

- 1.0 Application Number** – [WD/D/20/001326](#)
Site address - BREWERY BRIDGE, SKILLING HILL ROAD, BRIDPORT
Proposal - Steelwork repairs and maintenance painting, provision of anti bird perching coils and associated works
Applicant name – Dorset Council
Case Officer – Lindsay Flello
Ward Member(s) – Cllr D Bolwell, Cllr K Clayton and Cllr S Williams

This application is at committee as the applicant is Dorset Council

- 2.0 Summary of Recommendation:** Approve subject to conditions

3.0 Reason for the recommendation:

3.1 It is considered that with the recommended conditions, that the proposal will not adversely affect the Listed Structure or setting of the surrounding Listed Buildings (Bridport Old Brewery, Maltings at Bridport Old Brewery and Former Mineral Water Plan at Bridport Old Brewery). This conclusion has been reached having regard to: (1) section 16(2) of the Planning (Listed Buildings and Conservation Areas) Act 1990 that requires special regard to be paid to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses; and (2) Local Plan policy.

4.0 Table of key planning issues

Issue	Conclusion
Impact on Heritage Asset	Acceptable with conditions

5.0 Description of Site

5.1 The application before you is for Listed Building consent only. The proposal relates to a Grade II listed structure consisting of a single span road bridge (Skillling Hill Road) over the River Brit with ornamental iron parapets and 4 ashlar piers with recessed panels. The site is located outside of the Conservation Area but in close proximity to the listed Brewery building, whose elevation with large external water wheel can be seen clearly from the bridge. The original bridge was listed in 1975 and is dated as mid C19, however, the iron bridge deck was purportedly replaced in 1992, although no formal planning history appears to exist, with a concrete and steel tray and stone clad concrete and steel supports. According to the Conservation Officer the side iron panels and ornamental parapets appear to be the only historic elements retained.

6.0 Description of works

6.1 The applicant states in the submitted heritage statement that the protective paint is deteriorating, the gap sealant between the concrete deck

upstands and the plate girders has failed and the rivets to the flanges of the plate girders have corroded.

6.2 The proposal is to;

- To remove by mechanical means, at least 150 external surface rivets and a number of further rivets, presently inaccessible on underside of the remaining iron structural panels.
- To remove metal brackets from metalwork.
- To clear out and clean junctions between ironwork and masonry piers and introduce joint sealant material and packing.
- To prepare and repaint all metalwork to bridge with mix of paints including polyurethane. Dark Green for the steel beams and girders, Black for the parapet and red for the parapet roundels.
- Anti bird perching coils to be provided to the bottom flanges of the plate girders and beams.

7.0 Relevant Planning History

7.1 WD/D/19/003077 (CLBP)- Repairs and painting of bridge steelwork – Withdrawn

8.0 List of Constraints

Grade II listed structure (*statutory duty to preserve or enhance the significance of heritage assets under the Planning (Listed Buildings & Conservation Areas) Act 1990*)

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

Within the Defined Development Boundary

9.0 Consultations

9.1 Historic England: *Thank you for your consultation on the above case which has now been reviewed. I can confirm that Historic England does not wish to object to these proposals.*

It is not necessary for us to be consulted again on this application. However, if you would like further advice, please contact us to explain your request. We can then let you know if we are able to help further and agree a timetable with you.

9.2 Bridport Town Council: No comment received at time of writing

9.3 Symondsbury Parish Council: *Symondsbury Parish Council have no objections to this application.*

9.4 Dorset Council Building Control: No comment received at time of writing

9.5 Dorset Council Technical Services: *With regards to this application I have no objection or further comments to make.*

9.6 Dorset Council Bridge Management Team: No comment received at time of writing

9.7 Dorset Council Conservation Officer: Support Subject to Conditions
Comments are as follows:

SUMMARY

The works are overall supported subject a condition to agree the top coat paint colours for the historic balustrading and a condition to address any additional structural works should they come to light once access to the underside is possible.

SITE DESCRIPTION/CONTEXT/SIGNIFICANCE

This is a Grade II listed structure consisting of a single span road bridge over the River Brit with ornamental iron parapets and 4 ashlar piers with recessed panels. It is located outside of the Conservation Area but in close proximity to the listed Brewery building, whose elevation with large external water wheel can be seen clearly from the bridge, so creating an aesthetically pleasing historic grouping. The original bridge was listed in 1975 and is dated as mid C19, however, the iron bridge deck was purportedly replaced in 1992, although no formal planning history appears to exist, with a concrete and steel tray and stone clad concrete and steel supports. The side iron panels and ornamental parapets appear to be the only historic elements retained.

THE PROPOSAL

- *To remove by mechanical means, at least 150 external surface rivets and a number of further rivets, presently inaccessible on underside of the remaining iron structural panels and therefore not assessed in number.*
- *To remove metal brackets from metalwork.*
- *To clear out and clean junctions between ironwork and masonry piers and introduce joint sealant material and packing.*
- *To prepare and repaint all metalwork to bridge with mix of paints including polyurethane.*
- *Other associated works beneath bridge deck.*

MAIN ISSUES

Impact on historic fabric

Impact on the significance of the heritage asset

Impact on the setting of the heritage assets

COMMENTS ON PROPOSAL

A former CPLBC was submitted for works but this was withdrawn due to it being advised that a LBC was required for the extent of works and the potential for them to affect the special character and historic interest of the listed bridge.

It is recognised that regular maintenance is required to such metal elements, in order to ensure that joints do not facilitate the ingress of moisture and affect the underlying cast ironwork. It was noted on site that there were signs of rust at some such points and minor localised “bubbling”.

The works also involve the removal of decommissioned bracketing for former services and this is supported, contributing a heritage gain.

Structural repairs are also proposed by way of replacement of an extensive number of rivets to the metal plate-work, 150no. are noted as being required to the visible surfaces but there is potential for further numbers on the underside of the bridge, which cannot be accessed until scaffold is in place.

*It has been confirmed that the rivets will be drilled out in batches and filled with domed headed fittings to match existing.
Any other works to the underside of the bridge will also not be detected until access is in place.*

As regards the paint, no lead has been detected via the analysis process and a 2 pack epoxy system, with similar matching polyurethane top coat is to be used in colours intended to match the existing (as they were originally prior to the affects of weathering). The option of a gloss or semi-gloss has been given for the finish and it is considered that the semi-gloss would be more in keeping with the historic character of the structure, the balustrading, the area of key significance following its former reconstruction in the 1990s.

ADDITIONAL GUIDANCE/POLICY CONSIDERATION

HE: Conservation Principles

BS7931: Conservation of Historic Buildings

HE: Setting of Heritage Assets

NE Advice Note 2: Making Changes to heritage Assets.

POLICY CONSIDERATION

In determining the proposals due consideration has been given to Section 16 (Paragraphs 190,192,193,194,195,196,200) of the NPPF, Section(s) 66/72 of the 1990 Act and Policy 4 of the Local Plan

CONDITIONS

N/S – Precise details of the decorative paint colour scheme for the historic metal balustrading shall to include paint colour codes cross-referenced to the related areas on P03 “Downstream Parapet” photo provided in the Heritage Statement shall be submitted and approved in writing by the LPA. All top coat paint shall be of a semi-gloss or matt finish.

Reason: to safeguard the significance of the heritage asset.

N/S – Following the construction of the access scaffold a precise scheme for any additional structural works, replacement or reinforcement required to the underside of the bridge deck or associated sections shall be submitted and approved in writing by the LPA>

Reason: to safeguard the significance of the heritage asset.

No representation were received at time of writing

10.0

Relevant Policies

10.1 National Planning Policy Framework (NPPF) 2019

As far as this application is concerned the following sections of the NPPF are considered to be relevant:

16. Conserving and enhancing the historic environment

Decision making:

Para 38 - Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

10.2 Adopted West Dorset and Weymouth & Portland Local Plan (2015)

As far as this application is concerned the following policies are considered to be relevant;

- ENV4. Heritage Assets

10.3 The Bridport Area Neighbourhood Plan 2020-2036 (2019)

As far as this application is concerned the following policies are considered to be relevant;

- HT2 Public Realm
- D8 Contributing to the local character

10.4 Other material considerations

- WDDC SPD – Design and Sustainable Development Planning Guidelines (2009)

11.0 Human rights

Article 6 - Right to a fair trial.

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

The first protocol of Article 1 Protection of property

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

12.0 Public Sector Equalities Duty

As set out in the Equalities Act 2010, all public bodies, in discharging their functions must have “due regard” to this duty. There are 3 main aims:-

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

Whilst there is no absolute requirement to fully remove any disadvantage the Duty is to have “regard to” and remove OR minimise disadvantage and in considering the merits of this planning application the planning authority has taken into consideration the requirements of the PSED.

13.0 Financial benefits

13.1 None

14.0 Climate Implications

14.1 None

15.0 Listed Building Assessment

15.1 Impact on Heritage Assets

15.1.1 It is recognised that regular maintenance is required on this Grade II bridge especially the metal elements in order to ensure that joints do not facilitate the ingress of moisture and affect the underlying cast ironwork.

15.1.2 It is considered that the structural repairs by the way of replacement of an extensive number of rivets to the metal plate work is acceptable as the rivets will be drilled out in batches and filled with domed headed fittings that would match existing. It is currently unknown as to what else structurally is required other than rivets to the underside of the bridge until scaffold is erected therefore it is

considered acceptable to add a condition requiring a method statement to be submitted and approved if any additional structural works are required.

15.1.3 It would appear from the plan that redundant plates and rivets are to be removed, the Conservation Officer stated in her response that these brackets were for former services and the removal of these decommissioned brackets is supported as it contributes to a heritage gain.

15.1.4 Analysis was carried out on the current paint and no lead was detected, the proposal is to use a similar polyurethane top coat with colours to match existing, prior to weathering. The option of gloss or semi-gloss has been given by the applicant for the finish of the paint, it is considered that semi-gloss would be more in keeping with the historic character of the structure. It is considered that a condition should be added to any consent with regards precise details of the colour scheme and the proposed finish.

15.1.5 No precise details and method of the fixing of the anti-bird perch coils has not been submitted, it is therefore considered that to safeguard the heritage assets that a condition should be added.

15.1.6 It is considered that with the recommended conditions, that the proposal will not adversely affect the Listed Structure or setting of the surrounding Listed Buildings (Bridport Old Brewery, Maltings at Bridport Old Brewery and Former Mineral Water Plant at Bridport Old Brewery). This conclusion has been reached having regard to: (1) section 16(2) of the Planning (Listed Buildings and Conservation Areas) Act 1990 that requires special regard to be paid to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses; and (2) Local Plan policy.

16.0 Conclusion

16.1 It is considered that with the recommended condition that the proposal is acceptable in relation to impact on heritage assets.

17.0 RECOMMENDATION

Approve subject to conditions;

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

Location Plan, Drawing Number BS0035_606_1, received 03rd June 2020
Surface Preparation & Painting, Drawing Number BS0035_609, received 03rd June 2020
Steelwork repairs (Listed Building Consent), Drawing Number BS0035_608, received 03rd June 2020.

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

2. The work to which this consent relates must be begun not later than the expiration of three years beginning with the date on which the consent is granted.

REASON: This condition is required to be imposed by reason of Section 18 of the Planning (Listed Building and Conservation Areas) Act 1990 (as amended)

3. Following the construction of the access scaffold a precise scheme for any additional structural works, replacement or reinforcement required to the underside of the bridge deck or associated sections shall be submitted and approved in writing by the Local Planning Authority. Work shall then be carried out in accordance with the approved scheme.

REASON: To safeguard the significance of the heritage asset.

4. Before the proposed painting is commenced, precise details of the decorative paint colour scheme for the historic metal balustrading and bridge shall be submitted and approved in writing by the Local Planning Authority. The details should include paint colour codes cross-referenced to the related areas on P03 "Downstream Parapet" photo provided in the Heritage Statement. Work shall then be carried out in accordance with the approved details.

REASON: To safeguard the significance of the heritage asset

5. All top coat paint shall be of a semi-gloss or matt finish.

REASON: To safeguard the significance of the heritage asset.

6. Prior to attachment of the anti-bird perching coils, precise coil details and method of fixing shall be submitted to and approved in writing by the Local Planning Authority. Work shall then be carried out in accordance with the approved details.

REASON: To safeguard the significance of the heritage asset