



THE BRISTOL PORT COMPANY

Shipway Farm
Royal Portbury Dock

July 2020



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- UK ports are gateways for international trade - 95% of UK imports/exports is seaborne
- Bristol Port:
 - is a leading UK port
 - is a major engine of UK growth
 - provides employment for a significant number of people
 - is the UK's most centrally located deep-sea Port with direct access to strategic road and rail network providing links to nearby major markets
 - provides a sustainable solution for the efficient inland distribution of freight, significantly reducing road miles, carbon footprint and emissions compared to other ports
- WoE JSP Inspectors described the Port as being of *"fundamental and strategic importance to the whole of the West of England"*
- NSC's *"Local Plan 2038 – Challenges and Choices"* identifies the Port as a focus for new employment

The planning process so far



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- Bristol Port Company (BPC) proposal for port related development at land at Shipway Farm, Royal Portbury Dock (RPD)
- ***Provision of hardstanding for transit storage of cargo (e.g. motor vehicles) through RPD with associated infrastructure including security fencing, roads, lighting, surface water drainage and landscaping/planting.***
- Nov 2019 – NSC’s EIA Screening decision concludes proposal not likely to have significant effects on the environment and is not an EIA development
- Feb 2020 – BPC requests pre-application advice for port development at Shipway Farm
- May/June 2020 – Pre-application discussions with the Council, NSC provides initial comments on the following key areas:
 - Policy – Green belt
 - Ecology
 - Landscape & Visual Impact
 - Flood Risk & Drainage
 - Highways & Transport
 - Heritage

(Formal response pending)

Proposed planning submission



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BPC and our team of specialist consultants are preparing the following assessments and reports to support the planning application:

- Planning Statement
- Statement of Need
- Ecological Appraisal
- Habitat Regulations Assessment
- Ecological Constraints and Opportunities Plan
- Tree Schedule and Arboricultural Impact Assessment
- Landscape and Visual Assessment
- Landscape Mitigation Strategy
- Heritage Statement
- Flood Risk and Drainage Strategy
- Lighting Strategy
- Energy and Sustainability Appraisal
- Transport Assessment
- Agricultural Land Classification



- Site is around 24.5 ha (60.5 acres)
- BPC owned land immediately adjacent to cargo storage areas in Royal Portbury Dock
- Flat farmland, mostly in arable use, with southernmost field pasture
- Site enclosed within hedgerows and trees, with an environmental corridor running along the western boundary (created 2017)
- Existing access from adjacent cargo storage area within RPD (Plot 33) and Wharf Lane
- Residential properties along the Sheepway and Wharf Lane to the south west
- PROW (Sheepway Lane track) runs along the eastern border of site
- No statutory environmental designations
- Portbury Wharf Nature Reserve to the west and the Port's conservation area "Vole City" in north

Development proposals



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- 18 ha (44.5 acres) of hard-standing for cargo storage
- Set within retained hedgerow and field boundaries, with no loss of trees anticipated
- Fencing and lighting sufficient to maintain security and operational safety
- Sensitive lighting strategy and sustainable drainage system
- Site access from RPD (Plot 33) via Port's private road network
- No traffic on Wharf Lane or Sheepway
- Includes hedgerow planting, hedgerow buffer zones and management plan
- Continues BPC's proven track record of sustainable development
- Energy and Sustainability Appraisal being prepared in support of the application

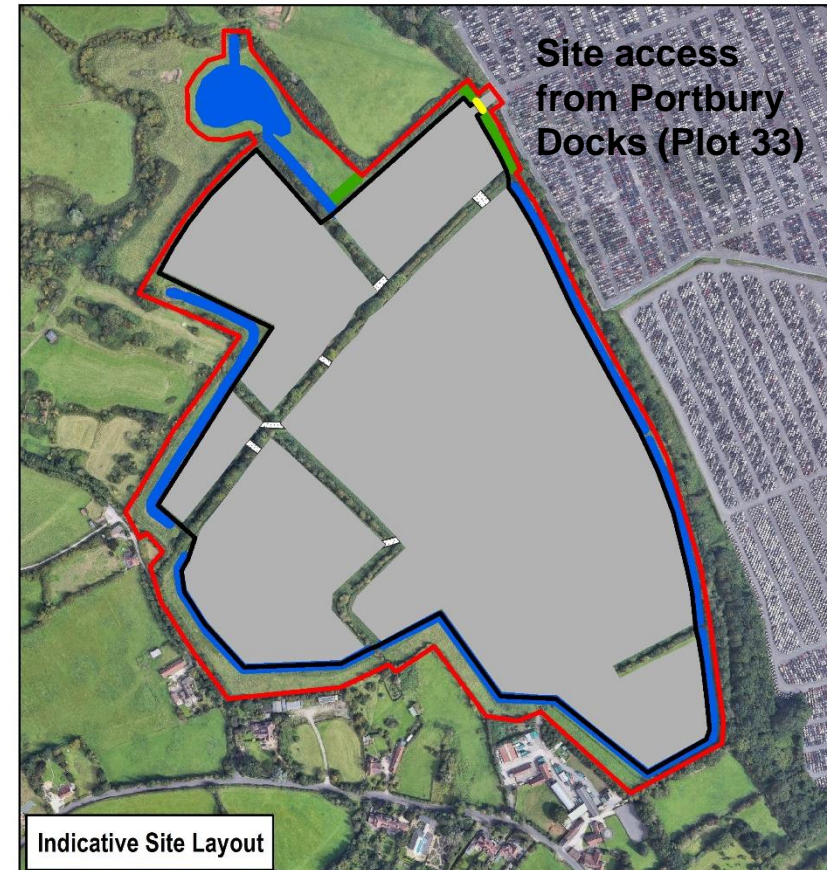
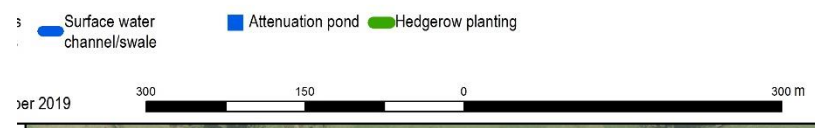


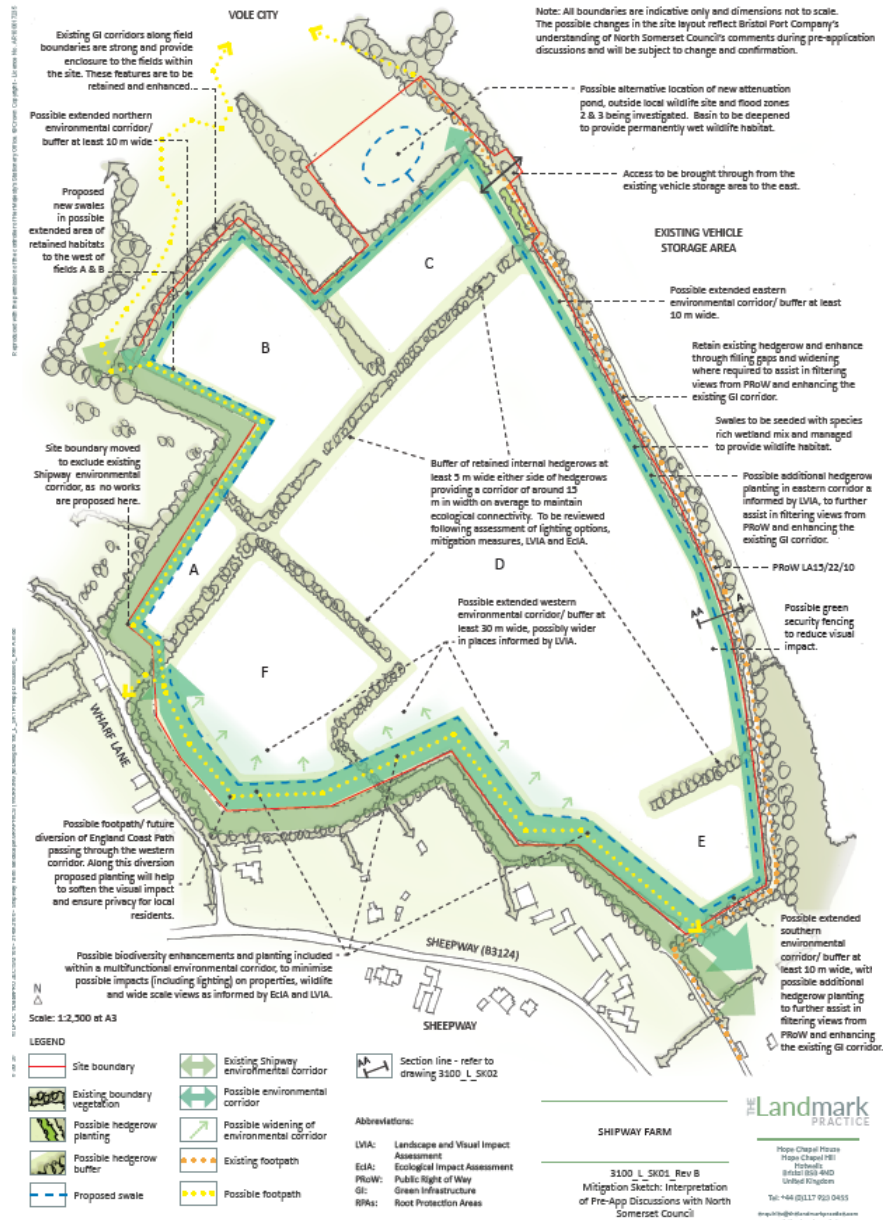
Figure 3. Aerial image of site
Shipway Farm, Royal Portbury Dock



Summary of possible changes to proposals



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- Possible changes in site layout in response to feedback from North Somerset Council in pre-application discussions:
- No works proposed within existing environmental corridor
 - Extend environmental corridor / buffer along west of site with additional planting, landscaping and biodiversity enhancements
 - Possible footpath through western corridor
 - Green security fencing (rather than Port's standard red fencing)

- Widen all external boundaries to at least 10m and include additional hedgerow planting
- Possibly move attenuation basin / pond outside local wildlife site & flood zone and deepen to provide permanently wet wildlife habitat
- Retain existing hedgerow and enhance through filling gaps and widening where required
- Implement a sensitive lighting strategy and investigate mitigation measures and technological solutions to minimise light impacts
- (Operational area reduced to accommodate extended environmental corridors)

Proposed cross section in eastern boundary



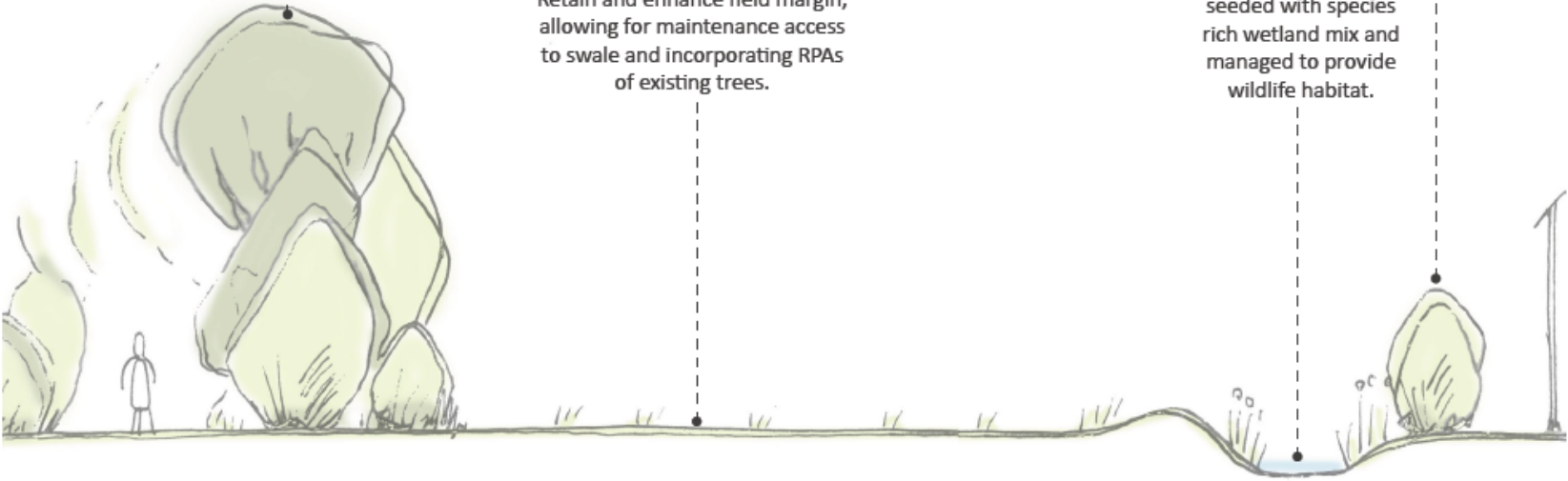
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Retain existing hedgerow and enhance through filling gaps and widening as appropriate.

Retain and enhance field margin, allowing for maintenance access to swale and incorporating RPAs of existing trees.

Possible informal native hedgerow planting in places as informed by LVIA, to further assist in filtering views from PRoW and enhance the existing GI corridor.

Proposed swale to be seeded with species rich wetland mix and managed to provide wildlife habitat.



Not to scale

Abbreviations:

- LVIA: Landscape and Visual Impact Assessment
- PRoW: Public Right of Way
- GI: Green Infrastructure
- RPAs: Root Protection Areas

Brief rationale for development



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- Port location is fixed & BPC has made significant (£500M+) investment in the Port since 1991
- Facilities for transit storage are a fundamental need for all ports: the Port now needs additional transit storage land at RPD – initially for motor vehicles
- Shipway Farm is the only available site for the Port to grow in North Somerset – its development will:
 - enable the Port to handle increasing volumes and different types of cargo and thus facilitate growth;
 - deliver superior economic benefit to national economy;
 - preserve the Port's role as a recognised major employer and create new job opportunities;
 - enable BPC to continue to meet customer needs, and specifically support the operation of the motor vehicle trade (based largely in RPD)
 - create the potential to realise low carbon gains through sustainable development

A Statement of Need will accompany the formal application for planning permission

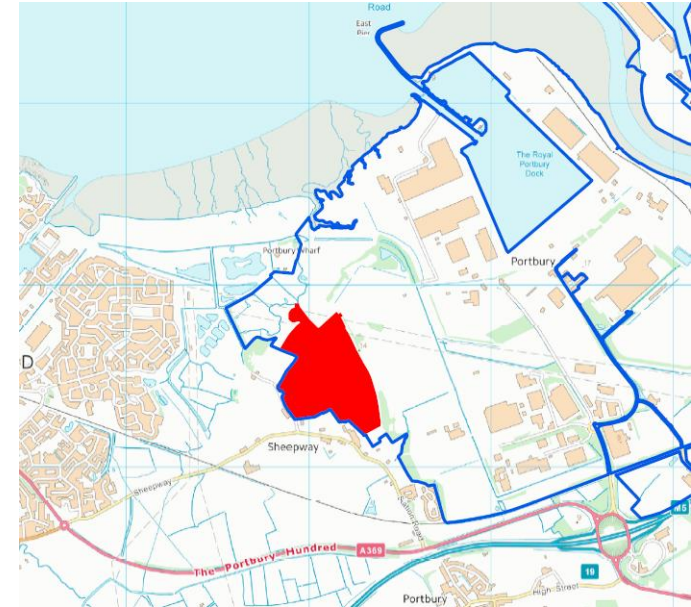


We welcome your views



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- What do you think?
- Do you have any concerns?
- Do you have any suggestions for improvements?
- The Port is considering opportunities to incorporate renewable energy generation within the proposals (e.g. solar panels). Do you think this is a good idea?
- Any questions?



Thank you

John Chaplin

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