

Public Forum

Harbour Committee

23rd July 2024



Questions	
Number	Name
PQ01 & PQ02	Martin Rands
PQ03, PQ04 & PQ05	Joanna Booth
PQ06	Ben Carpenter

Questions

PQ01 & PQ02 – Martin Rands

PQ01 - The Baltic Wharf Caravan Club site has been given planning consent, on the basis that it is a brownfield site. Which it is not. There has never been a permanent structure on this site, and it is not on the council's brownfield sites register. Many Harbour trees will be lost there, and there are not enough places to plant replacement trees around the Harbour. Reed beds around the new pontoons will not mitigate. The trees that were supposed to be planted to replace those felled at Avon Crescent when Metrobus was built, have still not been planted, and the council pleads that there aren't places to plant them. Where will all the necessary replacement trees be planted, when the Caravan Club site's 100 mature trees are felled?

Response:

The definition applied to brown field sites states: *Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.*

The Baltic Wharf Caravan site fits this definition as the current site benefits from permanent buildings used as a reception, a Wardens office, and Laundry room, and the site was previously used as Industrial land.



With regards to the tree locations, the work on the S106 is still ongoing. There are currently 101 trees onsite and 82 of these will need to be removed as part of the scheme. In accordance with Bristol policy, 220 new trees will be planted. This includes planting 68 of these new trees onsite, the remaining 160 are proposed to be either adjacent to the site (up to 10 trees) or within Bristol. Planting of new offsite trees will be completed by Park and Open spaces who have identified shortfall areas of tree planting within the city and will specify the planting time and species as part of their programme of works. Priority will be to locations near the site and where current deficiency is greatest.

In relation to the Metrobus a proposal was put to planning committee to amend the planning conditions and as part of that to agree a tree planting schedule. This was not agreed at planning committee. We are looking to identify a solution with the local Cllr and chair of transport and connectivity committee to resolve this issue.

PQ02 - The Griffiths compound at Avon Crescent grows by the day. They have now laid tarmac and marked out parking spaces in white paint. They seem to be using it as HQ for all the repairs to the New Cut bridges and walls. It seems likely to be there for many more years, and has been there already for four years. The trouble is, their compound is growing on the route of the Harbour Railway line. Will the Harbour Railway ever run along the New Cut again, and if so, when?

Response:

The compound at Avon Crescent is the official site which was originally installed for the wall stabilisation works now completed on the Cumberland Road retaining wall. During these works BCC were approved further funding for the full refurbishment of the six New Cut Bridges. This Contract is currently underway, and one bridge has been fully refurbished, three currently on site with the remainder due to commence in due course. In addition to the bridges, we are also dealing with a number of New Cut River Walls which require immediate stabilisation works. Until these works are completed there will be a need to retain the compound and it is estimated the current programme of works for the New Cut Bridges and River Walls is due to be completed by 2028.

There is every intention to reinstate the Bristol Harbour Railway line along the new cut to A-Bond. This will be subject to the completion of works being undertaken to repair Vauxhall Bridge and identifying the relevant funds to enable the relaying of tracks to meet government Office of Road and Rail standards. It is not possible to provide a timescale for this until the scope and timeframe for other works taking place on this route are clear.



PQ03, PQ04 & PQ05 – Joanna Booth

PQ03 - In the reports, the following is stated: "The modelling has confirmed that the HA will still require Council General Funding subsidy for at least 2 to 3 years after which it is forecasted breakeven."

Please detail how much funding will be required from council general funding, per year, and per item.

Response:

The harbour authority has to demonstrate that it has sufficient funding to manage and operate the harbour, this means the harbour has to work towards becoming financially sustainable. As part of the work carried out through the harbour review we created a new budget which would allow the harbour authority to meet its statutory obligations and duties. In carrying out this it was identified that the harbour authority would require general fund support initially whilst new income streams are developed, such as the Capricorn Quay Pontoons. The general fund support which has been identified, in the first three years is: Financial Year 24/25 £354,000; Financial Year 25/26 £776,000 and Financial Year 26/27 £794,000. The reason for the increases in 25/26 and 26/27 financial year is due to identified works to the harbour infrastructure. Once the new income streams come online, we will see a reduction in the amount being requested through the general fund.

PQ04 - The agenda for September 2024, contains the item Harbour Place Shaping Strategy. Can you explain how this will involve the plans for the Western Harbour (including the Western Harbour Advisory Group)?

Response:

The Harbour Place Shaping Strategy has been developed in consultation with and informed by the emerging Western Harbour Masterplan. However, these are two distinct pieces of work; the place shaping strategy will be subject to public consultation over coming months, whilst the Western Harbour project is longer-term piece of work, led by the Regeneration Team.

PQ05 - There seem to be many fewer boats gathering for the Harbour Festival this year. Is the harbour operating different policies this year or charging more, perhaps? I would appreciate an explanation of any differences in this year's treatment of boats.

Response:

There are the same number of visiting boats as in previous years and the charge or policy being applied has not changed. The event has proactively engaged with existing boats in the harbour (for example through the parade of sail on Sunday), so there will be more animation of boats this year.



PQ06 – Ben Carpenter

PQ06 - Grassroot Communities is a youth and community organisation that engages, supports, challenges and inspires 8-30 year olds from underserved communities across Bristol to be the changes they want to see and realise opportunities based on their passions. We are proposing the Bristol Birdman competition to be held in the harbour in 2025. Is this something the committee would like to see happening, as long as it meets safety/ event requirements with the harbour master.

Response:

We are always open minded at the prospect of new events within Harbour area. Without more detail of exactly what is being proposed, potential audience numbers, timing, location etc it isn't possible to give a definitive answer. The most appropriate way forward is to submit your plans via the Expression of Interest form which can then assessed by colleagues in the City Events & Festivals Team.

[Expression of Interest Form 2025 \(google.com\)](https://www.google.com)

