



Head of Planning, Planning Services  
Wychavon District Council  
Civic Centre  
Queen Elizabeth Drive  
Pershore WR10 1PT

c/o 14 Owletts End  
Evesham  
WR11 1DB

1 July 2026

Dear Mr MacLoud

**Planning Application Ref W/26/01261/FUL Riverside, Evesham**

We wish to register the following comments to this application by Wychavon District Council. These represent the views of a wide range of the Society's membership.

Overall, we support the principle of demolition in advance of being able to see a scheme for the redevelopment of the site, despite this being a very unusual way to proceed. We appreciate that the complexity of the setting of the existing structure will be easier for a future developer to understand and make the best of the site's potential if the site is reduced to a clean slab. Clearance of the site and the cost risks associated with encountering unforeseen complications also removes a cost from the balance sheet of any redevelopment scheme. Having said this, a significant concern relates to the years when the site will remain empty, behind hoardings and thus a continued blight on the prospects of the town centre.

We understand that the District Council is already talking to consultants about the potential redevelopment scheme; this needs to proceed apace. We urge the Local Planning Authority to fully engage with this process to minimise, as far as possible, the period until a scheme for this site is made available for community consultation. I know that it will be at this stage that our members and many of the local community will wish to become actively involved, so the sooner that we are able to see some initial ideas, the better.

In respect of the details of the planning application, we are very concerned about the following:

- Traffic impacts.

We are concerned that the report by Pell Frischmann entitled Outline Construction Traffic Management Plan (OCTMP) contains the following statement in relation to the Listed Workman Bridge:

*At the time of preparing this CTMP:*

➤ *The bridge is assumed to be subject to a maximum gross vehicle weight (MGW) restriction applicable to laden vehicles.*

➤ *The precise weight limit will be confirmed with Worcestershire County Council (WCC) by the Principal Contractor prior to commencement.*

However, any search on the internet shows that Workman Bridge has a long-established weight limit of 7.5 tonnes. There are local signs indicating this. Also, the Advisory Lorry Route Map for the Vale of Evesham does NOT show a lorry route into town down Port Street/Waterside and using Workman Bridge. In addition, the LPA needs to be aware that an **empty** tipper truck or grab truck typically weigh 12 and 13.5 tonnes respectively. Even these should not cross Workman Bridge.

**These leaves the serious question of how will the essential heavy lorries access the site?**



The appointed demolition contractor needs to be notified of this and the Pell Frischmann report amended. The OCTMP must address the issue of heavy lorries having to use Workman Bridge, setting out the measures that will be needed to demonstrate that there is a solution to the weight limit on the bridge. In this respect, it must be taken into account that the redevelopment of the site will also need access by heavy lorries across Workman Bridge; there is no other way in.

Empty lorries and equipment accessing the site via Port Street will find illegally parked cars impeding their progress. Alongside any permission for this work, parking on Port Street, which is already limited by double yellow lines, needs to be re-enforced by changing double yellow lines to double red lines and then the area monitored by the Traffic Wardens on a daily basis.

The appointed Contractor needs to agree routes for access by Emergency Service vehicles; the framework for this has not been covered in the Pell Frischmann OCTMP.

- Noise and dust impacts.

Hours of operation must be controlled by condition of any permission and must prohibit working at weekends unless exceptional circumstances require some work. In this case, the contractor must notify local residents, especially those in Monks Walk and provide notices all around the site explaining the reasons for the weekend working. Exceptional circumstances must be signed off by the Local Planning Authority. We trust that any such restrictions are fully monitored to ensure enforcement.

We urge the Local Planning Authority to condition any permission to the use of white noise reversing beepers on all plant, equipment and lorries operating within the site.

Off-site dust monitoring must be required; there is no mention of it in the Pell Frischmann Outline Construction Environmental Management Plan. In any other dusty operation, off-site monitoring is standard practice. Specialist consultants can design a scheme and advise on the necessary standards to be complied with. This would help to give local residents and businesses confidence that adequate dust control measures will be used and monitored.

- Impacts on residents, visitors and businesses.

We are very concerned that despite all of the promised efforts to minimise the risks from the demolition works to local residents and businesses, during the period of operations there will inevitably be a negative impact on the town. The loss of parking spaces will result in other car parks being full at times, which could easily result in visitors going elsewhere and residents getting very frustrated. Plenty of signs will be needed to direct motorists between car parks, so that they can easily find their way from a full one to a different one.

Also, to encourage people to come in to town in the first place, serious consideration must be given to offering a period (2 hours?) free parking. We know that this works in other towns and the businesses deserve this sort of support.

Pedestrians wanting to make use of both the town centre businesses and the open space provided by Abbey Park will suddenly only have one attractive entrance between the two, from Market Place/Vine Street and through the churchyard. Some pedestrians will still use the Monks Walk footpath but this will be very unattractive during weekdays. Thus, a significant amount of additional signage and information needs to be provided both in the town and in the park.

- Provision of information.

We welcome the addition of a dedicated webpage on the WDC website; this must be kept up to date at regular intervals. We would also welcome a single, named point of contact both at the



District Council and at the Contractor (when appointed) to whom specific issues and questions can be addressed. There remain many people who do not like to or do not have the capacity or ability to use the internet and rely on 'old fashioned' means of communication i.e. talking to people, reading the paper, listening to talks; their needs must be accommodated.

- Site screening.  
We welcome the commitment to provide hoardings around the outside of the site. We question the usefulness of 2.4m high screening throughout the route. When walking down the slope at the east end of Abbey Park it will be possible to see straight over the top of screens of this height, due to the steepness of the slope along this length. The screens may need to be 4m high or more. The whole length needs to be reconsidered with bespoke heights agreed, length by length. In addition, the whole boundary should be provided with CCTV coverage, for both inside and outside the site, as such a large site in such a prominent location will inevitably be attractive to the graffiti artists and others out to make mischief.
- Planning History of the site.  
When preparing the report for this application, the planning officer should also make reference to permission W/21/02119/LB, a listed building consent for the Public Hall/Library. Also, any report and decision on the current application should ensure that it is made clear that it has been made by the Local Planning Authority; the submitted Planning Statement makes reference only to 'the case officer' rather than the LPA.
- Waste management.  
I have a background in planning for waste facilities, so am especially interested in this aspect of the demolition project. Why is there no allowance in the Outline Waste Management Plan for the recovery and handling of plaster and plasterboard?' There is no allowance in the tonnage figures for this standard component of buildings. Does this mean that the quoted tonnages are inaccurate?
- Provision of replacement public toilets.  
We welcome the commitment to the provision of replacement toilets and hope that a permanent location can be agreed quickly so that they can be provided before the existing ones are taken out of service, reducing the need for temporary ones.

I can be contacted on 07801 846049 or [vecs1972@gmail.com](mailto:vecs1972@gmail.com) if any further information is required.

Yours sincerely

A handwritten signature in black ink that reads 'Gill Pawson'. The signature is written in a cursive, flowing style.

Gill Pawson  
Chair, Vale of Evesham Civic Society

c.c. Rebecca Buckley and Francis Fleming WDC