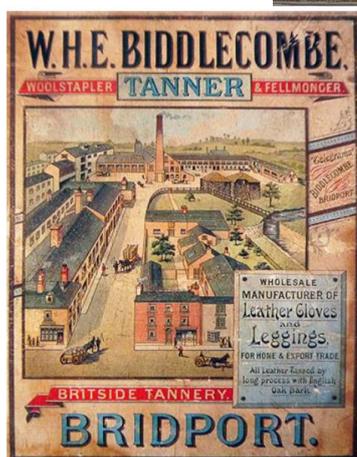


# Regeneration of Bridport Bus Station

## Feasibility Study Report

### For Bridport Town Council & Dorset Council



**Simon Williams**  
Footprint Futures – Planning & Regeneration

**Seb Cope**  
Seb Cope Design

April 2022

<b>Contents</b>	<b>Page</b>
<b>1 Introduction</b>	<b>3</b>
<b>2 Scope of Proposed Feasibility Study</b>	<b>4</b>
<b>3 Site Location &amp; Description</b>	<b>7</b>
<b>4 Site History</b>	<b>9</b>
<b>5 Bridport Conservation Area Appraisal &amp; Heritage Issues</b>	<b>9</b>
<b>6 Potential Relationships with Other Developments</b>	<b>12</b>
<b>7 Bus Station Site - First Thoughts from the Initial Appraisal</b>	<b>17</b>
<b>8 Strengths Weaknesses, Opportunities &amp; Threats</b>	<b>18</b>
<b>9 National, Local &amp; Neighbourhood Planning Policies</b>	<b>20</b>
<b>10 Technical Issues &amp; Reports; Utilities, Geotechnical, Flood Risk, Contamination &amp; Archaeology</b>	<b>27</b>
<b>11 Key Organisations Stakeholders &amp; Partners</b>	<b>31</b>
<b>12 Potential Land Use Options</b>	<b>33</b>
<b>13 Options for Site Layout &amp; Proposals</b>	<b>36</b>
<b>14 Options &amp; Car parking Comparisons</b>	<b>48</b>
<b>15 Potential Phasing Plan</b>	<b>48</b>
<b>16 Summary of Technical Observation on Options E &amp; F</b>	<b>50</b>
<b>17 Next Stages of the Project - Approximate Timeline - April 2022+</b>	<b>52</b>
<b>18 Concluding Comments</b>	<b>55</b>
<b>Appendix 1 – Location &amp; Site Plans &amp; Conservation Area Plan</b>	<b>56</b>
<b>Appendix 2 - Summary Brief from Bridport Town Council</b>	<b>57</b>
<b>Appendix 3 - Historic Maps</b>	<b>58</b>
<b>Appendix 4 - Infrastructure &amp; Utility Services</b>	<b>62</b>
<b>Appendix 5 - Annotated Photographs</b>	<b>66</b>
<b>Appendix 6 – Land Use Survey Results</b>	<b>68</b>
<b>Appendix 7 – Note of Meeting with First Bus</b>	<b>79</b>
<b>Appendix 8 – Initial Response from Environment Agency</b>	<b>80</b>

**Simon Williams MBE, BSc, DipTP, MSc, MRTPI**

**Footprint Futures Planning & Regeneration**

**Seb Cope BSc**

**Seb Cope Design**

**April 2022**

# Regeneration of Bridport Bus Station – Feasibility Study Report

## 1 Introduction

1.1 Bridport Town Council and Dorset Council, as lead organisations, have appointed **Footprint Futures – Planning & Regeneration** and Seb Cope Design to prepare a Feasibility Study, to explore the regeneration opportunities and options for the Bridport Bus Station site. See Location and Site Plans in **Appendix 1**.

1.2 It was essential that this was undertaken with close cooperation and liaison with the two authorities, to draw upon the knowledge and expertise of their staff, as well as other important stakeholders. Some most useful background research has also been undertaken by Peter Chapman, Consulting Engineer in Bridport, that provides historic maps of the site, as well as plans showing the various utility services that cross and are adjacent to the site.

### 1.3 Bus Stations and Interchanges - Extracts from an article by Alistair Branch

*“The grim poverty of the architecture; the wide, windswept and litter-strewn concourses, long aisles of metal clad, door-less shelters – they all contribute to these hubs becoming a beacon for petty vandalism and vagrancy; even worse, this aura seems to ooze out into the surrounding area.*

*If we’re serious about urban regeneration, we should look at bus stations as a hub around which we can build a wider renewal. It’s well-known that re-imagining transport hubs is one of the best catalysts for regeneration – and not just in terms of improving the local architecture. There is no reason why the same can’t be true, albeit on a somewhat smaller scale, for bus stations. In fact, regenerating a neglected bus station doesn’t simply promise economic improvement and employment opportunities, but can provide a powerful boost to social regeneration.*

*Local authorities are beginning to see the value of providing a high-quality transport environment, and realising that investment in infrastructure hubs has a powerful “force multiplier” effect on the local community. What does every council or Chamber of Commerce want but for the local town to become a magnet for visitors and investment, and for it to become a worthwhile destination in its own right?”*

1.4 **These general sentiments about the potential for regenerating bus stations are very appropriate for Bridport Bus Station, its future potential and the contribution it**

can make towards the town's future economic, environmental and community well-being.

1.5 **The Objectives of the Study** are to:

- Propose new uses and layout for the site in agreement with landowners and other stakeholders
- Create an improved bus station and transport hub for Bridport, providing links between buses, taxis, cycling and walking, as well as parking
- Providing improved facilities for bus passengers in a new building
- Replace the existing poor quality public conveniences
- Enhance opportunities for cycling and walkways, with links to other nearby planned improvements to these facilities, associated with other new development schemes
- Rationalise the areas of car parking
- Meet the needs for coach drop off and pick up
- Explore the opportunities for providing other economically or socially beneficial development and uses, compatible with the site and the other planned uses and activities.
- Creating the opportunity for 'opening up' the view and use of the riverside that is currently hidden from the public by virtue of its inclusion within the high wall of the bus depot.
- Provide proposals for greenspace and landscaping
- Ensure that any draft proposals for the site respect the surroundings and any other proposals for adjacent sites

1.6 An aerial photograph of the site, with a summary of the Town Council's aspirations based on discussions, is included in **Appendix 2**. Dorset Council, Bridport Town Council, and First Bus all have a land ownership interest in the site as freeholders and leaseholder.

## **2 Scope of Proposed Feasibility Study**

2.1 In the light of the site visit with Bridport Town Council's Surveyor, it was agreed that the preparation of the feasibility study should focus upon establishing a number of general options, which highlight potential alternative land uses and 'block-plan' layouts for the site, rather than developing detailed, 3D sketches, architectural plans or artist's illustrations for the site and proposals, although these might well follow in due course, once decisions have

been made on the preferred option. This has therefore helped inform the approach set out below.

2.2 The planned approach for the feasibility study has therefore included the following, but has been flexible and been amended through further discussions with representatives of Bridport Town Council, Dorset Council and First Bus, as well as consultant advisers working on the project.

- Site Visits and meetings with organisations, as required
- Location of the site within its Strategic Context in Bridport
- Site history, drawing upon local information from the Town Council, Bridport Museum PCRM work and other sources.
- Current site ownership/leaseholder details and plan
- Detailed land use survey of existing uses and the space they occupy
- Preparation of plan of existing land uses, within the site and its immediate context
- Review all existing uses and space they occupy - reassess these to establish their role on this potentially attractive site and location on the edge of the town centre and a key 'Gateway' to Bridport.
- A critical review of the scale of car and coach parking
- Assess requirements of First Bus on this site
- Strengths, Weaknesses, Opportunities & Threats Analysis
- Preparation of a schedule of annotated photographs, to highlight and illustrate current issues and problems
- Assessment of essential services and their location on the site
- Assessment of flood risk issues and potential constraints through the appointed Flood Risk Consultants, SSP
- Identification of key vistas, nodes and focal points on and around the site
- Review of planning policies affecting the site, drawing upon the National Planning Policy Framework, the Adopted West Dorset & Weymouth & Portland Local Plan, the emerging Dorset Local Plan and the Approved Bridport Area Neighbourhood Plan
- Review of recent planning applications and consents that will have an influence on the proposals and layout for the bus station site. In particular, this will focus on the plans for the redevelopment of the adjacent St Michael's Industrial Estate and proposals for the Vearse Farm or Foundry Lea site to the west of Bridport, due to potential pedestrian links from this site directly to the bus station site.

- Brainstorm to assess all *possible* uses and activities that could be accommodated on the site, including new economically or socially beneficial and active uses; e.g. social housing; retail, catering etc.
- The opportunities and potential locations on site for developing a multi-purpose building, providing bus station offices, waiting room/areas, new public toilets and other uses, as required by the brief
- Potential locations on the overall site for providing some residential development; potentially including affordable, social housing
- The scope for creating Public Art and Spaces for Activities & Events
- Develop Landscaping Improvement Opportunities & principles of hard & soft landscaping/planting scheme for site
- Identifying future Community Engagement and Public Consultation opportunities
- Establishing an estimated timeline for continuing the project through to submission of a detailed planning application.

## **Development & Presentation of Land Use Options and Site Layouts**

2.3 Based upon the research, analysis, consultations and development of ideas, the Feasibility Study Report includes the following:

- Record of the process followed and report of survey work
- Summary of responses/opinions and information from statutory consultees and key consultees, stakeholders and specialist technical consultants
- Identification of site constraints and opportunities, having regard to clients' aspirations for the site as well as planning policy, highways and other key requirements
- Development of a number of land use and layout options and presented as written proposals, accompanied by block plans and layouts, together with aerial images, to illustrate the proposals and their context
- Annotated Photographs of the site
- PowerPoint Presentation illustrating the Feasibility Study process and the proposals
- Proposals for wider engagement with local stakeholders and the public at the appropriate time.
- Future timeline for the project

2.4 The Feasibility Study report will now form the basis for further discussions by the commissioning partner organisations, based on the recommended approach proposed. If a

preferred option is selected, then this will need to be developed into more detailed plans, computer generated images and other illustrations, as an extension and next phase of the project.

### **3 Site Location & Description**

3.1 The Bridport bus station and car park is located at the western end of Bridport Town Centre and High West St. It is accessed from a mini roundabout on the B3162 at West St, which leads to Tannery Road, serving the bus station site and car park, the St Michael's Trading Estate area and the large Rope Walks car park located to the rear of shops on High West St. See Location Plan in **Appendix 1**. Although access can be gained to Gundry Lane, most traffic entering this area returns the same way, via Tannery Road and back onto the B3162. There are no listed building on the site, but there are a number of listed buildings further along Tannery Road and the site does lie on the edge of, and just within the Bridport Conservation Area; see Plan also in **Appendix 1**.

3.2 The northern edge of the site contains the somewhat run-down public conveniences, and closed taxi office, whilst the western peripheral boundary of the site is formed by the River Brit with a footbridge across, leading to the large area of open space known as Plottingham Fields, which contains a range of recreational facilities, including a children's play area and skateboard park.

3.3 The eastern side of the site is bounded by Tannery Road itself, with a further public car park on its eastern side, together with Dominos Pizza restaurant and Takeaway. Tannery Road then turns to the east into St Michael's, with two residential properties extending around the junction.

3.4 The southern boundary of the site is formed by some old corrugated iron, single storey sheds which form part of the historic part of the St Michaels Estate, together with a number of commercial properties on the access road into St Michael's. The Bridport Conservation Area Appraisal describes these buildings as follows:

*"The attached corrugated iron covered drying area that also has an open rope walk parallel to it on the south side. The unit was formerly one of the area's earliest industrial buildings and still has an external crane. The unit and covered drying area define much of the southern edge of the coach station area and along with the new police station, mark the modern entrance into the trading estate. II. The ranges of industrial buildings - ending with Howard Burwood Electrical and Wessex*

Wines - that are attached to the rear of No. 40 St Michael's Lane represent an important example of the more domestic scale of the net and cordage industry of St Michael's Lane".

As noted in this description, the police station sits at the corner of Tannery Road and St Michael's Lane and the entrance to the trading estate and Dorset Police has confirmed that this use is to continue in its present form.

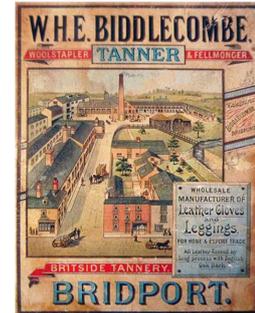
See Plan and aerial photograph below.

## Bridport Bus Station Site - Plan & Aerial Photograph



## 4 Site History

4.1 The historic plans in **Appendix 3** illustrate the changes that took place at the site during the 20<sup>th</sup> Century. The 'Britside' Tannery was built on the site by 1851, by Thomas Ewens Biddlecombe and is shown as still being well established at the site in 1902, with the net and twine works on the adjacent St Michael's site to the south.



4.2 By 1929 the tannery had expanded further but as shown on the early 1960's plan, it has closed and been demolished, with the OS plans showing the site as being a car park, with a bus station included by 1968, and the current layout of the site shown on the 1981-85 OS map.

4.3 The tannery therefore remained in use for almost 100 years, as it is understood that it closed in 1947, which made way for the current bus station and car park, which was in place by 1959. Due to the presence of the tannery, there is potential for the ground beneath the site to be contaminated, which is a matter to be investigated as part of the project. There is also the potential for industrial archaeology dating from the site's tannery use to be present beneath the tarmac and this will also be investigated.

4.4 Clearly therefore, the car parking and bus station uses have been present at this site for some 60+ years.

### Dorset Historic Towns Survey

<https://stmichaelsbridport.co.uk/rope-and-net-making/>

Bridport: an assessment of townscape and buildings, English Heritage (2002). Bridport Town Centre Health Check, West Dorset District Council (2000-2001).

## 5 Bridport Conservation Area Appraisal & Heritage Issues

5.1 Within the appraisal, the Bus station and car park are located in what is termed the Sub-Area 7; The South West Quadrant which lies between the south side of West Street and the west side of South Street and comprises the river valley slope and floor with the River Brit forming a natural boundary with The Rivers Brit and Simene and the old mill leet mainly

forming the western boundary. Extracts relevant to the western part of the sub area within which the bus station site is located, from the appraisal include the following:

5.2 Up until the 1770s, the Sub-Area mainly comprised pasture and agriculture that supported the local economy, alongside several hemp stores linked with the net and cordage industry. In the early 19th century, the introduction of multi-storey mills, for example Priory Mills, and later by single storey factories was largely concentrated in this area.

To the west of St Michael's Lane developed Bridport's most important area, [now the St Michael's Trading Estate] of the cordage and net industry. At first, it was mainly stores and houses on St Michael's Lane with rear rope walks that stretched to the river, but by the early 20th century, the rope walks had developed into purpose built works of various sizes.

5.3 The pace of change slowed by the mid 20th century. Some development did occur, such as the establishment of a bowling green near the river, and demolition of the old tannery behind West Street to form a coach station and car park. More car parking followed in the 1970s, when sub-standard housing was demolished in Rope Walks and a modern service road (Tannery Road) was built linking West Street to St Michael's Lane. Later in the century, the river was straightened and net and cordage production moved out of the St Michael's area and it became a trading estate instead.

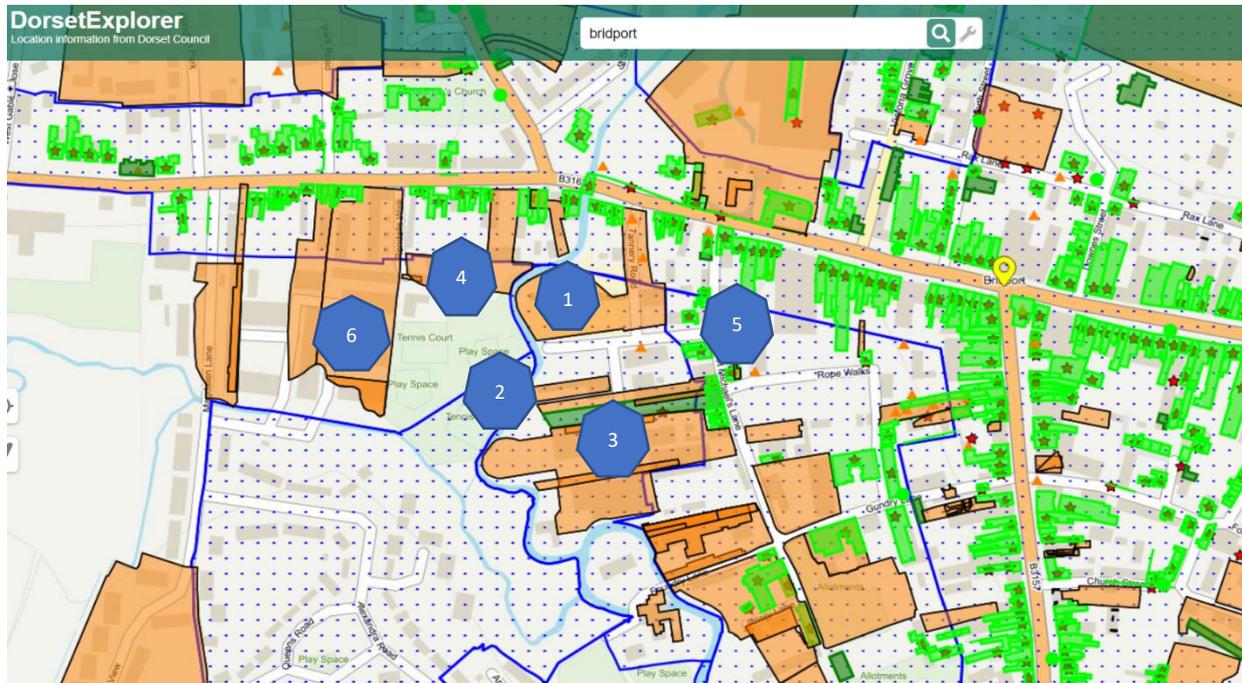
5.4 The St Michael's Trading Estate is perceived by English Heritage to be "the most dramatic illustration of the type of development which characterised the 19th century expansion of the town's cordage industry."

5.5 With regard to the Bus Station site itself, the appraisal states somewhat unflatteringly:

*"The pedestrian approach from Plottingham Field is undermined by an absence of townscape coherence. It requires local knowledge to negotiate this approach, which leads into a mundane coach station and car park and from where any sense of direction is confused. The adjoining Tannery Road approach suffers similar incoherence, although the new police station helps to direct movement around the road's sharp turn towards St Michael's Lane."*

*"The main open spaces in the Sub-Area are the two principal car parks (Coach Station area and Rope Walks), which are of utilitarian nature and as such do little to enhance the Conservation Area, although they do provide substantive views, especially Rope Walks".*

5.6 There is evidence of other past historic features of interest on and in the vicinity of the site as shown on the plan below, although of course the historic descriptions do not reflect what is on most of these sites today. Source: Dorset Explorer & Dorset Historic Environment Records:



### **1 Britside Tannery**

*The Britside Tannery was established in 1850-51 on part of what was known as 'Hempland' on the east side of the River Brit. It underwent expansion during the 1860s and 1870s to incorporate Nos. 82 and 84-86 West Street. The tannery continued in use until 1927 and was subsequently used as a hide and skin yard until 1947 when the buildings were demolished.*

### **2 Warehouse & Former Ropewalk**

*A warehouse built in the 19th century, of red brick with attached open ropewalk and intact later ropewalk of corrugated iron along north side.*

### **3 William Gale's Twine Works - Open Ropewalk**

*There had been spinning walks behind 36-38 St Michael's Lane from the early 19th century. In 1877, the site was purchased by William Gale and a series of covered and open ropewalks, together with a twine store and other sheds and workshops was built on the site. It became part of the larger netmaking works of William Gale & Sons in the early 20th century. Manufacturing ceased in the mid-1960s. A number of industrial buildings are on the site, but it is unclear whether any are part of the original twine works.*

### **3 William Gale's Twine Works - Open Ropewalk**

*A warehouse and rope walk lay behind 5 West Allington, Bridport from at least 1823/4 to 1840. It was owned by James Hodder, manufacturing line, twine and shoe thread. Nothing now survives on the site.*

### **4 Rendell & Coombe Works**

*John Rendall produced woven goods at 13 West Allington from 1815. After the formation of Rendall and Coombs in 1849 it became their offices and braiding shop as their works expanded over other sites further to the west on West Allington. The works were originally confined to the western part of the site behind the street frontage but during the second half of the 19th century new buildings were constructed including a large building in the southern part of the site. After the formation of Bridport Gundry Ltd in 1947, the buildings were demolished and new offices built. The works closed in 1970.*

### **5 20 St Michael's Lane Listed Building (II) 1227809**

*26 St Michaels' Lane Listed Building (II) 1287499*

### **6 Rendall and Coombs Ropeworks**

*Rendall and Coombs had their ropeworks here from 1858 until 1969. The original open walks were first covered in 1858 and the gradually developed over the late 19th and early 20th century to include at least four covered walks and a number of ancillary buildings. They were the last rope works in operation in Bridport, the last rope being made in 1969. The site has been developed as a housing estate and almost nothing survives of the rope works other than the west side brick wall.*

## **6 Potential Relationships with Other Developments**

### **St Michael's Trading Estate & Future Plans**

6.1 Rope making in Bridport is thought to have started as early as the 13<sup>th</sup> Century and which gave rise to the phrase... 'To be stabbed by a Bridport dagger' which meant to be hanged at the gallows! In the 1800s the northern end of the St Michael's Estate then known as 'Hemplands' where rope and twine were manufactured and this developed into the market for lawn tennis and football nets, including nets for Wimbledon and the Football Association,' as well as providing nets for the fishing industry.

6.2 Eventually businesses based at St Michael's were acquired by Bridport-Gundry Ltd and by 1966 production had moved 'across the road' to The Court Works in West Street, Bridport and the site sold to Hayward & Co., who are still the owners.

6.3 The site which has become known as the Bridport 'Vintage and Artists Quarter' due to the number of antique and related stalls that have occupied some of the old buildings, as well as a variety of artists' studios.

6.4 The St Michaels Trading Estate site has the greatest implications for the Bus Station site and any potential development as the relationship between the two sites will need careful consideration.

6.5 Plans for new development at the site have been under consideration for many years under the following references:

***1/D/11/002012 Outline SOUTH WEST QUADRANT, ST MICHAELS TRADING ESTATE, BRIDPORT***

***Develop land by the erection of 83 dwellings (48 houses and 35 apartments), new and refurbished commercial floor space, associated car parking and new vehicular and pedestrian accesses following demolition of some commercial units. Make repairs to flood wall immediately west of "Tower Building".***

***WD/D/16/002852 Full : LILLIPUT BUILDINGS ADJOINING 40 ST MICHAEL'S LANE, ST MICHAELS ESTATE, BRIDPORT, DT6 3TP***

***Redevelopment, including part demolition of listed and unlisted structures and refurbishment of retained structures to provide: (a) 9 residential units (including refurbishment of one existing unit); and (b) a net decrease of 47 sq. m. of light industrial floorspace.(Revised scheme)***

6.6 Whilst both the Council's Planning Committee resolved to approve the applications in 2017, they were subject to a Section 106 Agreement, which it appears has yet to be agreed and signed.

6.7 The Local Plan Policy for the site is as follows:

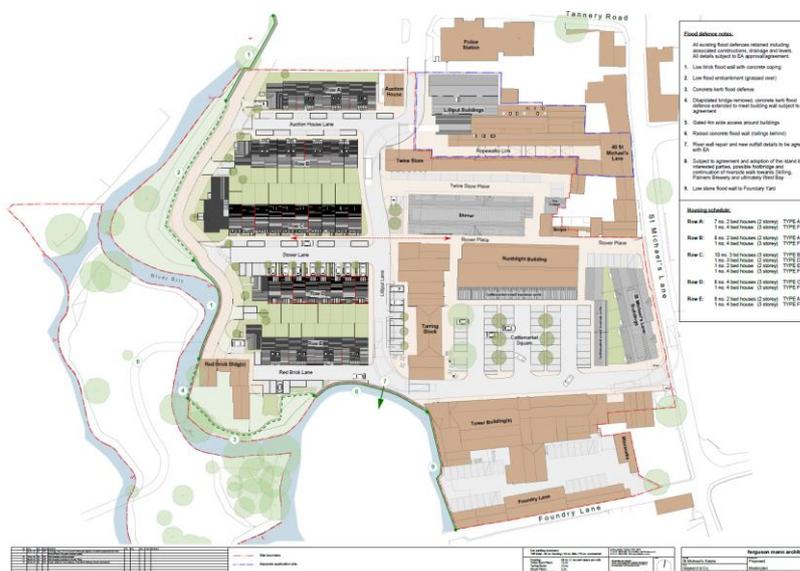
***BRID 5 ST. MICHAEL'S TRADING ESTATE***

***i) St. Michael's Trading Estate (as shown on the policies map) is designated for a comprehensive mixed-use development, subject to:***

- the retention and restoration of buildings of historic interest;***
- ensuring the maintenance or enhancement of employment opportunities;***
- respecting the character of the conservation area, including the historic plot patterns;***

- **the provision of a riverside walk;**
- **the provision for a wildlife corridor along the River Brit, including St Michael's Island**

6.8 That part of the site immediatly to the south of the bus station and car park site is proposed in the latest plans for a terrace of residential dwellings, on the site of what is termed 'The Tin Shed', as the plans illustrate and this is clearly a factor for consideration when assessing the potential future use of this part of the car park site.



However to date, there seems little prospect of the scheme progressing, as the Section 106 Agreement has not been signed after nearly 5 years and therefore it is arguable that the weight that should legitimately be given to the proposals is limited.

6.9 The Planning Officer's report on the application includes the following:

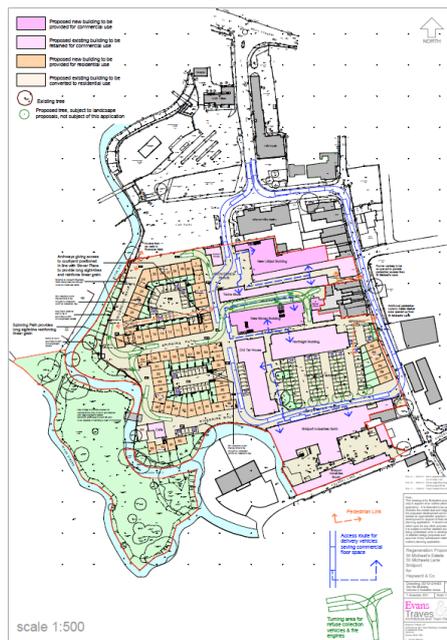
***“The “Tin Shed” refers to the corrugated iron building that runs along a significant section of the northern boundary of St Michael’s Trading Estate, abutting Coach Station Car Park. It is identified as a Building of Local Importance in the Bridport Conservation Area Appraisal. ...However, the applicant’s acknowledge that the structure is still perceived to have local value and they have agreed to it being relocated as the part of the proposals for new employment floorspace around Cattlemarket Square. This is being recommended as a condition.”***

6.10 The St Michael's current scheme also includes the new riverside walk and so there is potential for this to link through to the bus station site, where the opportunity of enhancing the relationship between the site and the river and its use by the public, is a key objective.

6.11 The Overall Site Layout at St Michael's is shown below and the Planning Officer's report on the application states as follows:

***“In the current application this requirement comprises a number of different elements. Most significant is a new 8m-wide open strip free abutting the River Brit extending from the northern boundary of the application site, adjoining Coach Station Square, to the “Red Brick Buildings”.***

***To meet the EA’s requirements the 4m closest to the river will be hard-surfaced to a standard capable of taking maintenance vehicles up to 20 tonnes in weight. The 4m furthest from the river will need to be kept free of buildings, to provide a safety zone for maintenance equipment to operate, but the EA has confirmed that there is no issue with this area being landscaped, including trees and seating.”***



### **Vearse Farm & Future Plans**

6.12 Vearse Farm is located on the far western periphery of Bridport where Outline Planning Permission with a Section 106 Agreement under reference WD/D/17/000986 has been granted. This includes up to 760 dwellings, 60 unit care home, 4 hectares of land for employment, mixed use local centre, primary school and associated playing fields, 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.

This reflects the Local Plan Policy BRIT 1 which amongst other requirements includes the following:

***“The development will provide footway/cycleway links from the site into Bridport town centre and to the surrounding areas, including the countryside and coast.”***

The Master Plan and Proposed Movement Strategy Plan showing the route from Vearse Farm to the Bus station site is included within **Appendix 6**.



6.13 This requirement is then reflected in the Vearse Farm Master Plan prepared in 2017 by the landowners and applicants for outline planning permission, which includes the following as one of the scheme proposals:

***“The creation of an East - West Avenue created forming a strong pedestrian route through the scheme, providing a strong linkage between the community and employment facilities on site and Bridport to the east.”*** ....and

***“The development will also deliver new pedestrian and cycle links to improve connectivity to the town centre and surrounding areas. These will encourage future residents to adopt sustainable modes of transport.”***

6.14 This objective of the Vearse Farm scheme providing a new pedestrian/cycleway link to the town centre is reinforced in the Planning Officer’s report on the application which makes reference to this provision as follows:

***“A highways scheme to fulfil Dorset County Council’s ‘Cycle Route D’, connecting Magdalen Lane to Bridport Town Centre via the Dreadnought Trading Estate, Plottingham and St Mary’s Playing Fields will be fully funded and delivered by the development. By providing this route, safe access to town centre can be achieved on level paths as an alternative to using the footpaths along the B3162.”***

6.15 It also refers to this requirement as part of the Highway Condition and being off-site works, for inclusion within Section 106 Agreement, described as follows:

***“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.***

6.16 The actual 106 Agreement specifically refers to a financial contribution to fund these works as follows:

***Existing Public Footpath Contribution – means the sum of £212,000 [two hundred and twelve thousand pounds] towards the improvement works to the footpath linking Magdalen Lane and Bridport Town Centre for use of pedestrians and cyclists***

6.17 It also includes clause 17.5 as follows:

***Not to permit the occupation of more than 150 dwellings until provisional completion of the Footway/Cycleway Access Traffic Calming Works***

6.18 The Masterplan’s ‘Movement Plan’ illustrates the combined footway and cycleway routes through the development linking to the east. Importantly therefore, the project includes provision for new residents of the site to be able to walk or cycle into Bridport

without using the main road, along new pedestrian and cycle routes that will pass through Plottingham Fields and terminate at the bus station car park site.

6.19 In the context of this feasibility study therefore, it is important that there is also improved 'legibility' through the site to enable walkers and cyclists to easily gain access to the town centre and other nearby destinations, through clearly defined and attractive routes. As part of the Vearse Farm scheme and 106 Agreement, it is understood that the new route will include an additional bridge across the River Brit, suitable for both walkers and cyclists, so as to make the objective of improving such links a reality. A Reserved matter application for the site is now under consideration [March 2022] Ref: P/RES/2021/04848.

6.20 Informal consultation has been undertaken with the Dorset Council's Planning Implementation Team, who have been most helpful in clarifying the status of both the St Michael's and Vearse Farm applications and their respective proposals.

## **7 Bus Station Site - First Thoughts from the Initial Appraisal in July 2021**

7.1 From an initial review of the site only, the following observations can be made:

- Entrance to Bus Station area - poor first impressions & outdated WCs
- Environment visually dominated by car parking and Domino's Restaurant and its advertising
- Large expanses of 'prairie' car parking - Hard Tarmac Surfacing with no relief
- Is this the most Efficient Layout and Use of Valuable Space?
- No Green Landscaping/Planting
- Large Highway Junction Spaces
- Unattractive Bus Station - Key Arrival & Departure Point
- Bus depot and operational yard....does it *need* to be in this location?
- Attractive riverside environment and good bridge link to public open space on other side of the river.
- Scope for enhanced riverside environment/walkway
- Opportunity for some riverside housing and catering outlet
- Flood Risk and Contamination issues need to be considered as a priority as these could influence future uses and development opportunities
- Scope to develop link and relationship with planned development at St Michael's.
- Development proposed on *all* adjacent sites needs to be fully considered as part of developing plans for the bus station site.

## **8 Strengths Weaknesses, Opportunities & threats - SWOT analysis**

### **Strengths**

- Site is strategically well placed, being located within the Bridport Conservation Area and close to the town centre
- Good pedestrian links to town centre via West Street & St Michael's Lane/Ropewalks
- Focal point in Bridport at one end of the town and close to other popular locations...St Michael's vintage quarter to south and area of open space to west
- St Michael's adjacent site proposed to be regenerated, bringing economic investment and more people to this part of Bridport and therefore to the vicinity of the bus station
- The bus station/car park is a large open and level site, with low site coverage and good potential for improvement
- The site has a riverside frontage yet this is not evident or capitalised upon
- Attractive open space to west at Plottingham Fields is easily accessible via foot bridge over river Brit
- Open space well fitted out with skateboard park play area,
- Footpath to residential area to west including in due course Vearse Farm, making the area potentially attractive to all age groups
- Public transport routes with buses to east and west – Jurassic Coast X51 & X53 services
- Large area of parking available to serve needs of local people, visitors
- Restaurant/Takeaway nearby
- The adjacent police station is a relatively new and attractive building
- The site only has two freehold owners who are supportive of improvements

### **Weaknesses**

- Large area of unrelieved tarmac car park is visually dull and dominating, with no relief or landscaping
- Public toilets are outmoded and in poor condition
- Poor facilities for waiting passengers – there is nowhere comfortable for bus passengers to wait during inclement weather and the shelter is in poor condition
- Overall, the area is simply a functional, unattractive and uninviting as a place to dwell
- It is not an area one would wish to spend time in and is an area of transition only, unless waiting for a bus
- Bus wash down area/depot is an unsightly and unnecessary use in this important site
- The 'edge' of the site where it adjoins the highway has no definition

- The access route; Tannery Road is extremely and arguably unnecessarily wide with two footpaths on each side resulting in an extensive width of open tarmac
- Likewise, the junction that leads to St Michael's is equally large, taking a significant amount of land and so potentially valuable space, although it is recognised that buses do need wide turning areas
- The overall site is separated into public car park and other uses which have no real relationship to each other
- There is no useable green space or landscaping within the site
- Due to the proximity of the River Brit, the area is in Flood Risk Zone 3, which could be a constraint for new development
- The site may be contaminated due to previous Tannery use and current bus depot/refuelling uses
- The Conservation Area appraisal describes the area as.....
  - *Having an absence of townscape coherence.*
  - *A mundane coach station and car park and from where any sense of direction is confused*
  - *Coach Station car park - of utilitarian nature and as such does little to enhance the Conservation Area,*

### **Opportunities**

- Rationalise parking - potential for 2 storey, which could free up space for more economically, socially and environmentally beneficial development
- Removal of bus cleaning depot will provide site for riverside development; potentially housing and associated uses
- The site has potential for more active and attractive uses – residential; some low cost; catering; bus station services; sitting out on riverside etc
- Location could become more of a 'destination' where the public would wish to dwell
- Relationship with adjacent open space and riverside walk both have potential to be developed with enhanced pedestrian links
- Linkage with Vearse Farm via cycleway/walkway
- Potential for new multi-use building to accommodate waiting facilities, taxi office, new toilets, café and other public uses at first floor – function room etc
- Scope to demonstrate that Bridport can develop a low carbon development with sustainable construction methods
- Opportunity for public art/artist input into the scheme design – overall vision and plan plus details such as bridge over river; riverside railing and seating; interpretation etc

## Threats

- Site remains in its current state as it has for the past 60 years, due to lack of commitment to change by freeholders
- Development and potential better use of the site is not realised
- Close and mutually beneficial partnership working between land owners and users is not successful or achieved
- Insufficient funding available to realise site's development potential and to implement a high-quality scheme and cross subsidy public facilities
- Interest of private sector finance and development not attracted
- Lack of interest by housing associations in developing affordable housing
- Flood risk issues mitigate against any or much build development, required to improve the urban realm and visual quality of the site
- Cleaning up potential contamination of the site may be uneconomic
- Income from car parking is seen as top priority limiting potential for other uses
- Piecemeal decisions and development could erode the overall vision for the site
- Lack of overall ambition could result in a mediocre scheme being developed

## 9 National & Local Planning Policies

9.1 There is sound planning policy support for the development of sites such as this in both the National Planning Policy Framework [July 2021] and the West Dorset and Weymouth & Portland Adopted Local Plan, which will be in force until the new Dorset Local Plan is approved. Some elements of these plans that are supportive include the following.

9.2 NPPF Paragraph 152 encourages....” ***the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.***”

9.3 Section 11 ‘Making Effective Use of Land’ and Paragraph 119, also states as follows:

***“Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.”***

9.4 Paragraph 120 states as follows:

***“Planning policies and decisions should:***

- c) give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land;*
- d) ...” promote and support the development of under-utilised land and buildings...”*

9.5 As it is already developed and there is potential for some new built development, the site would be a classic ‘brownfield’ site and clearly it cannot be considered as being of environmental value in its own right, so a scheme can be planned which has good sustainability credentials.

### **West Dorset & Weymouth & Portland Local Plan**

9.6 The Bus Station site is clearly within the built up urban area of Bridport and there are a number of policies in the Local Plan that are relevant to this proposal, notably **Policy INT1**.

**INT1. PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT**

i) There will be a presumption in favour of sustainable development that will improve the economic, social and environmental conditions in the area. Where there are no policies relevant to an application, or relevant policies are out of date at the time of making the decision, the following matters will be taken into account:

- the extent to which the proposal positively contributes to the strategic objectives of the local plan;
- whether specific policies in that National Planning Policy Framework indicate that development should be restricted; and
- whether the adverse impacts of granting permission could significantly outweigh the benefits.

9.7 With regard to the **Presumption in Favour of Sustainable Development** emphasised in the NPPF, this is also reflected in Policy INT1 and it can be confirmed that the criteria are met as follows:

- This proposal could contribute towards the plan’s objectives by supporting the regeneration of Bridport and improving its environmental quality.
- As demonstrated above, it is a brownfield, previously developed site within the urban fabric and boundary of Bridport.
- In considering whether there are any possible ‘adverse impacts’ as referred to in the third criterion, although there are no confirmed proposals at this stage, it is helpful to assess any possible development against standard criteria that are used to help

assess the merits of planning proposals in general and which include the following -  
**‘Material Planning Considerations’:**

- **Impact on neighbours and potential for noise & disturbance:** This is likely to be minimal given the location and setting of the site, which is well distanced from any neighbouring dwellings.
- **Overlooking or over dominance, blocking sunlight:** As above, the positioning and setting of any new development and relationship with other dwellings would be likely to prevent this occurring.
- **Scale/mass, visual intrusion:** As the detailed plans have yet to be developed, this is a matter for the next stage, but there is no basis for assuming that this requirement cannot be met as there are large scale 3-4 storey buildings nearby on the opposite side of the river.
- **Access:** As described above, there is a longstanding access to the site from the public highway at Tannery Road, with high levels of traffic flows, so this is not likely to be a constraint.

9.8 At this initial stage therefore, from reviewing these material planning considerations and having regard to INT1, there should be no significant issues or ‘*adverse impacts*’ that are considered in principle to ‘*outweigh the benefits*’ of providing some form of new development on the site, subject to the full details being determined in due course.

9.9 The Local Plan also highlights strategic policies for Bridport that are also broadly reflected in the new more up to date Dorset Plan. The adopted Local Plan includes the following:

***13.2.1 Bridport Town Centre – there is potential for future town centre expansion, to include further retail and office development, on to the Rope Walks car park or the Coach Station area. Just outside the town centre, the regeneration of St Michael’s Trading Estate is also highlighted, where mixed use redevelopment will help to secure the retention of the historic buildings and provide local jobs.***

***BRID4 FUTURE TOWN CENTRE EXPANSION***

***i) Land at Rope Walks and Coach Station Car Park, as identified on the policies map, will be the preferred location for future expansion of the town centre area. Any scheme will need to retain an appropriate amount of public car parking.***

9.10 With regard to some of the other Local Plan policies, the following will need to be addressed further, as the details of the proposed scheme emerge, but with some policies

being also addressed at this feasibility stage; notably Flood Risk as this could be most influential:

- **ENV12 - Design and Positioning of Buildings**
- **ENV1- Landscape**
- **ENV5- Flood Risk**
- **ENV13- Environmental**
- **ENV16- Amenity**

### **New Dorset Local Plan - Options Consultation Document – January 2021**

9.11 The emerging new local plan contains further detailed references to Bridport and the bus station site and although not yet adopted, it is the most relevant and up to date expression of Dorset Council's vision for Bridport and the site, as Planning Authority. The following section includes information and extracts from the plan.

### **Western Dorset Functional Area - Towns and Other Main Settlements**

#### **Bridport**

9.12 Bridport is a historic market town, which together with West Bay has a population of over 13,900. It is the main service centre in the western part of Dorset and a centre for the arts, culture and tourism. The town is relatively well self-contained with a good balance between housing and employment. The town's low wage economy gives rise to a particularly high level of need for affordable housing

9.13 Bridport has a strong industrial heritage of rope making that goes back at least as far as Roman times. Net and rope making is still carried out in the town but is less extensive than it was. Some of the 19th and early 20th century buildings associated with rope and net works remain in the town, and the tradition is reflected in the long linear plots that were once rope walks. This industrial archaeology has been identified as being of national importance by Historic England.

9.14 Bridport is located within the Dorset Area of Outstanding Natural Beauty (AONB) and it is a major challenge for the local plan to protect the countryside views, river valleys and green spaces that form an essential part of the town's character, while at the same time providing for development to meet the town's needs and maintaining the balance between jobs and housing.

9.15 A neighbourhood plan for the Bridport Area was made part of the development plan by the Council in May 2020. The Bridport Area Neighbourhood Plan (BANP) sets out a vision for Bridport, West Bay and the surrounding parishes of Allington, Bothenhampton & Walditch, Bradpole and Symondsburry through to 2038. The neighbourhood plan vision is reflected in this plan's Vision for Bridport.

### **Vision for Bridport**

9.16 The Vision includes the following which need to be considered in the context of any proposals for the bus station site:

- Still be seen as a working town with a good balance between housing and jobs and a vibrant town centre providing shopping, cultural and other facilities to the rural hinterland;
- Focus development on meeting local needs for jobs and housing, providing opportunities for young people to stay in the area and exploring innovative and sustainable ways of meeting these needs;
- Have protected the surrounding AONB landscape and floodplain, along with the countryside views and green spaces that contribute significantly to the town's character;
- Safeguard the town's heritage and open spaces ensuring that development recognises the key features that make Bridport special, such as the rope and net-making legacy, the river corridors through the heart of the town that link to the coast, and the surrounding hills with their crowns of trees;
- Be a low impact sustainable town, building on its reputation for local food and produce, developing sustainable tourism, and encouraging alternatives to private car;

### **Development Strategy - Relevant Extracts**

9.17 Development at Bridport to help deliver the vision for the town will focus on safeguarding the town's heritage and open spaces. Sites allocated and consented that will help achieve the vision for the town include:

- Vearse Farm urban extension to the west of Bridport – which has the capacity for a mixture of homes, jobs and community facilities, including a new school and approximately 4ha employment land;
- St Michael's Trading Estate – the regeneration of this site just outside the town centre through mixed use redevelopment will help to secure the retention of the historic buildings and provide local jobs; and

## **Town Centre Strategy - Relevant Extracts**

9.18 Bridport is identified as a 'town centre' in the retail hierarchy for the plan area. It performs an important role as the retail and service centre for the surrounding rural area in western Dorset.

9.19 The main town centre uses are concentrated along West Street, East Street and South Street. The town centre, as shown on the policies map, forms a 'T' shape running from just south of the Church Street junction on South Street to West / East Street. To the west, the town centre boundary runs from the St Michael's Lane / West Street Junction to the East Street / Barack Street / King Street junction. The primary shopping area reflects the same 'T' shape and covers a slightly smaller area, defining where retail uses are concentrated.

9.20 If needed, two possible sites have been identified as being appropriate for the expansion of town centre uses subject to impact and sequential tests. These are the public car parks at Rope Walks and the area surrounding the Tannery Road Bus Station.

9.21 The provision of public car parking close to the town centre is important to its continuing success, and therefore any development on these sites will need to take this into account. Policy AM4 Car Parking Strategy of the BANP also seeks to achieve this. If car parks are redeveloped a broadly equivalent amount of public car parking should be provided within close proximity.

9.22 This expectation is shared by Policies COB2 Ropewalks Car Park & Bus Station Car Park and AM6 Transport Hub Proposal of the BANP. A scheme here could be dependent on the reconfiguration or relocation of the bus station and depot, should a preferable location be identified. The design and development of the sites will be influenced by the location within the conservation area and nearby listed buildings.

9.23 Some of these areas do not currently have active frontages onto the street (particularly where buildings have been demolished and replaced by surface car parks), and it is important that the opportunity is taken to redress this loss. Development should ensure integration into the existing town centre, which may be achieved through the provision, strengthening and enhancement of suitable accesses. While each site could be considered in isolation, there may be benefit to a holistic approach.

**BRID1: Future town centre expansion Land at Rope Walks and Coach Station Car Park, as identified on the policies map, will be the preferred location for future expansion of the town centre area. Any scheme will need to retain an appropriate amount of public car parking.**

### **Bridport Area Neighbourhood Plan**

9.24 The BANP was 'made' or approved by the Dorset Council in May 2020 and so forms part of the Statutory Development Plan for the area. It is clear that the emerging Dorset Local Plan has had full regard to the BANP as it represents the most up-to-date, approved planning policy document for Bridport and therefore must carry significant weight.

9.25 In summary for the bus station site, the Neighbourhood Plan highlights the following:

- The Neighbourhood Plan [and Local Plan] propose the bus station as a Community Based Transport Terminus
- Concern is expressed about the decline and need for the site to be brought back into full use
- The aim is for a safer and more welcome feel to the area for visitors
- The need to make efficient use of the land to seek optimum use
- The importance of creating a high quality public realm

For completeness, the full extract relating to the bus station site is set out below.

The bus station in Bridport has seen a decline in use by local bus companies and a lack of investment in its maintenance. The site is well used by visiting coaches however, due to the suitability of the coach bay parking and easy access to the toilets and centre of Bridport. There is a concern that without a re-focus on the use of the site, its further decline will threaten the future of the site.

The West Dorset, Weymouth and Portland Local Plan refers to the opportunity to create a community-based transport hub at the bus station and there is a local wish to see the site being brought back into full use as the main transit area and terminus for commercial buses and taxis and becoming a safe and secure site for the storage of bicycles. This would lead to greater use and viability of the site and create a safer and more welcoming feel to the area for visitors on arrival to the town. It would also support the national, local and neighbourhood area policy of supporting sustainable transport options by providing a suitable facility.

**POLICY AM5  
Connections to Sustainable Transport**

Development proposals should, where achievable, include provisions to enable access to public and community transport and provide easy connections to the social, community and retail facilities of the neighbourhood plan area.

**POLICY AM6  
Transport Hub Proposal**

Any proposals for the redevelopment of Bridport Bus Station (see Map 3) and the land immediately around should retain and enhance its primary use as a transport hub and

- a) Demonstrate how they will relate to the wider Bridport context, with specific reference to clear and convenient connections with the town

centre and with surrounding adjacent areas and

- b) Make the most efficient use of land and be developed to seek optimum use resulting from a design led approach to determine the capacity of the site and
- c) Enable the successful integration of the Bus Station and any new buildings within its surrounding area, and deliver wider benefits to residents and visitors, such as access to shared amenity space and a high-quality public realm.

Development proposals for the Bus Station site that do not accord with this policy will not be supported.

**Map 3: Bus Station Site**



## **10 Technical Issues & Reports; Utilities, Geotechnical, Flood Risk, Contamination & Archaeology**

### **Utilities**

10.1 As can be seen from Plan A in **Appendix 4**, the foul and surface water sewers are located mainly around the periphery of the site, although there are two within the southern parking area access road.

10.2 Likewise with electricity services, where there is one route crossing the main part of the site and some routing along the southern peripheral area. There are however no gas supply routes very close to or crossing the site.

10.3 Broadly speaking therefore, the site is not severely constrained by the presence of services which is a benefit although clearly further discussions will be required with the utility service providers as and when more detailed proposals for the site are developed, to identify the need for either maintenance corridors or diversion requirements.

### **Geotechnical Appraisal**

10.4 This has been undertaken by the consultant engineer, who has good knowledge of the local area and ground conditions. A summary of the report's conclusions is as follows, with the full report being submitted to partners and with any future planning application.

10.5 The site is likely to be underlain by 'made' ground of varying and unknown depth, including the foundations of the bus depot, the former tannery buildings and former rope works. Former underground tanks associated with the tanning process, together with a former well, may be present at this location.

10.6 The site is located on the former flood plain of the River Brit. The made ground is likely to be underlain by alluvial materials deposited by the river that are likely to be underlain by River Gravel extending to about 6m below ground level and weathered Jurassic age Eype Clay, so boreholes will be required to confirm that this is the case. There is likely to be an unacceptable risk of excessive differential settlement should the proposed buildings be supported upon any shallow foundation. Foundation loads will need to extend through the made ground and alluvium to the underlying solid geology i.e. the Eype Clay, best achieved by piled foundation systems, including suspended ground floor slabs. Driven, steel cased, cast in place, concrete piles are likely to prove the most appropriate to a depth of about 10m,

subject to ground investigation, including a sufficient number of boreholes, to confirm that this is the case.

10.7 The past and current uses of the site indicate that contamination risks will need to be fully considered and it is likely that a second phase of intrusive investigation will be required. The required geotechnical and contamination investigations should be planned and carried out as a combined investigation; not only to be more cost effective, but also to ensure that contamination risks involved with carrying out any physical investigation of the site are fully considered and allowed for.

### **Contamination Study**

10.8 A desk-top contamination study has been completed. As noted above it is expected that on site ground investigations will need to be undertaken, due to the previous industrial use of the site as a tannery. Any such investigation should coincide with the ground condition investigations and boreholes that are also required. First Bus has advised that there are no underground fuel tanks associated with the bus depot use of part of the site.

### **Summary of Recommendations of the Contamination Study**

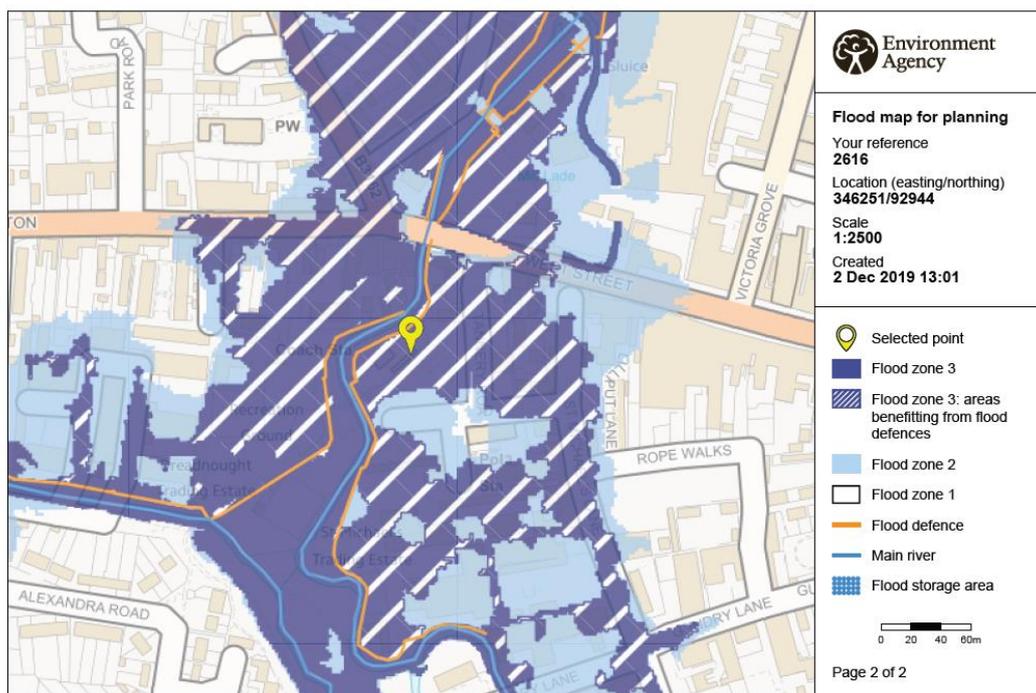
A summary only of the report's recommendations is as follows, with the full report being submitted to partners and with any future planning application.

- A drains/surface water run-off survey be undertaken across the site to assess the as there are concerns that site runoff could potentially enter into surrounding surface water courses, and particularly directly into the River Brit;
- a demolition and refurbishment asbestos survey should be undertaken of the existing buildings and structures present on the site,
- An intrusive ground investigation of the site as a whole should be undertaken in order to gain further information on geotechnical ground conditions and the nature and extent of any contamination of underlying ground and groundwater, and the presence of potential substructures associated with the former Tannery site, with the scope of these works being agreed with the Environment Agency,
- given the environmental sensitivity of the site, and close proximity of existing flood defence structures.
- There is no information currently available to suggest that site soils are significantly contaminated but precautionary safety measures are need for all ground workers.

- The findings of this assessment are based upon Cameron Environmental’s current understanding of the proposed site development. Should circumstances change, then the Risk Assessment should be revisited.

## Flood Risk Assessment

10.9 As the plan below demonstrates, Flood Risk is potentially more problematic, as much of the site is shown as being within Flood Zone 3 and so the early involvement of the Environment Agency has been a critical factor to establish their initial views on the proposed development of the site.



10.10 In addition a Flood Risk Assessment has been commissioned from Such Salinger Peters [SSP], with a summary of the first stage Sequential Test results presented below, together with the conclusions of the full FRA report and which will be submitted with any future planning application.

## Sequential Test

10.11 SSP’s conclusions to date are as follows. There are no sites identified in the sequential search that are more suitable, available and viable to accommodate the proposals than the site already identified. If during the determination period of the application, the LPA become aware of any available sites, these will be addressed as necessary, however at present and for the purpose of this assessment, there are no other more suitable alternatives.

10.12 As current proposals include retention of the bus station, situating the site at the proposed location would benefit the bus station remaining in the Town Centre. Other parcels of land identified as being potentially viable are either smaller or larger and have more land than required than the currently proposed site. There are demonstrably no sequentially preferable alternatives that are available or suitable and consequently, current site is an appropriate location for the proposed development.

10.13. A detailed Flood Risk Assessment has been undertaken according to the National Planning Policy Framework (NPPF) and provides details of the potential flood risks and any mitigation measures.

10.14 SSP has commented on the emerging options for the site layout in more detail and these are set out in Section 15 below, with further liaison with the Environment Agency also undertaken.

### **Flood Risk Assessment**

10.15 The conclusions based on Option F1 below are as follows:

10.16 It is a standard recommendation that all new building Finish Floor Levels (FFLs) are set at 350mm above ground level, ensuring any design exceedance flows are direct away from any buildings. These levels have been exceeded due to the FFL's being proposed as per the EA guidance on designed flood levels. Nonetheless, due to the residential use starting from the first floor, this would not be applicable and would exceed any required limits.

10.17 The main risk of flooding to the site is due to the River Brit which is located approximately 8m west of the site. There is a formal flood defence wall in place which protects the site.

10.18 Due to the depth (approximately 2.75 metres) from top to bottom of the river bank, any flood warnings would be easily identifiable in advance due to river levels rising.

### **Archaeological Assessment**

10.19 To date this has not yet been commissioned, but the advice of the Dorset Council Archaeologist has been taken and a summary is as follows:

10.20 Much of the land here may have been reclaimed in relatively recent times and the river line might have shifted very slightly and a bend removed. With regard to the previous use of the site as a tannery, historic remains of buildings can survive beneath modern concrete.

10.21 A desk-based archaeological assessment might provide more details of the tannery and could indicate the presence of other, earlier buildings elsewhere on the site. However, an archaeological evaluation by trial trenching would be an important exercise. It would help to assess the extent of survival of remains of the tannery and anything else and so 'enable an informed planning decision to be made', with other trenches also being dug elsewhere on the site, as a control which would also be useful. **Clearly it would be expedient and cost effective for the geotechnical, contamination and archaeological on-site ground investigations and assessments, to be undertaken at the same time.**

## **11 Key Organisations Stakeholders & Partners**

11.1 This feasibility study is very much seen as a partnership project with the key organisations that have an interest in the land and with relevant statutory consultees.

Those that have been or will be consulted and actively engaged include the following:

- **Bridport Town Council** – Town Clerk, Town Surveyor and Community Officer
- **Dorset Council, from Property, Planning, Highways, & Landscaping**
- Representatives of **First Bus**
- **Dorset Police.**
- **Environment Agency** in relation to potential flood risk and surface water drainage issues
- **Elected Members of both Councils**  
**In due course - other organisations**
- **Immediate adjacent and other landowners/developers**, to include; private car park owner; Domino's Pizza; St Michael's; Vearse Farm/Foundry Lea developers
- **Wessex Water** in relation to foul and surface water drainage issues.
- **Other Utility Service Providers**; Gas & Electricity
- **Housing Associations** re-social housing potential
- **Dorset Arts** re-public art potential
- **Other local stakeholder organisations** – if considered necessary and appropriate by the partners

## 12 Potential Land Use Options – See Appendix 5 for Survey Results and Plan

Bridport Bus Station Potential Land Use	Comments	Action
<b>Bus station Facilities</b>	<b>Key priority in land use mix. All need to be integrated in one main building</b>	<b>Incorporate in all design options</b>
Waiting room	Essential element	As above
Staffed Information office	Question whether a staffed office required or information boards only	To be discussed at next stage
Staffed Taxi office	As above	To be discussed at next stage
Taxi information	Essential in some form	Incorporate in all design options
Cafe in building	Optional element within main building - see below	Incorporate in all design options
Toilets incl. for disabled	Essential component in 'bus station' building	Incorporate in all design options. Query need for 24 hour access?
<b>Parking</b>	<b>Key priority in land use mix</b>	<b>Essential component of the land use mix in all options</b>
Car parking	Planning Policies suggest full replacement of existing needed	Full replacement may not be possible given other priorities – depends upon design option
Surface parking	Existing surface parking provides 66 spaces	One option could retain the current parking location at southern end of site, but involves loss of spaces in other parking areas.
Two storey parking unit	Good potential to provide up to 76 spaces at southern end of site adjacent to 'tin shed' on St Michael's site	St Michael's scheme proposes residential facing car park, but no planning consent granted to date, so St M scheme could be amended to provide single aspect scheme facing south if considered necessary
Coach Drop off & Pick Up Area	Important to provide drop off and pick up spaces but scope for off site longer term parking a Eype car park on A35	Integrate within redesigned bus station area within design of all layout options
Motorhome parking	Important to provide some spaces but query if current spaces required	Relocate at reduced level to provide 4 spaces in design of layout options

<b>Motorhome facilities Electric hook up &amp; Disposal facilities</b>	Option to consider higher quality facilities for motorhomes	These type of facilities are provided elsewhere, but would encourage overnight stays
<b>Other Uses</b>	<b>Optional uses for consideration and comment</b>	<b>Essential if environmental quality of site and improved use is to be achieved</b>
<b>Housing Market &amp; Social</b>	<b>Good potential on site of existing bus depot in riverside location subject to FRA and EA views</b>	Potential for mix of market and social rented housing subject to Housing Association input. Building to be raised up above potential flood level, with parking at ground level. Scope for at 3-4 storeys as limited constraints in this location.
<b>Bar/restaurant</b>	Attractive opportunity as part of other development in riverside location. Raised level due, to potential flood risk. Market provided by those arriving/leaving parking area; visitors to potential craft facilities; pedestrians and cyclist arriving at site from the eastern part of town -Vearse Farm plus users of Plottingham Fields recreational area.	Incorporate into detailed design of residential block on bus depot site, locating this element at southern end, close to bridge link to Plottingham Fields and proposed areas of open space and riverside walkways, with outside seating areas.
<b>Function/event room/ facility</b>	Potential for incorporating within or adjacent to bar/restaurant with potential for business to manage and let out. Good link between use of space and catering facilities	As above – close proximity to bar/restaurant or could also potentially be in building with bus station facilities
<b>Craft workshops</b>	Potential for inclusion at first floor in bus station building	Discuss with St Michael's arts community and Dorset Arts Development Company to assess potential demand for this facility – link to Buttermarket idea?
<b>Gallery with sales</b>	As above	As above

<b>Buttermarket</b>	Clarity needed over exact style and purpose required	Potential to include as outdoor crafts and related market, as part of use of proposed open space on the site. Potential conflict with main Bridport street market on Wednesday & Saturdays to be assessed, but potential to complement uses and activities at St Michael's, especially if development there proceeds and less space for artists available.
<b>Indoor skateboard facility</b>	Question why is considered to be a feasible option?	Outdoor skateboard at Plottingham Fields which is to be improved/ replaced. Also suggest that indoor skateboard park based as Gore Cross Estate already meets demand for indoor use.
<b>Small office spaces</b>	Potential option for upper levels of bus station to be based at the site.	Partners to advise on potential demand for such small spaces. Increase in remote working away from main employment centres is generally raising demand for this form of development, potentially with shared support services.
<b>Dorset Council Social Services Offices</b>	Potential for accommodating this requirement and would support scheme funding	Requirement has been assessed and decision that it is now not required in Bridport due to increase in home working and other matters.
<b>Public Green/Open spaces</b>	No open, usable green space on site at present, so would enhance visual appearance and assist in achieving objectives of the area becoming a 'destination' especially for those walking and cycle to town centre via Plottingham Fields, from Vearse Farm and other locations to east.	Essential to incorporate with land use design options if improvement of the environmental quality of the site is to be achieved and its function changes and is improved. However, design will need careful consideration to ensure it is a 'useable space' given it is adjacent to a bus station and car park and not just an 'area of grass' of no real value.
<b>Green pedestrian walkways/ links</b>	Important element to take full advantage of riverside location and potential for linking to planned walkway	Essential to incorporate with land use design options if improvement of the environmental quality of the site

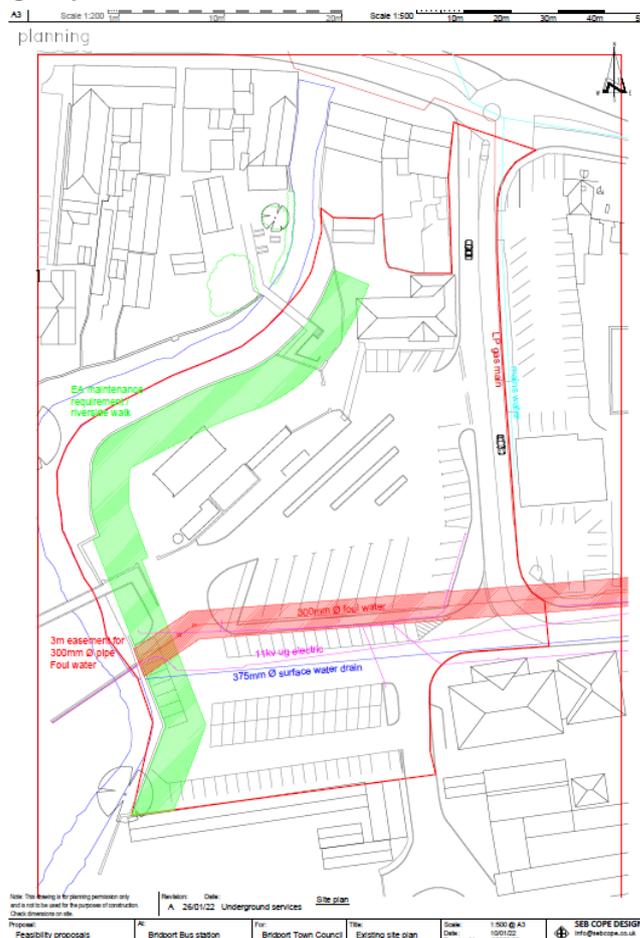
	through St Michael's and for links to town centre.	is to be achieved and its function changes and improved
<b>Information &amp; Interpretation</b>	Important in helping to change to role of the site, to provide a welcome to visitors, guide them to the rest of the town, as well interpret the history of the area	Essential to include within all layout options
<b>Incorporation of Police Station within Overall Scheme</b>	Contact made with Dorset Police Head of Estates. This site and building is most emphatically <b>not</b> available. It was PFI funded and will remain in use for at least the next 10 years.	Develop scheme with Police Station still based in this location. Provides a degree of informal supervision and security.

### 13 Options and Layout Proposals

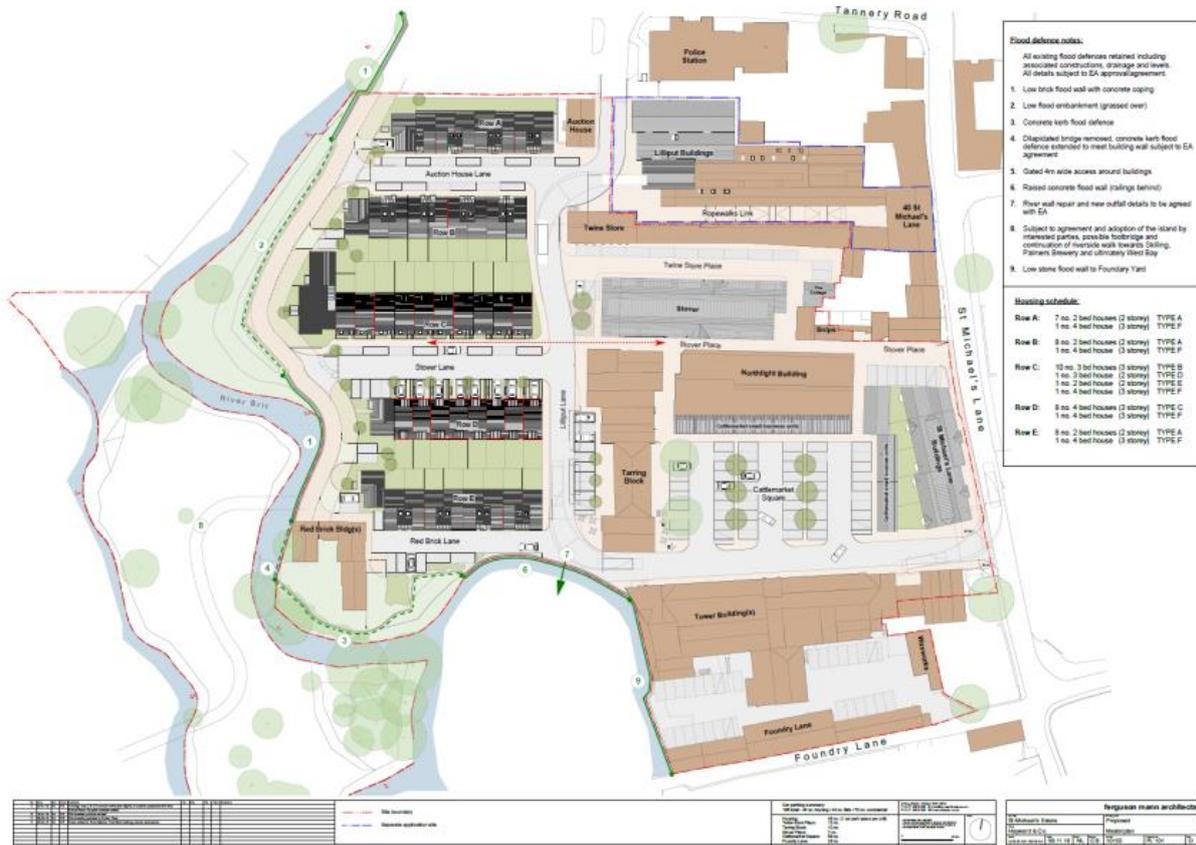
13.1 The Potential land use options have been developed following:

- Detailed analysis and appraisal of the site and its environs – See Annotated Photographs in **Appendix 6**
- Future aspirations and requirements for the site
- Views of Landowners Consultees and Technical Consultants

#### Site Plan – Existing Layout



# St Michael's Estate Proposed Layout



## St Michael's Layout Adjacent to Bus Station Site



## **Bridport Bus Station - Layout Options**

**13.2 A series of 4 options were initially developed for the site layouts and following meetings with Bridport Town Council and Dorset Council partners, four further iterations were developed based on the earlier layouts and comments received. These are Options D, E, F1 & F2, which are described and illustrated below.**

### **Option D**

This option could include the following:

- New building within centre of site with direct access to bus station and stops from Tannery Road with bus station facilities at ground level, with toilets, information, waiting room and other associated uses. This would be a new 2-3 storey building with potential for accommodating offices, craft workshops, gallery, small offices to rent at upper levels.
- Parallel 'chevron' style bus stopping areas outside the building, for 6 buses/coaches at any one time, so that busses enter the site direct from Tannery Road and reverse out of site.
- Ground level car park for 65 cars on site of existing car parks backing onto St Michael's and bus station sites. Electric car charging points
- Parking for approximately 6 motorhomes as part of this car park area
- Coach parking for approximately 3 coaches with centre of site shared with bus station
- Riverside walkway with 8m EA Buffer Zone, signed pedestrian route to town centre
- Some open space on the site itself with access to bridge link to Plottingham Fields
- Green walkway within the site, to improve potential for pedestrian links to the town centre
- Potential for 2 storey retail/office building on site of existing toilets
- Electricity Sub Station on the site of existing Dorset Council owned garages to rear of existing WCs.
- Residential development - mix of market and social housing up to 3 – 4 storey's height with ground floor raised above potential flood zone and provision of private parking at this level for 32 cars.
- Bar/Restaurant at southern end of this block with potential for function/events room to be incorporated
- Information to guide visitors to the rest of the town and interpretation about the local heritage interest of the site and wider area

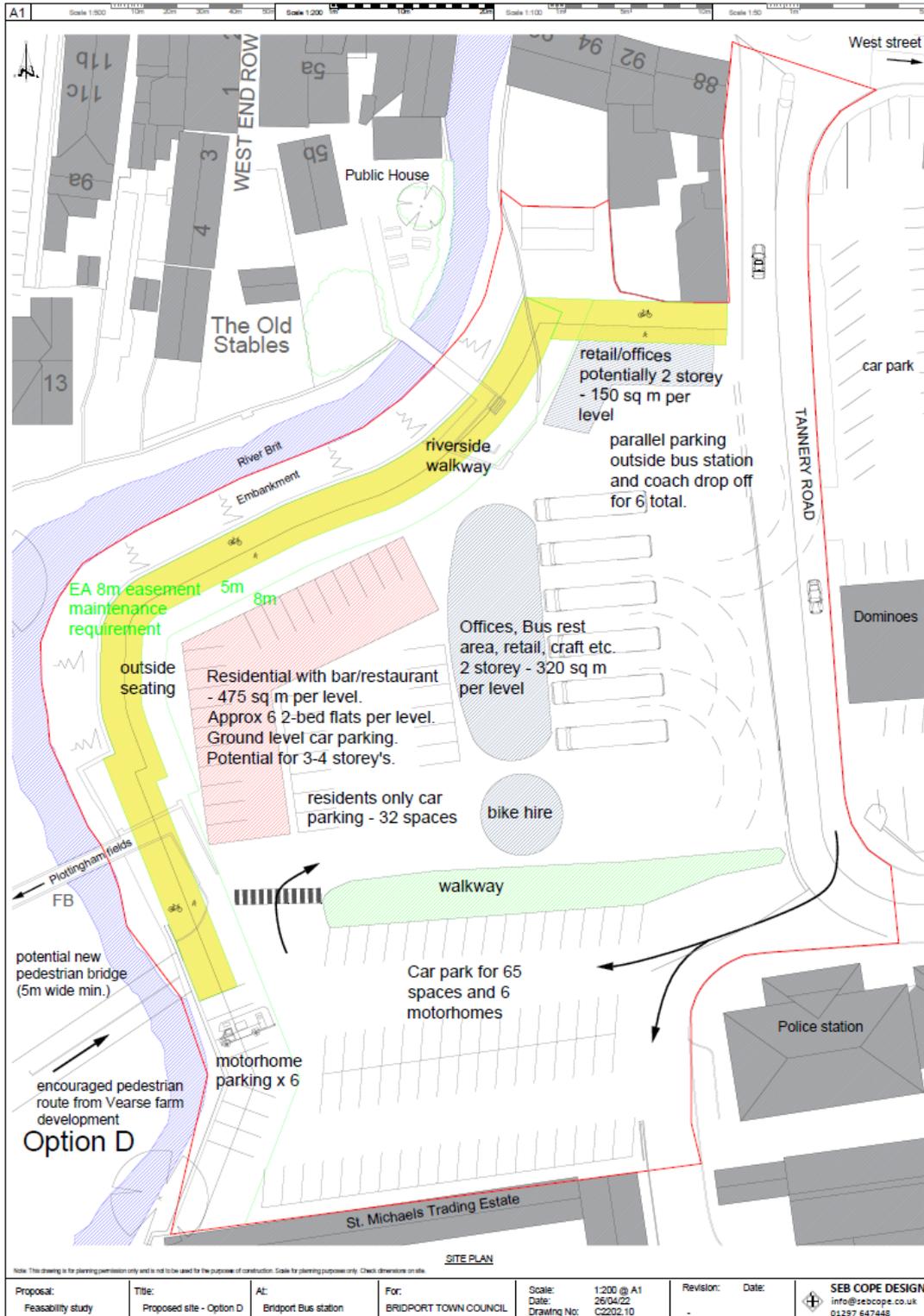
**Benefits**

- Provision of 65 public car parking spaces plus 6 motorhomes
- Improved link to Plottingham Fields
- Significant number of residential flats to help cross subsidise the site's development.
- Bar & restaurant overlooking river

**Disbenefits**

- Public bus station facilities in centre of site, so pedestrian conflict with cars & buses
- Small and less attractive area of open space
- Chevron parking of buses would result in them having to reverse out of parking slots with potential safety implications

# Option D Plan



## Option E Description

13.3 This option could include the following:

- New building of approximately 360 square metres, on road frontage opposite Dominos, but set back from the highway to accommodate 'walk-through' bus station facilities at ground level, with toilets, information, waiting room and other associated uses. This option would be a new 2-3 storey building with potential for accommodating offices, a function room, craft workshops, gallery, small offices to rent at upper levels.
- Longitudinal and parallel bus stopping areas outside on highway frontage and both sides of the building, for 4-6 buses at any one time. Buses dropping off passengers would enter from the north, pass through the station and sweep around to stop on the highway side of the building allowing passengers to disembark easily, adjacent to the waiting room and other facilities. Buses that simply wanted to stop or park for a while, would stop on the inner side of the building, adjacent to the car park.
- This area would also enable holiday coaches to drop off and pick up, with space for approximately 2 coaches within the centre of site, adjacent to the bus parking. Longer term parking would need to take place at the Eype Car Park on the A 35 Bridport Bypass.
- Ground level car park for approximately 80 cars on site of some existing car parks and bus station as well as the existing bus depot site. Electric car charging points
- Parking for approximately 4 motorhomes as part of this car park area.
- Riverside walkway/cycleway within 8m EA Buffer Zone as one of the main, signed pedestrian routes to town centre.
- A 5 metres joint cycleway walkway linking with the bridge link to Plottingham Fields and passing through the site to Tannery and St Michael's Roads to the town centre via other routes.
- At the northern entrance to site a small cabin/pavilion style building is proposed with potential for cycle parking, charging points and cycle sales and hire
- Electricity Sub Station on the site of existing Dorset Council owned garages to rear of existing WCs.
- Residential development at the southern end of the site adjacent to St Michael's Site. A mix of market and social housing [60%/30%] up to nine, 3 storey 'town houses' with provision of 17 private car parking spaces to the front.
- Information to guide visitors to the rest of the town and interpretation about the local heritage interest of the site and wider area

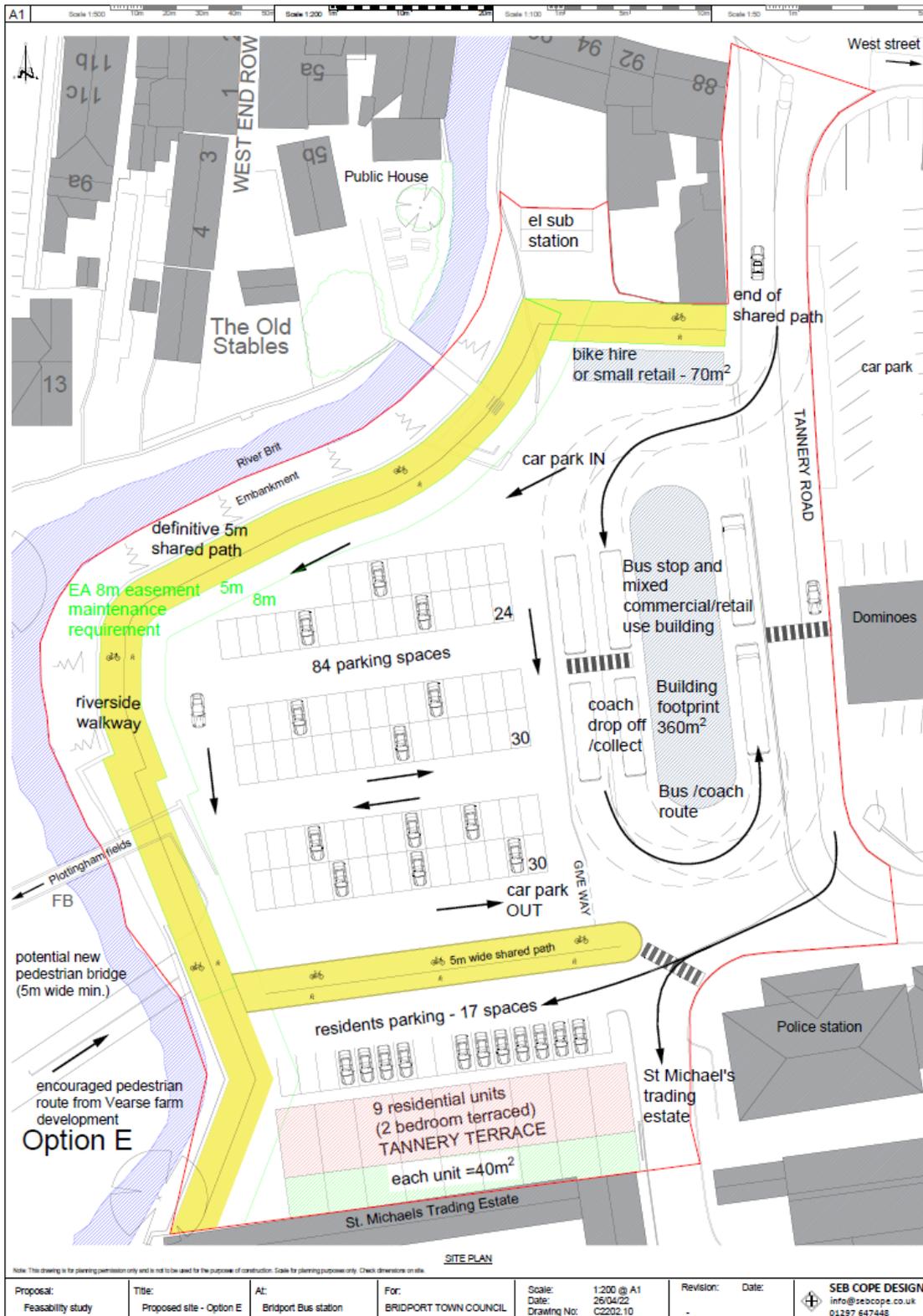
## **Benefits**

- Ease of access to bus station for buses and passengers
- Full replacement and expansion of car parking numbers so up to 84 spaces
- Improved link to Plottingham Fields
- Some, though limited residential development.

## **Disbenefits**

- No areas of open space within the site
- No opportunity for outdoor markets or events
- Riverside location not taken advantage of for residential development
- No café/restaurant overlooking river and open space area
- Limited environmental improvement as still large areas of unrelieved parking/tarmac.
- Only small number of residential properties on the site, so limited funds to help cross subsidise the rest of the scheme's public facilities.
- Potential flood risk concerns for residential area.

# Option E Plan



## Option – F1

13.4 This option could include the following:

- New building of approximately 320 square metres, on road frontage opposite Dominos, but set back from the highway to accommodate 'walk-through' bus station facilities at ground level, with toilets, information, waiting room and other associated uses. This option would be a new 2-3 storey building with potential for accommodating offices, a function room, craft workshops, gallery, small offices to rent at upper levels.
- Longitudinal and parallel bus stopping areas outside on highway frontage and on both sides of the building, for 4-6 buses at any one time. Buses dropping off passengers would enter from the north pass thorough the station and sweep around to stop on the highway side of the building allowing to passengers to disembark easily, adjacent to the waiting room and other facilities. Buses that simply wanted to stop or park for while would stop on the inner side of the building adjacent to the car park.
- This area would also enable holiday coaches to drop off and pick up, with space for approximately 2 coaches within the centre of site, adjacent to the bus parking. Longer term parking would need to take place at the Eype Car Park on the A 35 Bridport Bypass.
- Two storey car park for approximately 60 cars on site of existing car park area at the southern end of the site, together with a further 23 ground level parking spaces, so 83 in total, plus parking for approximately 5 motorhomes, as part of this car park area. Electric car charging points
- Riverside walkway/cycleway within 8m EA Buffer Zone as the main & signed pedestrian route to town centre.
- A 5 metre joint cycleway walkway linking with the bridge link to Plottingham Fields and passing through the site to Tannery and St Michaels Roads and the town centre via other routes.
- An area of green/open space within the centre of the site linking to Plottingham Fields and the joint to the walkway/cycleway routes. Within this area a circular, open sided, 'Buttermarket' building of approximately 100 square metres, for hosting outdoor, but covered market stalls and/or a small sheltered area for events/music etc. This greenspace area will also act as an informal collecting point for surface water, thereby easing potential flooding of the site.
- At the northern entrance to site a small cabin/pavilion style building is proposed with potential for cycle parking, charging points and cycle sales and hire.

- Electricity Sub Station on site of existing Dorset Council owned garages to rear of existing WCs.
- Residential development on the site of the current bus depot on the western end of the site close to the river. A mix of market and social housing [60%/30%] This residential building would be 3-4 storeys in height and have a footprint of 560 square metres. Only parking and storage is proposed at ground level for the flats above due to potential flood risk, with provision for 32 private car parking spaces.
- With three storeys of housing and the bar restaurant at one end on the upper ground floor, the first floor of this building could accommodate 2x1 bed flats and 3x 2 bed flats, with a further 4x1 bed and 12x 2bed on the second and third floors, so 21 units in total.
- The proposed Bar/Restaurant at southern end of residential block would comprise 82 square metres, with an adjoining function room of 120 square metres, with outside balcony/seating, overlooking river and open space to west.
- Information to guide visitors to the rest of the town and interpretation about the local heritage interest of the site and wider area

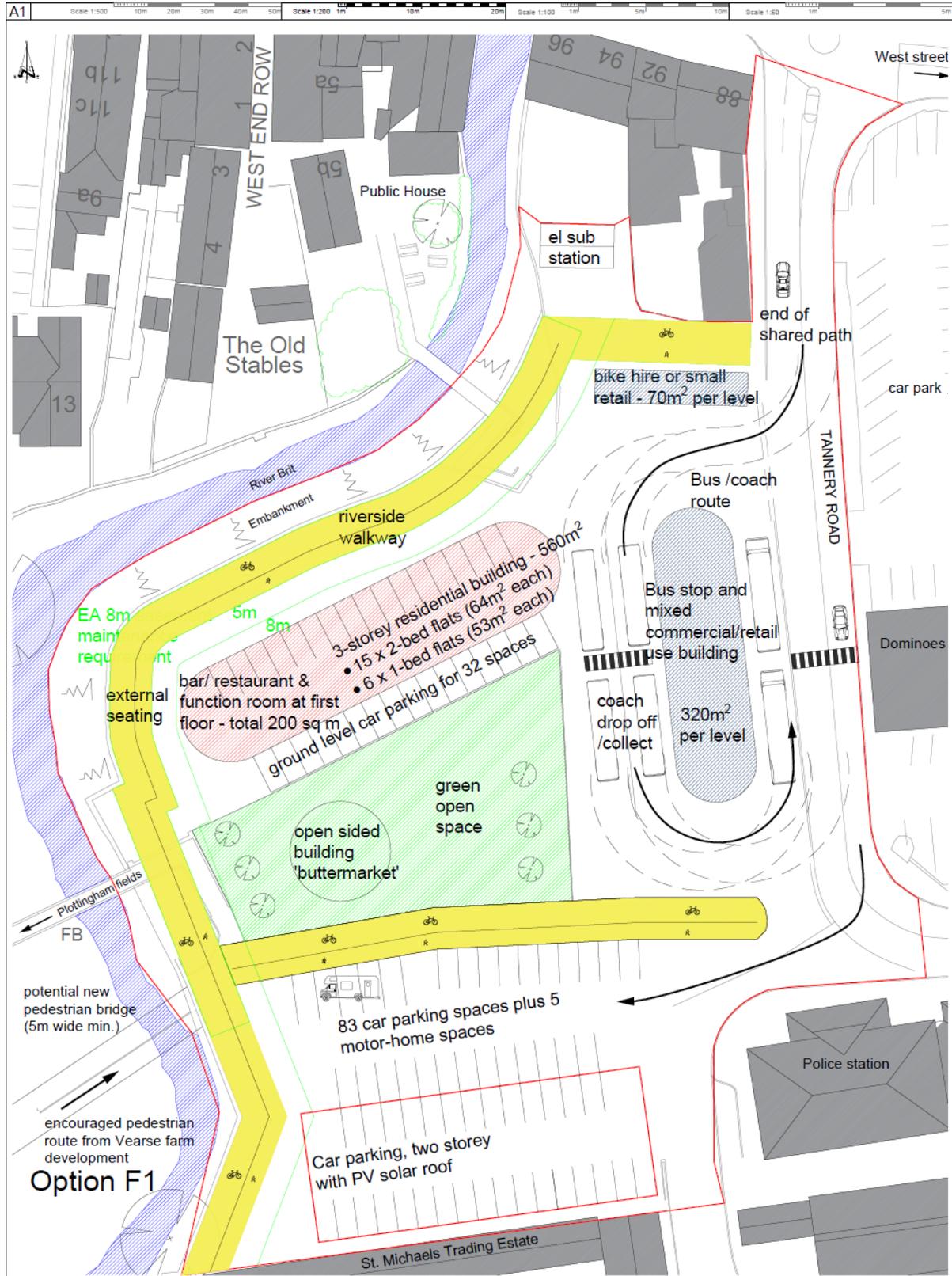
#### **Benefits**

- Ease of access to bus station for buses and passengers
- Replacement of car parking numbers due to two storey parking up to 87 spaces
- Improved link to Plottingham Fields
- Significant number of residential flats to help cross subsidise the overall site development.
- Bar & restaurant overlooking river
- Area of open space & 'Buttermarket' within the site, so opportunity for outdoor markets or events and will act as sink for surface water
- Overall environmental improvements
- This option supported by Flood Risk and Landscape Advisers

#### **Disbenefits**

- Two storey car park may be seen as unsightly
- Cost estimate by providers is £15-£20,000 per space, so not cost effective or viable given the small size, relative to most multiple level car parks.
- This element could be seen to conflict with St Michael's plans

# Option F1 – Plan



**SITE PLAN**

Note: This drawing is for planning permission only and is not to be used for the purposes of construction. Scale for planning purposes only. Check dimensions on site.

Proposal: Feasibility study	Title: Proposed site - Option F	At: Bridport Bus station	For: BRIDPORT TOWN COUNCIL	Scale: 1:200 @ A1	Revision: -	Date: -	<b>SEB COPE DESIGN</b> info@sebcope.co.uk 01297 647448
				Date: 28/04/22			

## Option – F2

13.5 This option could include the following:

- New building of approximately 320 square metres, on road frontage opposite Dominos, but set back from the highway to accommodate 'walk-through' bus station facilities at ground level, with toilets, information, waiting room and other associated uses. This option would be a new 2-3 storey building with potential for accommodating offices, a function room, craft workshops, gallery, small offices to rent at upper levels.
- Longitudinal and parallel bus stopping areas outside on highway frontage and on both sides of the building, for 4-6 buses at any one time, so that busses enter the site from the north and drive out at the northern exit. Buses dropping off passengers would enter from the north pass thorough the station and sweep around to stop on the highway side of the building allowing to passengers to disembark easily, adjacent to the waiting room and other facilities. Buses that simply wanted to stop or park for while would stop on the inner side of the building adjacent to the car park.
- This area would also enable holiday coaches to drop off and pick up, with space for approximately 2 coaches within the centre of site, adjacent to the bus parking. Longer term parking would need to take place at the Eype Car Park on the A 35 Bridport Bypass.
- Surface car park for approximately 71 cars on site of existing car park area at the southern end of the site, plus parking for approximately 4 motorhomes, as part of this car park area. Electric car charging points and some /photovoltaic car ports on southern boundary.
- Riverside walkway/cycleway within 8m EA Buffer Zone as the main & signed pedestrian route to town centre.
- A 5 metre joint cycleway walkway linking with the bridge link to Plottingham Fields and passing through the site to Tannery and St Michaels Roads.
- An area of open space within the centre of the site linking to Plottingham Fields and the joint to the walkway/cycleway routes. Within this area a circular, open sided, 'Buttermarket' building of approximately 100 square metres, for hosting outdoor, but covered market stalls and/or a small sheltered area for events/music etc. This area will also act as an informal collecting point for surface water.
- At the northern entrance to site a small cabin/pavilion style building is proposed with potential for cycle parking, charging points and cycle sales and hire.
- Electricity Sub Station on site of existing Dorset Council owned garages to rear of existing WCs.

- Residential development on the site of the current bus depot on the western end of the site close to the river. A mix of market and social housing [60%/30%] This residential building would be 3-4 storeys in height and have a footprint of 560 square metres. Only parking and storage is proposed at ground level for the flats above due to potential flood risk, with provision for 32 car parking spaces.
- With three storeys of housing and the bar restaurant at one end on the upper ground floor, the first floor this building could accommodate 2x1 bed flats 3x 2 bed flats, with a further 4x1 bed and 12x 2bed on the second and third floors, so 21 units in total.
- The proposed Bar/Restaurant at southern end of residential block would comprise 82 square metres, with an adjoining function room of 120 square metres, with outside balcony/seating, overlooking river and open space to west.
- Information to guide visitors to the rest of the town and interpretation about the local heritage interest of the site and wider area

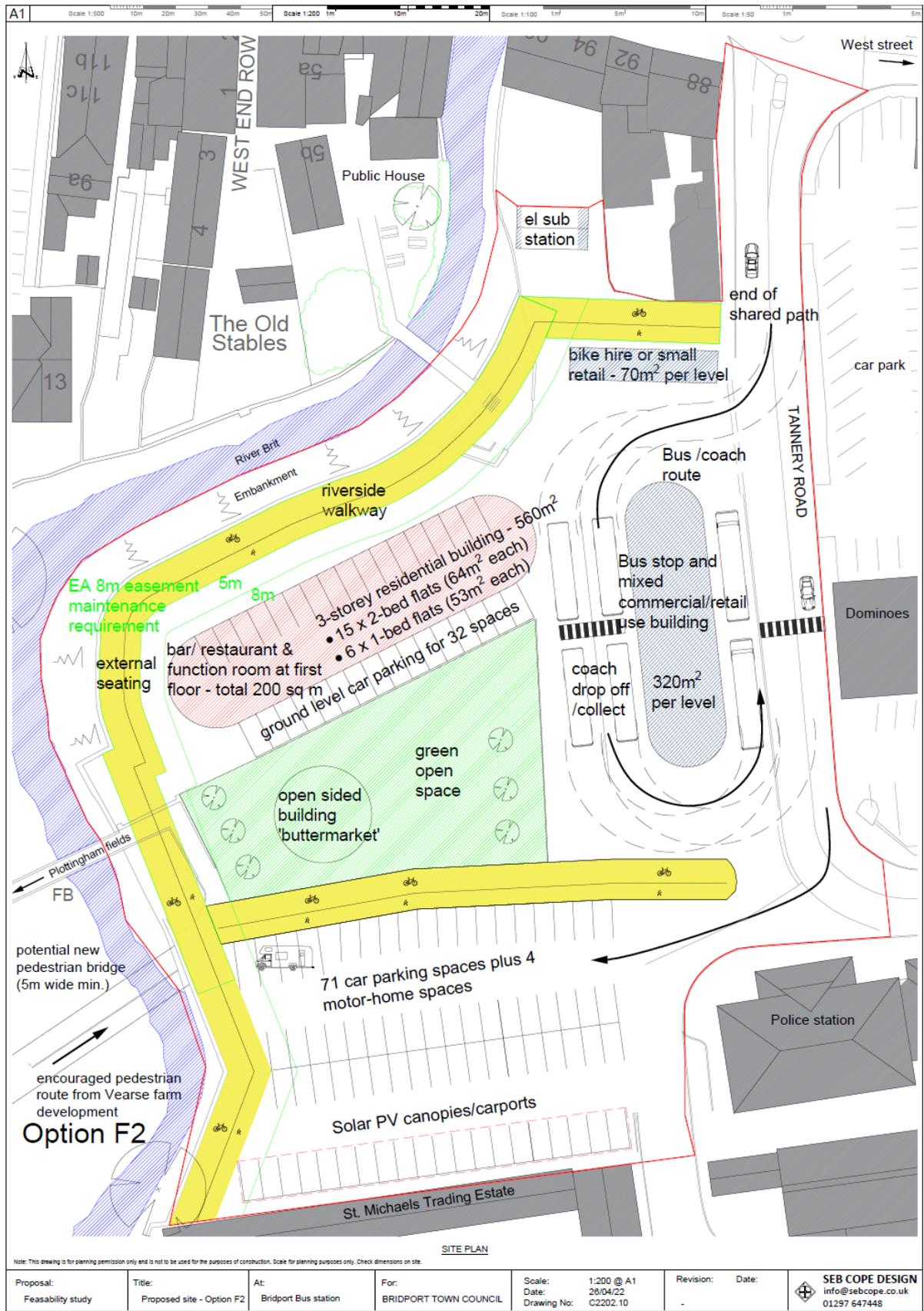
### **Benefits**

- Ease of access to bus station for buses and passengers
- Replacement of car parking numbers up to 75 spaces and car ports with photovoltaic cells
- Improved link to Plottingham Fields
- Significant number of residential flats to help cross subsidise the overall site development.
- Bar & restaurant overlooking river
- Area of open space & 'Buttermarket' within the site, so opportunity for outdoor markets or events and will act as sink for surface water
- Overall environmental improvement
- Retains compatibility with St Michael's Plans
- This option supported by Flood Risk and Landscape Advisers

### **Disbenefits**

- Surface parking results in slight reduction in existing parking spaces overall

# Option F2 – Plan



## Recommendation on Options

13.6 Having regard to all of the above considerations and views expressed by other advisers as set out in Section 16 below, it is **Recommended that:**

***Option F2 be confirmed as the preferred option for taking forward the project through to stakeholder and public consultation and ultimately and subject to observations received, for it to form the basis for the submission of the detailed planning application.***

## 14 Options & Car Parking Comparisons

14.1 The Local Plan states as follows in **Policy BRID 4:**

***Any scheme will need to retain an appropriate amount of public car parking.***

The new Dorset Local Plan states :

***If car parks are redeveloped a broadly equivalent amount of public car parking should be provided within close proximity.***

**Policy BRID 1 states: Any scheme will need to retain an appropriate amount of public car parking.**

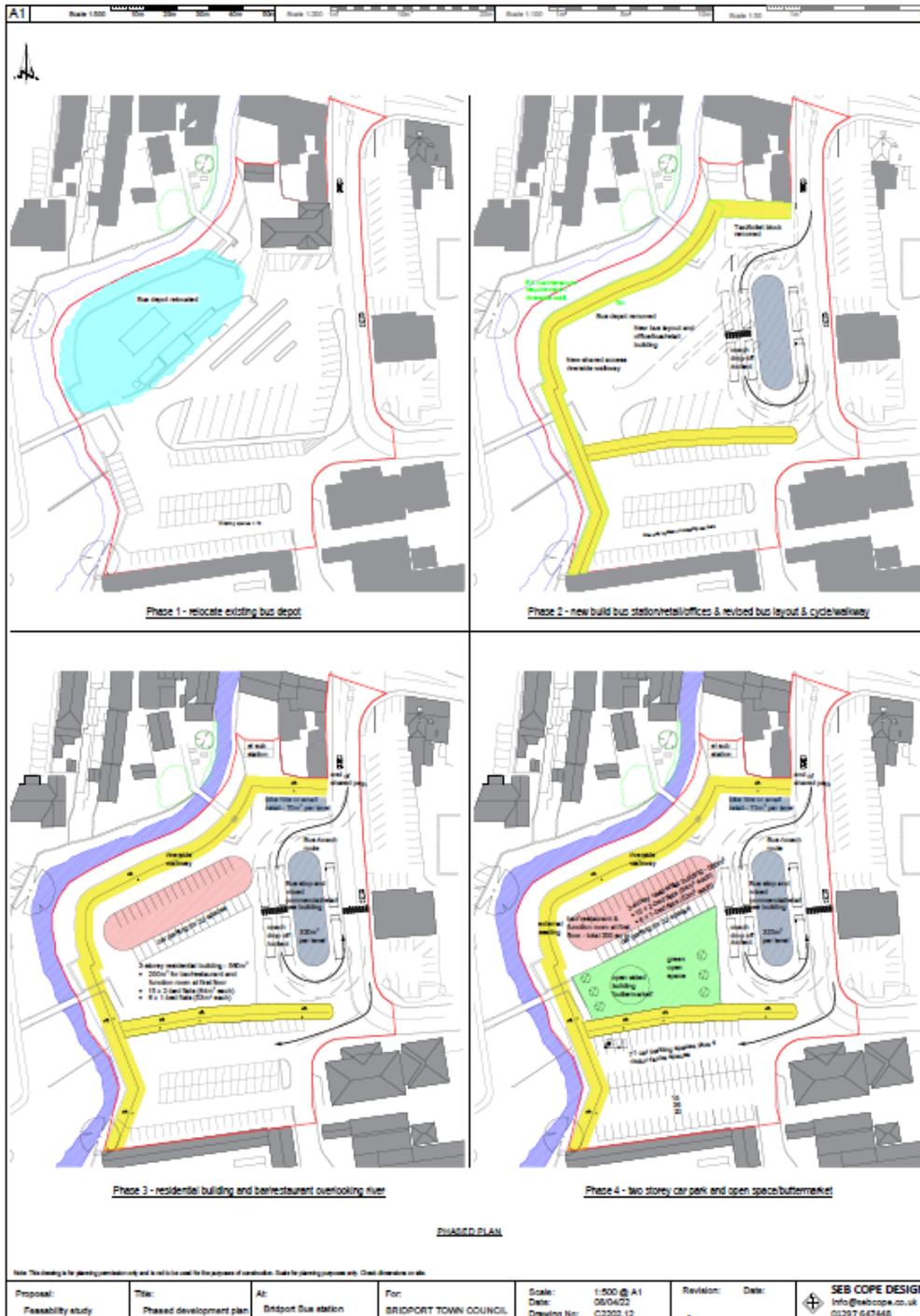
14.2 Comparisons are as follows, from which it is submitted, that all schemes accord with the above Policies as they all do provide an 'appropriate number' of spaces that are 'broadly equivalent' with the current situation.

<b>Scheme</b>	<b>Number of Public Car Parking Spaces</b>	<b>Number Motor Home Spaces</b>	<b>Overall Public Parking Spaces</b>	<b>Private/ Residential Spaces</b>
<b>Existing</b>	78	5	83	0
<b>Option D</b>	65	6	71	32
<b>Option E</b>	80	4	84	17
<b>Option F1</b>	83	5	88	32
<b>Option F2</b>	71	4	75	32

## 15 Potential Phasing Plan

15.1 Clearly there are a number of options for phasing the development of the site, but the following is proposed as being one which is considered realistic and achievable, whilst maintaining public facilities and services as best as possible, as the development proceeds.

- Phase 1 - Relocation of Bus Depot
- Phase 2 - New Bus Station Facilities and Walkways
- Phase 3 - Residential Development
- Phase 4 - Open Space Layout



## 16 Summary of Technical Observation on Options E & F

### 16.1 SSP Flood Risk Assessors

#### **Option E**

- *The 9 residential units are quite close to the easement and need for access to the riverside for maintenance.*
- *The terraced housing will need to have a high finished floor level to be above any future flood risk & ground floor residential will be an issue as the Environment Agency will not be supportive of residential on the ground floor.*
- *The new commercial building opposite Dominos should not be an issue in regards to flood risk, subject to finished floor levels as there would be no residential accommodation in these settings.*

#### **Option F**

- *From a Flood Risk point of view, Option F be more favourable in regards to flood risk to occupants. With all residential from first floor and above, this would be beneficial due to the levels. With parking on the ground floor, this would also be advantageous. Although flood risk being high in the area, the risk to occupants is lower, given there is no residential on the ground floor.*
- *Again, no real concerns with the commercial building can be identified, as this has no residential.*

### 16.2 Dorset Council Landscape Service Advice

- **Option E** - *is missing something without the residential building by the river and the green open space and Buttermarket, which add so much more to the project.*
- **Option F** - *One of the qualities of Bridport is its permeability and wealth and choice of paths and walks from the countryside, through the town. The 8m EA Easement alongside the River Brit provides an opportunity for a lovely wide riverside walk and cycleway, linking existing public footpaths, greenspaces and town trail ways. The opportunity to provide links with the proposed Foundry Lea development at Vearse Farm should not be missed.*
- *The central green open space in Option F breaks up the large area of hard surfacing, providing a welcome breathing space between car parks and bus manoeuvring spaces with a flexible space with multiple uses for markets, recreation; a focal point and meeting place. There is an opportunity/need to visually separate this new development from the site on the east of Tannery Road; these currently read as one large, flat, grey space.*
- *Planting could be introduced to give some height, form, interest and texture, but not to produce visual barriers, or interrupt wider views across the river or above rooftops. A few carefully considered focal point trees would seem appropriate; as defining features/future landmark trees rather than mass planted islands.*

- *This green space will interrupt the mass of existing impermeable surface, providing natural surface water drainage potential, slowing down and filtering run off which should be an improvement on the existing situation, adjacent to the river. Green spaces can also serve as 'storage' for surface water during storm events when all the drains are surcharging which could be beneficial in terms of surface water management, potentially alleviating an existing condition.*
- *The bus coach route and one way system appears to be an efficient use of space and retains all the bus and coach activity in one area, close to Tannery Road. The new building(s) will help to define the new spaces behind, to the west of it, creating some enclosure and re-introducing a street frontage opportunity on Tannery Road, which has been eroded over time.*
- *The residential development at the northern end of the site, is supported, overlooking the River and set back to create a wide, green frontage to the development, creating an attractive green setting along the river. There are plenty of architectural references and historical context to draw on in the immediate vicinity; Georgian, Victorian industrial and warehouse architectural styles.*
- *The context of the AONB and Conservation Area designations will also have a bearing on design quality; visual impacts; heritage impacts. The removal of unsightly buildings, structures, walls, unnecessary signage and clutter can only improve matters.*

### **16.3 Dorset Highways - Initial Observations**

- *The road leading into the existing car park is an adopted road. This can complications with altering any elements of it due to Highways act and regulations.*
- *Check swept path analysis for all vehicle movements so not to encroach on highway for any movements.*
- *Protection of PROW across site*
- *Facilitating cyclists and pedestrians back onto network / footpaths etc, avoid conflict with cars, coaches and buses. Location of crossings to be investigated.*
- *A clear definition will be required for pedestrians/cyclist and highway users to make clear what is highway and what are pedestrian spaces and how best to provide safe access to the town.*
- *Street lighting to be considered, locations.*
- *Pedestrian foot path on Tannery Road between highway and parking should be maintained*
- *Use of materials will be key to the project*
- *Areas of public highway will need to be maintained.*
- *Access junctions are incredibly wide*

#### **16.4 General Observation from West Dorset Transport Advisory Group [WATAG]**

*These are applicable to any layout of the site:*

- *Accessible and up to date information on bus and train times for all the main towns and services*
- *All weatherproof, warm, seated waiting room with a clock and taxi information, decent toilets, refreshments via shop/cafe + a side room for the bus drivers to take their breaks.*
- *Clear signage for the buses pulling in to the station.*
- *Human assistance for people with special needs, as well as the public in general.*
- *Public telephone (card payment)*
- *Drop off/pick up area for cars/taxi*
- *Secure bicycle parking + bike/electric bike hire facilities even mobility scooter hire, if possible.*
- *Signs pointing to town, leisure centre West Bay, cycle paths etc.*
- *The facilities would also be used by the coaches that pull in as there isn't anywhere for their passengers to 'freshen up' and obtain refreshments.*

*Essentially, everything that a decently organised and well run bus station should have which would also provide jobs for local people.*

#### **16.5 First Bus Property Director's Views of the Proposals**

- *First are generally supportive of the principles and objectives for the redevelopment of the current bus station and are happy to continue to work with the council to further explore the opportunities.*
- *We are, in principle, prepared to consider the sale of the existing freehold depot facility as part of the overall redevelopment proposal, this is however an operational facility and any such disposal will require to be subject to a suitable relocation which would require to be deliverable at no worse than a cost neutral basis both in terms of capital outlay and ongoing operational costs.*
- *The site identified at Gore Cross is potentially suitable as a relocation option subject to cost and operational route modelling to mitigate "dead mileage" and potentially increased operational costs. We would not however be in a position to commit to a relocation site until we had greater certainty in relation to the commercial terms for the sale of the existing property as this would be required to cross fund any such relocation. I do appreciate the scarcity of suitable relocation alternatives and that*

*commercially this site may not be available at the time that the redevelopment is sufficiently advanced to provide the certainty required.*

- *Once the design progresses to a more detailed stage the bus station will require to be tracked to ensure that it is fit for purpose for a number of different type and sizes of vehicles. We are happy to provide support based on previous experience if this would be of assistance. We would also need to consider the changing requirements for alternative fuels and potential for electric charging.*
- *In Appendix 7 there is a reference to the depot being “essentially vacant”, just ensure that this is not misconstrued whilst this maybe largely true for the maintenance facility the depot is still operational and will require to be relocated prior to any redevelopment.*

**17 Next Stages of the Project following Approval of the Feasibility Study by Partners - Approximate Timeline Estimated at April 2022**

17.1 This current brief and Feasibility Study project is aimed at identifying proposals for a broad layout for the bus station and bus depot site, with future land uses. Once this has been approved by the key partners; namely key officers and Members from Dorset Council and Bridport Town Council, as well as operational and property staff from First Bus, it is recommended that the following course of action is taken:

<b>Action</b>	<b>Timeline</b>
Initial confidential consultation with other key stakeholders, but which should first involve presentations and discussion with Elected Members and Key Senior Staff at both Dorset Council and Bridport Town Council. Following this, further engagement and consultation with:	<b>April/May 2022</b>
Planning and Highway Officers from Dorset Council. This would effectively be the ‘Pre-Application’ stage of the project.	<b>April/May</b>
Completion of on site Geotechnical, Contamination and Archaeological Assessments which will need to include ground investigations for all three subjects, and consideration of the results,	<b>May/June</b>

<p>with advice from the technical consultants and Dorset Council Archaeological and Environmental Health Officer.</p>	
<p>Further consultation and engagement with the Flood Risk consultants and their assessment of the Flood Risk, based upon the finally approved layout and proposed land uses and any implications for the site's development.</p>	<p><b>May/June</b></p>
<p>Further consultation with Environment Agency, as considered necessary and subject to advice from SSP.</p>	<p><b>May/June</b></p>
<p>Potentially, consultation with any members of the local arts community as advised by Dorset Arts Company.</p>	<p><b>May/June</b></p>
<p>Initial consultation with immediate adjacent land owners; to include: Domino's Pizza Property Department; Dorset Police; owners of St Michael's site; Palmers Brewery, due to nearby pub with pedestrian access from the bus station site.</p>	<p><b>June/July</b></p>
<p>Consultation with developers of Foundry Lea/Vearse Farm in light of the proposed new walkway/cycleway link with this site, including provision of new bridge from Plottingham Fields.</p>	<p><b>June/July</b></p>
<p>Subject to the outcome of these consultations and potential changes being made in the light of comments received, the next stage could include:</p>	<p><b>July/August</b></p>
<p>Commissioning more detailed 'architectural' designs and plans for buildings and parking areas, with 3D plans and/or CGI [Computer Generated Images] showing how the site could be developed and what the completed development might look like.</p>	<p><b>August</b></p>
<p><b>Partners to Agree Scheme Plans</b></p>	<p><b>October</b></p>
<p>BTC/DC to arrange, publicise and host a local public consultation exhibition and presentations about the site and proposed changes at</p>	<p><b>October/November</b></p>

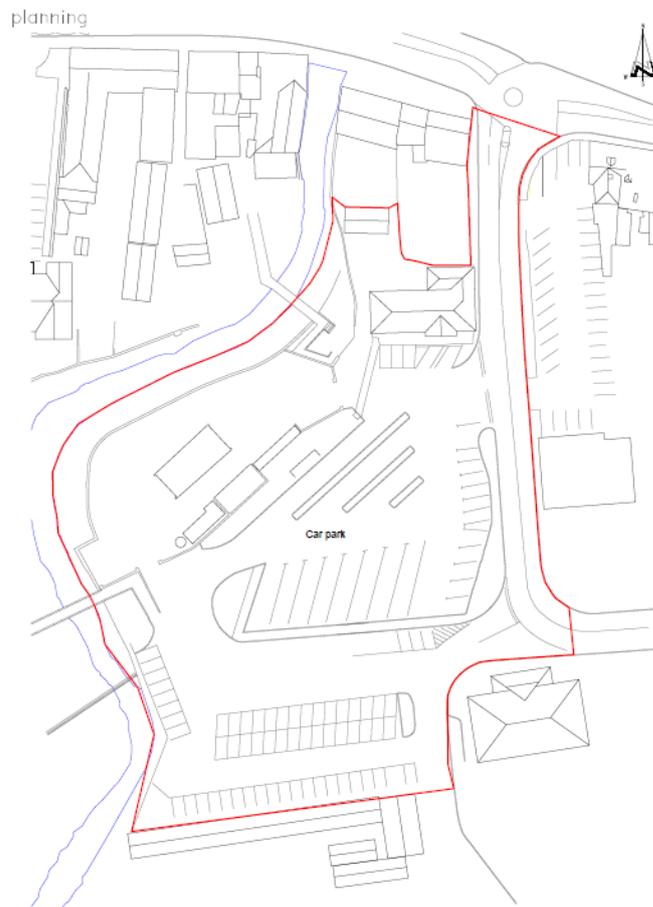
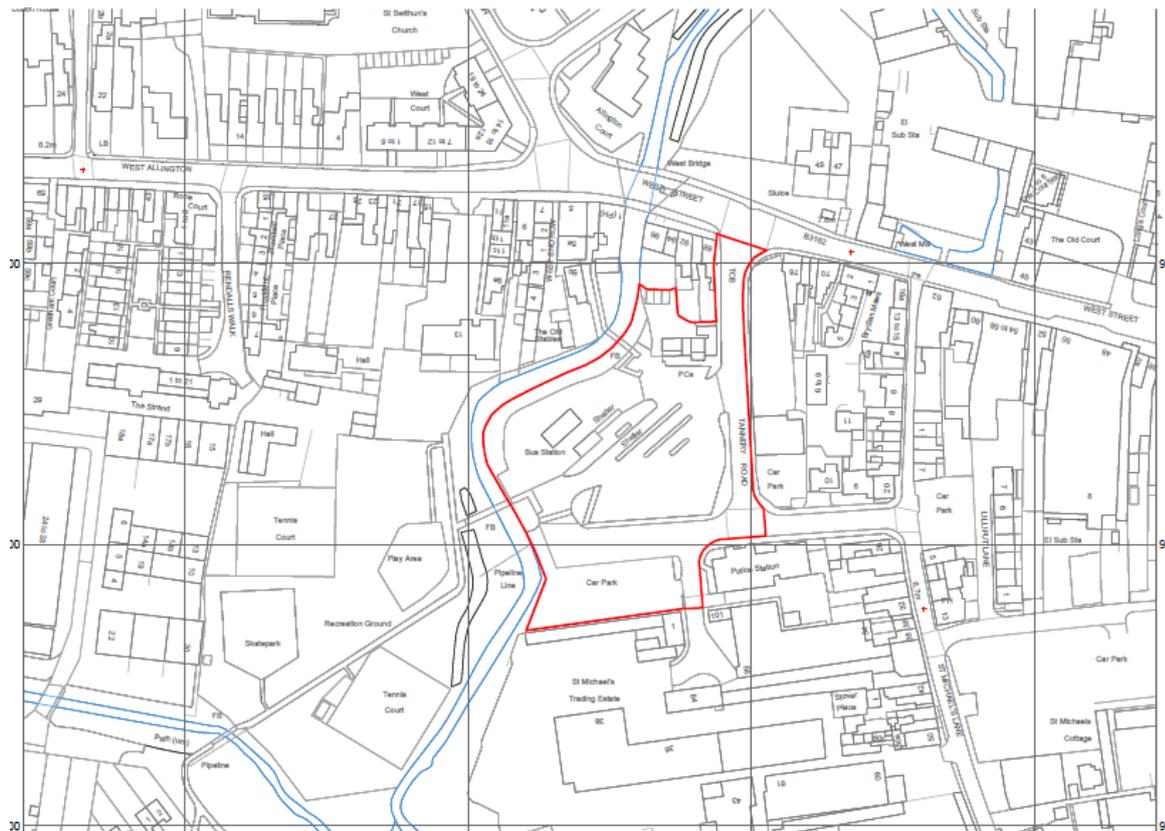
<p>the Bridport Bus Station, which will require the production of summary exhibition boards, associated leaflet, comments form, promotional materials, including posters and use of social media.</p>	
<p>Review of all consultation comments and consideration of any implications and/or changes for the proposed scheme.</p>	<p><b>November/ December</b></p>
<p>Subject to the outcome of the above consultation exercise, any amendments to be agreed by partners.</p>	<p><b>December</b></p>
<p>Preparation of a detailed/full planning application for submission to Dorset Council which would need to include:</p>	
<ul style="list-style-type: none"> <li>• Planning Application form</li> <li>• Full detailed plans as required for detailed application</li> <li>• CGI presentation of proposals and or Artist's Impressions</li> <li>• Planning Design &amp; Access Statement [<i>Feasibility Study provides much of the background and policy context required</i>]</li> <li>• Heritage Statement/Impact Assessment [<i>as site is within the Conservation Area and previous heritage interest at the site</i>]</li> <li>• Geotechnical Assessment</li> <li>• Flood Risk Assessment</li> <li>• Contamination Study</li> <li>• Archaeological Assessment</li> <li>• Community Infrastructure Levy Form required in connection with any residential development</li> <li>• Report on consultation with key stakeholders and the public with summary of views and how they have been accounted for.</li> </ul>	<p><b>January/February</b></p>
<p><b>Submission of Planning Application</b></p>	<p><b>February /March 2023</b></p>
<ul style="list-style-type: none"> <li>• As a separate matter there could also potentially be a planning application needed for the relocated bus depot, subject to new site being identified and dependent upon the existing use of the site selected and secured by First Bus.</li> </ul>	<p><b>To Be Agreed with First Bus</b></p>

## 18 Concluding Comments

18.1 Having regard to the objectives of this study of Bridport Bus Station, Bus Depot and Car Parks, it can be confirmed that:

- The project has identified opportunities for providing alternative economically, socially and environmentally more beneficial development and uses, that are compatible with the site, its environs and Conservation Area context.
- A series of options for the new site layout have been developed and discussed with partners and a final option – **Option F2 is recommended.**
- This will result in a much-improved bus station and transport hub for Bridport and especially for bus passengers, whilst also providing links between buses, taxis, cycling and walking, as well as car parking.
- The scheme will also enhance opportunities for cycling and walkways, with links to other nearby planned new development schemes.
- It creates an opportunity for ‘opening up’ the views and use of the riverside frontage, currently hidden from the public, by the bus depot’s high brick wall.
- The scheme includes proposals for riverside residential development, with scope for a proportion of social rented housing, together market housing.
- An attractive opportunity for a new bar/restaurant overlooking the river and Plottingham Fields.
- There are proposals for an on-site greenspace, landscaped area also suitable for small events/markets.
- First Bus as joint owners of the site are fully supportive of the project.
- At April 2022, the on-site, ground investigation relating to geotechnical, contamination and archaeology, have yet to be commissioned and undertaken.

# Appendix 1 – Location & Site Plans



## Appendix 2 - Summary Based on Discussion with Bridport Town Council

Bridport Bus Station project

In partnership with Bridport Town Council and Dorset Council

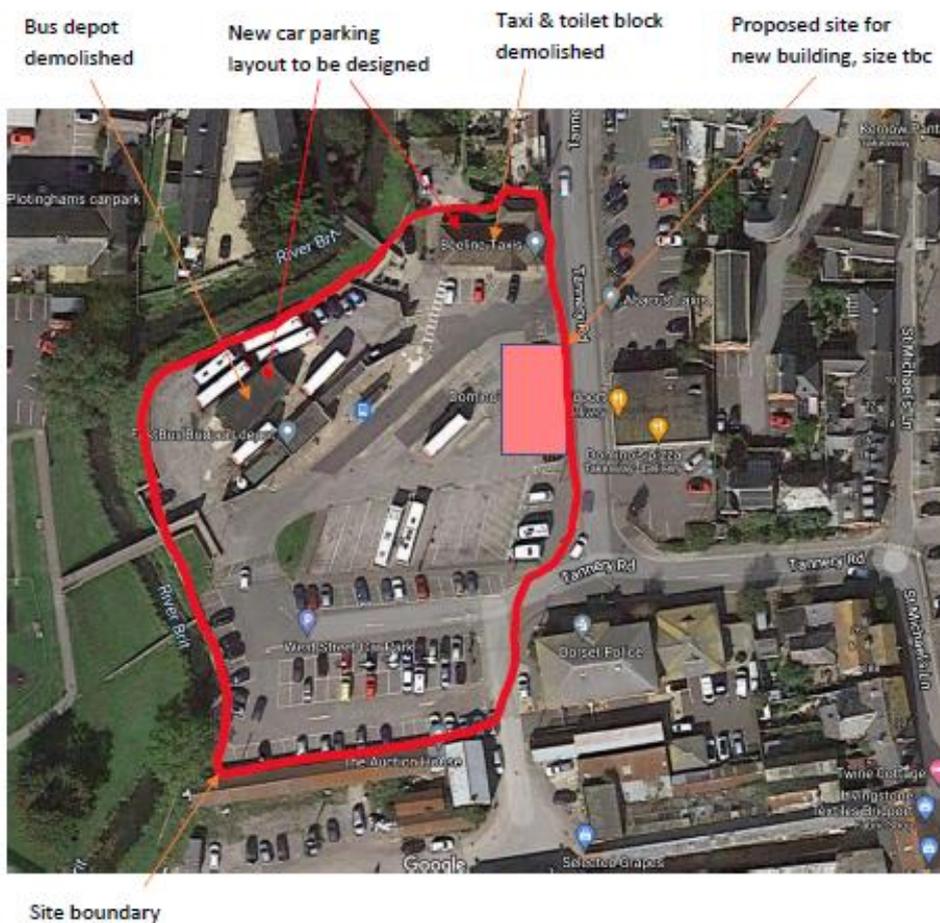
### Brief

Demolish existing taxi office, public toilet block & FirstBus depot buildings. Tarmac over.

Provide new building with office for taxi company, office for FirstBus group, toilet facilities. First floor to host an indoor skate park.

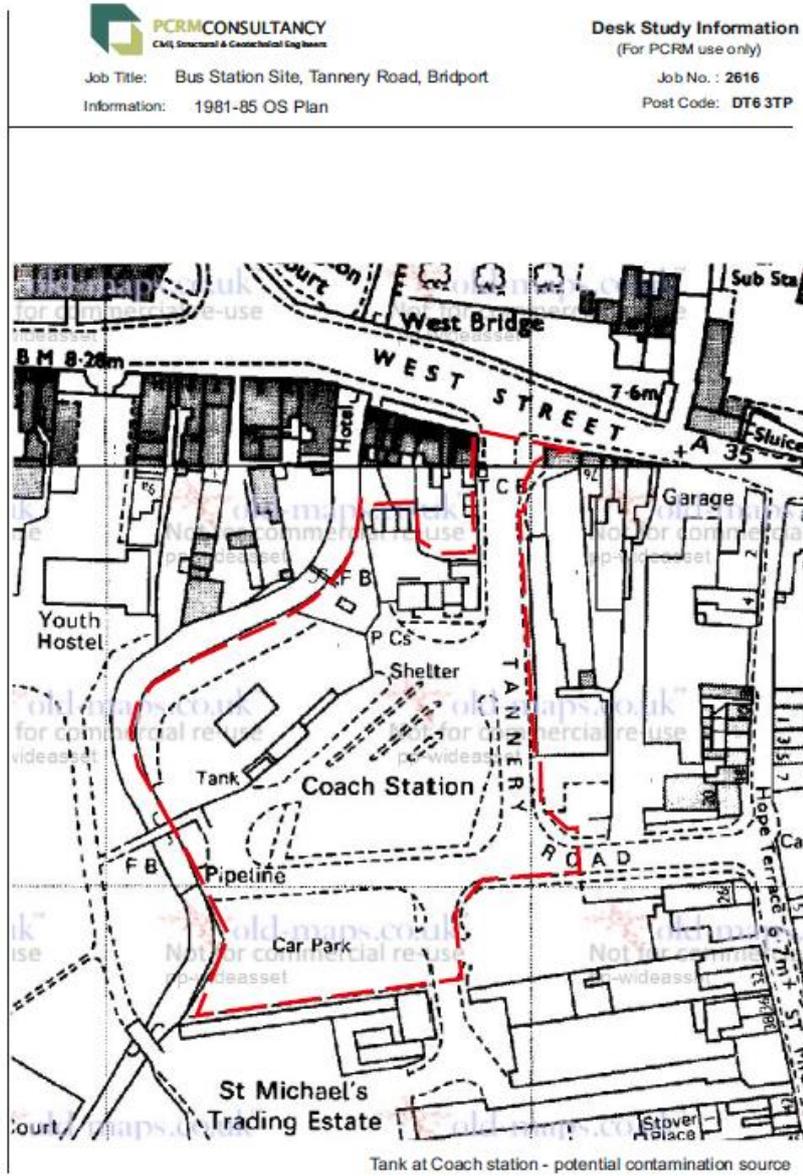
Design of building to be inspirational, curved roof possibly, sustainable construction, renewables etc

Redesign car parking layout with Dorset Council to optimise parking space.



# Appendix 3

## Historic Maps - Researched by Peter Chapman of PCRM Plan 1 - 1981-85

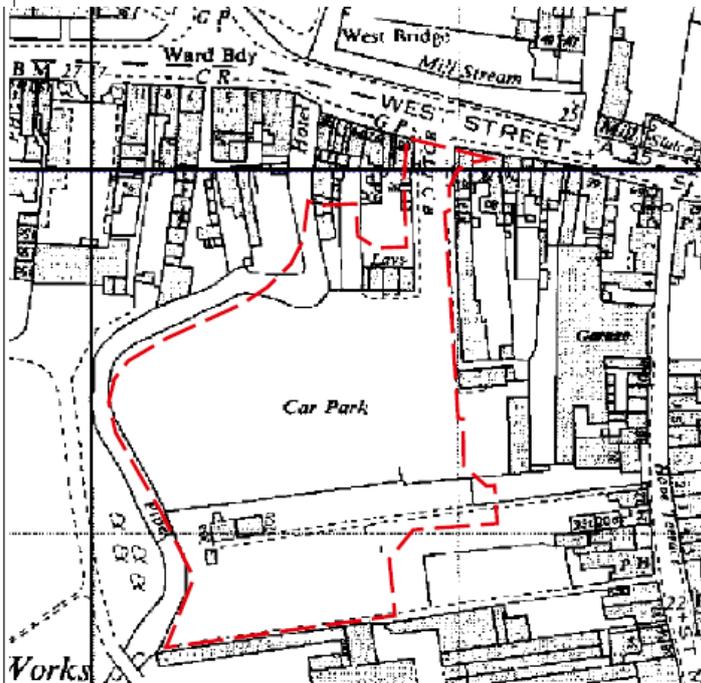
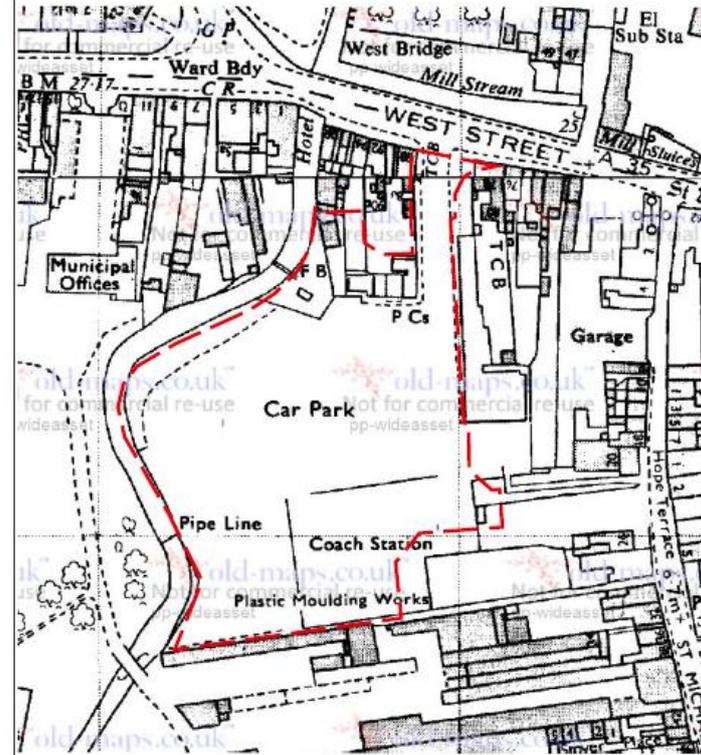


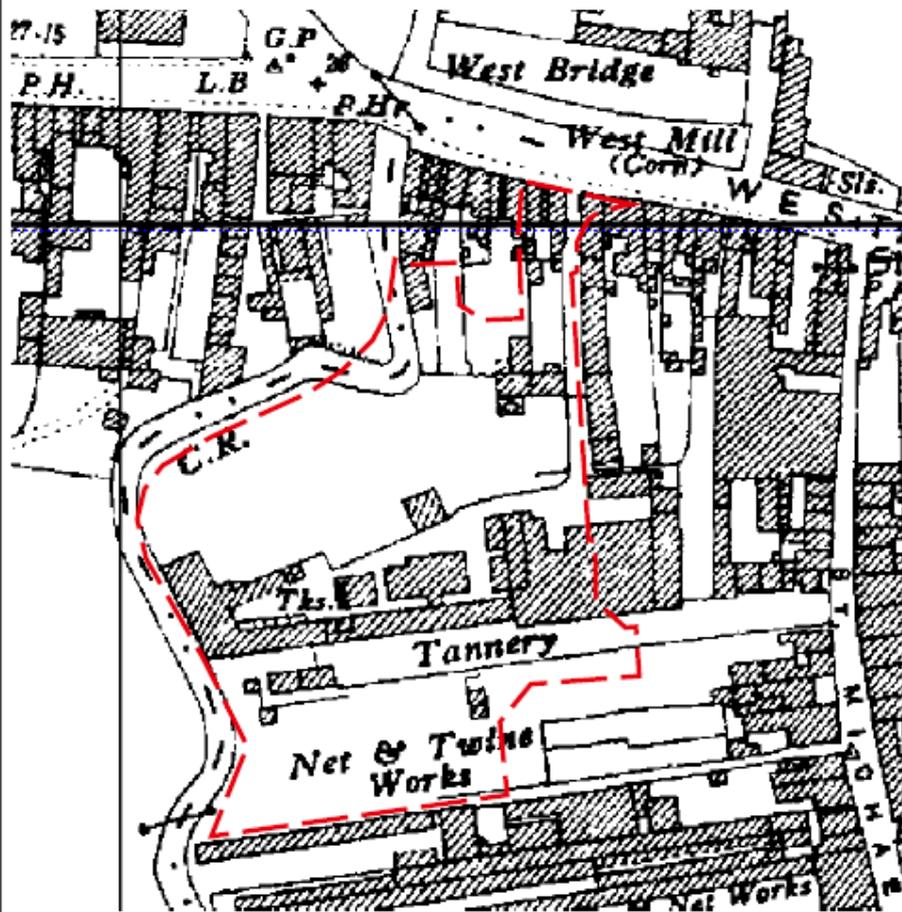
Plans 2&3 - 1966-71 & 1961



Job Title: Bus Station Site, Tannery Road, Bridport  
Information: 1968-71 OS Plan

Desk Study Information  
(For PCRM use only)  
Job No.: 2616  
Post Code: DT6 3TP





Tannery - potential contamination source

Plan 5 - 1902 & Photograph - 1906



Job Title: Bus Station Site, Tannery Road, Bridport  
 Information: 1902 OS plan

Desk Study Information  
 (For PCRM use only)

Job No.: 2616  
 Post Code: DT6 3TP

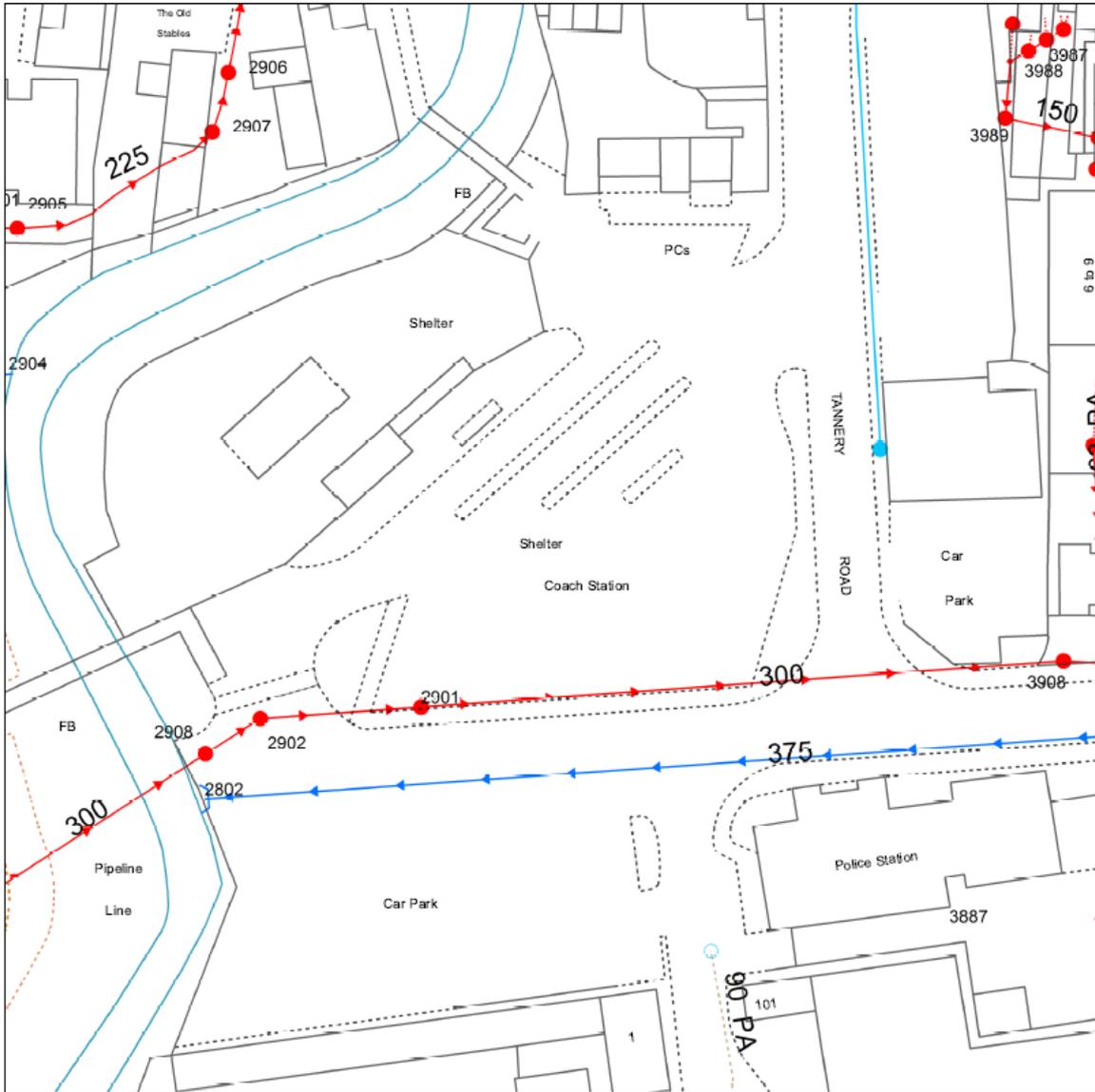


Tannery Rd off West Street  
 West Street/  
 N Allington Junction  
 Tannery on site



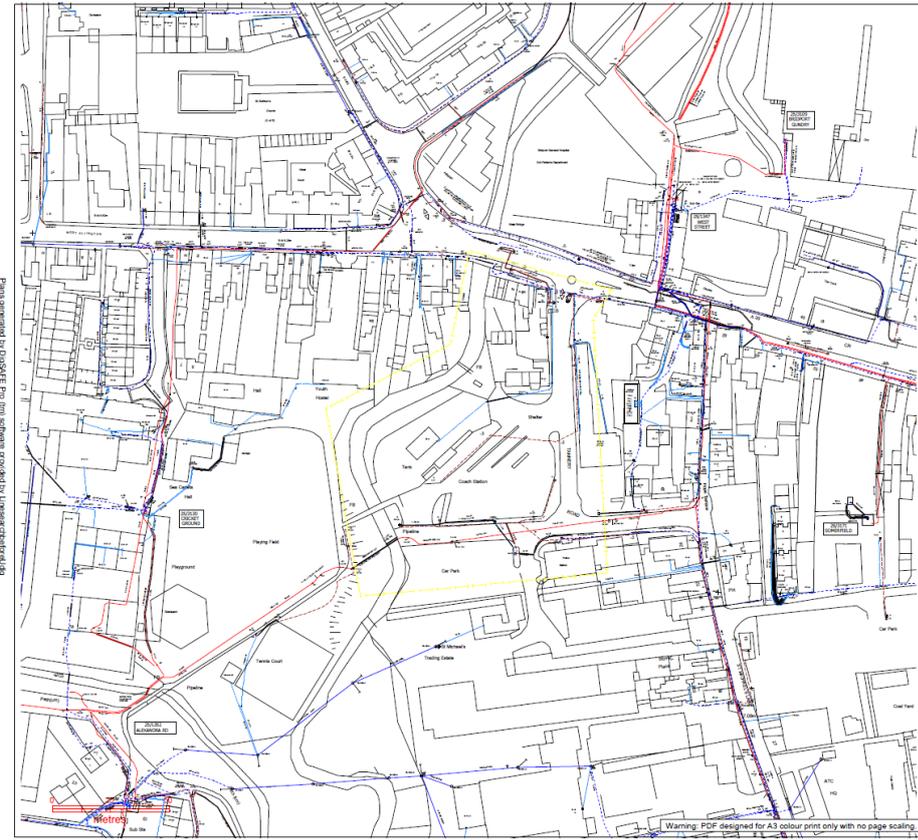


# Wessex Water Network Map



Reproduced from the Ordnance Survey map by permission on behalf of the Controller of Her Majesty's Stationery Office © Crown Copyright. Licence 100019539.

WATER MAINS	SEWERS	STRATEGIC PUBLIC	PRIVATE	SECTION 104	OTHER WESSEX PIPES	NON-WESSEX / UNKNOWN
<ul style="list-style-type: none"> <li>Distribution</li> <li>Washout</li> <li>Raw Water</li> <li>Abandoned</li> <li>Private</li> </ul>	<ul style="list-style-type: none"> <li>Foul</li> <li>Surface</li> <li>Combined</li> <li>Abandoned</li> </ul>	<ul style="list-style-type: none"> <li>Manhole - Foul</li> <li>Manhole - Surface</li> <li>Manhole - Combined</li> <li>Outfall</li> <li>Inlet</li> <li>Lamphole</li> <li>Bifurcation - Foul</li> <li>Bifurcation - Surface</li> <li>Bifurcation - Combined</li> <li>Combined Sewage Overflow</li> </ul>	<ul style="list-style-type: none"> <li>Pumping Station - Surface</li> <li>Pumping Stn - Foul/Combined</li> <li>Gully</li> <li>Vent Column</li> <li>Rodding Eye</li> <li>Catchpit</li> <li>Flushing Chamber</li> <li>Soakaway</li> <li>Non Return Valve</li> <li>Washout</li> <li>Air Valve</li> <li>Hatch Box</li> </ul>	<ul style="list-style-type: none"> <li>Rising Mains</li> <li>EDM - Effluent Disposal</li> <li>Overflow</li> <li>Syphon</li> </ul>	<ul style="list-style-type: none"> <li>Private Rising Mains</li> <li>Culverted Watercourse</li> <li>Highway Drain</li> <li>Use Unknown</li> <li>Status Unknown</li> </ul>	
<b>FITTINGS</b> <ul style="list-style-type: none"> <li>Hydrant</li> <li>Other</li> </ul>	<b>STRUCTURES</b> <ul style="list-style-type: none"> <li>Attenuation Tank</li> <li>Storage Tank</li> <li>Chamber</li> <li>Tunnel</li> <li>Interceptor</li> </ul>	<p>Colours generally indicate the use of the sewer/drain (Le Red - Foul, Dark Blue - Surface, Magenta - Combined/Dual Use, Light Green - Highway Drain, Mid Green - Overflow) styles of line are shown on the key in sample/typical colours.</p>				
<p>Information in this map is provided for identification purposes only. No warranty as to accuracy is given or implied. The precise route of pipe work may not exactly match that shown. Wessex Water does not accept liability for inaccuracies. Sewers and lateral drains adopted by Wessex Water under the Water Industry (Schemes for Adoption of Private Sewers) Regulations 2011 are to be plotted over time and may not yet be shown. In carrying out any works, you accept liability for the cost of any repairs to Wessex Water apparatus damaged as a result of your works. You are advised to commence excavations using hand tools only. Mechanical digging equipment should not be used until pipe work has been precisely located. If you are considering any form of building works and pipe work is shown within the boundary of your property or a property to be purchased (or any close by) a surveyor should plot its exact position prior to commencing works or purchase. If you are proposing to build over or near Wessex Water's apparatus you should contact the Developer Services Team, tel: 01225 526333 or e-mail: developer.enquiries@wessexwater.co.uk to discuss your proposals. Details of assets within Wessex Water's land ownership are unavailable through this service.</p>						<p><b>Date:</b> 27/11/2019  <b>Centre:</b> 346263, 92926  <b>Scale:</b> 1:625                      (When printed at A4 size)</p>



**WESTERN POWER DISTRIBUTION**  
*Serving the Midlands, South West and Wales*

**Contact Us**  
 Mapping Enquiries: 0121 623 9780  
 All areas: 0121 623 9780  
 General Enquiries: 0800 096 3080  
 All areas: 0800 096 3080  
**Report damage immediately – KEEP EVERYONE AWAY FROM THE AREA 0800 6763 195**

Date Requested: 27/11/2019  
 Job Reference: 27102714  
 Site Location: 346253 92949  
 Requested by: Mr Peter Chapman  
 Your Scheme/Reference: 2616 Bus Station, Tannery Road, Bristol  
 Exact Scales:  
 1:1250 Area or Circle dig site  
 1:500 Line dig site

**IMPORTANT NOTICES**

- This information is given as a guide only and its accuracy cannot be guaranteed. Services or recent additions to the network may not be shown.
- Cables, overhead lines & substations owned by other electricity network owners or private companies may be present and may not be shown.
- You should always verify exact locations of cables using a cable locator and by careful use of hand tools in accordance with HSE guidance note HSG47.
- When working within 10m of any overhead electric line you should follow the requirements of HSE Guidance Note GS6.
- For further advice on working near our electricity cables or lines, call our Contact Centre on 0800 096 3080.
- Advice should be sought from the Western Power Distribution Contact Centre for any work that is to take place in proximity to 66kV or 132kV underground cables and 66kV 132kV overhead lines – 0800 096 3080

**Overhead Line**  
 PL  
 LV  
 HV (11kV)  
 HV (33kV)  
 HV (66kV)  
 HV (132kV)

**Underground Cable**  
 PL  
 LV  
 HV (11kV)  
 HV (33kV)  
 HV (66kV)  
 HV (132kV)

**Link Box**  
 S  
 T

**Site Location**  
 Line Area  
 SURF Telecoms

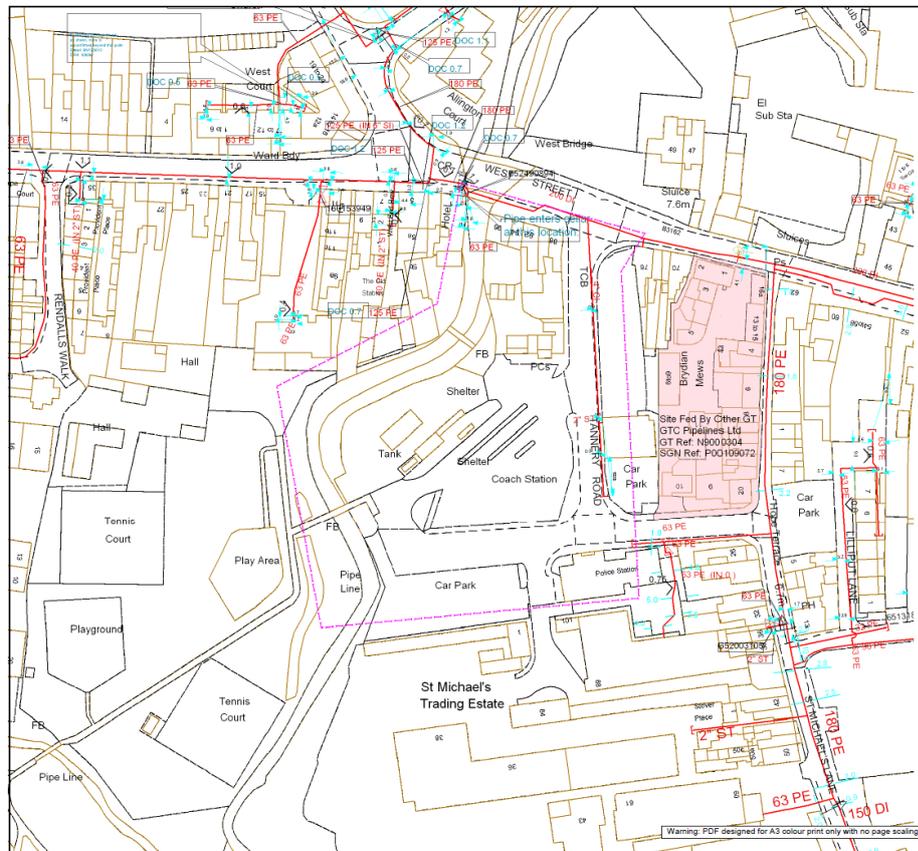
**Underground Cable**  
 PL  
 LV  
 HV (11kV)  
 HV (33kV)  
 HV (66kV)  
 HV (132kV)

**Pole Mounted Transformer**  
 P

**Ground Mounted Transformer**  
 T

Crown Copyright © All Rights Reserved. Ordnance Survey Licence numbers: 10002488, 100024877 & 100021807.  
 WPD Copyright: This copy has been made by or with the authority of Western Power Distribution (WPD) pursuant to Section 47 of the Copyright Designs and Patents Act 1988 unless that Act provides a relevant exception to copyright the copy must not be copied without the prior permission of the copyright owner.

Warning: PDF designed for A3 colour print only with no page scaling.



**SGN**  
 Your gas. Our network.

**Contact Us**  
 Mapping Enquiries: All areas  
 General Enquiries: All areas

Date Requested: 27/11/2019  
 Job Reference: 27102714  
 Site Location: 346253 92949  
 Requested by: Mr Peter Chapman  
 Your Scheme/Reference: 2616 Bus Station, Tannery Road, Bristol  
 Exact Scales:  
 1:1250 Area or Circle dig site  
 1:1000 Line dig site

This plan shows the location of those pipes owned by Scotia Gas Networks (SGN) by virtue of being a licensed Gas Transporter (GT). Gas pipes owned by other GTs or third parties may also be present in this area but are not shown on this plan. Information with regard to such pipes should be obtained from the relevant owners. No warranties are given with regard to the accuracy of the information shown on this plan. Service pipes, valves, siphons, sub-connections etc. are not shown but their presence should be anticipated. You should be aware that a small percentage of our pipe/assets may be undergoing review and will temporarily be highlighted in yellow. If your proposed works are close to one of these pipes, you should contact the SGN Safety Admin Team on 0800 952 1232 for advice. No liability of any kind whatsoever is accepted by SGN or its agents, servants or sub-contractors for any error or omission contained herein. Safe digging practices, in accordance with HSE (G47), must be used to verify and establish the actual position of mains, pipes, services and other apparatus on site before any mechanical plant is used. It is your responsibility to ensure that plant location information is provided to all persons (whether direct labour or sub-contractors) working for you on or near gas apparatus. Information included on this plan should not be referred to beyond a period of 28 days from the date of issue.

**Report damage immediately – KEEP EVERYONE AWAY FROM THE AREA 0800 111 999**

**Low Pressure Mains**  
**Medium Pressure Mains**  
**Intermediate Pressure Mains**  
**High Pressure Mains**  
**LAs**  
**SSSIs**

**Some Examples Of Pipe Items**  
 Valve  
 Siphon  
 Cover  
 Diameter Change  
 Material Change

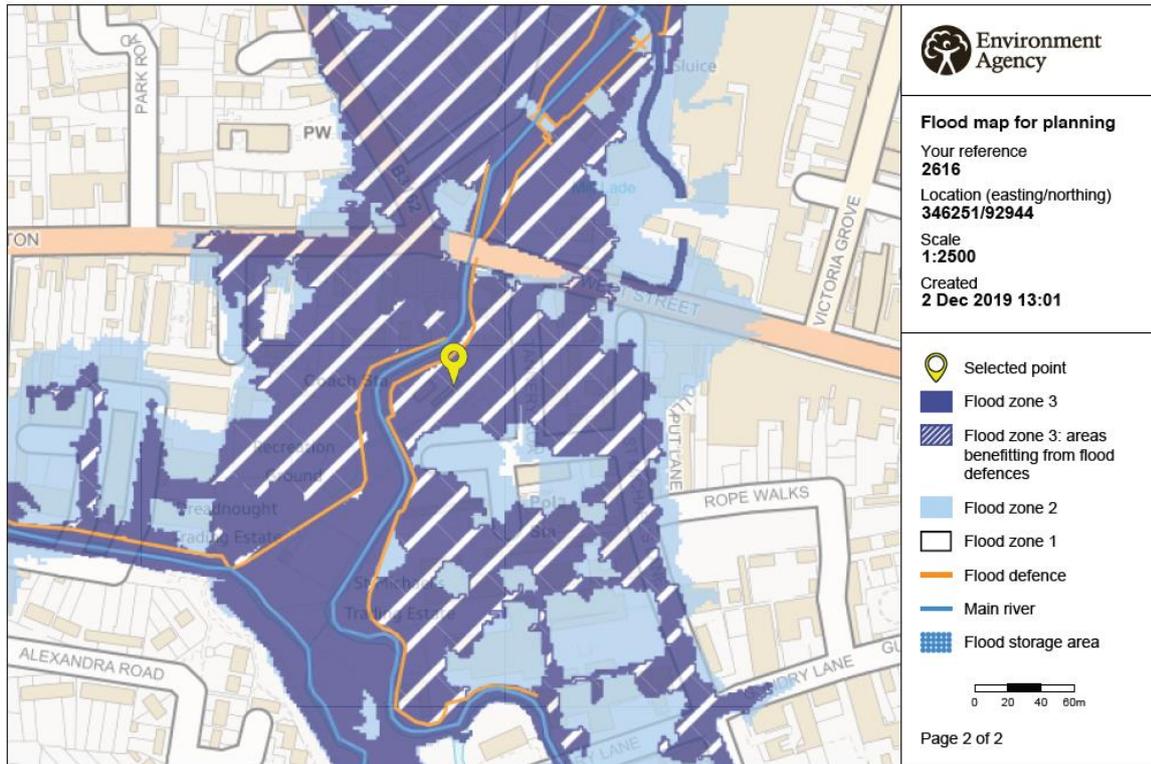
**Digsite: Line**  
**Area**

**Linesearch before u dig**

This plan is reproduced from or based on the OS map by Scotia Gas Networks plc, with the sanction of the controller of HM Stationery Office. Crown Copyright Reserved. Southern Gas – 10004373 and Scotland Gas – 10004366.

Warning: PDF designed for A3 colour print only with no page scaling.

# Environment Agency Flood Risk Map



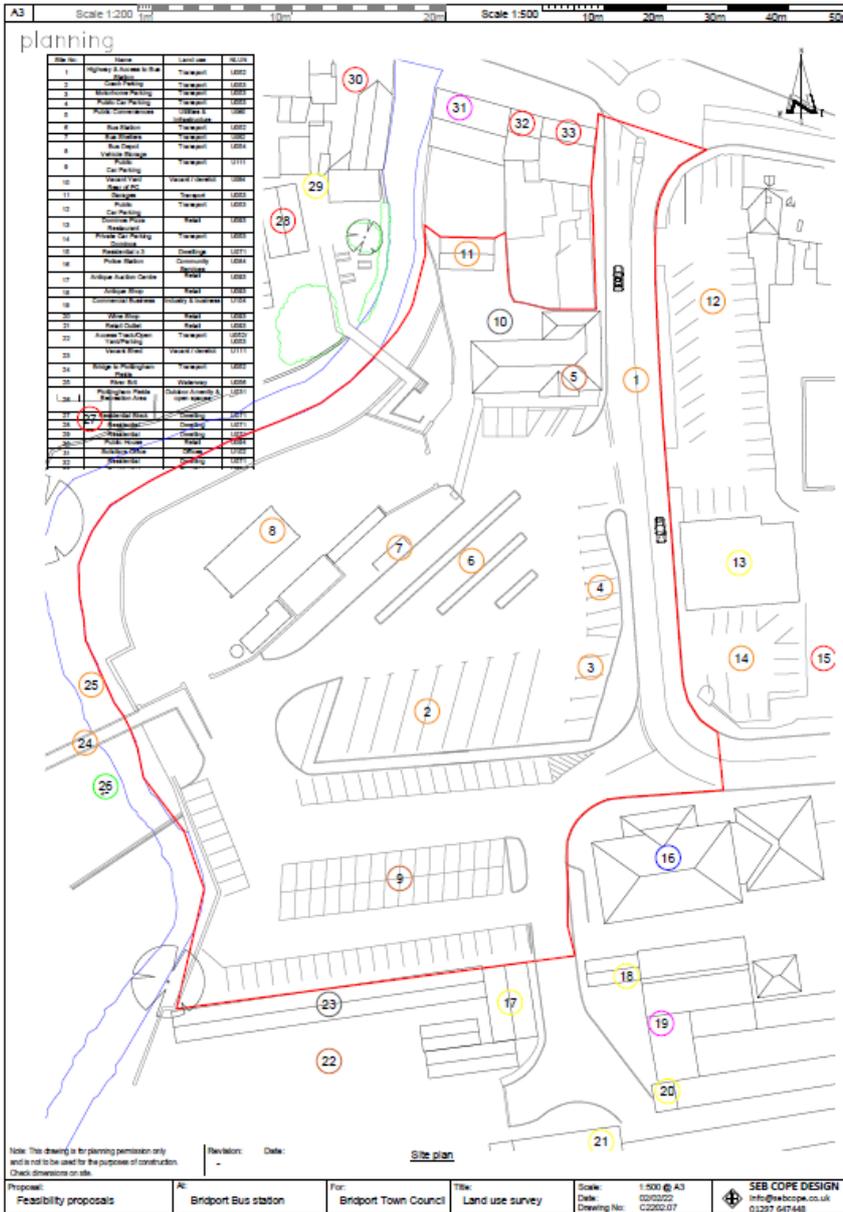
© Environment Agency copyright and / or database rights 2018. All rights reserved. © Crown Copyright and database right 2018. Ordnance Survey licence number 100024198.

## Appendix 5 - Bridport Bus Station & Environs Land Use Survey

See Accompanying Plan

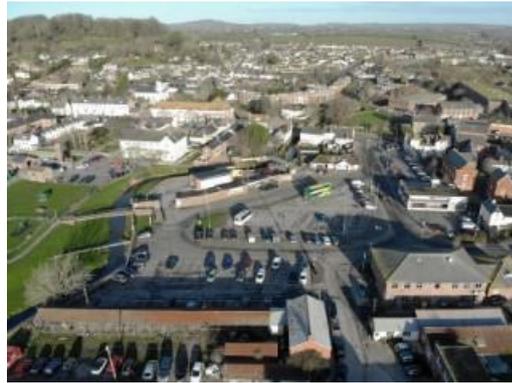
Site No:	Name	Land Use	NLUN Order	Colour on Plan
1	Highway & Access to Bus Station	Transport	U052	
2	Coach Parking	Transport	U053	
3	Motorhome Parking	Transport	U053	
4	Public Car Parking	Transport	U053	
5	Public Conveniences	Utilities & Infrastructure	U060	
6	Bus Station	Transport	U052	
7	Bus Shelters	Transport	U052	
8	Bus Depot Vehicle Storage	Transport	U054	
9	Public Car Parking	Transport	U053	
10	Vacant Yard Rear of Public Conveniences	Vacant & Derelict	U111	
11	Garages []	Transport	U054	
12	Public Car Parking	Transport	U053	
13	Dominos Pizza Restaurant	Retail	U093	
14	Private Car Parking Dominos	Transport	U053	
15	Residential x 3	Dwellings	U071	
16	Police Station	Community Services	U084	
17	Antique Auction Centre	Retail	U093	
18	Antique Shop	Retail	U093	
19	Commercial Business	Industry & Business	U104	
20	Wine Shop	Retail	U093	
21	Retail Outlet	Retail	U093	
22	Access Track/Open Yard/Parking	Transport	U052/U053	
23	Vacant Shed	Vacant & Derelict	U111	
24	Bridge to Plottingham Fields	Transport	U052	

25	River Brit	Transport Waterway	U056	
26	Plottingham Fields Recreation Area	Outdoor Amenity & Open Spaces	U031	
27	Residential Block	Dwellings	U071	
28	Residential	Dwelling	U071	
29	Residential	Dwelling	U071	
30	Pubic House	Retail	U094	
31	Solicitors Offices	Offices	U102	
32	Residential	Dwelling	U071	
33	Residential	Dwelling	U071	



Appendix 6 – Site Appraisal - Annotated Photographs

# Aerial Photos - SC's Drone



# Aerial Photos SC's Drone



# Context with Plottingham Fields



Large Expanses of Hard Surfacing & Parking –  
No Green Landscaping/Planting



## Car Parking & Dominos Restaurant & Take Away Opposite Site



## Entrance to Bus Station Area First Impressions & Poor Quality WCs



## Unattractive Bus Station Key Arrival & Departure Point



## Large Junction Spaces



## Large Coach & Motorhome Spaces –Area All Required in this location?



Even More Expanses of Tarmac  
Is this the most Efficient Layout and Use of  
Valuable Space?



## Even More Expanses of Tarmac Is this the most Efficient Layout and Use of Valuable Space?



## Bus Depot – Storage & Cleaning? Is it essential for it to be in this Key ‘Edge of Town Centre’ Location - Relocate to Industrial Area/Unit?



## Bus Depot – Storage & Cleaning



## Depot Facilities Fuel etc. Office and Mess Room & Money Collection Point



## Depot Building Vacant & Redundant & Poor Waiting Facilities



Parking for Up to 5 buses needed at any one time.  
'Sweep-in' Circle requires significant space



Potential Site for Development  
Taking Advantage of Riverside Environment  
But...Environment Agency Require 8 Metre Buffer Zone for  
Equipment



## Access to St Michaels Trading Estate & Old Buildings

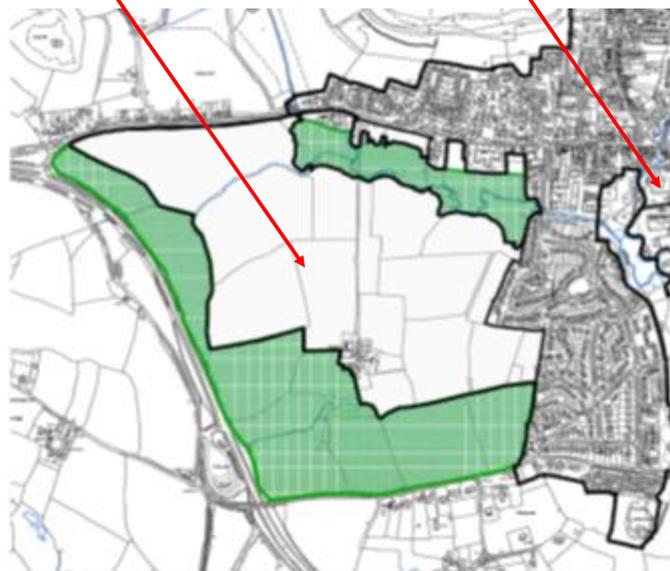


# St Michael's Existing & Proposed Layouts in Context of Bus Station Site/Car Park

[Source: St Michael's Application File]



# Vearse Farm Local Plan Allocation Location of Bus Station Site



# Movement Plan showing Pedestrian/Cycleway Route to Town Centre/Bus Station Site

[Source: Vears Farm Application File]



## **Appendix 7 - Note of Meeting with First Bus**

Meeting with Mark Williams First Bus - Bridport Bus Station - 27 January 2022

MW/SW/SC

### Key Points:

- Depot – previously a maintenance depot but no longer, so large building essentially vacant
- In the past up to 23 buses parked in the depot at night. Now 6-7
- Fuel tank 35k litres but far larger than needed & other basic maintenance/cleaning equipment
- Petrol/fuel Interceptor system for water run off before it enters adjacent river
- Manager's office, cash storage machine and small mess room for drivers
- Overnight parking within locked depot, cleaner on site until midnight and depot open again at 05:00. Depot not open at weekends in winter
- Site not overtopped with flood water from river, but has risen to almost top of the flood retaining wall
- Relocated depot to alternative site within Bridport area is acceptable to release current depot site - potentially for residential development, subject to all consents etc
- Clearly alternative site needs to be identified and secured
- First Bus Property Department would deal with this issue [Nick Truscott]
- Bus station needs to cater for maximum of 4-5 buses at any one time, although many buses only present for short periods of time
- Space needed for buses sweeping into the site can be readily observed when buses arrive. This will heavily influence the space available for other/new uses on the overall bus station site.

**Simon Williams**

**Footprint Futures**

**January 2022**

## Appendix 8 - Initial Letter from Environment Agency

Mr S Williams  
Footprint Futures Ltd  
Wayfield House  
Venlake Lane  
Uplyme  
Lyme Regis  
DT7 3SA

**Our ref:** WX/2022/135990/01-L01  
**Your ref:** Bridport Bus Station  
**Date:** 24 January 2022

Dear Mr Williams

### **FEASIBILITY STUDY WEST STREET CAR PARK, TANNERY ROAD, BRIDPORT, DORSET**

**Thank you for your emails concerning the above site, which were received 4 and 12 January 2022, and have been passed to me to make a response.**

The Environment Agency are pleased to offer our initial comments below.

The site lies within Flood Zone 3 (High Risk) of the Main River Brit as shown on our published Flood Map. Although the site is afforded flood defence to the appropriate standard for development by the adjacent Environment Agency (EA) Flood Alleviation Scheme (consisting of the flood wall and associated infrastructure along the western boundary of this site), there remains residual risk should those defences ever fail or become overtopped. The National Planning Policy Framework (NPPF) Flood Zones does not take account of flood defences for this reason. Should failure or overtopping ever arise, flow paths may occur from the river adjacent to the site and/or from the north of the site across West Street.

In this respect the developer will need to have due regard to the NPPF and accompanying Planning Policy Guidance (PPG). In the first instance, before significant resources are committed, we strongly advise that the developer addresses the Sequential Test to the satisfaction of the Local Planning Authority (LPA). Only once this stage has been met to the satisfaction of the LPA should further discussions take place regarding site designs and mitigations etc. and it is at this stage that a detailed site specific Flood Risk Assessment (FRA) would be necessary.

We would be pleased to provide our modelled flood levels for this area and detailed design of our Flood Alleviation Scheme etc. The developer would need to contact [WessexEnquiries@environment-agency.gov.uk](mailto:WessexEnquiries@environment-agency.gov.uk) to obtain any data that we hold. 'As-Built' drawings for this section of the Flood Alleviation Scheme are available to provide the developer with more understanding of the layout and design of our scheme.

We would also be pleased to comment on a draft FRA if required but we are unable to comment in any detail at this stage with regards planning policy and flood risk due to the lack of information currently before us. These comments in no way represents a final or comprehensive response, as this will develop as more information becomes available.

#### **Asset Management.**

We do have a number of initial comments that we are able to highlight from an Asset Management point of view. Due regard of these issues will be required, and proposals will need to be reviewed by our Asset Management Team before any site layout is agreed.

We currently undertake both grass cutting on the 'wet side' (western side) of the flood wall using a Tractor and Flail reaching over the flood wall (other forms of grass maintenance is not appropriate here), and also periodic de-silting maintenance (channel and berms), from the existing tarmacadam surfaces on the eastern 'dry side' of the flood wall. Unfortunately, like many places in Bridport, the section of the Main River channel adjacent to this site has restricted vehicle / Plant access and there is no suitable point of access along the right bank to enable these works. In the past, by agreement with West Dorset District Council, we have operated a 70 Tonne crane from West Street Car Park to

load silt into lorries. As such, siting of buildings or other structures within close proximity to the flood wall would be a significant concern.

The foundation of the flood wall itself is formed with a concrete toe which extends 1.0m into the site from the front (dry side) face of the wall. There is also associated drainage within close proximity to the wall in places. Excavations / construction of buildings within close proximity to the flood wall would be a significant concern.

Given the depth of the river below the car park level, we would expect that piling or other substantial engineering works could be required to form the proposed footing for the buildings. Depending on proximity, any excavation / construction ultimately agreed would require careful design, methodology and frequent monitoring throughout all development stages to ensure that no damage to the flood wall and associated assets (drainage etc.) is incurred. In this regard, we would ask to be informed when excavation or construction works commence so that we can be present when appropriate.

We would ask that the site layout be configured to include an 8m (minimum) wide maintenance zone adjacent to the entire length of the flood wall throughout the site, measured from the landward edge of the flood wall concrete toe. We would not wish to see any excavation or construction or permanent structure or feature within this zone. The site should be designed to accommodate very large plant and machinery tracking through the site. In this regard a (minimum) 4m and up to 8m as necessary, wide access route across the site to the 8m maintenance zone which can easily accommodate very large plant and machinery (i.e. up to 70 Ton crane) will be required. The 8m maintenance zone should be designed to be free of all permanent obstructions along the entire length of floodwall (we may accept car parking in the 8m maintenance zone, but would not accept any permanent features, for example buildings/benches/storage areas etc.). We would periodically require large parts of the 8m maintenance zone to be cordoned off for our use. We would be able to give reasonable notice in this regard for routine work, but should emergency work ever be required we may only be able to give minimal notice.

It is also worth noting that should any accidental damage occur to any EA asset during any phase of operations we would require immediate notification and for site operations to cease immediately until we had inspected the site and agreed a way forward. All damage would need to be repaired at the cost of the developer / site owner and to the specification and satisfaction of the EA.

**Other points to note:**

This response does not include any detailed comments from a planning policy perspective. To move forward, the developer must firstly undertake the necessary Sequential Test, and subsequently while having due regard to the NPPF and our Asset Management concerns above, produce a detailed Flood Risk Assessment, prior to receiving any further detailed planning policy comments from the EA.

**Environmental Permit**

In addition to any other permission(s) that may have already been obtained, e.g. planning permission, a prior written Environmental Permit for flood risk activities is required to carry out work in, under, over or near (normally within 8m of) a main river (including where the river is in a culvert), on or near (normally within 8m of) a flood defence on a main river, in the floodplain of a main river, on or near a sea defence. The need for this consent is over and above the need for any other permission.

For further information and to check whether a permit is required please visit:

<https://www.gov.uk/guidance/flood-risk-activities-environmental-permits>

For any further advice, please contact your local Environment Agency FRA Permitting Officer, [daniel.griffin@environment-agency.gov.uk](mailto:daniel.griffin@environment-agency.gov.uk) / [yvonne.wiacek@environment-agency.gov.uk](mailto:yvonne.wiacek@environment-agency.gov.uk)

**GROUNDWATER PROTECTION / CONTAMINATED LAND**

**If historic use of the site may have caused contamination then adequate site investigation information, prepared by a competent person, should accompany any submission for planning.**

**Therefore, we advise you to consult with the Local Authority's Environmental Health Department. You should also undertake a groundwater risk assessment of the potential for contamination, for the EA's formal consideration.**

#### BIODIVERSITY

**The NPPF is clear that pursuing sustainable development includes moving from a net loss of biodiversity to achieving net gains for nature, and that a core principle for planning is that it should contribute to conserving and enhancing the natural environment and reducing pollution.**

**Information on biodiversity impacts and opportunities should inform all stages of development including, for instance, site selection and design including any pre-application consultation as well as the application itself. An ecological survey will be necessary in advance of any planning application if the type and location of development are such that the impact on biodiversity may be significant and existing information is lacking or inadequate.**

#### FOUL DRAINAGE

**The NPPF Planning Practice Guidance states that when drawing up wastewater treatment proposals for any development, the first presumption is to provide a system of foul drainage discharging into a public sewer to be treated at a public sewage treatment works (those provided and operated by the water and sewerage companies). This should be done in consultation with the sewerage company of the area.**

#### **Planning Advice – Charging**

Please note that the views expressed in this letter is in response to an enquiry only and does not represent our final view in relation to any future planning application made in relation to this site. We reserve the right to review our position should new information be provided, or updates to guidance occur, in relation to any such application.

**We now charge for pre-application advice, although we are pleased to give a preliminary opinion, if you require additional information please be aware there would normally be a cost of £100/hour/advisor plus VAT.**

This response has been made on behalf of Matt Pearce who normally covers this area, however if you wish to discuss any of the above I can be contacted on 020302 50287.

Please quote the Agency's reference on any future correspondence regarding this matter.

Yours sincerely

**Richard Bull  
Sustainable Places - Planning Advisor**

Direct dial 02030 250287  
Direct e-mail [nwx.sp@environment-agency.gov.uk](mailto:nwx.sp@environment-agency.gov.uk)

SW/SC March 2022