Nick Cardnell

Subject: FW: Comments for independent examiner for proposed BANP
Attachments: proposed BANP comments for examiner.pdf

From: Tanya Outfin [redacted]
Sent: 12 July 2026 20:54
To: NeighbourhoodPlanning <NeighbourhoodPlanning@dorsetcouncil.gov.uk>
Cc: Tanya Outfin [redacted]
Subject: Comments for independent examiner for proposed BANP

Dear Sirs,

I have attached a pdf of my comments on the Bridport Area Neighbourhood Plan. I have included my name and address in my email below but the pdf does not contain my name and address, because I wasn't sure if you needed the comments to be anonymous for the examiner. If you need a version of the pdf with my name and address on it (or any other details) please contact me at this email address or call me on the landline number provided below. Also, please contact me if you need the comments to be within an email rather than attached as a pdf.

If sending a pdf is fine, could you please confirm you have received my comments and that they will be forwarded to the independent examiner?

Kind regards,

Tanya Outfin

My name is Tanya Outfin.
Address: [redacted]
Best number to contact me on: [redacted]
Mobile [redacted]

Comment 1 – Access and Movement: Page 35 BANP Project 04 proposal reference; Page 36 Reducing access to the town centre for private motor vehicles.

Page 36 states:

"It is an aim of this neighbourhood plan to encourage reduced access to the town centre by private motor vehicles to improve the quality of life for residents."

Page 35 also refers to BANP Project 04, which appears to relate to previous work concerning the potential pedestrianisation of part of South Street, and blocking private motor vehicles turning into South Street.

Having read the proposed BANP, I contacted Bridport Town Council on 1 July to clarify whether future proposals arising from objectives in my Comment 1 and Comment 2 would be subject to public consultation. In response, I was advised that future town developments would be subject to consultation before progressing, (and I think this was in reference to both my Comments ie pertaining to the Access and Movement Study to reduce access to motor vehicles, pedestrianise etc., as well as any development proposals for Rope Walks car park). The response also stated that progressing the Bridport Movement and Access Study forms part of the Council's current five-year programme.

This response indicates that community consultation is intended to form part of this Council's approach to future town-centre changes, which is positive. However, as the BANP is a statutory planning document that will remain in force beyond the term of the current Council, this intention should be reflected within the Plan itself rather than relying on informal correspondence or the position of current office holders.

The BANP Project 04 - Bridport Access Movement Study is referenced in the BANP, and was not easy for me to find. I carefully try to follow all planning proposals but I had not seen it before. I am not sure how widely the proposals have been advertised or how many residents or businesses have been given the opportunity to comment on the latest proposals or help shape them, but I have not. Having obtained a copy from the Town Council, I note that it includes 2 presentations that on my email are dated October 2025. I include the links I was sent here:

https://www.bridport-tc.gov.uk/wp-content/uploads/2025/10/Bridport-Access-Movement-Study-Presentation-1_-Research-Analysis.pdf
https://www.bridport-tc.gov.uk/wp-content/uploads/2025/10/Bridport-Access-Movement-Study-Presentation-2_-Options-.pdf

The first presentation contains data dating back to 2021 and earlier. The second, presumably based on the first, contains detailed proposals for pedestrianisation and restricting access to South Street from East Street and West Street etc. However, I could not identify detailed assessment of how traffic would be redistributed, or the potential implications for: congestion on surrounding streets, air quality, journey times, vehicle emissions, accessibility, impacts on businesses, employment, school journeys, whether popular roadside parking in South Street would need to be replaced, and if so, how it would be replaced, and any impacts on the wider functioning of the town centre. Given the potential significance of these changes, and the fact that I was recently informed by the Town Council that progressing this study is already part

of the Council's five year plan, this BANP Project 04 Access and Movement Study should be informed by up-to-date evidence and assessment of impacts.

Changes of this nature have the potential to affect a wide range of planning considerations, including accessibility, the operation of local businesses, employment, the movement of residents and visitors, and the vitality and viability of Bridport town centre.

The BANP Project 04 and its latest road change designs appear to be based only on historical data and historical public consultation. The only data sited in relation to the plans is in the first presentation which sites: "Community Consultation 2017", "Bridport High street Health Check 2019", and "Predicted Traffic Impact of the Vearse Farm Development – Analysis based on data presented at Vearse Farm Design Review May 2021". In respect of public consultation for such important access and movement modifications, relying purely on a public consultation from 2017 - which potentially happened before the presentation in the second presentation document - is not an acceptable basis on which to go ahead with plans supposedly shaped by community involvement. A new community consultation should be required in respect of the proposals involving the current community, 9 years on from the last consultation. Also, the Foundry Lea development is progressing. This provides an opportunity to review any earlier transport assumptions against real emerging travel patterns and update the evidence where appropriate. The wider planning context has also continued to evolve over the past 5 years in Bridport. This includes new Bridport residents and businesses, changing traffic patterns and travel behaviour, evolving economic conditions, and other factors affecting how people access and move around Bridport. The Access and Movement plan should therefore be informed by up-to-date evidence, current conditions and community consultation.

As currently drafted, the BANP Project 04 establishes an objective to reduce private motor vehicle access to the town centre but does not clearly state that proposals arising from this objective should be informed by early but up to date public engagement, local knowledge and appropriate evidence. To ensure that important planning considerations are properly assessed, moving forwards, the BANP should make early public engagement an explicit requirement.

Meaningful engagement is most effective when it takes place early enough to influence the development of proposals, rather than after key decisions have already been made. This allows current residents, businesses and other stakeholders to contribute relevant knowledge and helps ensure that proposals are properly informed. Early engagement can also help identify local issues and opportunities before proposals become fixed, improving both the quality of schemes and public confidence in the planning process.

I therefore request that the relevant policy or supporting text in the BANP is amended to state explicitly that proposals arising from this objective, including traffic management, pedestrianisation, new footpath and cycling routes and schemes, should be further developed through early, meaningful and proportionate engagement with current residents, businesses, employees, employers and other relevant stakeholders.

The BANP should make clear that such engagement should take place sufficiently early to enable community views, local knowledge and relevant evidence to inform and help shape the development of proposals before they are finalised.

This amendment would not alter the objective of the BANP. Rather, it would improve the clarity, certainty and effectiveness of the BANP by embedding the Council's commitment to community engagement within the statutory planning framework, and ensure that changes are informed by current evidence and local knowledge.

Comment 2 – Rope Walks Car Park redevelopment – Policy COB2 (Page 79)

Policy COB2 states that redevelopment of the car park sites will be supported subject to a number of provisions, including:

- applicants are "encouraged" to undertake consultation with residents and businesses in the Bridport area; and
- applicants should demonstrate how issues identified through community engagement have been "satisfactorily addressed."

As mentioned previously, I have been advised by Bridport Town Council that future town developments will be subject to consultation before progressing. This reinforces the importance of ensuring that the BANP itself provides clear guidance on the expected nature and timing of community engagement for significant town-centre proposals. I am concerned that the wording of Policy COB2 does not do this in relation to this site which is of considerable importance to Bridport.

The use of the word "encouraged" creates no clear expectation that consultation will take place. In addition, while applicants are expected to demonstrate that issues raised through community engagement have been “satisfactorily addressed”, the policy does not explain the extent of engagement expected, the stakeholders who should be involved, or when engagement should occur.

In particular, the policy does not make clear that engagement should take place sufficiently early to influence the development of proposals before they are finalised. Greater clarity would improve the effectiveness of the policy by providing applicants, decision-makers and the community with a clearer understanding of the level and timing of engagement expected for a significant town-centre redevelopment proposal.

Early engagement can also help identify local issues and opportunities before proposals become fixed, improving both the quality of schemes and public confidence in the planning process.

Policy AM4 (page 36) also refers to town-centre car parks being replaceable where alternative parking can be found within walking distance. In relation to Rope Walks Car Park, I consider that this does not fully recognise the wider planning role of the site. Beyond providing parking, its position contributes to accessibility for a wide range of users, supports town-centre businesses and employment, facilitates visitor access, and contributes to footfall and the vitality and viability of Bridport town centre.

Any redevelopment proposal therefore has the potential to affect a range of planning considerations, including accessibility, economic activity, movement patterns and the

functioning of the town centre. These matters should be assessed through appropriate evidence and informed by meaningful engagement with those likely to be affected.

I therefore request that Policy COB2 is amended so that, instead of merely encouraging consultation, it clearly states that proposals for the redevelopment of Rope Walks Car Park will be supported only where applicants have undertaken early, meaningful and proportionate engagement with residents, businesses, employees, employers and other relevant stakeholders, and have demonstrated how issues arising from that engagement have been addressed.

The policy should also make clear that such engagement must take place sufficiently early to enable community views, local knowledge and relevant evidence to inform and help shape the development of proposals before they are finalised.

These amendments would improve the clarity, certainty and effectiveness of the policy, provide clearer guidance to applicants and decision-makers, and better reflect the significance of redevelopment proposals that could have lasting implications for the accessibility, economy and vitality of Bridport town centre.

They would also strengthen the BANP by ensuring that future proposals are developed through an approach that is transparent, evidence-based and responsive to the needs and knowledge of the local community.