

WARD: Cabot **CONTACT OFFICER:** Andrew Cross
SITE ADDRESS: Porto Quay Narrow Quay Bristol BS1 6UN

APPLICATION NO: 1.13/05441/F Full Planning
2.13/05446/LA Listed Building Consent (Alter/Extend)

EXPIRY DATE: 27 January 2014

- 1. Proposed use of moored barge for servicing ferryboat business including ancillary works to quay.
- 2. Minor alterations to quayside railings and installation of mooring bollards in association with application for proposed use of moored barge for servicing ferryboat business.

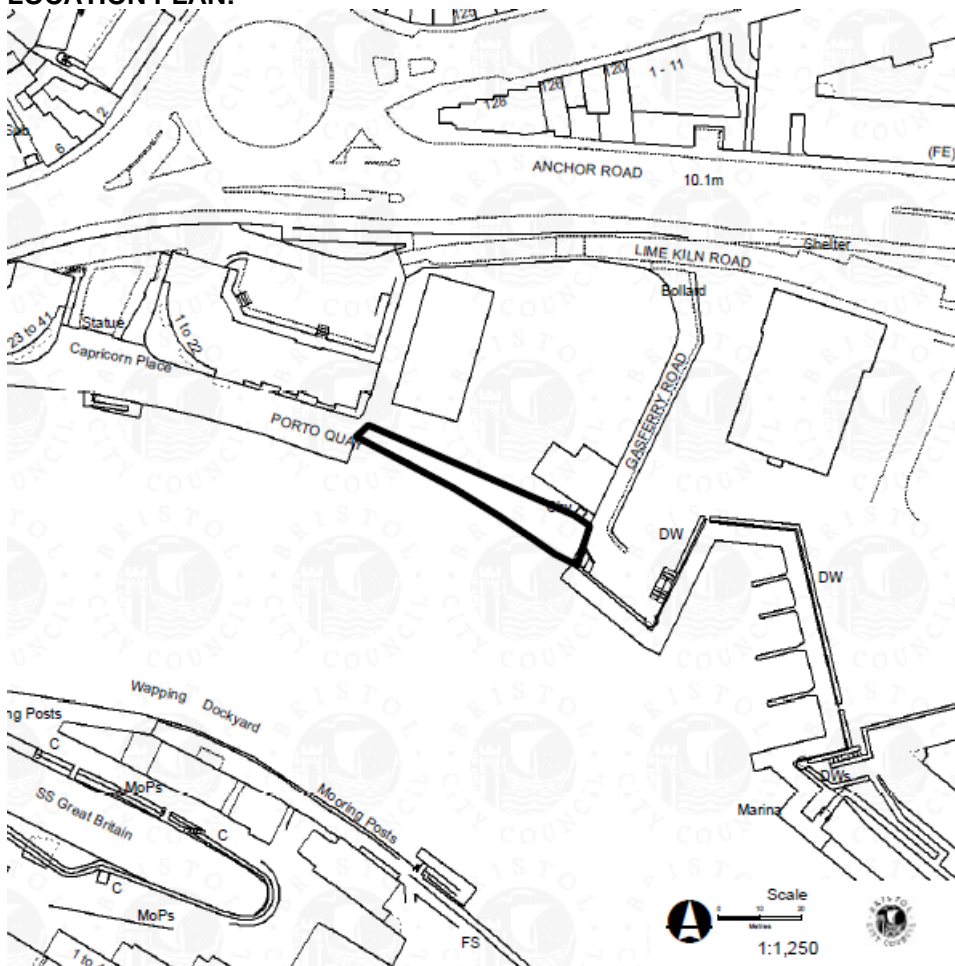
RECOMMENDATION: 1. Refuse
2. Grant subject to Condition(s)

AGENT: Chris Dent Architect
5 North Avenue
Exeter
Devon
EX1 2DU
United Kingdom

APPLICANT: Bristol Community Ferryboats Ltd
44 The Grove
Bristol
BS1 4RB

The following plan is for illustrative purposes only, and cannot be guaranteed to be up to date.

LOCATION PLAN:



Development Control Committee A – 18 June 2014**Application No. 13/05441/F and 13/05446/LA: Porto Quay Narrow Quay Bristol BS1 6UN****SITE DESCRIPTION AND APPLICATIONS**

The application relates to Porto Quay, which is set within the floating Harbour opposite the SS Great Britain, adjacent to the Gas Works Site. The Gas Works site has an extant planning permission for predominantly B1 use, while nearby residential developments are located at the Purifier House site and the Point development beyond to the east; and Capricorn Quay to the west. The site is located within the City Docks Conservation Area and adjacent to Grade II Listed Retort House, The Former Engine House and Boundary Walls to Gasferry Road.

The application has been submitted by Bristol Community Ferryboats Ltd and proposes the use of a barge for servicing the ferry company operation, which would be moored at Porto Quay. The barge "Ellen" in question is approximately 29.5 metres in length and is proposed as a 'Mother ship' to the Bristol Community Ferry Company that would fulfil a number of functions for the company. The barge would act as a secure mooring for the 5 ferry boats, which could be moored alongside; a fuel and equipment store; a covered workshop within the hold where the ferrys could be overhauled each winter; a staffroom and office; and security/family accommodation.

Ancillary works to the quay are also proposed, for the provision of mooring bollards and a break in the existing railings to enable access to the barge. It was initially proposed to also provide a covered refuse/recycling and deliveries store on the quayside, however this was subsequently removed from the proposal following visual impact/character concerns expressed by the case officer, with these facilities now proposed on board the barge.

See plans and supporting information for full details.

RELEVANT HISTORY

A parallel application for Listed Building consent has been submitted under application 13/05446/LA, which relates only to the proposed works to the quayside (provision of mooring bollards and break in the railings for access).

Former Gas Works Site:

11/03266/F and 11/03267/LA - Refurbishment and conversion of West Purifier House to provide commercial floorspace (Class B1), the Engine House (Class A3); erection of four storey building to provide commercial floorspace (Class B1), associated disabled parking, cycle parking, landscaping and boundary treatment. PERMISSION GRANTED.

COMMUNITY CONSULTATION**(a) Process**

On the basis of third party representations received, it appears that a public consultation meeting was held by the developer in relation to the proposal, however no detail of this has been submitted as part of the application and as such the process undertaken in this regard is unclear.

(b) Outcomes

In light of the absence of specific outcomes, detail of how the community consultation influenced the final proposal is unclear.

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RESPONSE TO PUBLICITY AND CONSULTATION

The application was advertised via press and site notices, along with letters sent to 241 nearby properties. 26 written responses were received, raising objection to the proposal. The following concerns were raised:

Principle (see key issue A)

- This is not essential. Other ferry companies use the facilities at Underfall Yard, Bristol Marina, Bristol Classic Boats, and the Albion Dockyard, thus supporting the sustainability of these local businesses
- The proposal would jeopardise the plan for the cross ferry harbour landing stage
- Residential use is inappropriate, any consent should be for B2 general industrial only
- There are already enough of this type of vessel within the harbour, and another would take up the limited available space within the harbour
- The harbour is now used for pleasure, it is no longer a working port. All work should be done in the designated areas (Albion Shipyard or Underfall Yard)
- The proposal encroaches on land owned by the Soil Association, which would prevent the extant planning permission 11/03266/F being implemented in accordance with the approved plans
- The site is not designated for industrial development within the Bristol Local Plan or the Bristol Central Area Plan, and is not considered industrial within the City Docks Conservation Area Character Appraisal

Residential Amenity (see key issue B)

- Noise impact upon neighbouring residents (workshop, ferrys starting and mooring daily, booze cruises)
- The working hours are not acceptable
- Insufficient detail is provided in relation to the workshop processes to be undertaken and the associated noise levels
- Odour

Highways (see key issue C)

Parking issues associated with the residential occupation of the barge
 Inadequate waste/servicing arrangements
 The site is unsuitable for a bin store, parking and vehicle access
 Manoeuvring would be dangerous on the busy tourist and residential plaza

Design (see key issue D)

- The barge is ugly and would detract from the appearance of this part of the harbour
- The barge would obstruct views of the water and associated activities
- The storage pod on the piazza is visually unacceptable
- The barge would cause harm to the setting of the Grade II Listed Former Engine House and West Purifier House

Ecology (see key issue E)

- Swans nest at the downstream end of the quay. The moored barge would force them out of the harbour.
- Otter spores have been found in this location

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Contamination (see key issue F)

- The mud under the site is heavy with contamination. Disturbing the mud risks spreading the contamination, which could have serious knock on effects for all harbour users
- The barge and daily movements of ferrys would spread contamination

Safety (see key issue G)

- There is a significant fire risk from working on vessels in the hold, and emergency access to the site is poor
- Use as a fuel store is dangerous

General/Other

- The current temporary site appears ideal as there is good access from Hotwells Road, the area is already noisy, and the higher harbour wall is such that the barge is less visually intrusive
- There is no detail of the proposed crane to lift ferrys into the hold, including its noise levels
- This part of the harbour is known to be shallow and not dredged due to contaminants present
- No detail of proposed extract system

During the course of the application additional information was sought from the applicant in relation to a noise assessment and servicing arrangements/operational statement. Once received, a re-consultation exercise was undertaken. 12 written responses were received. The majority of points raised reiterate those from the first consultation, as set out above. Additional comments are as follows:

Residential Amenity (see key issue B)

- The acoustic report assumes that windows within neighbouring buildings will need to be closed to ensure acceptable levels of noise internally, and as such the risk of noise impact would be markedly increased during the summer months when windows are needed to be open
- Noise associated with deliveries
- The noise report is inadequate
- Noise associated with party-goers on booze cruises setting out from, and returning to Porto Quay have not been considered as part of the noise report
- Proposed barge/workshop would be as little as 5 or 6 metres from some bedroom windows
- Lack of detail within the acoustic report submitted

Highways (see key issue C)

- It is not acceptable for bicycles to be secured to railings
- It seems the quayside is unsuitable to support the weight of a fuel delivery vehicle (18 tonnes)
- Servicing via Gas Ferry Lane is not consistent with the Boat House not being able to have bins emptied from this lane

Design (see key issue D)

- The provision of further 1100litre bins beside the Grain Barge to accommodate waste would cause visual harm to the Conservation Area

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General/Other

- The level of detail provided in support of the amended application is poorly coordinated and does not address many of the objections submitted against the original application
- Contradictory information within the application, with the barge detailed as being moored against the quayside, while in other documentation it is stated as being moored 1.5m from the quayside
- The applicants have no control over the land to access the site, and the Soil Association will not grant access until the redevelopment of their and has been realised.

Transport Development Management, City Transport has commented as follows:-

The site plan does not include the area for the moored barge or connection to the nearest adopted highway (Lime Kiln Road) for vehicle and servicing access within the red line plan.

The site access mentioned within the design and access statement for servicing the bin store illustrated on the quayside adjacent to the proposed barge location is at the end of Gaol Ferry Lane an unadopted, long, narrow and poorly surfaced road which is considered too far for bin collectors or occupants of the barge to move bins along for collection at approximately 75 metres. The narrow lane would currently be unsuitable for large service vehicle to access with insufficient turning space at the end of Gaol Ferry Lane adjacent to the site and bollards blocking the entrance from Lime Kiln Road. Therefore it is considered servicing arrangements for both the commercial and residential elements of the proposed moored barge are unacceptable for bin storage and other potential service vehicles mentioned within the design and access statement.

No parking provision is available on land adjacent to the site although in this central location it would be possible for staff and visitors of the associated business along with the residential occupants to use alternative sustainable transport options to the site. A travel plan statement would be expected to illustrate travel method to and from the site.

Cycle parking mentioned within the application design and access statement on the quayside would have to be illustrated on plans within the red line area and not obstruct any pedestrian or service access required to the site or by the docks authority if on docks land or that of private owners on the adjacent plots of land.

Transport Development Management, City Transport has commented as follows:-

Access

The site access was previously mentioned within the Design and Access statement for servicing the bin store illustrated on the quayside adjacent to the proposed barge location is at the end of Gaol Ferry Road, an un-adopted, long, narrow, winding and poorly surfaced road which is considered too far for bin collectors or occupants of the barge to move bins along for collection at approximately 75 metres.

It has been stated in a submitted 'Delivery/Access' document that waste will now be removed by boat, however the narrow lane would still be considered unsuitable for service vehicles such as the fuel vehicle mentioned for access with insufficient turning space illustrated at the end of Gaol Ferry Road adjacent to the site and bollards blocking the entrance from Lime Kiln Road. Waste collection by boat cannot be conditioned for provision and therefore is not an accepted arrangement.

Therefore it is considered servicing arrangements for both the commercial and residential elements of the proposed moored barge are unacceptable for the vehicles mentioned within the design and access statement, and 'delivery/access' documents as well as other possible associated vehicles. Gas Ferry Road is used extensively as pedestrian and cycle route open to the public and it is

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considered any service vehicles potentially reversing the significant distance of the road or turning at the end adjacent to the quayside risk conflicting with pedestrians and cyclists with blind accesses and bounded by high walls with bends and reducing visibility further. Therefore access arrangements are considered unacceptable and contrary to Policy BCS10 of the Local Plan Core Strategy and DM23 of the Development Management Policies.

Car Parking

No parking provision is available on land adjacent to the site, although in this central location it would be possible for staff and visitors of the associated business along with the residential occupants to use alternative sustainable transport options to the site.

Cycle Parking

Cycle parking mentioned within the application design and access statement on the quayside would have to be illustrated on plans within the red line area and not obstruct any pedestrian or service access required to the site or by the docks authority if on docks land or that of private owners on the adjacent plots of land. The application form mentions a 3 bedroom residential unit which would require two cycle parking spaces within an enclosed, convenient, secure store with level access to the nearest highway.

Pollution Control has commented as follows:-

Without prejudice to the application, I would have to object on the basis of insufficient information. Only a Sander and Planer are mentioned. Other noise sources such as the fairies arriving, workers unloading materials etc., people noise, and other machines and equipment being used are likely to generate noise. It is unlikely that the only noise generated would be from one planer and sander for a boat operating repairs on ferry boats during intensive weeks on this scale. It would be better to model noise levels from similar operations elsewhere as it is not possible to measure from an existing boat, perhaps acoustic reports submitted from other planning authorities that have been approved to give a clearer idea of the expected noise levels emitted and received at the noise sensitive premises.

Urban Design has commented as follows:-

The principle of siting a bin store and secure access door and surrounds onto the harbour walkway area is not appropriate in this location, and, contrary to BCS22 and DM31, causes harm to the character and appearance of the City Docks Conservation Area. It clutters the simple design of the proposed harbour walkway space to the south of the western Purifier building and will detract from the visual impact of the large stone wall which visually terminates the walkway, when approaching from Capricorn Quays to the west.

Moored boats in the harbour appear to typically have minimal impact on the harbour walls and walkways, other than the possible installation of mooring bollards and Lucy Boxes, and alterations to railings to enable access. The proposal to install a substantial structure onto the harbour walkway for storage and to control access onto the vessel is also contrary to DM26 and BCS21 as it does not help to reinforce the local distinctiveness of the city docks.

Clarification is also required as to how it is intended to lift boats into the hold of the Ellen and whether it will be done 'onsite'?

It is recommended that this application is refused planning permission on design grounds, for the reasons detailed above. It is contrary to the following policies:

Bristol Core Strategy, 2011: BCS 21, 22

Emerging Development Management Policies: DM26, DM31

NPPF, 2012: Section 7

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Harbour Master has commented as follows:-

The planning application states that residential accommodation will be included however please note that, upon successful completion of the planning application, the vessel will be granted a commercial mooring licence by the Harbour Authority and not a residential one and our commercial mooring agreements do not allow anyone to live on-board permanently and this includes security personnel.

The application has been made for "Ellen" or a "substitution vessel", this would not be possible without permission from the Harbour Authority and an agreed transfer of the commercial mooring agreement from one vessel to another.

Vehicle access is a concern for us as we do not generally allow vehicle access onto the quayside in this location and Gas Ferry Road is narrow, busy with pedestrians and has limited sight lines and therefore is not suitable for large vehicles to use on a regular basis. The area is also subject to further development through the Soil Association site and therefore is likely to become busier in the future with even less scope for access by large vehicles. We appreciate that some servicing would be required however and therefore we propose to work with the applicant to devise a suitable servicing regime that limits the access requirements and timings to only essential loading and unloading of large items and fuel deliveries. We would not support the removal of the bollards at the end of Gas Ferry Road as they are used to control access in general and we have experienced problems in the past with unauthorised vehicles in this area.

We would ask the applicant to consider an alternative waste storage and collection arrangement as the volume of waste generated and the need for it to be emptied weekly should be reduced due to the limitations on residential use of the vessel and Gas Ferry Road is not suitable for regular use by large vehicles, such as bin lorries, as stated above.

Contaminated Land Environmental Protection has commented as follows:-

As this technically falls on the waterway I am not sure I can formally comment on this application from a contaminated land point of view.

The proposed mooring is situated in an area of the harbour where residual contamination is present as earlier remedial works could only occur to within a specified distance of the harbour walls. Under certain conditions some leakage of hydrocarbons can occur into the floating harbour. I am concerned with the proposal in that there is increased risk of polluting the harbour through refuelling and the proposed workshop this could add further pollutants into the harbour in an area where water quality is already impacted. The planning application does not provide any details of how any pollutant issues may be mitigated.

Depending on the type of works that are occur (for instance spraying the boats) an Environmental Permit may be required to undertake these works. The applicant should discuss with the Environmental Permitting Officers within Bristol City Council (01179 222500) with regards to the potential conditions of any permit. The applicant should also review the Environment Agency's Pollution Prevention Guidelines.

Environment Agency (Sustainable Places) has commented as follows:-

The Environment Agency has no objection to the proposal in principle. Flood Defence Consent is however required from the Environment Agency, which is separate from the need for planning permission.

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No objection.

RELEVANT POLICIES

National Planning Policy Framework – March 2012**Bristol Local Plan, Adopted December 1997**

ME4	Controlling the Impact of Noise
NE6	The Wildlife Network
B2	Local Context
B5	Layout and Form
B15	Streets and Open Space
M1	Transport Development Control Criteria
CC10	Water Frontages

Bristol Core Strategy (Adopted June 2011)

BCS10	Transport and Access Improvements
BCS16	Flood Risk and Water Management
BCS20	Effective and Efficient Use of Land
BCS21	Quality Urban Design
BCS22	Conservation and the Historic Environment
BCS23	Pollution

Bristol Site Allocations and Development Management Policies (emerging)

DM23	Transport development management
DM26	Local character and distinctiveness
DM27	Layout and form
DM28	Public realm
DM31	Heritage assets
DM32	Recycling and refuse provision in new development
DM33	Pollution control, air quality and water quality
DM34	Contaminated land
DM35	Noise mitigation
DM19	Development and nature conservation

Bristol Central Area Plan (emerging)

BCAP8	Maritime industries
FCAP9	Cultural and tourist facilities and water-based recreation
BCAP22	Habitat preservation, enhancement and creation on waterways
BCAP32	Quayside walkways

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KEY ISSUES

(A) IS THE REDEVELOPMENT OF THE SITE ACCEPTABLE IN LAND USE TERMS?

Other than minor works to the quayside to enable the mooring of the barge, the proposal relates to a use on board a vessel within the Floating Harbour. The location of the proposal is at Porto Quay, directly abutting an allocated site (SA103) within the Bristol Central Area Plan (BCAP), Publication Version (February 2014). The site in question is allocated for Office/Housing uses and benefits from an extant planning permission (11/03266/F) for predominantly B1 office use. Neighbouring developments at Capricorn Quay and Purifier House are residential in character, as is the flatted development further east off Cannons Way. There is no specific site allocation under the Bristol Local Plan (1997).

A mixed use of the barge is proposed, with elements of B1a (office use associated with the ferry business), B2 general industrial (workshop for ferry repairs and servicing) and C3 residential. The B1 and C3 uses accord with the established character of surrounding sites on the northern side of the Floating Harbour in this location, however the B2 use is discordant, as despite the historic working dockyard context, the surrounding development is now predominately residential.

Specific Maritime Industrial and Warehousing Areas are set out within the BCAP, located at Albion Dockyard (to the south-west of the application site) and at Underfall Yard. This generally accords with allocations under the Bristol Local Plan.

Policy BCS20 encourages the efficient use of land, but in doing so acknowledges the need to achieve high quality well designed environments, and the need for development to be informed by local context, accessibility and the characteristics of the site. This is furthered by policy BCS21.

The development of the site to provide a mixed use B1, B2 and C3 development is not specifically precluded in land use terms, although the B2 use is uncharacteristic for the chosen location and gives rise to residential amenity concerns, which will be discussed within key issue B. Issues of access, servicing and design must also be appropriately addressed, which will be discussed within the following key issues.

(B) WOULD THE PROPOSAL CAUSE ANY UNACCEPTABLE HARM TO THE RESIDENTIAL AMENITY OF NEIGHBOURING OCCUPIERS?

The residential context of the application site is such that surrounding uses are sensitive to potential noise associated with the proposed use. Of particular concern is the workshop element of the proposal, which would predominantly be in operation during the winter months when annual refurbishment works to the ferrys is undertaken. It has been conveyed that the power tools predominantly used would be a sander and a planer, although any works associated with boat maintenance is likely within the hold of the barge. Proposed hours of operation of the workshop 08.00 to 18.00 daily, although it is understood that the daily use of the workshop is unlikely. Use of the workshop would be more intensive during the winter refurbishment works.

Other potential noise sources associated with the proposed operation are that of deliveries and the ferrys leaving and returning to the 'mother ship'. It has been expressed that no passengers would leave from, or return to the barge, other than crew members. Scheduled ferry services would leave the barge for the day at 9.45, returning between 18.00 and 18.30. Boats on private hire trips would return to the barge by 13.15.

Residential Amenity impacts from noise, particularly in relation to the workshop use, was raised as a concern with the planning agent during the course of the application, with further detail in relation to the operation of the mixed use proposal requested, including a noise report relating to the workshop element.

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Following receipt of an acoustic report, comments were received from a City Council Environmental Health Officer expressing that the submitted Acoustic Report is of insufficient detail to demonstrate that the residential amenity of neighbouring occupiers would not be harmed, with refusal on this basis recommended. The Acoustic report submitted relates only to the use of a planer (with the hatch covers closed) and a sander (with the hatch covers open), and relies on windows of nearby residential accommodation being closed for the purposes of the noise values given. No reference is made to noise associated with other workshop activities, nor deliveries and servicing.

Despite the ability to restrict hours of operation and servicing by way of planning conditions, the lack of detail submitted in support of the application is such that it is considered that hours of operation restriction would not be sufficient to ensure that the residential amenity of neighbours would not be harmed when considering noise impacts, particularly when considering the workshop element of the proposal.

Odour was also raised as a concern within objection comments received. Painting of the ferrys may result in some odour, however it has been expressed that no paint spraying will be undertaken, and predominantly water based paints will be used, with the exception of bituminous paint for below the water line of the boats. The conditioning of an appropriately filtered extract system to the workshop is considered adequate to mitigate against potential impact from odour.

Without evidence to the contrary, it is considered that the proposed use would result in unacceptable harm to the residential amenity of neighbouring occupiers due to noise impacts. Refusal on this basis is recommended.

(C) DOES THE PROPOSAL ADDRESS MOVEMENT, TRANSPORT AND HIGHWAY SAFETY ISSUES?

The only potential vehicular access to the site is via Gas Ferry Road, and is blocked with bollards at its northern end where it meets Lime Kiln Road. Consultation response from the Bristol City Council has expressed that this is an unacceptable route for servicing due to its narrow nature, lack of turning possibilities, poor visibility, and the potential for conflict with pedestrians and cyclists. Indeed, this route was also not allowed for servicing access in relation to adjacent developments for these reasons.

In an attempt to overcome these concerns, amended details were submitted for refuse and recycling provision adjacent to the 'Grain Barge', with material taken to this location by boat, avoiding the need for access by Refuse lorries via Gas Ferry Lane. This arrangement is also however considered unacceptable by the Development Management Highways Team as waste collection by boat cannot be conditioned under the scope of the application.

Fuel deliveries, which are anticipated to be monthly, would still need to be via Gas Ferry Road, with negative safety implications as expressed above, and thus is considered unacceptable. There are also doubts as to the structural stability of the harbour walls/quayside walkway in this location such that the 18 tonne delivery lorries are likely to overload the ground with potentially serious safety implications. A preliminary survey submitted as part of the application indeed indicates that a loading of 5 tonnes is likely to be the limit to which the quayside was designed when built in the 1930's.

No specific cycle storage provision has been proposed as part of the development, with use of the railings to secure bicycles to not considered an acceptable strategy, and as such the proposal falls short of policy requirements in this regard.

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Overall, the use of Gas Ferry Road (northern end) for deliveries is found to be unacceptable in highway safety terms, and the proposed use could not reasonably function without some delivery access via this route. Refusal is therefore recommended on the basis of unacceptable servicing arrangements and associated highway safety implications.

(D) WOULD THE PROPOSAL BE ACCEPTABLE IN THE CONTEXT OF THE LISTED HARBOUR WALLS AND THE SITE'S CONSERVATION AREA SETTING?

The site is situated within the City Docks Conservation Area. The Local Planning Authority is required (under Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990) to pay special regard to the desirability of preserving or enhancing the character or appearance of the area. Section 12 of the national guidance within the National Planning Policy Framework (NPPF) 2012 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation, with any harm or loss requiring clear and convincing justification.

Policy BCS22 of the Bristol Development Framework, Core Strategy, seeks to ensure that development proposals safeguard or enhance heritage assets in the city. Policy BCS21 also also requires new development in Bristol to deliver high quality urban design and sets out criteria to measure developments against including the need for development to contribute positively to an area's character and identity, creating or reinforcing local distinctiveness.

Policies DM26 to DM29 inclusive take these key design objectives forward and provide detail on how this is to be achieved.

The application originally submitted incorporated the provision of a free-standing refuse/recycling and deliveries storage pod on the quayside. This was considered visually unacceptable and as such was removed from the proposal, with such provision amended to be on board the barge. Collection is proposed from bins located adjacent to the Grain Barge. The provision of additional commercial waste bins in this location is considered unacceptable due to resultant harm to the character and appearance of the Conservation Area, with the amended bin storage location merely shifting the visual impact problem previously raised elsewhere.

Works to the quayside in the vicinity of the site are limited to the provision of mooring bollards, a 'lucy box', and the creation of a gap in the railings to enable access to the barge from the quayside. These elements are commonplace within the historic harbour setting and are therefore considered acceptable, providing that appropriate conditions are attached to any permission granted to ensure that these alterations are of an appropriate design and finish.

Objection comments raise concern of the appearance of the proposed barge, and the effects that this would have upon the character of the area and the setting of nearby listed buildings. It is however not reasonably possible to control the form of vessels within the Floating Harbour through the planning process, as planning consent is not required to moor a boat within the Floating Harbour. As such, refusal of the proposal on this basis is not warranted.

The City Council Conservation Officer was consulted with regard to the proposal, and raised no concern in relation the proposed works, subject to the agreement of specific details. Subject to the implication of a relevant condition requiring detailed information of the proposed mooring bollards, service connection box and railing treatment, the proposal is found to be acceptable in relation to the Listed Harbour walls.

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Policy DM19 expresses that where loss of nature conservation value would arise, development will be expected to provide appropriate mitigation, whether on or off site. Policy DM22(iii) requires development that is adjacent to, or contains, waterways to protect, maintain and enhance nature conservation.

A wooden raft/pontoon in the application location is a known nesting site for Mute Swans, which are a protected species. The City Council Nature Conservation Officer was consulted with regard to the proposal and raised concern of the loss of this nesting site. Within his comments, the Nature Conservation Officer suggested that a section 106 agreement be put in place to secure the provision of an alternative pontoon/raft nearby to provide alternative nesting site provision. The level of contribution towards alternative provision would need to be subsequently agreed. While this is a known nesting site, a site visit undertaken by the City Council Nature Conservation Officer on 5th June 2014 revealed no sign of nesting birds at the site.

It should be noted that planning permission is not specifically required to moor a boat in this location, and indeed an aerial photography survey has identified that other vessels do moor in this location, although this is understood to be an occasional mooring rather than permanent. It should also be noted that nesting sites are only legally protected by legislation outside of planning when in use, and as such the raft and nearby shrubbery could be removed at any time (providing that nesting birds are not occupying the location) without the need for planning consent. Despite this it should be realised that the site is within a designated wildlife corridor, and a recent report commissioned by Bristol City Council recommended that there is insufficient swan nesting provision within the harbour.

While a boat may be moored in the chosen location without the need for planning permission, the proposed operation is likely to cause disturbance to nesting swans by virtue of the proposed workshop and other activities associated with the operation of the ferry business (as set out within key issue B), such that alternative nesting site provision is considered necessary in accordance with relevant planning policy, as set out above. No such mitigation is proposed and as such refusal on this basis is recommended.

(F) IS THE PROPOSAL ACCEPTABLE WHEN CONSIDERING ISSUES OF CONTAMINATION?

In the location of the application proposal water depths are known to be shallow, and there is known contamination to the mud as a result of previous industrial activities on the former gas works site. Concern has been raised of contamination being spread further around the harbour through disturbance of the mud for potential grounding of the barge, as well as daily ferry movements. Given that boats could moor in this location without the need for planning consent it is considered that mud disturbance and potential resultant spread of contaminants cannot be reasonably controlled through the planning process.

Waste generated from the proposed workshop operation would be bagged in the case of solid materials, and recycled or sent to landfill as applicable. Used engine oil would be drained into containers that are then sealed and recycled. Refuelling would be similar to that occurring elsewhere within the harbour. While it cannot be guaranteed that no contamination of the harbour will occur from the proposed operation, it is considered that the implementation of good working practices, details of which could be secured by condition, would be such that there would be no significantly increased risk of contamination from the proposed operation, and as such refusal of the proposal on this basis is not considered warranted.

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The proposal includes the provision of a fuel store and workshop on board the barge. This has given rise to safety concern within some objection comments received from neighbouring residents. The internal working and storage arrangements within the barge are outside the remit of planning, with other bodies including the Harbour Authority responsible for ensuring an acceptable detailed specification of these elements. Within a discussion with a member of the Harbour Authority, it was expressed that the Harbour Master has undertaken relevant safety checks on the vessel and does not have safety concerns in relation to the proposal.

CONCLUSION

The application is found to be unacceptable in residential amenity terms due to potential and likely noise impacts; inadequate servicing arrangements and associated highway safety implications; impact upon wildlife; and the negative visual impact of additional refuse and recycling bins within the Conservation Area context. Refusal of the proposal is therefore recommended.

COMMUNITY INFRASTRUCTURE LEVY

How much Community Infrastructure Levy (CIL) will the development be required to pay?

CIL payments relate to buildings. The barge is not considered to be a building and as such the application is not CIL liable.

(A) APPLICATION 13/05441/F:**RECOMMENDED REFUSE**

The following reason(s) for refusal are associated with this decision:

Reason(s)

1. By virtue of a lack of detailed information in relation to the noise levels associated with the proposed operation, including the proposed B2 general industrial use, the application fails to demonstrate that harm would not be caused to the residential amenity of neighbouring occupiers. The proposal is therefore contrary to policy ME4 of the Bristol Local Plan (1997); and policies BCS21 and BCS23 of the Bristol Development Framework, Core Strategy (2011); and policy DM35 of the Bristol Local Plan Site Allocations and Development Management Policies, Publication Version (March 2013 incorporating draft proposed main and additional modifications 6th January 2014).
2. By virtue of the narrow character of Gas Ferry Road with poor visibility and a lack of turning/manoeuvring space; the potential conflict between servicing vehicles, cyclists and pedestrians along Gas Ferry Road and the Quayside in the vicinity of the site; the potential for heavy goods vehicles to overload the quayside; and a lack of purpose built cycle storage provision, the access and servicing arrangements are found to be unacceptable, contrary to policy M1 of the Bristol Local Plan (1997); policy BCS10 of the Bristol Development Framework, Core Strategy (2011); and policy DM23 of the Bristol Local Plan Site Allocations and Development Management Policies, Publication Version (March 2013 incorporating draft proposed main and additional modifications 6th January 2014).

Development Control Committee A – 18 June 2014**Application No. 13/05441/F and 13/05446/LA: Porto Quay Narrow Quay Bristol BS1 6UN**

3. The increased proliferation of refuse/recycling bins adjacent to Hotwell Road/the Grain Barge would result in visual harm to this part of the City Docks Conservation Area, contrary to policies B2 and B15 of the Bristol Local Plan (1997); policies BCS21 and BCS22 of the Bristol Development Framework, Core Strategy (2011); and policies DM31 and Dm32 of the Bristol Local Plan Site Allocations and Development Management Policies, Publication Version (March 2013 incorporating draft proposed main and additional modifications 6th January 2014).
4. In the absence of a mitigation strategy to demonstrate otherwise, the proposed use is likely to render a known wildlife feature within an identified wildlife corridor unviable, contrary to policies DM19 and DM22 of the Bristol Local Plan Site Allocations and Development Management Policies, Publication Version (March 2013 incorporating draft proposed main and additional modifications 6th January 2014).

Advice(s)

1. Refused Applications Deposited Plans/Documents

The plans that were formally considered as part of the above application are as follows:-

01 Location plan, received 2 December 2013

Design and Access Statement, received 2 December 2013

J 328 08 A Existing and proposed context elevations, received 1 May 2014

J 328 09 Sections, received 21 January 2014

J 328 07 Block Plan, received 21 January 2014

Noise Impact Assessment Report, received 1 April 2014

J 328 07 B Ellen shown at Gas Ferry Quay, received 1 May 2014

Workshop Statement, received 1 April 2014

Water depths at proposed mooring, received 1 April 2014

Waste Statement, received 1 April 2014

Deliveries/Access statement, received 1 April 2014

Structural loading statement (Alf Perry), received 1 April 2014

Diary details and explanatory notes, received 1 April 2014

(B) APPLICATION 13/05446/LA:

RECOMMENDED GRANT subject to condition(s)**Time limit for commencement of development**

1. Listed Building Consent or Conservation Area Consent

The development hereby permitted shall begin before the expiration of three years from the date of this permission.

Reason: As required by Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990, as amended by Section 51 of the Planning and Compulsory Act 2004.

Pre commencement condition(s)

2. Prior to the commencement of the works hereby approved, full details of the mooring bollards, service connection box, and railing alterations, shall be submitted to and approved in writing by the Local Planning Authority. This shall include detail of the specific locations of these elements, and detailed drawings at a scale of 1:10 of the proposed railing alterations.

Development Control Committee A – 18 June 2014

Application No. 13/05441/F and 13/05446/LA: Porto Quay Narrow Quay Bristol BS1 6UN

Reason: To ensure an appropriate form of development that does not cause harm to the designated heritage asset.

List of approved plans

3. List of approved plans and drawings

The development shall conform in all aspects with the plans and details shown in the application as listed below, unless variations are agreed by the Local Planning Authority in order to discharge other conditions attached to this decision.

01 Site location plan, received 27 November 2013

J 328 07 B "Ellen" shown at Gas Ferry Quay, received 1 May 2014

J 328 08 A "Ellen" Shown at Gas Ferry Quay, received 1 May 2014

Reason: For the avoidance of doubt.

BACKGROUND PAPERS

Transport Development Management, City Transport

21 January 2014

1 May 2014

Pollution Control

16 May 2014

Urban Design

18 December 2013

Harbour Master

20 December 2013

Contaminated Land Environmental Protection

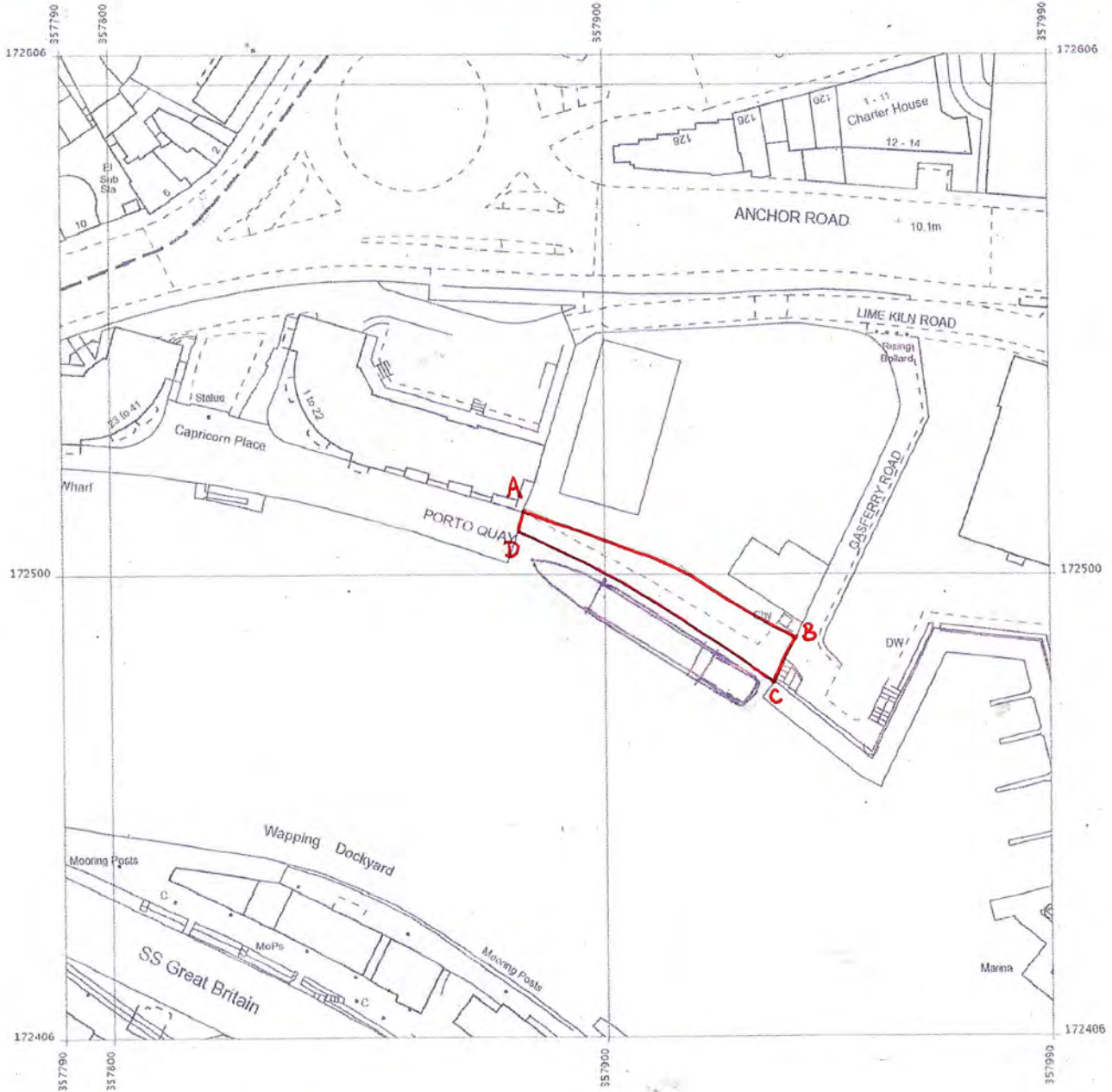
3 February 2014

Environment Agency (Sustainable Places)

27 May 2014

Conservation Section

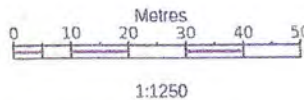
18 December 2013



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The representation of a road, track or path is no evidence of a right of way. The representation of features as lines is no evidence of a property boundary.



1:1250

Supplied by: Stanfords
 Reference: OI634570
 Centre coordinates: 357890 172506

Bristol Ferry Boats

**Gas Works Mooring
 BRISTOL BS1 6UN
 LOCATION PLAN**

14/11/13 | A4 @ 1:1250

J 328 01

**CHRIS DENT ARCHITECT
 5 NORTH AVENUE
 EXETER EX1 2DU**

Telephone 01392 435434

mail@ChrisDentPlanning.co.uk

Design and Access Statement

November 2013

Land at Gas Ferry Road Bristol BS1 6UN



Image 1 – photoshop view of proposed moored barge with ferryboats alongside

This Report is prepared in support of the Planning and Listed Building Consent Applications for:

OPERATIONS TO ALLOW MOORED BARGE FOR SERVICING FERRYBOAT BUSINESS

Applicant: Ferryboats Bristol Ltd
44 The Grove
Bristol BS1 4RB

Agent: Chris Dent Architect and Town Planning Consultant
5 North Avenue
Exeter EX1 2DU
01392 435434 mail@ChrisDentArchitect.co.uk

CONTENTS

- 1.0 Introduction
- 2.0 The Site & History
- 3.0 Background
- 4.0 The Proposal
- 5.0 Likely Impacts of the development
- 6.0 Conclusions

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Background history of the company

APPENDIX 2 page 20 of PDF

Heritage Statement

APPENDIX 3 page 21 of PDF

Flood Risk Assessment

APPENDIX 4 page 22 of PDF

Statement of Community Involvement

APPENDIX 5 page 23 of PDF

Sustainability Appraisal

INFORMATION PROVIDED WITH THE PLANNING APPLICATION

- Design and Access Statement (this document with appendices listed above)
- Location Plan J 328/01 1:1250 at A4
- Block Plan J 328/02 1:200 at A4
- Storage pod J 328/03 1:20 at A4
- Storage pod J 328/04 1:20 at A4

This information is available either in PDF or paper format.

If additional copies are required please contact the agent.

1.0 INTRODUCTION

- 1.1 This statement explains the purpose of the application and what it entails at the site. It will enable Bristol City Council to examine the potential impacts of the development enabling a decision to be made based on factual analysis of the constraints and opportunities.
- 1.2 Additional history of the Ferryboat company is included as appendix 1 to this application.
- 1.3 The applications have been made via the Planning Portal and all the documentation is available in PDF format. The development is for engineering works to enable a boat to be moored at the quay. The planning fee of £170 is included in the form of a cheque.
- 1.4 I am advised by the City Council Conservation Officers that any works to the Harbour Wall will require Listed Building Consent. Although those works are a minor part I consider that it is useful to provide a context for them so this document will accompany both the Planning Application and the Listed Building Consent.
- 1.4 Although the information given in this report relates to a particular vessel ("Ellen") the application is for the planning use and therefore (subject to potential conditions of the planning application) the vessel could be substituted for a similar one under the same consent.
- 1.5 The City Council will have two means of controlling the operation: by planning conditions on an approval for this application but overriding this will be the Mooring License for the vessel which is the subject of this proposal. The minor works on the quay are to enable the barge to moor in this location.

2.0 THE SITE AND BRIEF HISTORY

- 2.1 The site is located on the north bank of the Floating Harbour opposite SS Great Britain and consists of the part of the Gas Works Development Site adjacent to the quayside. To the west is a new residential development of Capricorn Quay and to the East is the mixed development site known as the Purifier Building.
- 2.2 The whole gas works site has been granted permission under application 11/03266/F for commercial floorspace (B1 and A3). No new buildings are proposed forward of the existing listed buildings and the space between the buildings is to be repaved. Image 2 is an extract from the approved landscape plan for this site (Land Use Consultants Drg Ref. 5044/001E) where I have shown in red the proposed limit of highway adoption. This indicates a wider public path than the current route constrained by the blue hoardings. At the east end this walkway would be some 7.8m wide.
- 2.3 For the purposes of the planning application I am showing the site (indicated in red) as the whole of this walkway. As explained in section 4 of this report public access would not be impeded and there are few, very minor, physical changes involved to the site.

2.4 Motorized vehicle access to the site will be via the existing Gas Ferry Road which currently has bollards located at the Lime Kiln Road entrance. (see images 4 & 5). Pedestrian and cycle access is from the existing walkway. There is no parking on site.



Image 2 – Aerial view with site indicated in red. (image: google earth taken before adjacent development)

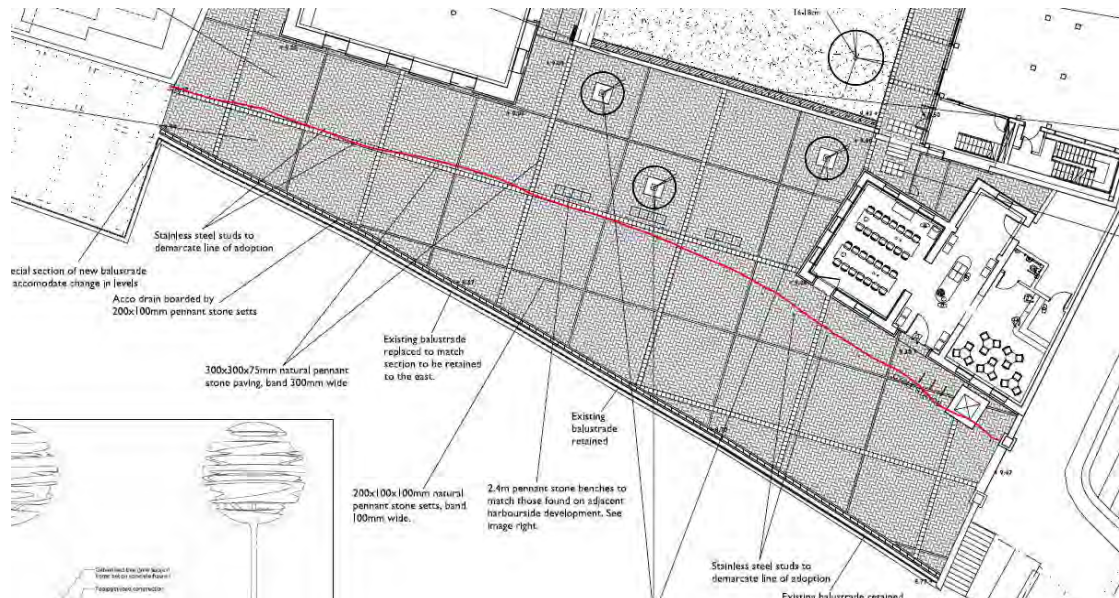


Image 3 – Extract from approved landscape plans for gas works site showing limit of adopted walkway in red



Images 4 & 5 – vehicular access via Anchor Road (photos: Google Streetview)

3.0 BACKGROUND

- 3.1 As explained in more detail at Appendix 1, the ferry boats have been operating since 1977 and are seen as an essential part of the waterfront scene for both tourist and business journeys. Although there are other ferry operators the Bristol Ferry Boats Company are the most well known and their yellow and blue boats operate to a regular timetable as indicated on their website:

<http://www.bristolferry.com/>

- 3.2 The recent history of the business indicates that for an efficient and stable operation a long term plan of operation is needed. The business has become a Community Benefit Society (with over 870 members) and is planning to provide a sustainable service for the residents and visitors.



Image 6 – the existing fleet of 5 boats

- 3.3 In order to run the business a waterside location is required as a base. All the diverse activities and the supporting management operations, storage, maintenance workshops, facilities for haul-out and dry-land repair under cover from foul weather, security and surveillance of ferry boats and many other aspects of the ferry operation – all are currently fragmented across central Bristol . A small office here, a lockup there, tools kept in the back of a car, boats tied up on pontoons, fuel storage distant from where it's needed. The efficiencies of all these in a single location are essential. The sustainability of the Ferry Boat Co and its aspirations to improve the service so that it functions as a recognized part of Bristol's strategic public transport network – all this depends on providing the necessary accommodation under one umbrella, in a key location on the city's Harbourside.
- 3.4 The underlying purpose of the barge Ellen is to bring under one roof, or 'mothership', the widely disparate component activities of running a ferry company for a regular 364 days a year, timetabled ferry service together with leisure, tourist and corporate hospitality events.

4.0 PROPOSED DEVELOPMENT

- 4.1 Whilst Planning permission is not required for mooring a boat on the quay the permanent use of such facility is subject to planning consent. The business has acquired a 57m barge "Ellen" which can fulfill the function outlined in section 3. A photographic representation of this is shown in image 1.
- 4.2 As described in Appendix 1 the company used to have a boat "Tempora" moored on Welsh Back. As was the case with "Tempora" under the previous ferry company ownership* the uses proposed to be housed in "Ellen" are all for the sole purpose of running the Community Ferry Boat Company's operations. Principally "Ellen" will be the home of the Ferry Company's headquarters. The uses proposed on the boat are listed in paragraph 4.3.

see para 2 item 5.0 of Appendix 1 - Background to Bristol Ferry Boat Company – about the forced sale of Tempora under previous ownership of the ferries.



Image 7 – view of the site (adjacent to blue hoarding) looking East



**Image 8 – view of the site (adjacent to blue hoarding) looking West
note the tall end of the Gas Works Wall on RHS**

The long term plan for regeneration of this site indicates a large public piazza behind the temporary blue hoarding as shown on the developers drawing an extract of which is shown in image 3

- 4.3 Proposed Uses to be accommodated on the barge Ellen are described in this extract from the application for a mooring license:

The Function of MV Ellen, the Community Ferry Boat Company's proposed mother ship

The function of the Dutch Barge, MV Ellen will be to provide a secure long term base from which to run the public services provide by the Bristol Community Ferry Boat Company. At present the five ferry boats are moored against awkward pontoon's with staff access only by ladder. Stores and supplies are some distance away, refuelling is at the other end of the Harbour, and all routine maintenance has to be booked into an extremely busy Underfall Yard. MV Ellen will be able to accommodate all these activities under a secure and efficient roof. It will provide:

1. Secure mooring for the 5 ferry boats which will be able to tie up alongside brow to stern one behind the other with easy access from a new gangplank to be attached to the side of MV Ellen. This will make it much easier for crews to have access and service their vessels.
2. Convenient store for fuel, equipment and all the necessities for operating the ferries on a daily basis.
3. Covered workshop in the hold of the barge into which each ferry in turn can be placed to be overhauled each winter (in the case of the 3 historic vessels – Margaret, Emily and Independence). The space is sufficient to have one ferry at a time, together with an adjacent fully equipped works shop stocked with all necessary materials and spares.
4. Storeroom for all passengers' requirements by the way of food and drinks as well as items for special events such as Santa Special.
5. Staffroom and office. With as many as a dozen staff working the boats at any one time in peak season, together with back up staff there is an acute need for proper facilities for rest, changing and briefing. And up to 4 staff maybe on hand to manage the office in peak times.
6. Security accommodation. It is proposed that the ferry boat security staff occupy the former barge captain's quarters in order that there is always security and a visible presence around the ferries.
7. The bow area will be used for meetings (subject to weather) with representatives of the 800 shareholders of this community enterprise. It is our intention that some parts of the upper deck will be gardened and planted with green and flowers in order to enhance the view of MV Ellen.

Taken altogether these uses will provide for the most effective public ferry boat operation we can conceive. Our planning application is to secure this position so as to ensure that we can put the MV Ellen to good use as soon as possible.

- 4.4 Whilst accommodation and storage will be principally on the boat it will be necessary to load goods via the access of Gas Ferry Road and temporarily use the quay side in the traditional role of loading and unloading. The area to be used for this would be defined on the ground and for is indicated in the block plan Drawing 02.

4.5 In addition to the activity on the boat the following works would be required on land (Nos 2-5 require planning approval / listed building consent).

1. Remove the bollards preventing vehicular access at the top of the lane (either that or all deliveries need to be key holders)
2. Alter the railings to suit the location of gangplank
3. Install mooring bollards to design agreed with Bristol CC
4. Install a Lucy Box for electrical connection & connect to drainage
5. Install an enclosure for bin store and temp stores



Image 9 – typical bollard on Mardyke Quay

4.6 The design of railing alteration and bollard detail can follow the pattern used 200m to the west at Mardyke Quay. The suggested location for an enclosure which can provide a private bin store and temporary compound is close to the east end of the walkway



Image 10 – location of storage pod (right side of picture)

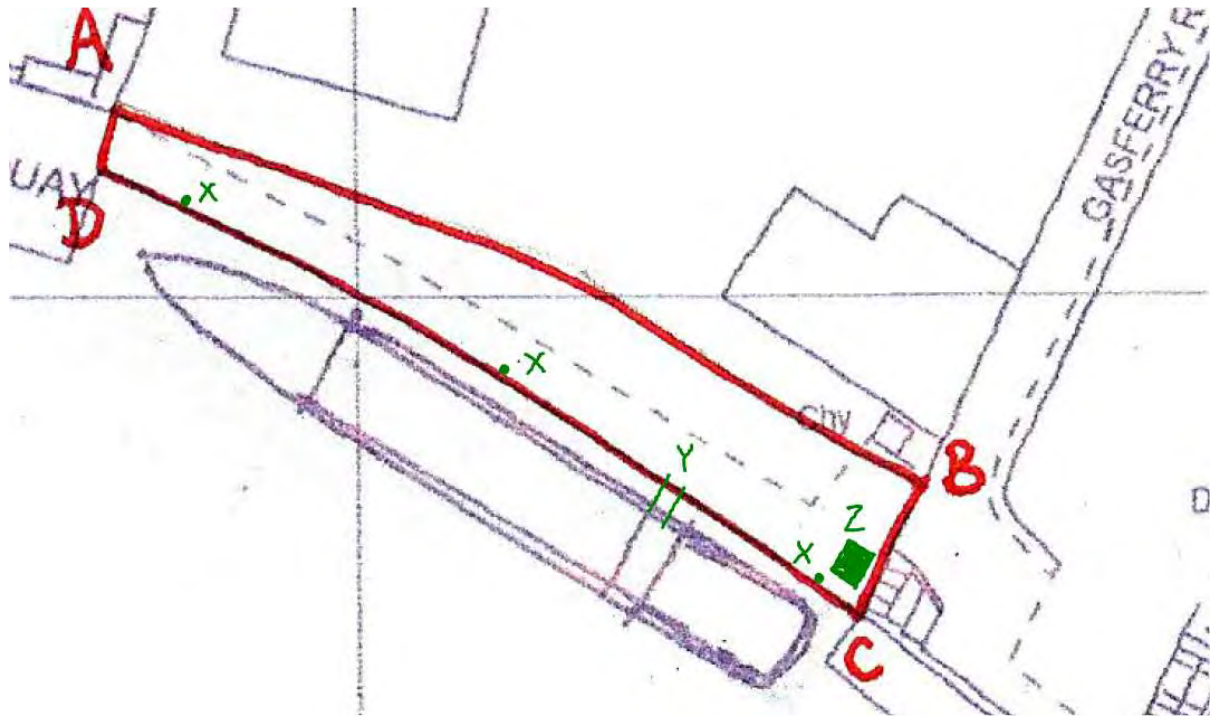


Image 11 – indicative plan showing alterations to the quay
X = new mooring bollards Y = break in railings Z = storage pod

- 4.7 The design and location of this pod can be the subject of a planning condition. It would sit on top of the tarmac surface and provide a neat enclosure for 2 No. commercial waste bins and other temporary stores. It is likely to be about 2m x 3m in plan and 2.4m in height.
- 4.8 Included as part of the application are indicative drawings showing an enclosure which can be linked to an entrance on the boats. See drawings J 328 03 and 04.

The appearance would be of rugged timber vertical struts which would contrast with the limestone wall behind. The height would be just less than the 2.4m of the nearby blue hoarding.

The “pod” would be demountable so that when the repaving of the piazza is undertaken during the development of the gas works site it can easily be dismantled and reassembled on completion of the gas works development.

Signing and information about the barge and ferry boat community benefit society can be integrated into the design of this enclosure and gateway.

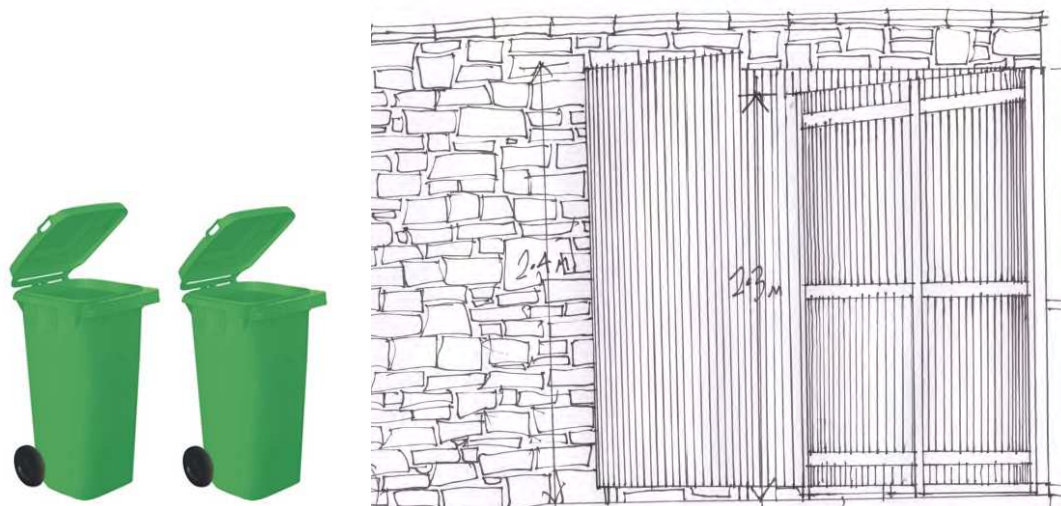


Image 12 – Four wheelbins can be stored in a demountable “pod” located on the quayside

- 4.9 The applicant is aware that this area is subject to the landscaping condition of the Soil Association development scheme. As a through pedestrian route is likely to continue during the building of this scheme the proposal will not affect the scheme. The license will, in any event, enable Bristol City Council to control the activities to ensure cooperation with the developers.
- 4.10 The collection of the waste bins can be done from the turning head at the south end of gas ferry road where the lorry can be within 7m of the store.
- 4.11 Fuel for the operation will be delivered by small tanker which (with highways consent) can approach via either Gas Ferry Road or preferably via the esplanade in front of Capricorn Quays. This would be monthly during peak season.
- 4.12 Other general stores would be collected by car or small van and delivered across the quay. This has worked successfully at Welsh Back for many years
- 4.13 The accommodation would be a single residential mooring. In this instance 3 cabins and association areas which would allow a security presence on the boat.
- 4.14 It is understood that there is no vehicle parking on site or in the vicinity. It is however suggested that 4 bicycle stands are erected either adjacent to the storage pod or to the south of the existing steps which are outside the application area.

5.0 DISCUSSION OF POTENTIAL IMPACT OF THE DEVELOPMENT

5.1 There are two aspects to be considered:

- the permanent alterations on the quayside
- the effect of having “Ellen” moored at this point on the quay

5.2 The bollards and railings are an integral part of the quay (as is mooring of boats!). This will therefore be an enhancement and in keeping with the historical harbourside policies. The gas works site has been described as “the last piece in the jigsaw” of the rejuvenation of this area. It is unknown when the works will start and the blue hoarding removed. The proposal in this application is able to commence immediately and will add interest to this part of the harbour which is very prominent from the SS Great Britain site.

5.3 The “service pod” on the quayside is, I consider, the best way to integrate the necessary function of a bin store, and a small storage compound for deliveries to the boat. It is suggested that the cladding of this could be vertical timber. A detailed design will be available. Please see the indicative designs on drawings J 328 03 & 04.

5.4 The overall alterations allowed by this application (and controlled by a license which if the planning application is successful will be granted by the Harbour authorities) can be examined under the following headings:

- Transport implications
- Visual impact
- Noise impact
- Social and Economic impact

5.5 Deliveries to the vessel will generally be by car or transit size van and consist of occasional stores of food and drink for catering. Fuel will need to be delivered about once a month and household waste from the managers quarters will be collected once a week. Drawing J328/02 shows that there is room for transit size vehicles to turn in the existing turning head. Vehicles such as the Council Bin Lorry could either turn at that location or back down the lane and stop with the rear of the vehicle adjacent to the north pillar of the entrance to the site in locations A and B shown on image 14. During the construction of the soil association proposals it is anticipated that it will be necessary to coordinate all traffic along this part of Gas Works lane with the developer.

5.6 Staff and crew of the ferries will be able to access their quarters and the ferries via the existing steps off Gas Works Road adjacent to point B on image 14. A narrow access way (or “Mediterranean Ladder”) will be suspended from the port side of the barge to enable access at the same level as the existing pontoon.



Image 13 – “Tempora” moored at Welsh Back with 3 ferryboats alongside (Google maps)
This aerial photo was taken when Tempora’s function was as is now intended for Ellen.

see para 2 item 5.0 of Appendix 1 - Background to Bristol Ferry Boat Company – about the forced sale of Tempora under previous ownership of the ferries

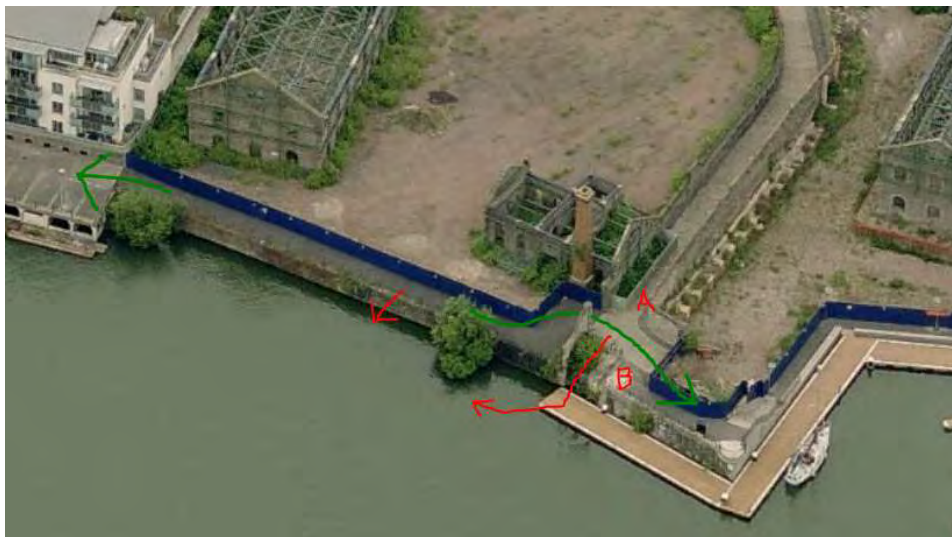


Image 14 – the quay red arrows indicate access to barge (source : Bing Maps)

- 5.7 There are existing facilities for boats on the adjacent pontoon in the form of electrical connections and waste pump out facilities. It is anticipated that these can be extended to serve a barge moored in the location we have shown. The design & location of the lucy box to connect to will need detailed agreement with both Planning and the Harbourmaster.
- 5.8 The visual impact of the boat is shown on image 1. “Ellen” is currently moored 200m to the west and can be inspected there. Having boats moored up adds interest to the quay see image 15 overleaf. The barge “Ellen” will have additional signage and some solar panels located on the port side.



Image 15 – the quay looks better with boats alongside. Ellen is moored on left of picture.

- 5.9 In pre-application consultation with neighbours the subject of noise was raised as being of concern. It should be noted that the manager and family will be living on the boat and therefore be equally aware that noise generating activities must not occur at antisocial hours.

All workshop activities will be limited to the normal working day. Work on timber boats is by its nature is relatively modest in its noise output. The more noisy work involved is repair and maintenance. As it is proposed to moor the small ferries on the outside of the barge this activity will be located either on the south side of the boat or within the hold of the vessel so that it is unlikely that there would a line of site to any windows of nearby flats.

- 5.10 The social and economic impact will be positive. The applicant will be able to organize the running of the ferries far more efficiently. By enabling the continuation of this service the development ensures that the people of Bristol have a long term sustainable ferry boat service. Having economic activities adjacent to the public walkway will make it more interesting for both tourists and residents.
- 5.11 The soil association development proposes a public piazza behind this site. The citing of this barge does not interfere with the building of this piazza and will help in creating an interesting feature on the waterfront.
- 5.12 The establishment of the Ferry Boat Company as a Community Benefit Society is an important milestone is the renaissance of the harbour. It is therefore useful to have the Ferry Boat Headquarters in a prominent and accessible location where it can be seen by the community.



**Image 14 – Existing walkway and entrance gateway to Gas Works site. There are no water activities visible now
The area to the left of the two people, next to the steps is a potential location for bicycle parking.**

6.0 CONCLUSION

- 6.1 The gathering in one location of all the activities ancillary to the ferry service offers a efficient step forward in organization of the ferry service as well as reduction in terms of carbon footprint where travel distances between the many and various operational activities is dramatically reduced.
- 6.2 The presence of people on the quay at this location (daytime workers on the ferryboats and nighttime manager's accommodation) will provide increased surveillance. This will add to the perceived safety of the currently isolated pedestrian route in this location.
- 6.3 The Ferry Boat Company is a Community Benefit Society and needs a permanent base on the Harbour. The Company operates for the benefit of Bristolians and visitors alike, providing a regular 364-days-a-year timetabled ferry service for all.
- 6.4 The presence of a large barge and waterborne activity will enliven the historic quayside.
- 6.5 The applicant would welcome discussion with the City Council on potential planning conditions on an approval. The Council also has control via the proposed license from the Harbourmaster's office.
- 6.6 If further information is required during the assessment of this application please contact the agent.

Chris Dent MRTPI Architect and Town Planning Consultant

Bristol Ferryboats Planning Application 2013

Design and Access Statement (revised 11/11/13)

Appendix 1 - Background to Bristol Ferry Boat Company

1.0 Brief History of Bristol Ferry Boat Co

To understand the reason behind this planning application, an account of the history of the Ferry Boat service is provided here.

The original round the docks ferry boat service, City Centre/Hotwells was set up by a group of local enthusiasts under the title City Docks Ventures Limited in 1977, with the redundant Pill Ferryboat 'Margaret'. This was a time when Bristol Docks had all-but closed operations as a working port.

The loss, to Bristol, of its historic port at the City's heart, was mourned by many. Regeneration was in the air but threats of development which involved 'concreting over' the harbour, together with proposals to bring major through-roads blasting their way across the docks had only recently been quashed. Understandably, fears of rapacious insensitivity towards the opportunities which the City's harbour and its waterside presented were high in the minds of many who aspired to seek the best for the future of the docks and its surroundings.

It was against this background that the first new Ferry service - and the rescue of the electric cranes outside what we now know as M Shed - were brought to reality by City Docks Ventures (CDV) in 1977. This was a time when much of Bristol's docksides were semi-derelict or vacant. A ferry service was a bold introduction heralding the new potential of the docks.

2.0 Ian Bungard, ferryman

Ian Bungard was soon at the helm for CDV's new ferry service. Within a year, Ian took over the ferry operation from CDV. He designed the new colour scheme and in return for a licence to ply from BCC, was committed to a published timetable, running every day from beginning of April to end of Sept. Over the next 24 years Ian built up the service from the modest first ferry boat to a small fleet. The striking yellow and blue livery of the boats became one of Bristol's best-known emblems, used to illustrate a multitude of promotional literature put out by the City Council and Bristol businesses alike.

Over that period, the City's docksides had begun to develop with new uses. Much was still to be regenerated but realization of the potential of Bristol's waterways was being awakened, in part, by the new life being brought back to the docks by Ian and his ferries.

In the early days, the ferries survived in a manner made difficult to manage because of the dysfunctional nature of the operation. A small office/store was separate from maintenance (depending on space on the dockside made available by the Council sometimes here, sometimes there). Storage was required – for scaffold, tarpaulin etc. – needed to protect boats under repair from bad weather, on dry land. Tools had to be kept in a lock-up or in the back of a van. Fuel, oil, paint, timber, cutlery, glasses and catering equipment (plus booze) for evening cruises and other events all required to be stored in a variety of places, wherever was useful. Fetching and carrying seemed to take up as much time as the operation of the ferry service itself.

Bristol Ferryboats Planning Application 2013 Design and Access Statement (revised 11/11/13)

Appendix 1 - Background to Bristol Ferry Boat Company

3.0 The barge Tempora comes to Bristol

It was Ian's day-to-day dealing with this inefficiency, year-in, year-out, which brought about his brainwave. Tempora, a dutch barge big enough to accommodate all the scattered activities of the ferry operation, was sailed over from Holland and, with the Council's agreement, moored on Welsh Back. Crucially, there was enough space to house Ian and Philippa Bungard and recent arrival their daughter Tilly (after whom Matilda, Ian's latest new boat, was named).

The Bungards' home was now brought into the consolidation of the ferry service. Secure surveillance of the fleet, together with all other aspects of the ferry operations, all at last under one roof.

4.0 The Ferry Services new competition

The success of the blue and yellow ferries, after years of dedication by the Bungards, led the Council to decide that there was enough business to allow 2 new operators to ply with ferry services similar to those of BFBCo. So it was that other ferry operations started up as competition on the city's waterways.

5.0 New Operators take over from the Bungards

In 2002, Ian and Philippa sold 80% of the ferry company to others, retaining a small share. The Bungards moved to Spain, to pastures new where they built up and ran a small and successful holiday complex. The ferry company was handed over with a new wave of enthusiasm from the new owners.

The following ten years saw an increase in the fleet's numbers of boats. The owners diversified into other interests on the water. However, mounting debt, mainly due to the commissioning of a new boat built by David Abels, and a series of poor summers, caused the bank to call the operation to question. One result was the bank's demand to realize value from the sale of Tempora, the ferry company's barge and HQ.

6.0 The Ferry Company goes into Liquidation – then 'rescued' for Bristol

Ian and Philippa Bungard watched the demise of the operation from the sidelines. Now back in Bristol to see their daughter Tilly through Further Education, the Bungards were horrified to watch the company they had nurtured for so many years in such serious decline.

In December 2012, the business went into Liquidation. Rallied by the initiative of a few old Bristol friends, a group of lenders were invited to form a rescue team to make a sealed bid, invited by the Liquidator on 20th December 2012. The Bungards agreed to return as ferry operators.

Other bids would all have seen the familiar blue and yellow fleet dismantled, individual boats sold off. Bristol would have lost one of its favourite emblems.

Luckily, the bid from the 'rescue team' was successful and the ferries saved for the City.

Bristol Ferryboats Planning Application 2013 Design and Access Statement (revised 11/11/13)

Appendix 1 - Background to Bristol Ferry Boat Company

7.0 Community Benefit Society brings popular shareholding to the Ferries

It didn't stop there. In the following months, the rescuers formed a Community Benefit Society and advertised a community share offer in mid June. By the offer's closing date two months later, 871 shareholders had been mustered from the ranks of Bristol citizens charmed by the idea of being small shareholders in Bristol's blue and yellow ferries.

The target of £250,000 was set for the share issue. This was over subscribed by 90k which meant that the Society was able to have a broad base of investors with no one having more than £1000.00 worth of shares and all the rescuers had what they wanted of their loans repaid. All who applied for shares during the issue period were given shares. No one was turned away.

8.0 2013 Summer Season has been a resounding success but....

The weather in Spring and Summer 2013 was wonderful. The reinvigorated Ferry Boat Co enjoyed every minute of it – and prospered. However, the heightened activity put great pressure on the company without 'Tempora', the dutch barge which had served such a key role in the ferries earlier success. A new barge facility was deemed essential to ensure a sustainable future for the blue and yellow ferries. The new Community owned Company's aspirations for an improved ferry service as part of Bristol's strategic public transport infrastructure couldn't be realized without the efficiencies which an operation-under-one-roof bring.

Our Boats - Brigantia



Brigantia



Matilda



Emily



Independence



Margaret

Bristol Ferryboats Planning Application 2013 Design and Access Statement (revised 11/11/13)

Appendix 1 - Background to Bristol Ferry Boat Company

9.0 A new dutch barge, 'Ellen', has arrived in Bristol as Ferry Co HQ

The City Docks administration – Manager and Harbour Master – understood well the key role which Tempora had played and have showed support for the Ferry Boat Co's decision to reintroduce a new barge as the ferry HQ, 'mothership' for the fleet of five ferries.

The dutch barge Ellen was purchased in Amsterdam in early September. She was sailed across to Bristol, arriving in Avonmouth in mid September and welcomed to Bristol Docks on 22 October.

This planning application seeks to find a permanent mooring for Ellen.

The company's website is : <http://www.bristolferry.com/>



Bristol Ferryboats Planning Application 2013
Design and Access Statement (revised 11/11/13)

Appendix 2 - Heritage Statement

1.0 There are two listed buildings on the site adjacent to this application:

Name: RETORT HOUSE AT ST 5790 7252 WEST OF GASFERRY ROAD

List entry Number: 1282270

Name: FORMER ENGINE HOUSE AT ST 5793 7250

List entry Number: 1202232

These are well documented by those responsible for the redevelopment application and can be read under the “documents heading of the Bristol CC planning website.

<http://planningonline.bristol.gov.uk/online-applications/advancedSearchResults.do?action=firstPage&searchCriteria.reference=11/03267/LA&caseAddressType=Application&searchType=Application>

2.0 In addition I understand from pre-application consultation with the Bristol City Council Conservation Officer that the gas works wall and Harbour wall (see images 8 & 10) are both listed structures.

3.0 The alterations to the wall consisting of new mooring bollards and a break in the railings will be done to agreed details and in coordination with the developers of the adjacent site (as needed).

4.0 The activity associated with the permanent mooring of the “mothership” vessel is of a maritime nature and will add to the historic setting of this part of the quay.

6.0 The location and design of the service pod will be clearly a new intervention and will be close to but not touch the historic boundary wall of the gas works. It will be a freestanding non permanent structure about 2m tall in front of a wall which is 3.8m tall.

7.0 It is anticipated that the design and siting of the pod structure and details of railings would be subject to a condition requiring written consent before implementation.

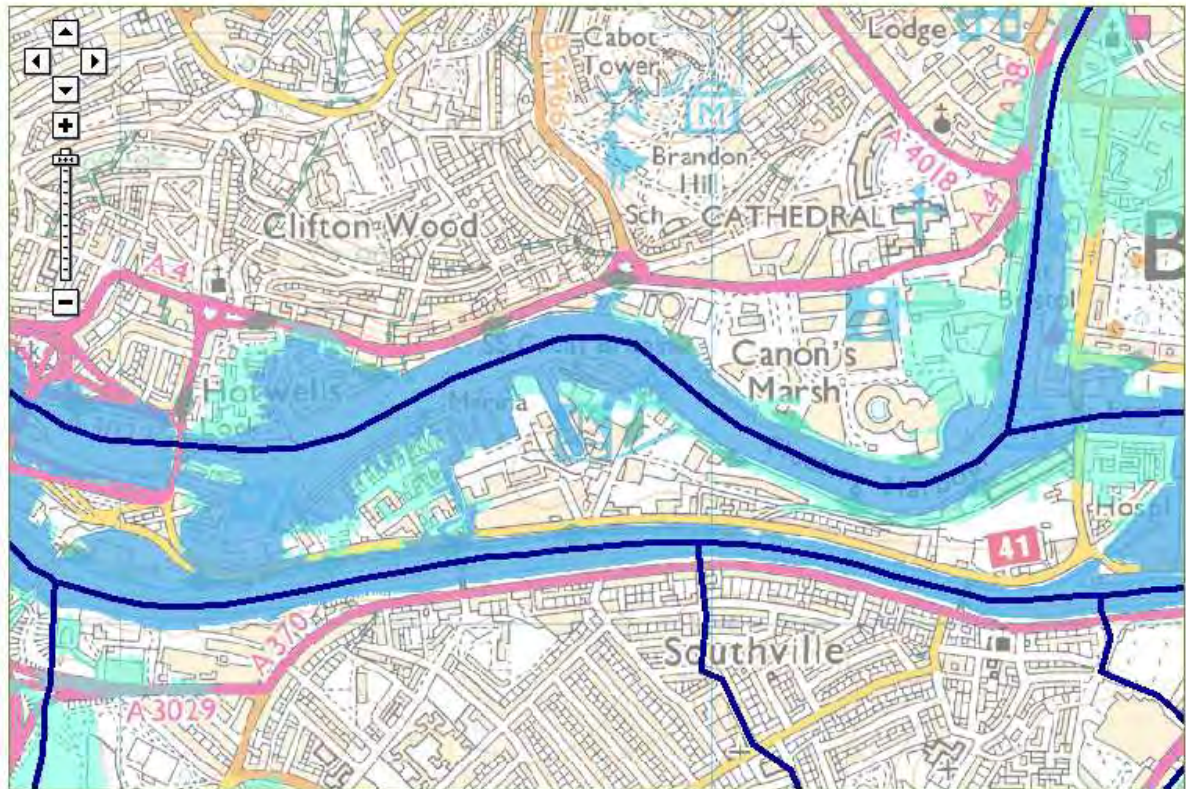
Bristol Ferryboats Planning Application 2013
Design and Access Statement (revised 11/11/13)

Appendix 3 - Flood Risk Assessment

1.0 The applicant is aware that the site is within flood zones 2 & 3 (west part of quay).

X: 357,809;Y: 172,381 at scale 1:10,000

Data search  Text only version 



Environment Agency flood map from their website (extracted 14 November 2013)

- 2.0 The nature of a ferry boat business is intrinsically linked to the water levels so the manager and staff will be aware of any flood warnings and will be able to ensure that staff can leave the vessel safely.
- 3.0 The only part of the site which could be affected is the bin storage container which will be of robust construction to ensure that contents stay inside during any flood event.

Bristol Ferryboats Planning Application 2013

Design and Access Statement (revised 11/11/13)

Appendix 4 - Statement of Community Involvement

- 1.0 The proposed mooring alongside the Gas Works/Soil Association site has been allocated by the City Docks Team, subject to Planning Consent.
Pre-application discussions have been held with the Council's Planning Department. Angelo Calabrese has been allocated as the Case Officer to deal with the Planning Application and pre-application correspondence taken place with Guy Bentham- Hill of the Conservation Section.
- 2.0 **Pre-Planning Application Community Involvement sessions**
- The Board of the Community Ferry Company is keen to involve local people in the Planning Application process, to listen to people's comments and, hopefully, to be able to accommodate their concerns.
- Invitations to discuss the proposed mooring of Ellen have been posted locally and two meetings with immediate neighbours have been held;
- 3.0 On Tuesday 29 October representative of the applicant met with the Committee of Capricorn Quay residents and on Thursday 31 October with a wider representation of residents of Capricorn Quay, The Boat House and other local people.
- 14 people attended the second meeting and 6 of those showed some concern. 2 of these were a couple who were looking at purchasing a flat on the ground floor of Capricorn Quay and sought further information which would enable them to decide whether to buy or not to buy. Another was a lady who lives in the Boathouse and was concerned about noise levels from the proposed workshop within the moored barge.
- 4.0 We assured her that we would be working within normal working hours and that noise levels wouldn't be excessive. The other 3 people were more verbal about their dislike for the look of the vessel and the need for it. One of them advised us that he lived in The Point.
- 5.0 The applicant will take on board concerns expressed about both noise and visual amenity. The applicant considers that any sound generated would be consistent with the location adjacent to a public walkway. Routine maintenance will be during working hours and limited to the company's own boats.
- 8.0 Once the planning application has been registered the applicant will work with the Council to arrange a meeting with all interested stakeholders to explain the proposals and answer any questions.

Bristol Ferryboats Planning Application 2013
Design and Access Statement (Draft for discussion revised 14/11/13)

Appendix 5 - Sustainability Appraisal

- A5 1.0 The development proposed provides for significant savings in energy consumption by centralizing activities within the area of operation and reducing or eliminating some journeys.
- A5 2.0 Further information is currently being compiled on current energy use and it is expected that we will be able to show that the development will produce in excess of 20% savings in CO₂.

The use of energy by the development shown in the application can be analyzed in 2 categories.

1. The transportation usage. This is energy saved by efficiencies in for example not having to drive from Mud Dock to Albion Dockyard by car collecting fuel.
2. Energy consumption for activities proposed on the moored vessel. This is the energy consumption of the residential, office and workshop elements. It is anticipated that the boat will have both mains electricity and solar PV. The space heating can be run off an engine utilizing waste oil.

The plan below shows the following:

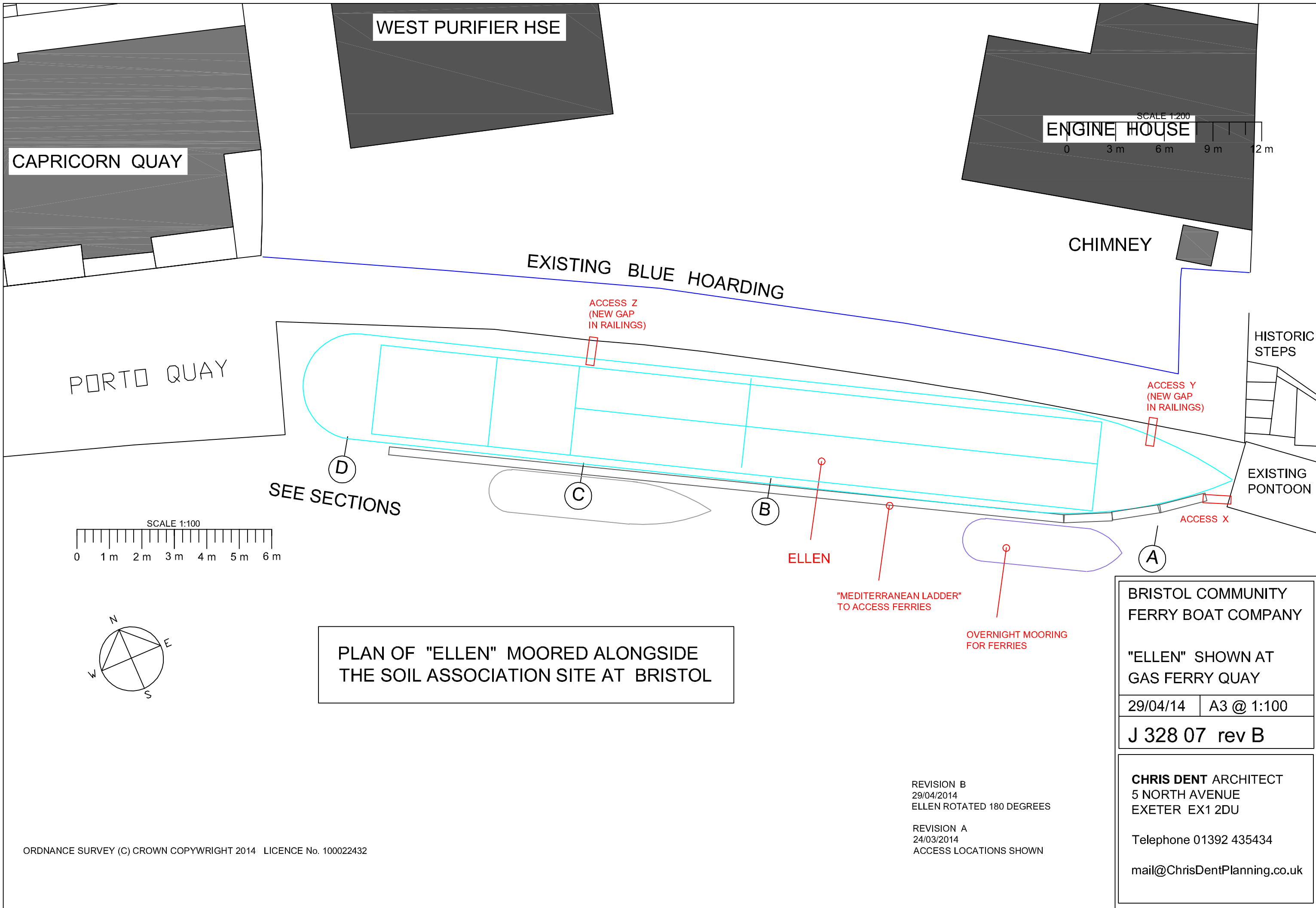
- red dot = proposed site
- MD = Mud Dock, ferry mooring and office
- AD = Albion Dockyard – used for fuel station
- UY = Underfall Yard – used for maintenance



- A5 3.0 For example the number of boatstrips from Mud Dock to Albion Dockyard purely for refueling was as follows

July 2013	39 return trips	1.8 miles	70.2 miles /116 km
August 2013	35 return trips	1.8 miles	63 miles /101 km

 These journeys would not be needed so c. 180g/km or more would be saved which indicates about 19 Kg per month entirely saved as the fuel would be stored where the ferries are kept overnight.



PLAN OF "ELLEN" MOORED ALONGSIDE THE SOIL ASSOCIATION SITE AT BRISTOL

BRISTOL COMMUNITY FERRY BOAT COMPANY

"ELLEN" SHOWN AT GAS FERRY QUAY

29/04/14 | A3 @ 1:100

J 328 07 rev B

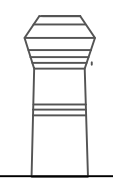
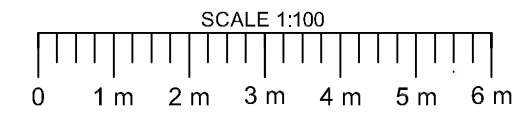
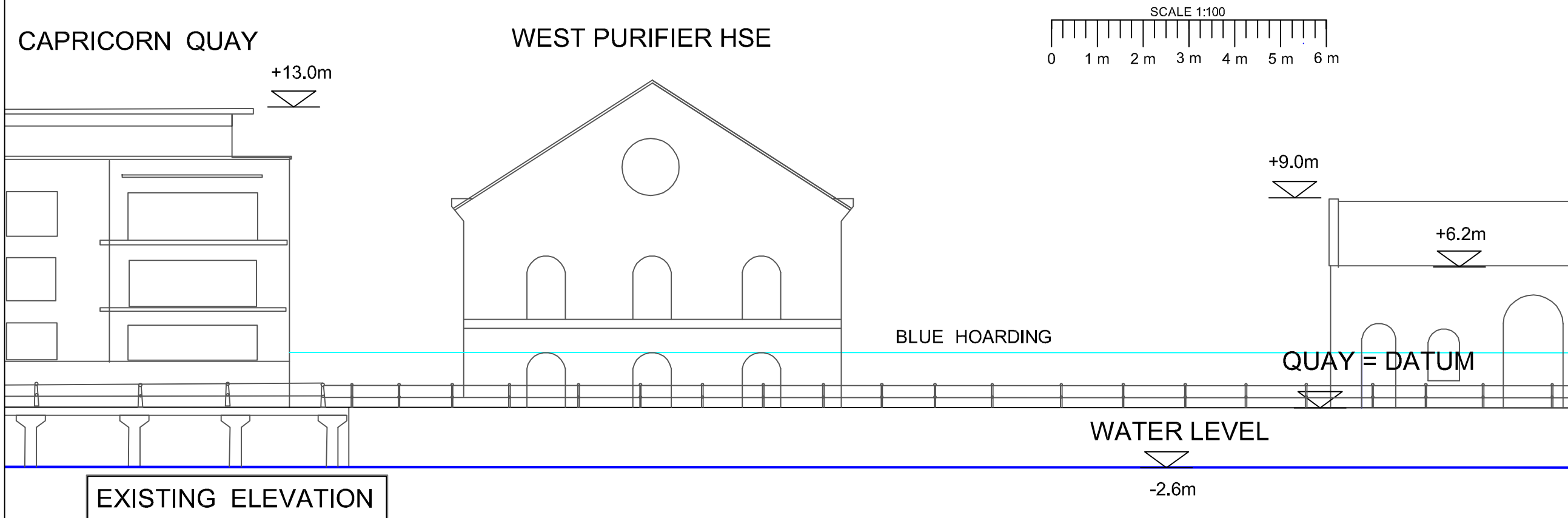
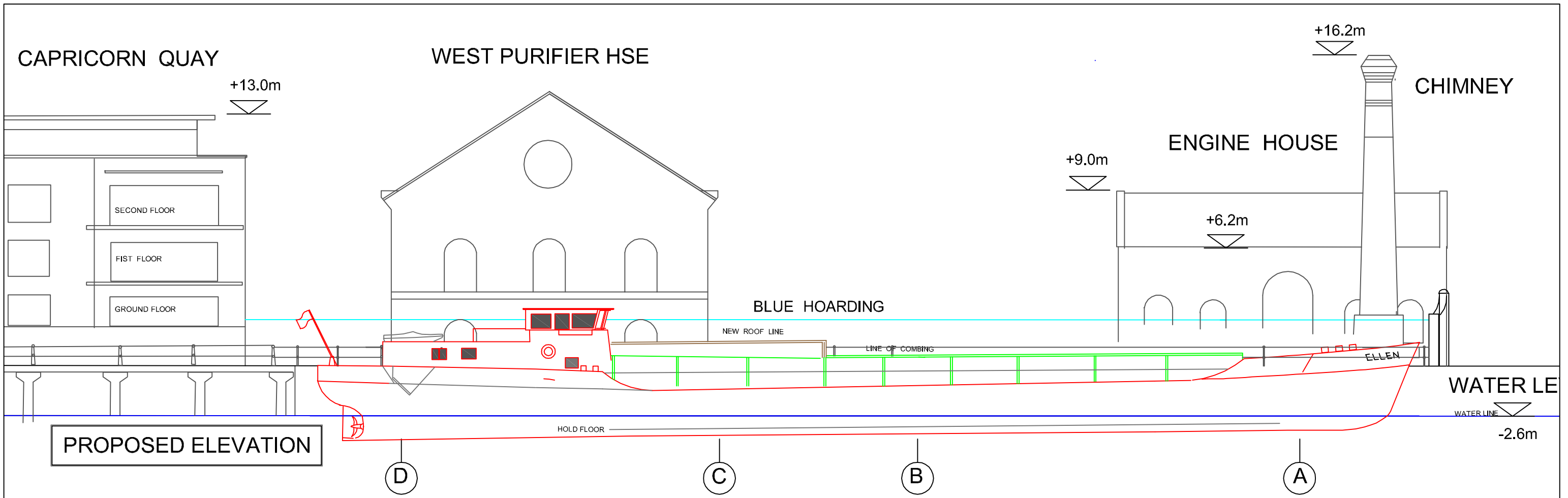
CHRIS DENT ARCHITECT
 5 NORTH AVENUE
 EXETER EX1 2DU

Telephone 01392 435434

mail@ChrisDentPlanning.co.uk

REVISION B
 29/04/2014
 ELLEN ROTATED 180 DEGREES

REVISION A
 24/03/2014
 ACCESS LOCATIONS SHOWN



REVISION A
28/04/2014
ELLEN ROTATED

**BRISTOL COMMUNITY
FERRY BOAT COMPANY**

"ELLEN" SHOWN AT
GAS FERRY QUAY

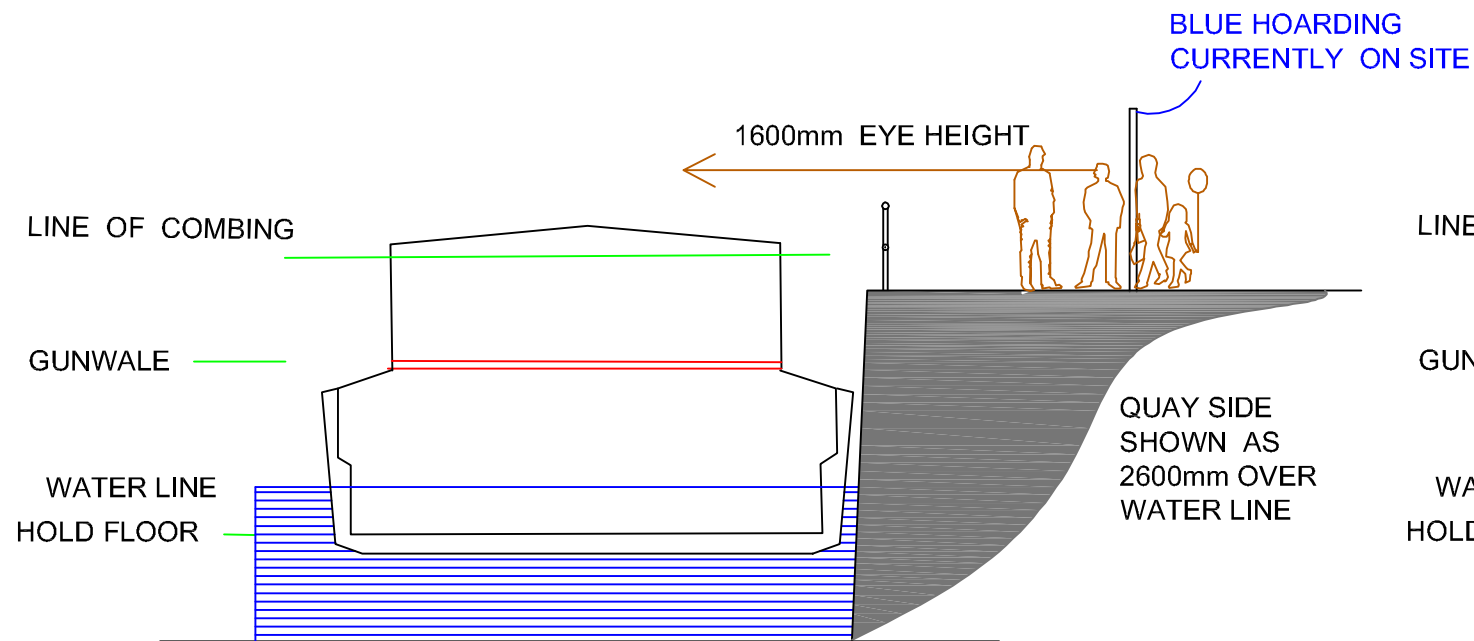
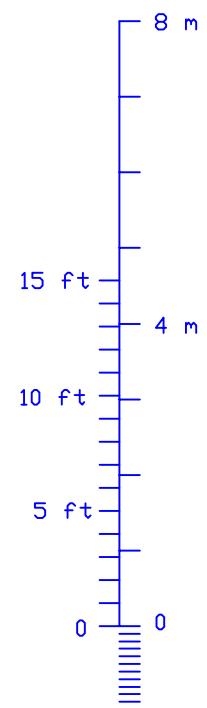
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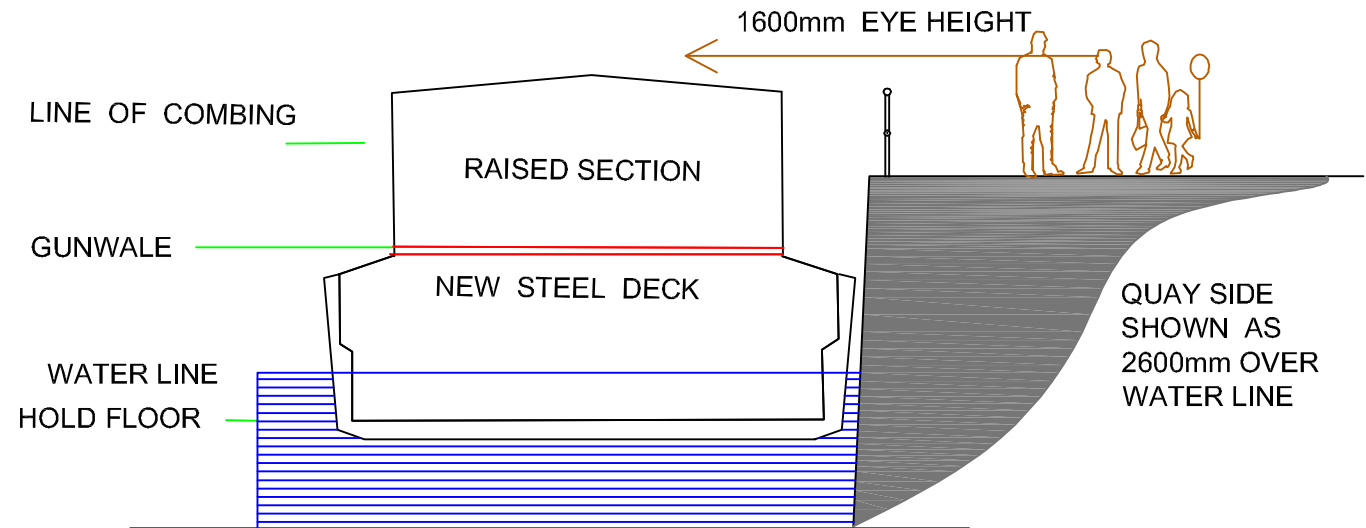
CHRIS DENT ARCHITECT
5 NORTH AVENUE
EXETER EX1 2DU

Telephone 01392 435434

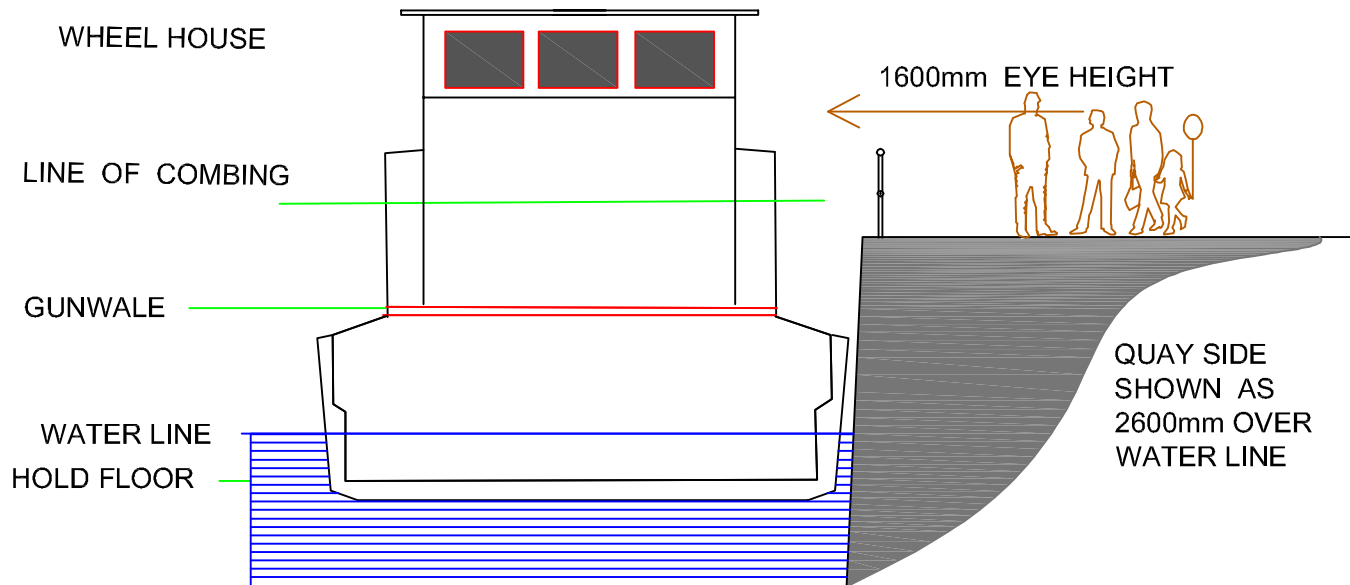
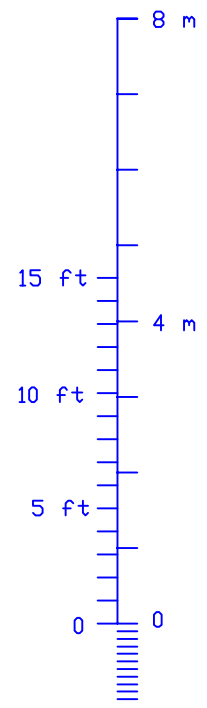
mail@ChrisDentPlanning.co.uk



SECTION BETWEEN A & B



SECTION BETWEEN B & C



SECTION BETWEEN C & D

THESE SECTIONS SHOW THAT WITH ELLEN MOORED IN THE LOCATION SHOWN THE EYE LEVEL VIEWS FROM THE QUAY SIDE TOWARDS THE SS GREAT BRITAIN WILL ONLY BE INTERRUPTED IN THE LOCATION C-D

LOCATIONS OF SECTIONS - DRAWINGS 07 AND 08.

BRISTOL COMMUNITY FERRY BOAT COMPANY

"ELLEN" SHOWN AT GAS FERRY QUAY

16/01/14 | A3 @ 1:100

J 328 09

CHRIS DENT ARCHITECT
5 NORTH AVENUE
EXETER EX1 2DU

Telephone 01392 435434

mail@ChrisDentPlanning.co.uk