

Harwich Train Ferry Gantry Design and Access Statement

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1.0 Introduction

This statement provides an explanation of the proposals made by Hutchison Ports UK (HPUK) for the renewal of an existing listing building consent (LPA ref: 10/00204/LBC) for work to the Train Ferry Gantry in Harwich. The Gantry is Grade II listed and is within the Harwich Conservation Area. It also falls within the area locally designated as the historic town of Harwich.

This statement should be read in conjunction with:

- the Savills Planning Statement (2021)
- the Alan Baxter Heritage Statement (2021)
- Drawings: H1002-04, H1002-05, H1002-06, H1002-23 and H1002-24

An updated Maintenance Schedule (Alan Baxter 2021) is being submitted pursuant to the Section 106 agreement; its provision can therefore be discharged.

1.1 Planning Context

Following a Public Inquiry in 2005 (03/00099/NONDET), HPUK obtained the following planning approvals and listed building consents in 2006:

- 03/00600/FUL - Reclamation and development of Bathside Bay
- 03/00601/FUL - Development of Small Boat Harbour
- 03/00602/LBC - Partial demolition of the long berthing arm attached to the Train Ferry Gantry and any associated remedial works

In 2010 these consents lapsed and under Section 73 of the Town and Country Planning Act 1990 (as amended) HPUK obtained replacement planning consents in 2013 subject to a new time limit (29th March 2022):

- 10/00202/FUL - Reclamation and development of Bathside Bay
- 10/00203/FUL - Development of Small Boat Harbour
- 10/00204/LBC - Partial demolition of the long berthing arm attached to the Train Ferry Gantry and any associated remedial works

1.2 Planning Conditions

The existing consents for the Bathside Bay container terminal and the Small Boat Harbour will be implemented before March 2022, with works programmed to start in early 2022.

STRUCTURAL & CIVIL ENGINEERING URBAN DESIGN MASTERPLANNING TRANSPORT & MOVEMENT CONSERVATION SUSTAINABILITY

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A renewed listed building consent application is required for the Train Ferry Gantry as it will not be possible to implement the current consent prior to March 2022.

2.0 Design

2.1 Use

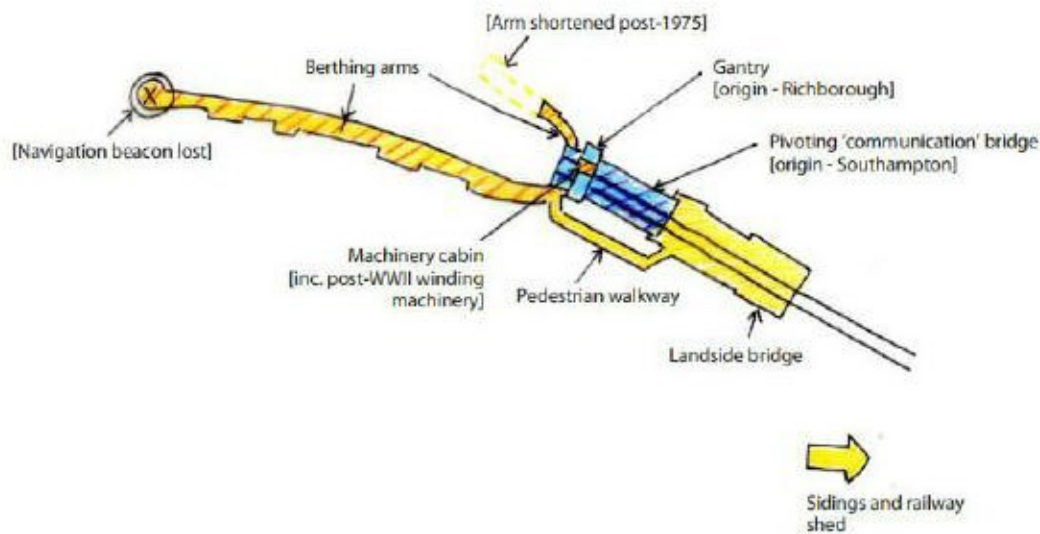
The Train Ferry Gantry has a *sui generis* use; it is a disused rail and marine structure that transported passengers and freight.

2.2 Amount

The long berthing arm would be partially removed. Nothing new is to be added to the Train Ferry Gantry - this will be made good and maintained in accordance with the submitted Maintenance Schedule- which the applicant expects to form a condition of this consent.

2.3 Layout

The main body of Train Ferry Gantry and the smaller berthing arm would remain in their current location - leading offshore from the Trinity House Buoy Yard. The long berthing arm (one of the timber-decked jetties and approximately 130m in length) of the Train Ferry Gantry would be partially removed to match the length of the small berthing arm (approximately 16 m in length). This will enable the creation of a new breakwater arm across the mouth of the Small Boat Harbour. This Harbour is part of the HPUK consented development of the International Port at Harwich (see HPUK DAS 2003).



Key

	1917
	1923
	Likely rebuilt at later date
	Likely significant amount of replacement material

2.4 Scale

The long berthing arm (approximately 130 m) would be reduced to the length of the small berthing arm (approximately 16 m). The scale of the rest of the Gantry will not be affected.

2.5 Landscape

The Train Ferry Gantry would remain in situ over the water in close proximity to the quayside,

partially obscured by the Trinity House buoy yard. The long berthing arm itself is most visible from the sea approach but not visible from the key landward views included in the Heritage Statement. The bay itself will be enclosed by the new breakwater arm (for the consented Small Boat Harbour).

For a fuller assessment of impacts to key views within the conservation area, please review the Heritage Statement by Alan Baxter, submitted with this proposal.

2.6 Appearance

The Train Ferry Gantry is in a friable state due to its extreme marine environment. As part of the suite of works forming part of this application, the structure will undergo maintenance to improve and restore the fabric and appearance of the steel, concrete and timber-decked structure. This is a significant undertaking given the access difficulties, the safety implications of using the structure and the fragile nature of its structural materials.

There will be an improved impact on the character and appearance of the conservation area as a result of maintenance. There will be *less than substantial harm at the lower end of the scale* to the listed structure from the loss of part of the berthing arm, but this is mitigated by the remedial works to repair and consolidate the significant components of the structure which go significantly beyond standard maintenance due to the unique circumstances of the site and the nature of the structure (Heritage Statement 2021). Furthermore, the public benefits, as set out in the Planning Statement (2021) are judged to outweigh the minor level of heritage harm in accordance with Paragraph 202 of the NPPF.

3.0 Access

3.1 Physical access (vehicular and pedestrian)

The Train Ferry Gantry has been in disuse since 1987 and in 2005 the construction of the Trinity Buoy Yard across the railway tracks leading to the Train Ferry Gantry terminated any possible rail traffic. Due to its location in a secure working yard, it is physically inaccessible to the public. Additionally, due to its nature as a disused industrial marine structure, requiring access over estuarine mud or water, there is no prospect of safe access for the public to the structure.

Consequently, there is no pedestrian access to the Train Ferry Gantry in the proposed works. Carparks are included in the wider consented proposals for Bathside Bay and the Small Boat Harbour (see the 2003 HPUK Design and Access Statement).

3.2 Inclusivity

Due to the exposed marine environment, age and materials of the structure, public access would not be possible from a safety perspective even after the structure has undergone maintenance. HPUK are committed to installing interpretation boards to inform the public about the history and importance of the Train Ferry Gantry, as required under the Section 106.