20 More minor alterations to the shape of Parcels 4, 12, 14 and 15 are proposed. This has helped to ensure that a sensible design solution is achieved. However, in all cases, the increase in these Parcels has not, in overall terms, increased the quantum of residential development on the site, both in terms of unit numbers and in terms of hectares. Table 4 confirms that the residential area within this reserved matters application is the same as that calculated at the principal permission stage; 20.01ha. These changes are therefore considered to be inconsequential.
- 5.21 In terms of other land uses, the Parameters Plan identifies the proposed primary school and the sports pitch as being located to the south of the commercial area and the River Simene, in the western portion of the wider site. The commercial area itself, which does not form part of this reserved matters application, is shown as being located in the north western portion of the site. As shown on the submitted Planning Layout, the school site and the sports pitches are shown in broadly the same location as on the Parameters Plan and sufficient land has been left to accommodate the land uses proposed in the commercial area. It is noted that the shape of the school site has been regularised to assist with its forthcoming reserved matters submission. The changes to the shape of the land parcel, which are inconsequential in the overall context of the scheme, still ensure that a 2ha parcel is provided and the alteration sits within the ambit of the s106 Legal Agreement which allows for such a change, with agreement from Dorset Council.
- 5.22 The Parameter Plan also identifies the location of the eastern and western access roads into the wider Vearse Farm site. As discussed above, these vehicular and pedestrian accesses have been provided within the reserved matters application, albeit with a wider footway on the western arm of the Primary Route. The reserved matters shows the accesses connecting into the residential parcels either side of the existing Vearse Farm track, which is consistent with the Parameter Plan. Similarly, access infrastructure was anticipated to the residential parcel to the west of the existing Vearse Farm access track and to the north of the school site. This has again been provided within the reserved matters submission, albeit in a modestly altered alignment, which reflects the new shape of the school site. The shared cycle/footpath bridge link to Magdalen Lane is shown on the Parameter Plan. Again, as discussed above, this is provided within the reserved matters submission.
- 5.23 The approved Plan also shows the location and shape of six SuDs features within the site, which aside from the SuDs proposed in the north west and the south east of the site, are located along the River Simene corridor. A flood compensation area is also identified as being required between the eastern and western accesses and to the south of the River Simene. The reserved matters application builds upon this strategy, although as a result of a greater understanding of the development proposals, (the detailed design) and due to the need to respond to more up-to-date design guidance, proposes an increase in the number of SuDs features, as well as alterations to the shape and location of others. This is outlined below:
- Whilst the location of the SuDs feature to the west of the sports pitch is in broadly the same location as shown on the Parameter Plan, its shape has altered;
 - A new SuDs feature has been introduced to the east of Parcel 15, which is required to serve that Parcel;
 - A new SuDs feature has been introduced immediately to the east of the western arm of the Loop Road. This is required to serve the access arrangements. The requirement for this feature was not considered at the outline stage;
 - A new SuDs feature has been introduced to the south east of Parcel 16. The requirement for this feature was not considered at the outline stage;
 - The two SuDs features to the north of Parcel 12 are shown in the same broad location as



- the Parameter Plan, but their shape and size has altered;
- A new SuDs feature is proposed to the south west of the Magdalen Lane access; and
- The shape of the SuDs feature to the north of Parcel 3 has altered.

5.24 The flood compensation area required as a result of the accesses crossing the River Simene corridor has been relocated to the north and to the south of the B3162. This is to allow sufficient space for the SuDs feature required to serve Parcel 14.

5.25 The reserved matters application does not include the north western SuD as shown on the Parameters Plan. It is not required to drain the land uses proposed, or others that are to be serviced by this reserved matters application.

5.26 The Parameter Plan also identifies the location of existing and proposed green infrastructure, play spaces and allotments/community food growing areas. These features are discussed in relation to the Green Infrastructure Plan below. It is however instructive to note that the location of the LEAP and NEAP on the Plan are described as being approximate locations and the allotments/local flood growing areas/community orchard provision are described as being potential locations, implying that their location was not fixed. An area of formal open space is shown as being located to the east of the existing Vearse Farm track. This is shown within the reserved matters application and contains a LEAP.

5.27 Approved Parameter Plan 002Q also establishes a land budget for each of the uses that benefit from planning permission as a result of the principal permission. A comparison is provided in the table below of the land uses either provided or safeguarded within this reserved matters application, with the land use budget provided on the Parameter Plan. It demonstrates that the reserved matters submission is consistent with the size of each land use proposed at the principal decision stage.

Table 4: Comparison of Land Use Budgets

Land Use	Area Identified at the Principal Permission Stage (Ha)	Reserved Matters Area (Ha)
Residential	20.01	20.01
Open Space*	21.64	21.64
School	2.00	2.00
Sports	1.45	1.45
Visibility Splays (at connections to B3162)	0.29	0.29

*Includes SuDs, Green Space, Formal Open Space, NEAPs, LEAPs, Community Orchards, Allotments, Flood Compensation Area, Strategic Planting, Access Infrastructure).

Green Infrastructure Plan

5.28 This reserved matters application is required to be in accordance with the Green Infrastructure Plan 003 Rev Q. In line with this approved Plan (and the related planning conditions and s106



obligations which have been described in the preceding section of this Planning Statement), the reserved matters application provides:

- Allotments – 0.5ha;
- Orchard – 0.25ha;
- Two LEAPs;
- One NEAP; and
- An area of sports provision of 1.45ha, which includes two junior football pitches (1no. U11/12s and 1no. U13/U14) and a MUGA.

5.29 As illustrated on the Green Infrastructure Plan and as agreed with the LPA, the locations of the proposed LEAPs, NEAP, the allotments and the orchard are shown as potential or approximate locations. The Plan therefore allows for flexibility as to where each of these uses can be located. The orchard has been located within one of the suggested locations for food growing opportunities (to the west of the eastern access). Similarly, a LEAP is proposed in the south eastern area of the application site, in broadly the same location as shown on the Green Infrastructure Plan. The second LEAP and the allotments have been located in more central areas of the site, where they can better serve the resident population. The NEAP has been located with the MUGA and the sports pitch to provide a 'play hub.' These revised locations are all in close proximity to the Cycle Street.

5.30 As indicated above (see Table 4), the sports pitch, changing rooms and MUGA will be provided on a land parcel that measures 1.45ha. This accords with the requirements established on the Green Infrastructure Plan (1.447ha). As allowed by the s106 Legal Agreement and as shown on the Parameter Plan, two junior pitches are proposed.

5.31 The Green Infrastructure Plan identifies a new strategic planting scheme that takes a broad cruciform, following the alignment of the Cycle Street and the existing Vearse Farm access track. Street planting is proposed along both corridors, albeit for the reasons set out above, the planting proposals extend further westward and follow the extended Cycle Street to the commercial area.

5.32 On the whole, the reserved matters application seeks to retain the existing trees and hedgerows shown on the Green Infrastructure Plan and supplements it with the additional strategic planting shown. However, a number of minor hedgerow losses are proposed over that shown on the Green Infrastructure Plan. These include:

- A section of hedgerow to the north of residential Parcel 4⁵;
- A section of hedgerow between Parcels 5 and 6;
- A section of hedgerow to the north east of residential Parcel 11;
- A small section of hedgerow within the central LEAP;
- Small sections of hedgerow in the western areas of the site (to the north west of the sports pitches, to the south west and to the south of Parcel 8), which are to facilitate access, including for pedestrians; and
- A section of hedgerow to the north of Parcel 9.

5.33 However, the reserved matters application includes the retention of significant stretches of a hedgerow between the eastern edge of the site and the central LEAP, as well as another to the north west of the sports pitches. In addition, the enhancement of existing and retained hedgerows, together with the proposed planting would mitigate and improve on any losses. The

⁵ As defined on the Scale and Density Plan.



scheme delivers a 30.39% net gain in terms of hedgerow units.

- 5.34 Matters relating to SuDs features, the flood compensation area, formal open space and the shared cycle/footpath bridged link to Magdalen Way are discussed above. For brevity, this analysis is not repeated in this section, although is equally applicable.
- 5.35 Accordingly, it can be concluded that, as required by Condition 1 of the principal permission, the development accords with Green Infrastructure Parameter Plan 003Q.

Scale

- 5.36 The Scale and Density Plan 004P identifies three scale parameters, which are expressed both in terms of storey heights and in terms of metres from the ground floor level to the ridge line. Point features are specifically excluded from the scale parameters. The Plan applies the three scale parameters to the 16 residential blocks identified on the Plan.
- 5.37 Generally, it anticipates that the lowest scale of residential development will be located on the more peripheral areas of the site (in the southern areas of the site and the residential block immediately to the south of West Road in the north eastern corner of the site), where the scale of development is limited to a maximum of two storeys/a maximum of 9.5m from ground level to ridge height.
- 5.38 The medium scale parameter, which is up to 2.5 storeys/a maximum of 10.5m from ground level to ridge height, has been applied in the eastern areas of the site and to the residential block to the north of the proposed school site and to the east of the sports pitch.
- 5.39 The Scale and Density Plan expects the scale of the residential development to be highest within the central areas of the site, to the east and west of the existing farm track and to the north and south of the primary pedestrian/cycleway. The height of residential development in these locations is limited to up to three storeys in height/a maximum of 12.5m from ground level to ridge height.
- 5.40 These scale parameters have informed the reserved matters application. As demonstrated in the table below, the reserved matters application accords with the approved scale parameters (the residential blocks referred to below are defined on the Scale and Density Plan 004P):

Table 5: Comparison Between the Approved Scale Parameters and the Reserved Matters Proposals

Development Parcels	Outline Height Parameter (Storeys)	Maximum Reserved Matters Height Parameter (Storeys)	Outline Height Parameter (Metres from Ground Floor to Ridge)	Maximum Reserved Matters Height (Metres from Ground Floor to Ridge)
1	2	2	9.5	8.7
2	2	2	9.5	8.3
3	2	2	9.5	8.6
4	2.5	2	10.5	8.6
5	2	2	9.5	8.5
6	2	2	9.5	8.5
7	2	2	9.5	8.7



8	2	2	9.5	8.7
9	3	3	12.5	11.1
10	3	3	12.5	10.4
11	2.5	2.5	10.5	10.1
12	2.5	2.5	10.5	10.1
13	3	3	12.5	10.4
14	3	2.5	12.5	9.3
15	2.5	2.5	10.5	9.3
16	2	2	9.5	8.6

Density

- 5.41 The maximum density parcel for each residential block is also defined on the approved Scale and Density Plan 004P. The table on the plan provides three density bands. The lowest density band is afforded to the residential block immediately to the south of West Road, in the north east corner of the site (Parcel 16), where a density of 25 dwellings per hectare is proposed. The medium density band (up to 35 dwellings per hectare) is proposed for the southern and western residential blocks (Parcels 1-8), with the higher density (up to 45 dwellings per hectare), being proposed in the eastern and central areas of the site (Parcels 4 and 9 to 15).
- 5.42 As demonstrated in the table below, aside for Parcels 2, 6, 9, 10, 13, 15 and 16, the reserved matters application accords with the density ranges identified on the Parameter Plan.

Table 6: Comparison Between the Approved Density Parameters and the Reserved Matters Proposals

Development Parcels	Outline Density Parameter (Dwellings Per Ha)	Reserved Matters Density Parameter (Dwellings Per Ha)
1	35	28
2	35	37
3	35	23
4	45	32
5	35	35
6	35	36
7	35	32
8	35	35
9	45	46
10	45	46
11	45	39



12	45	37.0
13	45	55.0
14	45	45
15	45	47
16	25	34

- 5.43 The largest increases in density are proposed for residential Parcels 13, 15 and 16.
- 5.44 The increases proposed for Parcels 13 and 15 are in areas of the site which are on lower ground. This has allowed for a design solution that reduces the density of development in the higher and more visually prominent areas of the site, including in Parcels 1, 3, 4 and 7. Parcel 13 is also located in an area of the site where a high level of density is anticipated.
- 5.45 The density of residential Parcel 16 proposed through the reserved matters application better reflects the density of development found on West Road and will lead to a more efficient use of land.
- 5.46 It is considered that the minor inconsistency in the level of density assumed for residential Parcels 2, 6, 9 and 10 at the principal decision stage and the reserved matters, would, in the context of the proposed development, be imperceptible.
- 5.47 In overall terms and in the context of the 760 dwellings being proposed, the modest increase in density for these Parcels, would, as has been demonstrated in the ES Addendum, not have a discernible landscape and visual effect, or increase the level of harm to identified designated historic assets. It would also not result in a level of development that exceeds the total quantum of development approved at the principal decision stage.

Flood Compensation

- 5.48 As set out above, a flood compensation area has been included within the proposed development, albeit it has been relocated to a more northerly location. Details of the compensation scheme have been submitted to the Local Planning Authority in order to discharge Condition 39 of the principal permission.

Finished Floor Levels

- 5.49 Details of finished floor levels have been submitted to the Local Planning Authority in order to discharge Condition 39 of the principal permission. They respond to the Flood Risk Assessment submitted at the principal permission stage and the parameters established in Condition 39.

Summary

- 5.50 As indicated above, the submitted scheme significantly accords with the parameters established through the outline application, or revised plans where they have been varied.
- 5.51 Whilst there is a modest increase in density being proposed for seven residential development



parcels, this has been found, in the context of the development being proposed, to have an inconsequential impact. The alterations have been made to allow for an improved design solution. The proposed development is therefore consistent with the design principles, which were considered by the LPA to be acceptable.

5.52 In addition to the above, the reserved matters submission proposes a number of modest alterations when compared to a strict interpretation of the approved Parameter Plans. These modest alterations, which are set out in the table below, are considered to improve the scheme in comparison to the approved parameter plans, whilst also sitting within the ambit of the outline planning permission.

Table 7: Proposed Changes

Proposed Change	Reason
Change to the footway width of the western arm of the Western Access from 2m to 3m in comparison to approved Plan 10006-SK-09 Rev E.	At the request of the LPA. It will aid the movement of people to and from this location and assist in promoting a modal shift away from the use of private vehicles.
No complete east-west vehicular connection on the east-west link, parallel to the Cycle Street.	The alteration helps to promote a modal shift away from the private vehicle, towards sustainable modes of transport. There is also no obvious destination that would necessitate the vehicular link. Vehicular connections have been provided in other ways to the eastern portion of the site.
The increase in the width and length of the Cycle Street.	At the request of the LPA and the Design Review Panel and in response to LTN 1/20, which was published following the approval of the principal application. It ensures that the connection ties in with the Town Council's proposals to the east of the site.
Strategic planting extended to the commercial area.	To correlate with the increase in the length of the Cycle Street.
The increase in the width of the Bridge connection from the site to Magdalen Lane to 5m.	At the request of the LPA and the Design Review Panel and to respond to LTN 1/20, which was published since the approval of the principal application. It ensures that the connection ties in with the Town Council's proposals to the east of the site.
A change to the shape of the school site.	To assist with its forthcoming reserved matters application.
The alignment of the school access road.	To reflect the revised shape of the school site.
Shape of the sports pitch.	Minor alterations to the shape of the sports pitch are proposed as a result of the changes of shape for the land parcels for other uses. It will still deliver the minimum requirements (1.45ha).



Four new SuDs features are proposed; to the east of Parcel 15; immediately to the east of the western arm of the Loop road; to the south east of Parcel 16; and to the south west of the Magdalen Lane Access.	A greater understanding of the detailed design and to respond to more up-to-date design guidance.
Altering the shape and size of the SuDs features to the west of the sports pitch; to the north of Parcel 12 and to the north of Parcel 3.	A greater understanding of the detailed design and to respond to more up-to-date design guidance.
The relocation of the flood compensation area to the north of the River Simene.	To allow for sufficient space to accommodate new SuDs to the north of Parcel 14.
The second LEAP and the allotments have been relocated to more central areas of the site.	To better serve the residential population.
The relocation of the NEAP with the MUGA and the sports pitch.	To provide a central 'play hub' in an accessible location on the Cycle Street.
Increase in the size of Parcel 16.	To make efficient use of the land parcel and to provide a better response to the pattern of development on West Road.
Conjoining of Parcels 2 and 4 with Parcel 3.	Allows for the opportunity to increase the amount of open space to be provided around Tree 17, which is a Category A tree.
The alteration in shape to Parcels 1, 4, 9, 12, 14 and 15.	To facilitate a sensible design solution.
Minor losses to sections of hedgerow, including to the north of residential Parcel 4, between Parcels 5 and 6, to the north east of residential Parcel 11, within the central LEAP, to the north of Parcel 9 and within three locations in the western area of the site.	To facilitate a sensible design solution.
The retention of a significant stretch of hedgerow between the eastern edge of the site and the central LEAP. The majority of another hedgerow to the north west of the sports pitches is also retained.	To enhance the green east-west Cycle Street and for biodiversity and landscape reasons.
The increase in the density of Parcels 13 and 15.	To allow for a reduction in the density of more visually sensitive areas of the site.
The increase in the density of Parcels 16.	To make efficient use of the land parcel and to provide a better response to the pattern of development on West Road.
The increase in density for Parcels 2, 6, 9 and 10	To facilitate an improved design solution.

5.53 The environmental effects of these alterations have been considered in the submitted ES Addendum.



6 Material Considerations, Planning Balance and Benefits

Material Considerations

- 6.1 Aside from the LPA's housing land supply position, the material considerations identified within the original Addendum Planning Statement remain as assessed.
- 6.2 West Dorset, Weymouth and Portland District Council's latest published Housing Land Supply Statement (May 2022) states that there is a demonstrable supply of 5.85 years (with a 5% buffer), over the five-year period 2021 to 2026. This includes the assumption that 155 dwellings will be completed on the application site within that 5-year period. Consequently, any delay in determining this reserved matters application could result in a reduced housing land supply calculation.

Planning Balance and Benefits

- 6.3 As was demonstrated in the original Planning Statement, the proposed development generally accords with the Development Plan. In accordance with para. 11 of the National Planning Policy Framework (hereafter NPPF), it therefore should be approved without delay.
- 6.4 However, it is possible that a third-party may allege a more severe conflict between the proposed development and the Development Plan. As established in case law (please refer to Section 5 of the original Planning Statement), it is still possible to conclude that a planning application accords with the Development Plan, despite conflicting with policies or specific policy tests within the Plan. In such a circumstance, it is for the decision maker to balance the harm caused by the conflict or conflicts, against the benefits delivered by the proposal.
- 6.5 During the determination of the principal application, an assessment of the harm derived from the proposals was weighed against the benefits delivered by it. Despite the harm identified at that stage, the overall conclusion presented within the ES, which assessed the effects of the development, was that the development should proceed. By granting planning permission, the LPA must, by definition, have also concluded that the benefits derived from the outline proposal outweighed any harm in the planning balance.
- 6.6 The work provided within the ES Addendum confirms that the resultant harm from the proposed development has not materially altered to that assessed and that was found to be acceptable at the principal decision stage.
- 6.7 However, the proposed development has been formed to build upon and enhance the list of benefits set out in para. 2.3 of the Planning Statement and Appendix A of the Masterplan Document submitted in support of the principal application. These additional benefits include:
 - The provision of 36 additional affordable housing units, over that agreed within the s106 Legal Agreement;
 - In partnership with Wessex Community Assets, the provision of a Skills Academy and a Woodhub, which will provide apprenticeships, employment, training, mentoring and upskilling opportunities. Specifically, the Woodhub will provide modules on carpentry, joinery, the use of locally sourced zero carbon materials and modern methods of construction;



- The incorporation of a 5m segregated pedestrian and cycle route crossing the site (the Cycle Street);
- The increase in the width of the footway on the western arm of the Loop Road;
- The increase in the width of the bridged access onto Magdalen Lane to 5m;
- Net gains of 11.50% in terms of habitat units and 30.39% in terms of hedgerow units;
- The use of a drainage strategy that enhances on the design parameters employed at the outline application stage. It also provides a significant benefit when compared to existing greenfield run-off rates from the site;
- The provision of 3no. public electric vehicle charging points and associated parking spaces;
- The provision of two areas of land that can be used to accommodate community bike pools;
- Public bicycle storage/parking shelters;
- Two bicycle maintenance hubs and water fountains;
- Electric vehicle charging points provided to dwellings at levels set out within Part S of the Building Regulations; and
- A package of sustainability measures that in overall terms, will significantly exceed Part L of the 2013 Building Regulations. In addition, a combination of photovoltaic panels and air source heat pumps will be used to off-set 10% of the scheme's unregulated emissions. This will be achieved through the use of photovoltaic panels and air source heat pumps.



7 Conclusion

- 7.1 Following engagement with statutory consultees, Bridport Town Council, Symondsbury Parish Council and the LPA, the Applicants have made a number of amendments to their submission. These changes result in a minor alteration to the description of development to reflect the change in approach to the sports pitches (two junior pitches are proposed, instead of one).
- 7.2 Through the incorporation of the changes suggested by the consultees, the scheme, from a development management perspective, is considered to be acceptable. It continues to accord with the parameters established at the outline planning stage and other matters set out in the Section 106 Legal Agreement.
- 7.3 Given the above, the scheme is commended to the LPA, who are respectfully requested to approve these reserved matters.

LRM Planning
May 2022



Appendix 1 – Principal Changes to the Planning Layout



Appendix 2 – Planning Layout