

**POOLE HARBOUR COMMISSIONERS
DRAFT MASTER PLAN – VERSION TWO**

Contents

	Page
Executive Summary	1
Section 1 Introduction	5
Section 2 Poole Harbour Today	17
Section 3 The Existing Port and Its Future	33
Section 4 Responsibilities, Challenges and Options	51
Section 5 Master Plan Strategy	55
Section 6 Master Plan Proposals	59
Section 7 Next Steps	73
Appendix A Consultation of the exposure draft Master Plan 2011	75



Executive Summary

Following publication of the first draft of the Poole Harbour Master Plan in September 2011, extensive consultation has taken place with our stakeholders and statutory consultees. The process whereby the Master Plan is ultimately adopted is subject to a Strategic Environmental Assessment and, to that end, an Environmental Report has been prepared. This work and the initial consultation process has resulted in this second draft of the Master Plan which, in conjunction with the Environmental Report, will be the subject of a further six weeks consultation period. The Commissioners will consider the results of this consultation before adopting a final version of the Poole Harbour 2012 Master Plan later in 2012.

This second version of the Master Plan explains the purpose, content and process of Port Master Plans, setting out the key planning documents which Poole Harbour Commissioners need to take into account such as the National Policy Statement for Ports and the National Planning Policy Framework.

The Master Plan goes on to review Poole Harbour as it exists today, highlighting the key ecological and environmental issues.

Section 3 examines the existing Port and its current activities, providing a detailed SWOT analysis and concluding that Poole Harbour Commissioners need to pursue a strategy of commercial diversification if the Trust Port is to remain successful and sustainable in the years to come.

Sections 4 and 5 lay out the responsibilities, challenges and options which face Poole Harbour Commissioners, setting out the guiding principles and key master plan objectives of the Master Plan.

The next steps are encapsulated in Section 7, explaining that no application for development consent will be made before Spring 2013. This would be considered by the

independent Marine Management Organisation and would result in a further round of consultation on detailed plans and additional Environmental Impact studies.

Section 6 of the Master Plan sets out Poole Harbour Commissioners' preferred Master Plan proposals which will be consulted upon over the next six weeks.

There is a clear rationale behind the need to proceed with these preferred options.

Government continues to scrutinise the Trust Port sector, and in recent years has issued new Trust Port Guidelines which clearly state that "Trust Ports should be run as commercial businesses, seeking to generate a surplus which should be ploughed back into the Port. The Government expects Trust Ports to be operated efficiently and effectively, and to generate a commercially acceptable rate of return." Recent dialogue with the Department for Transport has again highlighted the Government's desire to see Trust Ports maximising their commercial potential, and Poole Harbour Commissioners remain acutely aware that Government retains the power to privatise any major Trust Port that is not fulfilling its duties in this regard. Poole Harbour Commissioners believe that the right way forward for Poole is further commercialisation within the Trust Port model, ensuring that greater surpluses continue to be re-invested back into the Harbour for the benefits of our stakeholders and the local community.

There are significant costs involved in managing the largest natural harbour in Europe however Poole Harbour Commissioners as a Trust Port do not receive any financial funding from either Central or Local Government, and must therefore generate funds from commercial activities and harbour dues in order to carry out dredging, maintenance of navigational aids, harbour patrolling and many other different roles for which it bears responsibility.

In recent years the mainstay of Poole Harbour Commissioners has been cross channel ferry activity,

however there has been a major reduction in ferry volumes along the Western Channel, and there appears to be absolutely no prospect of a return to the passenger and freight volumes that Poole has seen in the past. Indeed, new legislation relating to low-sulphur fuels provides even more uncertainty within this sector.

Poole Harbour continues to actively market its services as a commercial port and is always seeking to widen the Port's cruise ship, container and bulk cargo activities, however the physical restrictions of Poole Harbour, the paucity of Dorset road links, the lack of an industrial hinterland and the constrictions of the Port Estate will inevitably continue to impact the ability of the commercial port to expand its activities.

For these reasons, Poole Harbour Commissioners have no choice other than to diversify into other commercial sectors. These additional revenue streams will increase the viability of the Port as a whole, thereby helping to secure its long-term future. This they have already done successfully in the leisure sector with the creation of Poole Quay Boat Haven in 2002 and the Port of Poole Marina in 2011. Both of these facilities received the highest possible accolade with The Yacht Harbour Association Five Golden Anchor Award at the London Boat Show in 2012. Demand continues to be high for permanent berthing.

The preferred options are:

1. Redeveloping the existing Port of Poole Marina site, resulting in the creation of a new south facing multipurpose 9 metre quay, which could be used by a variety of vessels such as cruise ships, small container feeder vessels and bulk cargo vessels. The redevelopment will also include the infilling of part or all of this area, depending on further discussions with new port customers including Eneco;
2. The deepening of existing conventional Quays to 7.5 metres, including Ballast Quay, Bulwark Quay, New Quay North, New Quay South and the existing Oil Jetty (depending on the phased redevelopment of the existing Port of Poole Marina);
3. The creation of a Poole Harbour Marine Centre extending from the existing Poole Quay Boat Haven which would provide a number of facilities including:

- an extended marina providing secure berths for power and sail boats
- facilities for major marine events including tall ships festivals and super yacht events
- new Harbour walkways for members of the public
- a Poole Harbour Visitor Attraction Centre providing a Poole Harbour Awareness Programme
- Harbour Access to local organisations including charities, RNLI and commercial organisations such as Sunseeker

Other facilities that would not be appropriately located within the Marine Centre, such as lift-out facilities for leisure and commercial vessels and the potential development of a marine business park would be located on the main Port Estate, not within the Marine Centre.

The main rationale behind Poole Harbour Commissioners' preferred option for a Marine Centre extending from Poole Quay Boat Haven, rather than the Hamworthy option mentioned in the initial draft, is that the Environmental Report clearly concludes that the Hamworthy option would have a greater environmental impact than the extension off Poole Quay.

Additionally, the consultation process which Poole Harbour Commissioners have undertaken since September 2011, has shown an overwhelming preference for the Poole Quay option. The Commissioners have listened to concerns about the potential structure of the Marine Centre and will endeavour to ensure that any visual impact is minimised. Low-level external pontoons will be used, wherever possible, to ensure that views aren't compromised and the proposal to berth cruise ships at the outer end of the Marine Centre have been shelved. Cruise ships will now be accommodated on a new multipurpose quay within the existing Port Estate. Lift-out facilities will also be incorporated within the Port Estate, not within the new Marine Centre.

Concerns about parking and traffic have been listened to and will be the subject of additional studies. In the event of the Marine Centre being located adjacent to the Poole Quay Boat Haven, the Commissioners intend to construct a new car park on the Port Estate to accommodate Marine Centre users who will be transported by water taxis directly from the car park. Marine Centre users will also have pedestrian access directly from Poole Quay to the Marine Centre.

There are clear economic benefits for businesses in Poole with the development of a Marine Centre on this site. A number of stakeholders believe that this will help to regenerate Poole Quay and boost tourism, thereby boosting revenues for local companies, such as shops, passenger boats, cafes and restaurants.

Poole Harbour Commissioners believe that the creation of an exciting and innovative Marine Centre accommodating historic vessels would assist the town in reconnecting with its maritime history, and would help to regenerate Poole Quay into a more dynamic, vibrant and economically active area of Poole.

It is worth noting that other commercial marina operators have in the past, and could in the future, apply for permission to develop a major new marina within the Harbour. The benefit to stakeholders from a Poole Harbour Commissioners' scheme is that surpluses are reinvested back into Poole Harbour for the overall benefit of its stakeholders and the Poole community.

Poole Harbour Commissioners are the guardians of the Harbour and view the organisation as a community port. Poole Harbour Commissioners serve the interests of our stakeholders without any financial support from local or central government and need to remain profitable in order to survive. The recommendations within this Master Plan will ensure that this is the case and we trust that our stakeholders will recognise the overall benefits for the community and Poole Harbour.

Once the six week consultation period has ended, Poole Harbour Commissioners will consider all responses, both from statutory consultees and the public, before deciding upon the projects that will be taken to the next stage. Those projects will then be the subject of a full Environmental Impact Assessment, the results of which will be shared with our stakeholders, and prior to any application for development consent, additional work will be carried out to demonstrate the economic benefits of the Master Plan to Poole and the wider economy.

Poole Harbour Commissioners strongly believe that Poole needs a successful and vibrant harbour, just as much as Poole Harbour needs a successful and vibrant Poole.



Section 1

Introduction



This Document

1.1 This document is the main consultation version of the draft Poole Harbour Port Master Plan originally published for comment as an initial, or 'exposure', draft in September 2011 ("the exposure draft"). This latest version has been updated and expanded to reflect particularly the comments received from Stakeholders on the initial draft Plan, subsequent studies of the environment and commerce of Poole Harbour (including a Strategic Environmental Report) commissioned from consultants, and Government policy developments such as the publication of the National Policy Statement for Ports (in January 2012) and the adoption of the National Planning Policy Framework (in March 2012).

1.2 With the benefit of these additional inputs, this draft document sets out Poole Harbour Commissioners' vision for the next 25 to 30 years. Before they adopt a final Master Plan, the Commissioners now invite comments from individuals, groups and organisations interested in the future of the Harbour. Paragraph 1.6 explains how this document fits into the master plan preparation process, and Chapter 7, "The Next Steps", sets out how consultees can make their views known.

The Purpose and Content of Port Master Plans

1.3 In preparing the Poole Harbour Port Master Plan, the Commissioners have applied the principles of the Port Master Plan Guidance issued by the Department for Transport ("the Guidance"). The Guidance, which as the Department points out is "not a fixed template" and has been prepared "to assist ports not to dictate to them", states that the three main purposes of a Port Master Plan are to:

- clarify the port's own strategic planning for the medium to long term;



- assist regional and local planning bodies, and transport network providers, in preparing and revising their own development strategies, and
- inform port users, employees and local communities as to how they can expect to see the port develop over the coming years.

1.4 The Guidance advises that these purposes can be achieved by setting out:

- how the port expects to grow and develop its business over time;
- why this is feasible in the context of wider patterns of supply and demand;
- where changes of land-use are likely to be required to support growth areas;
- what alternative ways of meeting demand have been and will be considered;



- what environmental measures will be taken to ensure that not only are adverse effects mitigated, but as far as possible the port makes a positive contribution to environment and amenity;
- when individual development proposals will be put forward;
- how people will be consulted – both within the master planning process itself, and beyond; and
- how the port's development plans integrate, support and inform the regional and local economic, transport and planning policy context as the result of close liaison with local and regional planning bodies during the production of the Master Plan.

1.5 The Department warns against inflexibility. The Guidance states "Ports operate in a dynamic commercial world and it is essential that they should have the flexibility to adapt to changing patterns of demand, and to competitive opportunities. The Master Plan should therefore present a framework within which such adaptation can occur without undue bureaucracy."

1.6 The Guidance emphasises the importance (to the port and its stakeholders) of full engagement with interested parties. In circumstances such as at Poole, where the Harbour Commissioners intend significant development, a four-stage process of stakeholder engagement is suggested:

- i. pre-consultation,
- ii. exposure draft publicised for comment
- iii. main consultation draft publicised for comment, and
- iv. final Master Plan adopted and published.

1.7 As noted in paragraph 1.1, the version of the Master Plan published in September 2011 is the exposure draft (stage ii) and this document is the main consultation draft (stage iii).

Key Inputs since Consultation on the Exposure Draft

National Policy Statement for Ports

1.8 In January 2012, the Department for Transport published the National Policy Statement for Ports

(‘NPSfP’). This is an important document of direct relevance to the Master Plan. Following its presentation to Parliament in accordance with section 5(9) of the Planning Act 2008, NPSfP has become part of the national planning system. It provides the framework for decisions on nationally significant infrastructure projects (NSIPs) in the ports sector, for which the Secretary of State is the decision-maker, and is a relevant consideration for the Marine Management Organisation and local authorities when they deal with other port development proposals.



1.9 As summarised in paragraph 3.3.1 of NPSfP, the Government’s fundamental policy for ports is to seek to:

- encourage sustainable port development to cater for long-term forecast growth in volumes of imports and exports by sea with a competitive and efficient port industry capable of meeting the needs of the importers and exporters cost effectively and in a timely manner, thus contributing to long-term economic growth and prosperity;
- allow judgements about when and where new developments might be proposed to be made on the basis of commercial factors by the port

industry or port developers operating with a free market environment, and

- ensure all proposed developments satisfy the relevant legal, environmental and social constraints and objectives, including those in the relevant European Directives and corresponding national regulations.

1.10 NPSfP explains that whilst “this fundamental policy enables the Government to meet its external obligations, and at the same time reflects that the ports industry has proved itself capable of responding to demand in this way, it is necessary also to pursue other outcomes, enhance the quality of those outcomes that might not be realised by market forces alone, and “help to meet the requirements of the Government’s policies on sustainable development”.

1.11 To this end the Government believes new port infrastructure should also:

- contribute to local employment, regeneration and development;
- ensure competition and security of supply;
- preserve, protect and where possible improve marine and terrestrial biodiversity;
- minimise emissions of greenhouse gases from port related development;
- be well designed, functionally and environmentally;
- be adapted to the impacts of climate change;
- minimise use of greenfield land;
- provide high standards of protection for the natural environment;





- ensure that access to and condition of heritage assets are maintained and improved where necessary, and
- enhance access to ports and the jobs, services and social networks they create, including for the most disadvantaged.

1.12 Finally, NPSfP says the Government wishes to see port development wherever possible:

- being an engine for economic growth;
- supporting sustainable transport by offering more efficient transport links
- with lower external costs, and
- supporting sustainable development by providing additional capacity for the development of renewable energy.

National Planning Policy Framework

1.13 The Government published the National Planning Policy Framework (NPPF) in March 2012, as a key part of the Government’s reforms “to make the planning system less complex and more accessible, to protect the environment and to promote sustainable growth”.

1.14 NPPF states “when planning for ports plans should take account of their growth and role in serving business, leisure, training and emergency service needs. Plans should take account of this Framework as well as the principles set out in the relevant national policy statements ...”. Whilst the reference to ‘plans’ in this context is to the statutory documents prepared by local planning authorities, it is of general application to port planning.

1.15 The Framework confirms the legal status of the statutory development plan as the starting point for decision making, with proposals that do not accord with the provisions of an up-to-date Local Plan being refused unless other material considerations (one of which might be a port master plan) indicate otherwise. It introduces a presumption in favour of sustainable development, although this “does not apply where development requiring assessment under the Birds and Habitat Directives is being considered, planned or determined”.

1.16 NPPF sets out core planning principles, a number of which are of particular relevance to the preparation of a plan for a port such as Poole, where commercial port operations are a key element of the economy and character of a substantial urban area and where the Harbour includes within its boundary environments of significant value. Thus, the actions the Government identifies as important to the delivery of sustainable development include:

- building a strong, competitive economy,
- promoting sustainable transport,
- meeting the challenge of climate change, flooding and coastal change,
- conserving and enhancing the natural environment, and
- conserving and enhancing the historic environment.

1.17 The Ministerial Foreword to the Framework emphasises that “sustainable development is about positive growth – making economic, environmental and social progress for this and future generations”. NPPF explains that planning has three roles in the promotion of sustainable development: economic, social and environmental.



1.18 The economic role involves “contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and requirements, including the provision of infrastructure”.

1.19 The social role involves supporting strong, vibrant and healthy communities. The environmental role involves “contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy”. The Framework notes that these three roles “should not be undertaken in isolation, because they are mutually dependent”.

Other Planning Considerations

1.20 The statutory Port boundary falls within the local authority areas of the Borough of Poole and Purbeck District Council, while the commercial Port lies wholly within Borough Of Poole. Each local planning authority has produced a Core Strategy, which has been considered with relevant legislation and national policy in preparing the Master Plan. The Port Master Plan Guidance states that the Master Plan should “feed into the regional and local planning strategies”.

1.21 The Port of Poole is an integral part of the urban area and natural environment of the Harbour. In terms of economic activity, the importance of the Port and the role of the Commissioners in managing differing interests of the Harbour is recognised by the statutory authorities. By preparing the Master Plan, the Commissioners are identifying future requirements of the Port and Harbour

which can be taken into account in the relevant local development documents.

1.22 Like most ports, the Port of Poole operates within a complex regulatory framework, which reflects the different legislative systems relating to development on land and in the marine environment. The remit of planning legislation, in so far as it relates to the Poole Harbour Commissioners ownership on land, generally extends down to mean low water which includes the inter tidal area. For the purposes of the Planning Acts, Poole Harbour Commissioners are a statutory undertaker. The Town and Country Planning (General Permitted Development) Order 1995 (GPDO) grants consent for works by statutory undertakers on operational land to support shipping and to enable the Port to function.

1.23 As the statutory Harbour Authority the Commissioners’ jurisdiction covers the entire water area



of the Harbour up to the mean high water springs mark from the Haven entrance as far as the mouths of the Rivers Frome and Piddle near Wareham including Holes Bay and Lytchett Bay and the main approach channel outside. The statutory duties and responsibilities of the Commissioners are included in the Poole Harbour Revision Order 2012 as shown on Figure 1.1 and development proposals affecting the Harbour require consent from the Commissioners.

1.24 Local planning policies are supportive of the development of the Port of Poole, recognising the important role it plays in the local economy as a 'Principal location for economic investment', as a ferry port and for dealing with a range of freight commodities including safeguarding of port rail facilities and wharves for the export of minerals. Other policies are aimed at improving access to the port area as part of a strategically important package of corridor improvements linking the A31, the wider conurbation, through increased use of the dedicated freight rail line, and ensuring the deep water frontage is not prejudiced by inappropriate development in or adjacent to the Port.

1.25 Statutory policies protect the designated national and international nature conservation sites and landscape of the Harbour, which together with the non statutory Aquatic Management Plan and AONB Management Plan emphasise the special importance of the wider Harbour environment.

1.26 Poole Tourism's 'Strategy For Poole 2006 – 2015' emphasises the Port's role in positively contributing to the local economy through attracting new cruise liner visits, increased berths for visiting yachts and the promotion of water based activities. Particular emphasis on developing and improving Poole Quay as a vibrant visitor destination forms part of the local authority's Strategy.

1.27 It is essential that the Master Plan incorporates the flexibility to work with the local authorities in adapting to changes in the local economy and to incorporate new ideas for the overall management and conservation of the Harbour.

Inputs from further studies

1.28 Following the preparation of the exposure draft of the Port Master Plan in September 2011, the Harbour Commissioners commissioned consultants experienced in environmental assessment, port development, and



application and consent procedures to advise on the way forward. The results of the additional studies carried out, and the implications of the advice the commissioners have received for the Port Master Plan are summarised below.

Environmental report

1.29 EU Directive 2001/42/EC requires an environmental assessment to be carried out of certain plans and programmes that are likely to have significant effects on the environment. In the context of the Directive, the term 'environmental assessment' refers to a process that begins with the preparation of an Environmental Report followed by consultation, leads to a decision-making process that takes account of both the Environmental Report and the results of consultations, and concludes with the provision by the decision-maker of information on the decision. This process is often informally referred to as a 'strategic environmental assessment', or 'SEA'.

1.30 Whilst the Port Master Plan does not fall within the terms of the Directive, and there is therefore no legal duty on the Harbour Commissioners to prepare an SEA, the Commissioners have decided that it would be

appropriate to undertake an SEA in accordance with the process set out in the Directive in order to demonstrate and test the environmental performance of the options considered in preparing the Master Plan.

1.31 Consultants Ramboll were therefore commissioned to prepare an Environmental Report. This is published as a separate document, on which comments are also invited. The Environmental Report examines the performance of the proposals in the exposure draft Master Plan version against a framework of objectives agreed with the Environment Agency, Natural England, English Heritage and the Borough of Poole.

1.32 The Environmental Report identifies and evaluates the significance of the potential environmental effects of developing the infrastructure that the Commissioners consider is likely to be required, to maintain the commercial and environmental health of the Port and the activities it accommodates.

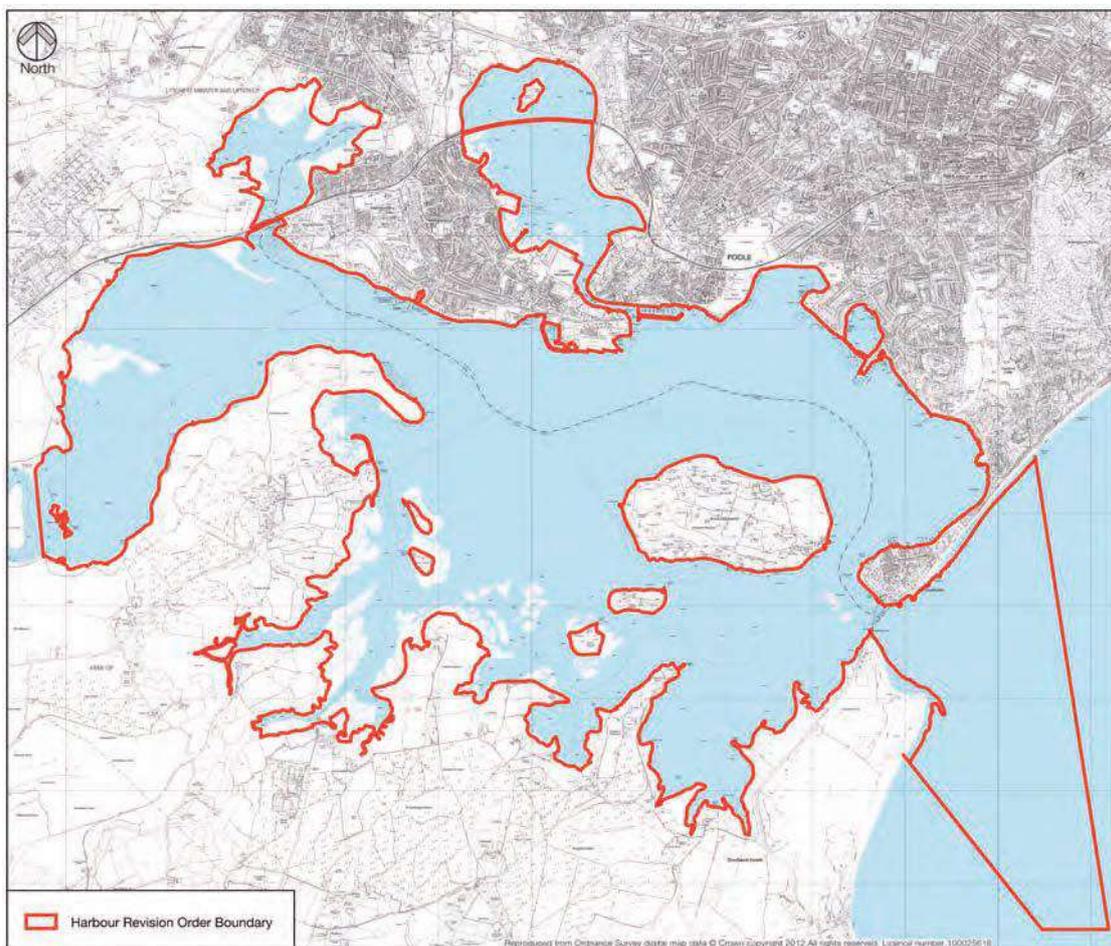
1.33 At this stage the Commissioners' proposals are necessarily conceptual and the assessment is at a

strategic level. If, and when, the Commissioners decide to prepare applications for consent for the works, detailed designs will be prepared following liaison with principal stakeholders and in parallel with environmental impact assessments. Environmental statements prepared under the EIA Directives and Regulations, and information to enable decision-makers to carry out an assessment under the Habitat Regulations will accompany applications.

1.34 The Environmental Report measures the performance of the five potential development schemes identified in the exposure draft Port Master Plan against the SEA objectives agreed with stakeholders. The five options (a wind farm base and either one or two new deep water quays; deepening of existing quays and dredging of Little Channel, and a marine centre in either of two locations) are not, in practice, stand-alone alternatives. Combinations of options have therefore also been tested.

1.35 The SEA objectives are comprehensive, covering the protection of the biodiversity, landscape character, heritage assets and water resources of the Harbour; residential amenity; the port-related economy and the

Figure 1.1 Poole Harbour Revision Order 2012 Boundary



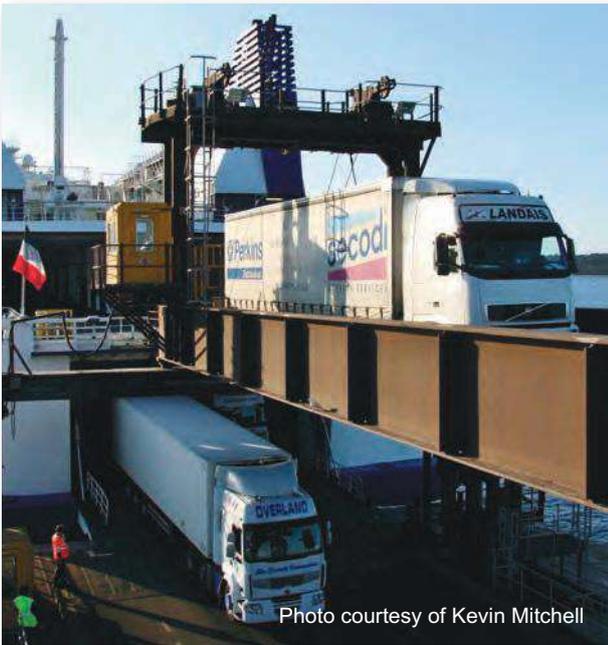


Photo courtesy of Kevin Mitchell

generation of employment opportunities; transport; coast protection; marine safety, and greenhouse gas emissions.

1.36 In summary, the results of the appraisal by option and objective suggest that:

- a. The local economy could strongly benefit from development that would enable the Port to handle deeper draft vessels and act as a wind farm base, and establish a marine centre with additional moorings. There could also be benefits for coastal protection and flood risk management, and, through the promotion of sea transport, for reducing greenhouse gases.
- b. Additional activity associated with the provision of infrastructure to enable the Port to handle larger commercial vessels could be closely managed and controlled using the powers available to the Harbour Authority, and if this were done it would be unlikely to have major adverse implications for the environment.
- c. The development of a marine centre, which would include additional leisure moorings together with facilities to improve

understanding of the Harbour's environment, would have to be carefully designed and managed to ensure that it did not adversely affect the designated areas and retained an acceptable balance between environmental protection and economically valuable activities. As with the provision of facilities for commercial vessels, the Harbour Authority would need to use its powers to ensure that additional leisure activity within the Harbour would not harm the interests protected by the designations.

- d. An eastern location for the marine centre (i.e., at Poole Quay) would be likely to be able to address issues that would otherwise have potentially adverse implications for the designated areas and offer more economic benefits than a western location (i.e., at Hamworthy). The Poole Quay location would also improve the visitor experience to an area that is critical to the tourism industry in Poole, by providing enhanced public facilities and access.

Commercial Port development

Shipping

1.37 Commercial shipping is the backbone of the business of the Port of Poole. Consultants Fisher Associates have analysed the position of the Port in a changing market, appraising the sectors potentially creating demand for additional and deeper berths. They have identified the key issues and trends in these sectors and have confirmed the economic desirability of



developing additional berths and deeper berths, and deepening the approach channel and concluded that a strong commercial need exists for schemes to be brought forward.

1.38 Dry cargo trades (general cargo/break-bulk, bulks, and containers) are important activities within the Port of Poole. The overall picture in these trades is that Poole is currently significantly constrained in its ability to accommodate the larger vessels that are increasingly used within the UK maritime sector. Without the provision of additional and deeper berths, Fisher Associates say there is a prospect that Poole will find itself with fewer customers, left behind by the trend to increasing ship size.

1.39 There are opportunities in the cruise sector, with the South West developing as a destination. Poole has a good opportunity to be part of this trend but is currently constrained by a lack of facilities. Bigger and deeper berths are required in this trade as well.

1.40 Poole can also make a strong claim to act in both the construction and operation support roles if the wind farm proposals off the Dorset coast are taken forward. As with cruise, it cannot however exploit this opportunity without additional and deeper berths with back-up land.

1.41 Fisher Associates conclude that a decision not to proceed with a scheme to provide either one, or preferably two, deeper berths and enable the passage of larger vessels, would mean that the Port of Poole then become

increasingly outdated in its ability to handle dry cargo trades and remain unable to enter the cruise or wind farm sectors with any impact.

Roll on Roll off Ferries

1.42 In parallel with Fisher Associates, the Commissioners have reviewed the position in respect of Ro/Ro ferries, which are an important but declining part of the Port's business. Since Poole began operating as a Ro/Ro ferry port in 1973, the cross channel ferry trade has seen many changes, including the construction of the Channel Tunnel, the growth of low cost airlines and the loss of duty free sales. Over the past 10/15 years all south coast ferry ports have seen major reductions in passenger numbers. In 2010/11 Poole handled approximately 288,000 passengers, compared to 805,000 in 1998. Freight traffic has also declined from a peak of 102,000 in 1993 to 30,000 in 2010/2011.

1.43 Cross-channel ferry operators, especially those serving the western Channel routes, face more challenges in the years to come. Known uncertainties relate to the general economic climate, fuel prices and amended international requirements on the sulphur content of fuel, and sterling-euro exchange rates. The Commissioners remain committed to growing Ro/Ro activity where possible, and to maintaining high standards of service in the sector. Whilst Poole will continue to be a strategic ferry port, it is important to recognise that major increases in volumes of traffic are highly unlikely in the foreseeable future.



1.44 The Commissioners believe that the inescapable conclusion is that they must diversify into other areas of port and port-related businesses such as liner businesses, wind farm maintenance, and marine leisure (see below). In addition a re-organisation of the use of port land could free up space for marine-related businesses.

Leisure

1.45 Marine leisure is another significant component of the business of the Port of Poole. Consultants Marina Projects have established the baseline for marine leisure related activity, assessed current demand and reviewed the market at national/regional and local level.

1.46 Poole Harbour occupies a strategic location at the western end of the prime central south coast market (centred on the sheltered waters of the Solent, extending eastwards to Chichester and westwards to Poole) with links to the secondary south west market. The Harbour's natural attractions for marine leisure, the existence of a variety of support services in the form of boatyard and marina-related businesses, coupled with constraints on growth in berth numbers in the central south coast market has encouraged a migration of demand towards the outer areas including the southwest.

1.47 Marina Projects conclude that strong demand exists for a significant increase in marina berthing in Poole Harbour, which could be met by a marine centre with strong links with the town of Poole. A location at Poole Quay would offer opportunities to link to existing facilities, businesses, restaurants and tourist attractions in the Quay area and be within walking distance of the town centre. A marina here providing leisure and visitor berths could be served by water taxi to a remote car park within the Port



area. The rationale for a marine centre and further details of what this could include, can be found in section 6.

Poole Harbour Commissioners and the Port Master Plan

1.48 Poole Harbour is a Trust Port. Since 1895 the Harbour Commissioners have been tasked with the management of the area shown on Figure 1.1. Trust Ports are statutory bodies established by local legislation; they have no shareholders but have responsibilities to the local community and a wider group of stakeholders. Trust Port status has no direct implications for the planning and consent processes, and confers no privileges in the consenting process other than those enjoyed as statutory undertakers for the purpose of the 1990 Planning Act.

1.49 Trust Port status does imply a close relationship between a port and the community, and, as outlined in





paragraph 1.3 and subsequent paragraphs, the Harbour Commissioners recognise that the preparation of a Master Plan for Poole Harbour is an important opportunity for dialogue between the two.

1.50 Poole Harbour Commissioners are a statutory body whose area overlaps terrestrial and marine planning systems and local government boundaries. This makes for an unavoidable element of administrative complexity and means that no single arm of local or central government is responsible for the control of development or activities within the Port. For a large part of its area and certainly for matters concerned with navigation, the Harbour Authority, which operates on the basis of local statutory powers backed by national legislation, has the prime responsibility.

1.51 As explained in more detail in later chapters, the Port of Poole covers an extensive area within which there are complex economic, social and land use relationships, for example between the natural and man-made environment; several international nature conservation designations, a nationally significant landscape, an important commercial port and recreation industry. The Harbour Commissioners have parallel responsibilities as conservators of the Harbour (with integral involvement in the environmental stewardship of the Harbour and operators of the commercial Port.

1.52 The Commissioners have additional, related responsibilities that include ensuring Harbour safety through compliance with the Port Marine Safety Code, policing the Harbour to ensure compliance with our legislation, providing pilotage and towage services, ensuring that emergency planning and oil spill response plans and facilities are in place, Port security, the

maintenance of navigation aids and Poole Quay, and responsibility for moorings and licensing.

1.53 The Commissioners receive no funding from central or local government and pay business rates and corporation tax, just like most other businesses. They generate revenue from a variety of different activities, including harbour dues for commercial and non-commercial vessels, charges for cargo handling and stevedoring services, rent for lease of land and other Port facilities, pilotage and revenue from boat haven and marina activities.

1.54 The Department for Transport's "Modernising Trust Ports" guidance advises that stakeholders include "port users, port employees, local and regional businesses, the local community, related interest groups, local and regional economies and authorities, the national economy and Central Government."

1.55 It says:

"Trust Port boards should transact Port business in the interest of the whole community of stakeholders openly, accountably and with commercial prudence. Trust Ports should be commercial businesses, seeking to generate a surplus which should be ploughed back into the Port, or otherwise directed towards the interest of the Port's stakeholders. The Government expects Trust Ports to be operated efficiently and effectively, and to generate a commercially acceptable rate of return."

Additionally, the Minister for Shipping has clearly stated that he wants to see Trust Ports maximising their commercial potential.

1.56 Poole Harbour Commissioners are governed by a board of twelve Commissioners, two drawn from the executive, one elected by the Unite trade union, and nine Commissioners appointed by independent selection panels. Commissioners are elected to serve a three-year term of office and are eligible to sit for up to three terms of office, however there is no right to automatic re-appointment. Selection panels appoint three Commissioners annually, based on merit and all new Commissioners receive an induction course to assist them with their duties. The board currently elects the Chair of Poole Harbour Commissioners every three years.

1.57 All Commissioners, including the Chairman and the Chief Executive, undergo an annual appraisal to ensure that they meet the standards set out in the latest Modernising Trust Ports 2, Guide to Good Governance. Poole Harbour Commissioners operate four committees, the members of which are elected annually. The committees are the Executive, Remuneration and Audit Committee, the Harbour Committee, the Legislation Committee and the Leisure Committee. All Commissioners must make any relevant declarations of interest when the board or the committees examine or discuss any particular issues.

1.58 Poole Harbour Commissioners undertake regular liaison meetings with Harbour stakeholders throughout the year and hold various stakeholder events including an Annual Open Evening.

Conclusion

1.59 The Harbour Commissioners recognise the value and importance of sharing their vision of the future of Poole Harbour with stakeholders and wish to encourage wide participation in the content of the Port Master Plan. This revised consultation draft Master Plan has been compiled through a process of analysing existing port, local and national port trends, examining future business opportunities, incorporating stakeholder comments made on the exposure draft Master Plan and considering environmental issues to produce what the Commissioners hope will be seen as a balanced strategy that enhances the commercial prospects of the Port whilst at the same time takes full account of their responsibilities for environmental stewardship.

1.60 The Commissioners attach particular importance to their desire to create employment opportunities and to make additional contributions to the local and regional economies. Current economic circumstances emphasise the necessity of the Port continuing to pull its weight as an important generator of employment and catalyst for wealth creation.

1.61 The Master Plan will set the vision, but many details will remain to be debated and decided. It will be important to get the details right, because some of them will be significant components of sustainable solutions.



Section 2

Poole Harbour Today

“Poole Harbour Commissioners' objective is to maintain the balance in the harbour between commercial, recreational and environmental interests, at the same time maintaining a sustainable and commercially viable medium sized trust port.”



This Section

2.1 This section deals with the environment of Poole Harbour and immediately adjacent areas. It includes descriptions of those parts of the Harbour that are designated for their nature conservation, landscape and cultural heritage value. Fishing activities are also covered. Section 3 explains the function and importance of the Harbour in terms of the commercial Port of Poole, other marine industries and leisure and recreational use.

2.2 The need to comprehensively manage Poole Harbour with its multitude of activities has long been recognised by Poole Harbour Commissioners. The key to understanding one of the largest harbours in Europe is the wide variety of species and habitats, many of which are of international importance, which together make up a highly complex natural environment. This has to be balanced, on a day-to-day basis, with careful management of the commercial, fishing and leisure activities that are crucial to the sustenance and improvement of the economy of Poole and surrounding areas. Together these activities form an integral part of the Commissioners' work and business.

2.3 Poole Harbour Commissioners take their role as a responsible conservator and obligations to protect the

environment extremely seriously. Full details of environmental management and policy initiatives already in place can be found on their website and they are summarised later in this Master Plan. The Commissioners are committed to the continuous improvement of their environmental performance by fulfilling their duties relating to conservation, regulation and enhancement of the Port and Harbour.

2.4 Poole Harbour has been a centre for maritime trade since at least the Iron Age. Today the Port of Poole is an important local and regional asset and makes a significant contribution, around £53 million, to the economy of the town and wider area. Around 550 people are employed on the dock estate with many thousands employed indirectly in related industries. As the statutory authority for the Harbour, the Commissioners' role is to manage the Harbour in line with the Government's broad policy aims in relation to ports. The provisions contained within the Poole Harbour Revision Order 2012 have consolidated and strengthened the Commissioners powers in terms of management and control of Poole Harbour in line with guidance on Trust Ports from the Department for Transport.

2.5 In line with a number of UK ports, recent changes in market conditions have led to a reduction overall in

throughput of cargo and passenger traffic at the Port. The last 12 months have seen increased ferry operations at the Port and additional services are being introduced during 2013. However, as noted in the introduction, the outlook for the ferry sector remains uncertain. The Commissioners recognise the need to be flexible and intend to provide improved and replacement facilities within the commercial Port of Poole in a sustainable way to allow them to meet changing market economics and commercial opportunities which arise. Several options for increasing the length of the existing quays and providing more berths have been considered and are explained further in section 6.

2.6 Poole Quay Boat Haven on the northern side of the Harbour provides a base port for a commercial fishing and angling fleet of approximately 130 vessels. Dedicated landing facilities and separate car parking areas are provided. The Port benefits from a central position on the south coast and with established land and sea communications is the largest exporting port of live shellfish in the UK to markets in France, Spain and Portugal. The Commissioners work closely with other agencies to support this active inshore fishing fleet.

2.7 Poole Harbour is the centre of an established leisure market for recreational boating and other water based activities and is one of the busiest along the south coast. The sheltered waters of Poole Harbour support motor and yacht clubs, sailing schools and windsurfing activities and a variety of marine related industries important to the local economy. It is estimated that around



5,000 yachts visit the Harbour each year and recreational boating forms an integral part of the Commissioners' business. Evidence shows that demand for berthing and support services remains strong despite the recent economic downturn and improved levels of service and increased levels of expectation within the marina leisure business are predicted.



2.8 The need for careful management to enable these diverse interests and activities to exist side by side has been recognised and articulated by the (voluntary) Poole Harbour Steering Group through the non statutory Aquatic Management Plan, last updated in February 2011 (www.pooleharbouraqmp.co.uk). Formed in 1988 following expansion of the Port of Poole, the initial Steering Group, comprising representatives from County and District Council, Poole Harbour Commissioners, English Nature and other statutory bodies, produced the 'Poole Harbour Management Policies'. In recognising the need for integrated management of the whole Harbour, including the water areas and those areas below the low water mark, the Management Policies were transposed into the first Aquatic Management Plan in 1994 and have been regularly reviewed, and will continue to be reviewed, to take account of changing demands and new legislation. The present Steering Group members include those bodies actively involved in the planning and sustainable management of the whole of the Harbour, who work



together under a Memorandum of Agreement. Other local and national stakeholders and members of the public are consulted on the work of the Steering Group as

2.9 One of the Steering Group’s principle roles is to act as an advisory group for the management of the Poole Harbour Special Protection Area (SPA) as a European Marine Site. Regular review of the Aquatic Management Plan will address the effectiveness and progress of the specific management actions identified, with all interests who use the Harbour for recreation, commercial reasons or those with an interest in the environmental resources, encouraged to provide an input into the implementation of the Plan.

Biodiversity

2.10 Poole Harbour has long been recognised as important in terms of its biodiversity and significance for nature conservation. The Harbour is mostly shallow and contains a high proportion of intertidal saltmarshes (around 300ha) and mudflats. These give way to freshwater marshes, reedbeds (around 174ha, approximately 30% of total reedbed coverage in south west England) and wet grasslands on low, poorly drained land above the tidal level, and also transitions to heathland on higher sandy ground and heathland mires in small tributary valleys. Eelgrass beds within the Harbour are restricted to two main swathes in the Whitley Lake area and provide a resource for a variety of marine, aquatic and bird species.

2.11 The wetland habitats fringing the Harbour support large numbers of wintering, migrating and breeding birds along with many rare and uncommon plants and invertebrates. Areas of the Harbour bed are important for marine invertebrates such as sponges, tubeworms, sea squirts and sea mats, including some that are rare around Britain’s shoreline. Areas of heathland support invertebrates and reptiles, while pine woodland on some of the Harbour’s islands are of national importance for some of England’s last surviving populations of red squirrel.



2.12 The majority of the Harbour, except for the commercial Port of Poole, The Quay including the area occupied by the Poole Quay Boat Haven and pockets in the Hamworthy and Sandbanks areas are designated as a Site of Special Scientific Interest and as a Special Protection Area (SPA) and Ramsar site of international importance. Heathlands adjacent to the Harbour are designated as a Special Area of Conservation (SAC). SPAs and SACs are collectively known as Natura 2000 sites, which represent a network of protected sites established under the respective EU Birds and Habitats Directives.

2.13 Recognising the varied national and international marine nature conservation sites within and around Poole Harbour, the Joint Nature Conservation Committee (JNCC) includes the Harbour as part of the non-statutory Poole Bay and Isle of Purbeck Sensitive Marine Area. This area protects species and their habitats within the wider marine environment as ecological support to the statutory sites. Some areas of the Harbour have also been declared Local and National Nature Reserves.

2.14 There are also sites of local nature conservation importance designated as Sites of Nature Conservation

Interest (SNCI) and four Local Geological Sites within or adjacent to the Harbour, one at Whitecliff adjacent to Parkstone Bay, two on Brownsea Island and at Shipstal Point on the Arne peninsula.

2.15 Detail of the designated sites in and adjacent to the Harbour are shown in Table 2.1 below and on Figure 2.1.

Poole Harbour European Marine Site

2.16 The marine areas protected under the EC Directives as SPAs or SACs within Poole Harbour are referred to as a European Marine Sites and are protected under Regulations 35 and 36 of the Habitats Regulations. The Poole Aquatic Management Plan provides an agreed management scheme under Regulation 36 for the European Marine Site component of Poole Harbour SPA. This scheme sets out the framework for resolving management issues and how activities are managed and through which the conservation objectives of the site are achieved.

Table 2.1 Poole Harbour National and International Nature Conservation Sites

Site	Summary of Interest Features
Poole Harbour SPA and Ramsar site	Breeding: Mediterranean gull, common tern Over wintering: black tailed godwit, shelduck Regularly supports over 28,000 waterfowl including avocet, redshank, curlew, dunlin, lapwing, red-breasted merganser, goldeneye, pochard, shoveler, dar-bellied brent goose, cormorant and little egret. Sponge, hydroid, eelgrass
Poole Harbour SSSI	Range of estuarine habitats, including intertidal mudflats, saltmarsh, swamp and fen habitats. Coastal grazing marsh and lowland heathland.
Dorset Heaths SAC	Heath, bogs, marshes, meadows, fens, woodland. Habitat supports southern damselfly.
Dorset Heaths (Purbeck and Wareham) and Studland Dunes SAC	Coastal sand dunes, heath, bogs, marshes, meadows, fens, woodland. Habitat supports southern damselfly.
Dorset Heathlands SPA and Ramsar	(to be added)
Arne SSSI	Heath, saltmarsh. Supports Dartford Warbler and Nightjar.

Notes:

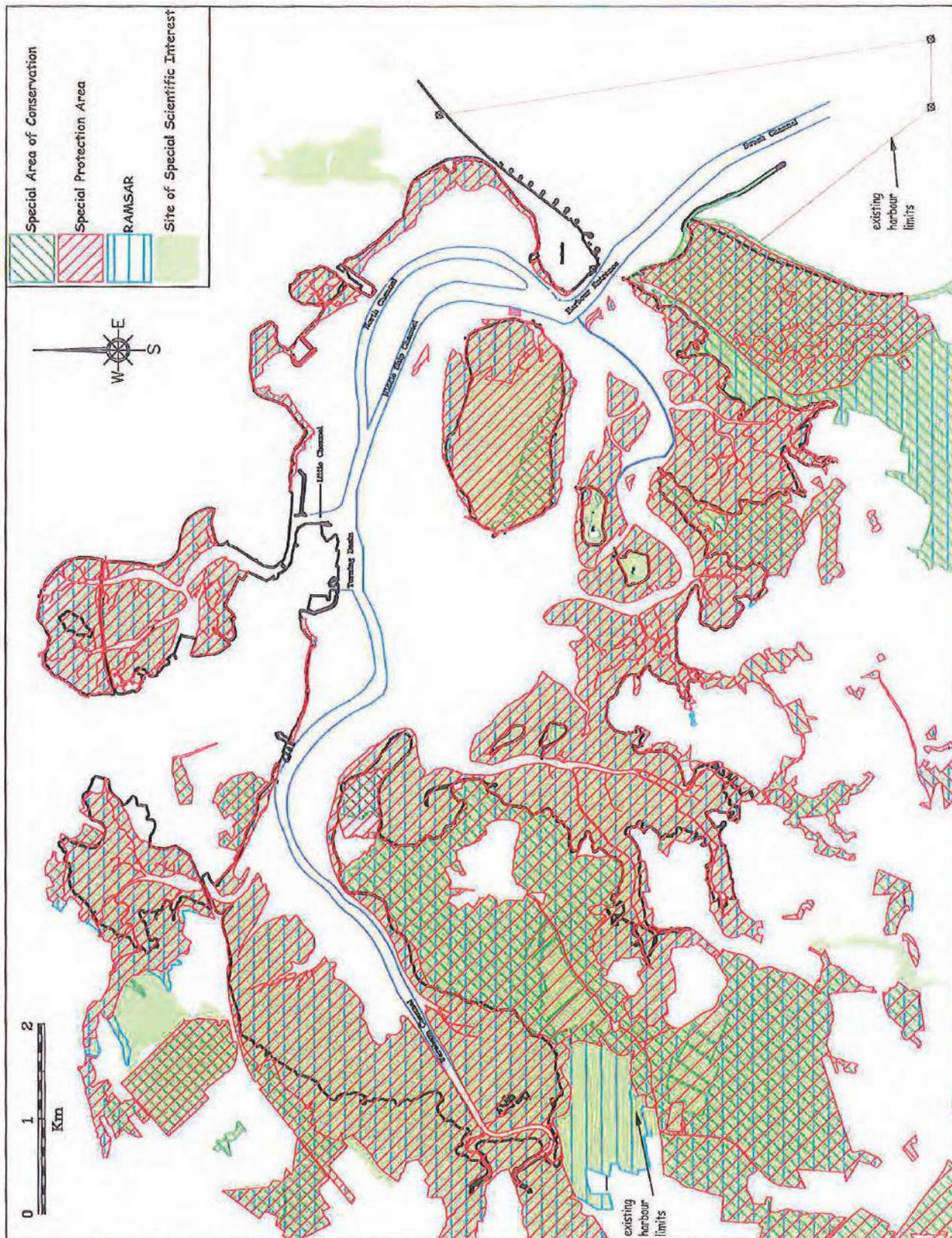
Special Protection Areas are designated under EC Directive 79/409/EEC as amended by the 2009 Directive 2009/147/EC on the Conservation of Wild Birds (the Birds Directive)

Ramsar sites are protected as European sites, as set out in the Conservation of Habitats and Species Regulations 2010 (SI No. 2010/490) and the UK legislation in ratifying the Convention, requires Ramsar sites to be designated SSSIs. Many Ramsar sites are also Special Protection Areas.

Special Areas of Conservation (SAC) designated by under EC Directive 92/43/EEC as amended on the conservation of natural habitats and of wild fauna and flora (the Habitats Directive).

SSSIs are classified under the Wildlife and Countryside Act 1981 (as amended) for the protection of flora and fauna

Figure 2.1 Poole Harbour SSSI, SAC, SPA and Ramsar sites





Management of SPAs and Ramsar sites - Habitats Regulations

2.17 The Conservation of Habitats and Species Regulations 2010 (the Habitats Regulations) transpose the EU Habitats and Birds directives into UK law. For the purposes of considering development proposals or other uses of land affecting them, the Government applies the same procedures to Ramsar sites as it does to SPAs and under UK legislation the Habitats Regulations form the basis for establishing, protecting and managing SPAs.

2.18 In maintaining populations of all wild bird species across their natural range Article 2 of EU Directive states that "Member States shall take the requisite measures to maintain the population of the species referred to in Article 1 at a level which corresponds in particular to ecological, scientific and cultural requirements, while taking account of economic and recreational requirements, or to adapt the population of these species to that level".

2.19 Poole Harbour Commissioners must, within their jurisdiction, have regard to both direct and indirect effects of their statutory functions on the nature conservation interests of Poole Harbour SPA as well as cumulative effects, and may need to modify the way in which they exercise their functions so as to maintain the favourable condition of interest features concerned in the long term.

2.20 Where a plan or project that is not primarily concerned with, or necessary to, the management of the site is likely to have a significant effect on a European site, an appropriate assessment must be made of the implications for the site in view of its conservation objectives.

2.21 If this cannot conclude that there will be no adverse effect on the integrity of the site, alone and in combination with other plans and projects, permission for the development can only be given having ascertained that there are no alternative solutions and that the project is necessary for Imperative Reasons of Overriding Public Interest (IROPI). In such cases, compensatory measures must be taken to ensure that the overall coherence of the network of European sites is maintained.

Landscape

2.22 The Harbour lies within an area recognised for its landscape value and part of the Purbeck Heritage Coast and part of an Area of Outstanding Natural Beauty (AONB). The AONB boundary follows the local authority boundary of Purbeck District Council and includes all the islands of the Harbour as well as a large part of the water area. Designated under the National Parks and Access to the Countryside Act (1949) there is a statutory duty to conserve and enhance the natural beauty of the site. It is hoped that future initiatives by the Commissioners will





draw on objectives from both the statutory AONB Management Plan and the Aquatic Management Plan to promote a more integrated approach to the management of the Harbour and its hinterland.

2.23 Poole Quay lies opposite the commercial port and is a popular tourist area supporting a number of shops, restaurants and businesses both land and marine based, including the departure point for Harbour cruises and fishing trips. Poole Quay Boat Haven has direct access to the quay with facilities to accommodate vessels up to 60m in length. Around 180 berths are provided, one third of which are let on an annual basis and the remainder available for short-term lease or visitor berths.

Cultural Heritage

2.24 Elements of the original commercial port can still be seen at Poole Quay. This area is also the boundary of



the central conservation area and a number of significant listed buildings associated with the historic quayside uses remain and lie opposite the modern commercial port. The setting of these listed buildings and the remaining historic landscape form an integral part of the northern shore of the Harbour and the wider port environment.

2.25 Poole Harbour has been historically important as a commercial port since before Roman times and evidence of human activity has been identified which dates back to a pre Iron Age era. This long period of human occupation, along with the excellent preservation of coastal and marine structures and artefacts, submerged by rising sea levels, has led English Heritage to identify Poole Harbour as one of the most important areas for coastal archaeology in the country.

Zoning Scheme within the Harbour

2.26 The Harbour Commissioners are responsible for maintaining the Harbour for safe navigation for commercial and recreational users and work with other marine agencies to police the Harbour to ensure speed limits and other local byelaws are adhered to.

2.27 In acknowledging the environmental importance of the Harbour, management initiatives are in place to balance the requirements of many other commercial and recreational activities. The Commissioners have designated activity zones for water sports to ensure that recreational activities are regulated, can take place safely and cause minimum disturbance to areas of ecological importance, wildlife and other users of the Harbour. The south of the Harbour is designated as a quiet zone. As well as zoning, the use of personal watercraft and water-

ski boats are also regulated through a permit scheme and access is restricted to specific launch points around the Harbour. Regular monitoring of the effectiveness of this arrangement will continue.

Bird Sensitive Areas and Anchorage Sensitive Zones

2.28 Defined Bird Sensitive Areas encourage Harbour users to modify their activities in the overwintering bird sensitive areas between 1st November and 31st March and in the breeding bird sensitive areas between 15th April and 30th June. Potential conflicts between users and the birdlife are also addressed through other measures, such as codes of conduct and other management initiatives.

2.29 Figure 2.2 shows the shellfish lease beds; it also shows Anchorage Sensitive Zones which correspond to known areas of eelgrass. There is a public right of navigation within these areas and initiatives focus awareness of their importance and location, as well as highlighting potential damage which could be caused by anchoring within them. Shellfish lease beds are areas where mussels and oysters are commercially farmed.

Commercial Fisheries

2.30 Along with the commercial and recreational activities that take place, Poole Harbour also sustains a significant fisheries resource. Mullet, bass, flounder, sole and plaice are caught commercially, and shellfish (primarily mussels, clams, oysters and cockles) are harvested from the Harbour, while the extensive mudflats

are home to several bait species which form a valuable economic and ecological resource. The Harbour fishery is primarily regulated by the Southern Inshore Fisheries and Conservation Authority who work to keep all stocks at sustainable levels through the enforcement of byelaws; however, management for eels and migratory species is overseen by the Environment Agency which also possesses enforcement powers. The conditions and productivity of the Harbour are such that shellfish, eels and some fish species are found in much greater quantities within the Harbour than on the open coast.

Non-commercial fishing activities

2.31 The charter fishing fleet is one of the largest in the UK with around 35 boats in total. The flounder fishery is one of the biggest in the country and a major attraction for anglers around the UK between October and January.

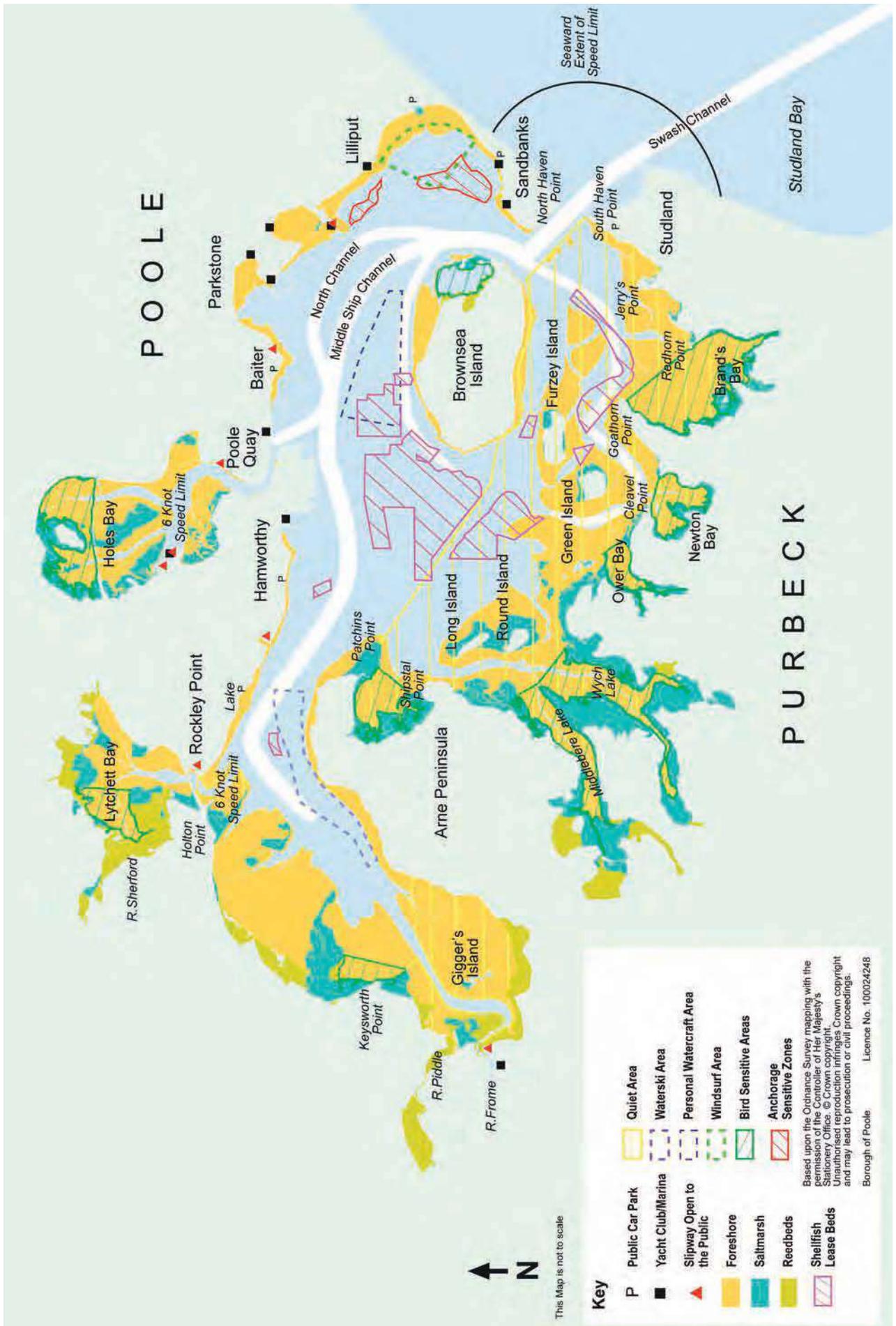
2.32 The majority of bait digging in the Harbour takes place on the more accessible north shore. Advice to raise awareness of potential damage done by bait digging has been drawn up and while there are currently no statutory controls to regulate the activity in the Harbour, responsible bait draggers have expressed an interest in bringing in some form of regulation and/or a code of conduct. Levels of bait digging are monitored and a bye-law to regulate the activities in Holes Bay has been introduced.

Water quality

2.33 All activities have the capacity to impact the natural environment. The water quality of the Harbour is



Figure 2.2 Poole Harbour Aquatic Management Plan



Source: Poole Harbour Aquatic Management Plan 2011



regularly monitored by the Environment Agency, which is responsible for ensuring that standards set by EU Directives are met. Initiatives to reduce nutrient inputs to the Harbour focus on the improvement of sewage treatment works and changes to farming practices, while new legislation has helped to regulate the input of chemicals from antifouling paints and industry into the marine environment. As well as ongoing monitoring there is also a contingency plan in place for the Harbour, which provides the management, control and communication structure for dealing with pollution incidents.

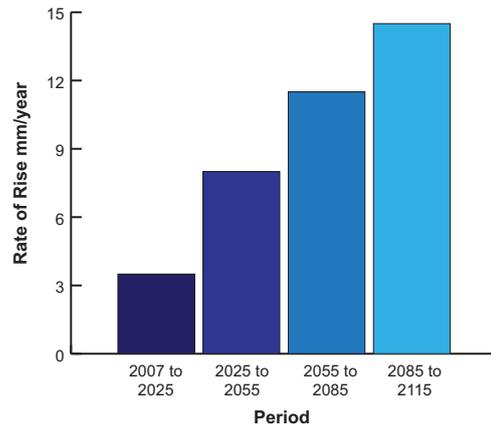
2.34 Aquatic ecology in freshwater bodies, transitional waters (estuaries) and coastal water bodies extending one nautical mile out to sea is protected by the EU Water Framework Directive which requires “good ecological and chemical status” or the equivalent for designated water bodies to be achieved by 2015.

Climate Change and Flood Risk

2.35 Probably the most significant long-term issue which will affect the future of shoreline management in Poole Harbour is sea level rise. Recent studies suggest that the rate of rise of the sea levels will increase according to the predicted climate change models. The Inter-Governmental Panel on Climate Change (IPCC) predictions suggest that global temperatures may increase by between 1 degree Celsius to 3.5 degrees Celsius by 2100, with sea level rise predictions for the south west coast being as shown in Figure 2.3.

2.36 The possible effects of climate change in the Harbour are:

Figure 2.3 Predicted rate of rise of sea levels



- increased risks to life and property in the community from flood events which can occur from the sea, the rivers and from surface water runoff;
- increased risks to communities from coastal erosion and landslips;
- loss of intertidal habitats within the Harbour including mudflat, saltmarsh and Brownsea Lagoon;
- establishment of new intertidal habitats along the coast and up the rivers as they are flooded by rising sea levels; and
- increased air and water temperatures which may affect the flora and fauna found in the Harbour causing loss of some species and the introduction of new ones.

2.37 The Commissioners work closely with the Environment Agency and the local authorities in assessing the effectiveness of the flood defences within the Harbour. The Authorities recognise that defence development may be more cost effective and enduring if, rather than fighting nature, they harness and enhance the natural coastal processes. Establishing a natural regime is thought to have the added advantage of retaining the wildlife of the area and enhancing the quality of the landscape.

Significant Industries in Poole Harbour

2.38 As well as commercial operations directly associated with the Port and the active fishing fleet, the Harbour and its shores also support many other industries of differing scales. A number of local companies, boatyards, marinas and sail lofts are located around the Harbour and offer services to both commercial and recreational mariners. Sunseeker, a builder of luxury motor yachts for both domestic and international clients,



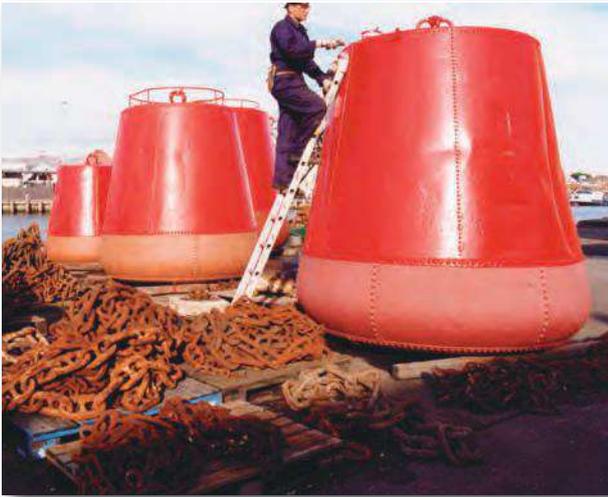
operates from deep water quay frontages as well as from a number of factory sites around the area.

2.39 The Royal Marines have an established base at Hamworthy and much of their assault craft training is carried out in and around the Harbour, while the RNLI has established its National Headquarters and Training College at a waterfront facility in Holes Bay. The complete range of operational lifeboats can be observed at Poole, both at evaluation trials and post refit trials and undergoing work-up programmes with their operational crews, prior to going on station at their appointed places.

2.40 Western Europe's largest onshore oil field is also situated within the Harbour and its surrounds. Drilling platforms on Furzey Island and Goathorn Peninsular use extended reach drilling techniques to exploit oil deposits under Poole Bay which are distributed from the Harbour via subterranean pipelines to Southampton Water. Production from the field peaked during the 1990s at around 100,000 barrels per day but current production stands at between 20-30,000 barrels per day. In order to support their operations a small, specialised terminal adjacent to the main Port is used to ferry materials and personnel to Furzey Island. The Dorset Minerals and Waste Local Plan, 1999, sets out policies relevant to the extraction of hydrocarbons in Dorset both for existing and potential sites. They identify the need to minimise the impact of such operations through sound environmental management and the use of existing infrastructure by new developments.

2.41 Overall it is important that existing waterfront sites are available for appropriate marine related industries. These industries contribute towards the economic and social health of the Harbour but there is also a need to ensure that strategies, initiatives, project and plans are developed and implemented in accordance with due planning process and the Habitat Regulations. The Harbour and its hinterland also support an important tourism industry, which brings substantial revenue to the region and there is a need to maintain a balance between the Harbour as a working area and its promotion as a tourist destination, but also to preserve quiet, undisturbed areas.





Other responsibilities

2.42 Poolspill is a contingency plan designed to provide the management, control and communications structure for dealing with oil and other hazardous substance release within Poole Harbour Commissioners area of responsibility. Poolspill is administered in conjunction with Dorset County Council, Purbeck District Council, Borough of Poole, Natural England, DEFRA and the Environment Agency and approved by the Maritime and Coastguard Agency.

2.43 The shoreline of the Harbour is a combination of many different habitats and substrates, from concrete walls and slipways to tidal mudflats and saltmarshes. All of these respond differently to the various clean up techniques that can be employed and the situation may be further complicated by the time of year that the spill occurs in. The Plan contains a clean-up options matrix which suggests the preferred method for different shore types.

2.44 Although chemical spills are the focus of most of the contingency planning within the Harbour, key organisations such as PHC, Perenco and Local Authorities also produce emergency plans which detail responses to other potential incidents. Events such as explosions, fires and even terrorist attacks, all need to be considered and a contingency plan put in place to ensure the safety of personnel and members of the public. The production of emergency

contingency plans demonstrates a proactive approach by the key organisations involved which will minimise the potential social, economic and environmental cost of any incident in or around the Harbour.

Conservancy and Marine Safety

2.45 Poole Harbour Commissioners are responsible for ensuring that shipping channels are routinely surveyed and clearly marked, as well as for controlling the movement of commercial shipping. The Commissioners' powers to create, police and enforce byelaws such as those for speed limits and safe navigation are included in the 2012 Harbour Revision Order (HRO). It also gives the Commissioners the powers of General Direction under which the Harbour Master will have greater regulatory control.

Harbour Control

2.46 Harbour Control is located at the Harbour Office and is manned by a Harbour Control Officer (HCO) on a 24-hour basis. The HCO controls the traffic entering and leaving and monitors all marine activity within the Harbour and its approaches. The office is the communications centre for the Harbour and the first point of contact in cases of emergency. The HCO also disseminates information on shipping movements as well as arranging pilots and tugs.

Navigation

2.47 Poole Harbour Commissioners have responsibility for ensuring that navigational channels are



clearly marked and that buoys and beacons are maintained. They act as a Local Lighthouse Authority to Trinity House who carry out an annual, independent inspection of navigational aids within the Harbour. The Commissioners' commitment to the maintenance of navigational aids is detailed in the Navigational Safety Management Plan 2012.

Hydrographic Surveying

2.48 In order to maintain and establish channel depths for safe navigation, Poole Harbour Commissioners employ the services of a Hydrographer who manages the Harbour bathymetry. Regular surveys of the main channels are undertaken and the whole Harbour is surveyed on a 3 year rolling programme of work. Data collected is supplied to the Hydrographic Office who then use it to produce the Admiralty Chart for the Harbour. The continuous survey information collected easily allows for trends in deposition and erosion to be identified and is used to inform environmental studies.

Maintenance Dredging

2.49 Maintenance dredging is carried out routinely by Poole Harbour Commissioners to maintain depths in existing shipping channels and their own marinas. PHC and third party dredging contractors maintain depths in other boatyards, marinas and yacht clubs, including their access channels. A Harbour Works Licence is required for all third party dredging operations within the Harbour and is issued by the Commissioners under the Poole Harbour Act 1914. Poole Harbour Commissioners presently hold 3 year licences from the MMO which authorise dredging and disposal of material at the



Photo courtesy of Jenkins Marine

Swanage disposal ground east of Old Harry Rocks in Poole Bay, and also for limited in-harbour disposal east of Brownsea Island.

2.50 The consent of The Crown Estate is however required for any Capital dredge and appropriate payments are sought in recognition of the improvements provided and for any beneficial use of the material. Poole Harbour Commissioners have an established Maintenance Dredging Policy and record the quantity of dredged material removed from the Harbour from all Capital and Maintenance dredging operations.

Sediment Management Plan

2.51 Intertidal mudflats and marshes within the Harbour are of significant ecological value and are the basis for many of the habitat designations. Each year several thousand cubic metres of fine sediment are lost



from the Harbour through natural processes and it is estimated that similar amounts of material are also removed annually through Maintenance dredging. It is recognised that the removal of fine silts and muds from the Harbour may be having a detrimental effect on intertidal habitats and Poole Harbour Commissioners have an evolving Sediment Management Plan as shown on Figure 2.4. An in-harbour disposal site east of Brownsea Island has been established and is continuing to be monitored closely. Approximately 30,000 m³ of suitable fine material dredged from marinas and channels is dispersed annually in the Harbour, allowing material to recirculate onto the mudflats. The Plan was developed as mitigation for major Capital dredge works and looks to evaluate different disposal techniques with the aim of developing best practice guidance for retaining fine sediments within the Harbour system whilst keeping navigational channels clear.

2.52 In order to meet the requirements of the Habitats Regulations for maintenance dredging and to eliminate the requirement for an Appropriate Assessment, a joint

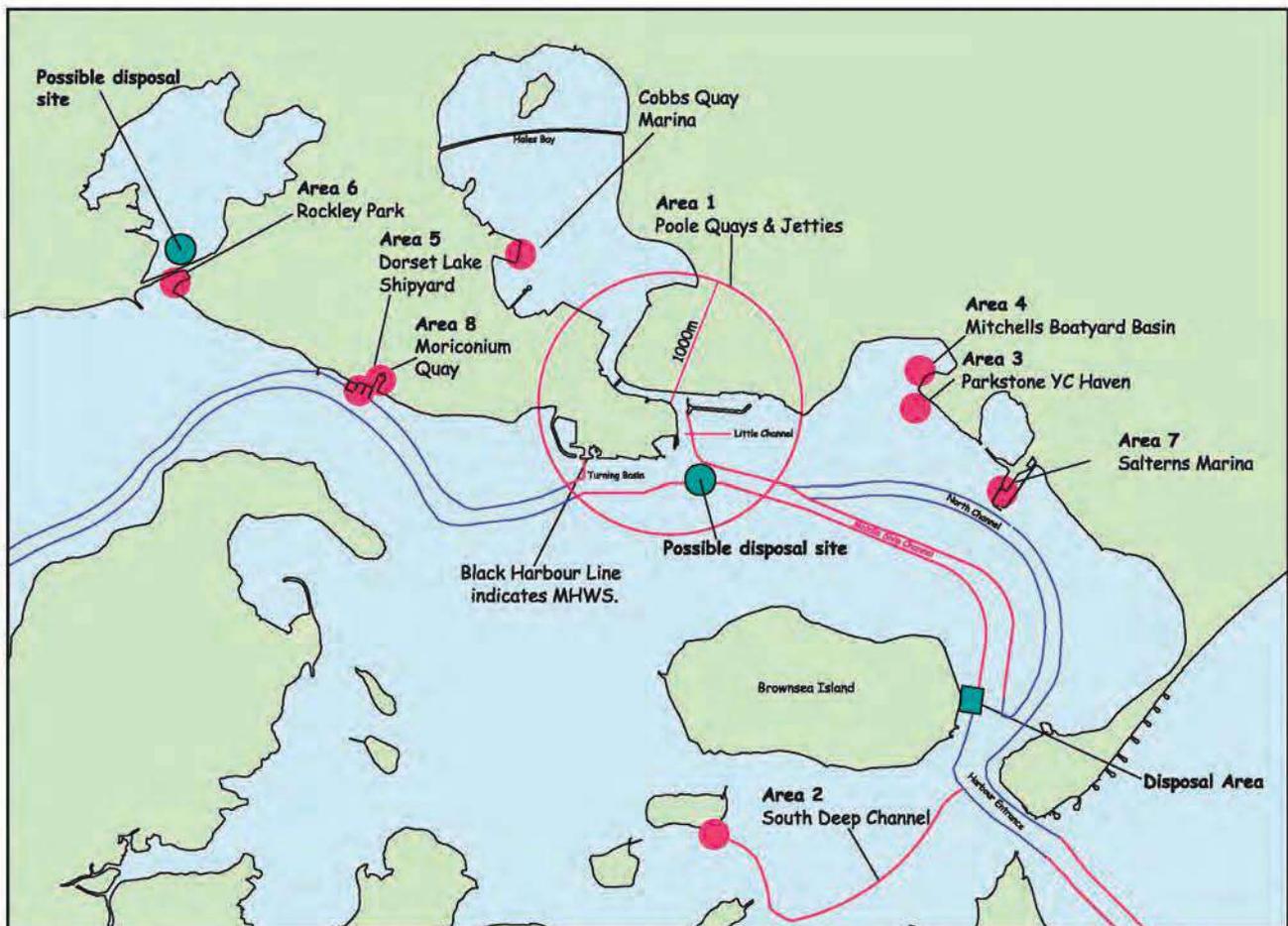
Maintenance Dredging Protocol has been produced with Natural England, designed to provide guidance to applicants and regulators of marine licences.

Safety and Enforcement

2.53 Safety within the Harbour is the responsibility of all users, however Poole Harbour Commissioners seek to maintain safety with the use of guidance and byelaws. Byelaws have been created which pertain to certain recreational activities while others relate to the safe and responsible use of the whole Harbour.

2.54 The Commissioners have established a Poole Navigational Safety Management Plan for the purpose of meeting the standards set by, and the requirements of, the Government's Port Marine Safety Code in conjunction with their Guidance to Good Practice for Port Marine Operations and Competence Standards for Port personnel.

Figure 2.4 Sediment Management Plan



2.55 The Harbour Master operates a number of patrol craft within the Harbour limits at times of busy recreational activity. Their main roles are byelaw enforcement, escorting commercial vessels, and educating the users who may not have sufficient knowledge of the regulations, or who are behaving irresponsibly. The Harbour Master will take further action in appropriate cases.

2.56 Dorset Police currently operate patrols around the Harbour. Discussions are currently being held regarding the future of the Dorset Marine Police division. There are also regular joint enforcement operations, one such being Operation Senator. These involve all the regular enforcement authorities including the Southern Inshore Fisheries and Conservation Authority as well as volunteers from local yacht clubs and boatyards.

2.57 The Commissioners have recently been given additional powers under the 2012 Harbour Revision Order to give general directions relating to the regulation of vessels within the Harbour, as well as the appropriation of parts of the harbour for particular uses. These are mandatory and enforceable, and will enable the Commissioners to regulate the Harbour so as to promote safety and environmental considerations.





Section 3

The Existing Port and its Future

“Poole Harbour Commissioners recognise that, as a self-financing trust port, its commercial activities serve as the engine room that funds PHC’s management of the Harbour.”

Introduction

3.1 Poole Harbour has been a centre for maritime trade since at least the Iron Age. Today the port of Poole is an important local and regional asset and is recognised as a strategically important south coast port. It is one of the major trust ports in the UK, both by volume of cargo and by revenue. The port has been designated as a EU TENS (Trans European Network) Port, thereby highlighting its strategic importance. The Commissioners play a major role in the British Ports Association with the Chief Executive a main Council member. PHC are also represented on the Ferry Ports, Harbour Masters, Environmental, and Access to Ports working groups of BPA. The Port is also involved with European Sea Ports Organisation (ESPO).

3.2 The Port of Poole is one of the few south coast United Kingdom ports to be rail connected and this link is likely to increase in importance as the Government encourages more freight traffic to be moved by rail rather than by the increasingly congested road system. The conurbation of Poole has good rail links to London and

other parts of the country, making it accessible for both tourists and freight operators. Government guidance states that sites should be identified and protected where they could be critical in developing infrastructure to widen choices for movement of rail freight.

3.3 The existing commercial Port is linked to the town of Poole by the Lifting Bridge and the Twin Sails Bridge which opened in April 2012. An improved port link road is a central strand to the redevelopment of the sites on the Hamworthy peninsula between the two bridges and would further enhance traffic flows. The success of ferry ports is strongly linked to connectivity to major national road arteries and therefore the future success of the Port is, to a degree, dependent on improved local and regional road links. The general inadequacies of current road links have hampered the Port’s trading capability, and the Port is therefore operating at a disadvantage compared to other south coast ports which enjoy improved connectivity. In conclusion, the new Twin Sails Bridge will assist the Port in attracting new business to the port, although improved links to the A31 remain essential for the Port to achieve its full potential.



3.4 Notwithstanding the commercial trade, the leisure and marina business within Poole Harbour is a key component of the Commissioners’ work and is integral to the overall business of the Port. Poole Harbour is undoubtedly one of the largest marine leisure markets on the south coast and enjoys a strategic location, offering varied and extensive berthing for boat users. The safe and sheltered waters of the large Harbour attract around 5,000 visiting yachts per year and the eight yacht clubs situated

within the Harbour have around 7,500 members in total who enjoy racing and cruising within the surrounding waters. Poole Harbour Commissioners have jurisdiction over the various water based recreational pursuits that take place within the Harbour and regulate these activities to ensure the safety of users.

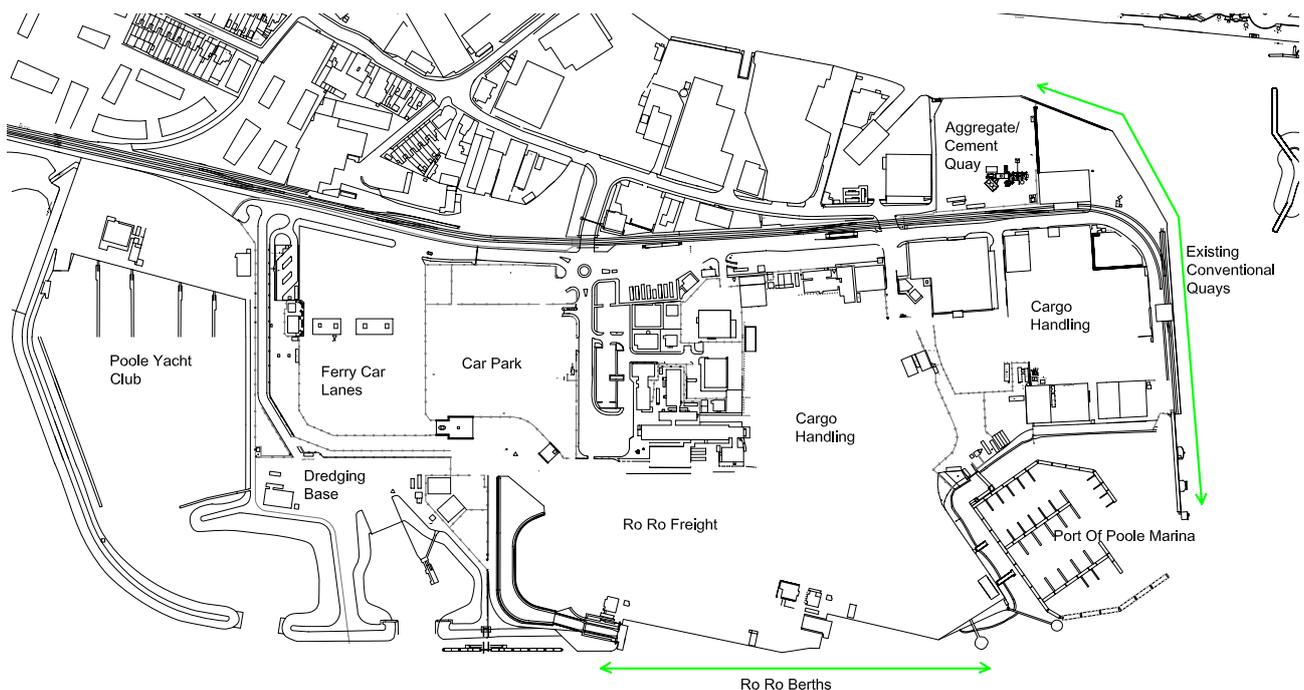
3.5 The Commissioners themselves have been operating Poole Quay Boat Haven since 2001, acquiring full control of the business in 2003, providing berthing facilities for leisure vessels and fishing, angling and dive boats. The leisure berths have a very high occupancy rate in the summer months and accommodate longer stays during the winter period. Poole Harbour Commissioners manage the Poole Quay Boat Haven with the aim of offering improved facilities for visiting yachts as well as local fishermen.

3.6 In June 2011 Poole Harbour Commissioners opened the Port of Poole Marina in the redundant Ro/Ro 1 berth, within the Port Estate. The facility, which has been granted a temporary planning permission for five years, can accommodate approximately 75 large yachts and motorboats, besides a number of RIBs and jet skis, and is fully occupied. Both Poole Quay Boat Haven and the Port of Poole Marina received a 5 Golden Anchor Award from the Yacht Harbour Association.



3.7 This section of the Master Plan considers the two main aspects of the Commissioner's responsibilities and business at the heart of community of Poole, namely the commercial port located at Hamworthy as shown on Figure 3.1 and the leisure and marina business within the Harbour. This section also considers the potential of growth of the operational port, port related interests and demand for facilities. There are a number of factors,

Figure 3.1 Port Estate 2012





unique to the geographical location of Poole, within which these commercial activities must operate.

3.8 Most importantly, the commercial success of the Port is vital in ensuring that the organisation is able to meet its conservancy and environmental obligations and the overall management of the Harbour. These responsibilities are explained in section 4.

The Port of Poole

3.9 Poole is one of three principal ports in Dorset, the others being Weymouth and Portland. Its geographical location at the central point on the south coast of England results in competition for port business from both the east at Southampton, Portsmouth and Shoreham and from the west, Weymouth/Portland, now better served by the Weymouth relief road, and Plymouth as a significant competitor for Ro/Ro cross-channel freight and passengers.

3.10 Dorset is a largely rural county with limited industrial hinterland to support port activity and service requirements. The sustainability and growth of the Port therefore lies in ensuring the Port is not left behind in seeking to retain existing uses and businesses and attract new markets based on its unique strategic location on the south coast.

3.11 The Port of Poole is situated within a large, relatively shallow, natural harbour, which has a narrow mouth through which strong tidal currents flow. The main shipping channel has a tight turn close to the harbour entrance and all vessels must negotiate the busy Sandbanks chain ferry. Unlike some other south coast ports, Poole does not have deep-water access and at present port access is limited to 7.5 metres draft. The existing turning circle for larger commercial shipping restricts vessel length to a maximum of 180 metres length. Without further improvements, the draft and width restrictions of the main channel mean that Poole is likely to remain a short-sea shipping port, unlikely to be able to accommodate vessels in excess of 200 metres.

3.12 As well as the marinas operated by the Commissioners; there are a number of private sailing clubs and public hards allowing access to the water. The Harbour has extensive leisure and fishing boat activity and there is a speed restricted approach to the commercial quays. It is necessary for the Port to offer a pilot service, Vessel Traffic Service (Harbour Control) and a towage service available in poor weather.

3.13 The operational port lies close to Poole central area and opposite the historic quay, an important tourist and leisure area, which forms the boundary of Poole town centre and central conservation area. Poole Quay Boat



Haven also lies adjacent to this conservation area with direct access to the quay and facilities beyond. To the west of the operational port lies Poole Yacht Club, providing around 380 berths, and the residential area of Hamworthy. Additional housing development proposed as part of the central regeneration areas will increase the number of people living close to the commercial port and along its access routes.

3.14 At approximately 60 acres, the Port's estate is limited spatially compared to some other South Coast ports and there is little scope for additional reclamation of land adjacent to the existing operational Port Estate. Extending the working berths to the south would bring the commercial activities into the Wareham channel and closer to the designated AONB, while to the west beyond

Poole Yacht Club lie areas used extensively for water sports. The foreshore at Hamworthy is designated as being of international nature conservation importance and is part of the Poole Harbour SPA. Areas to the east of Poole Quay Boat Haven and fisherman's berths also form part of the Poole Harbour SPA. The Commissioners have concluded that the only realistic prospect of creating additional port land within the near future lies within the old Ro/Ro 1 berth, currently used as a marina and south of Poole quay Boat Haven.

The Commercial Port

3.15 UK ports play a critical role in the economy of the United Kingdom. Over 95% of all goods are exported and imported through the port network. A study by Oxford Economics for Maritime UK assessed that in 2009, UK ports directly employed 112,000 people, contributed £6.9 billion to UK GDP and generated £2.3 billion for the UK Exchequer. The structure of the UK economy is heavily influenced by its lack of communal borders with mainland Europe and, therefore, the importance of ports cannot be overemphasised. The dependence of the economy of the UK on both manufactured and semi-manufactured goods is clear, and ports will become increasingly important in meeting the demands of British trade and industry over the coming years.

3.16 Increasing levels of global containerisation will ensure that there will be a growing demand for multi-modal short sea ports capable of handling container feeder traffic, particularly ports such as Poole which are rail connected. These ports can distribute goods and containers through alternative transport channels to the already congested road network. Trans-shipment and feeder traffic are recognised as an increasingly important component of the container market and this sector has



potential for significant expansion over the coming years.

3.17 Growth of short sea shipping trade between European ports, often involving smaller regional hubs, is now becoming increasingly recognised as an environmentally sustainable means of transporting goods. Rather than moving an increasing volume of goods through larger and more congested ports, which then require increased utilisation of the UK road network, the concept of utilising smaller regional ports via 'motorways of the seas' is recognised as a more acceptable mode of transport from an environmental standpoint.

3.18 The Port of Poole is one of the major trust ports in the UK and makes a significant contribution to the local and regional economy. The Port directly employs approximately 90 individuals and there are a further 450 people employed on the Port Estate. Indirectly, the Port is responsible for many thousands of additional jobs within Poole, Dorset and the south west, as well as providing an essential link to industrial markets in other regions of the United Kingdom, such as the manufacturing sector in the West Midlands. A report for the former Regional Development Agency (2007) estimated that Poole Harbour Commissioners and the commercial Port of Poole were responsible for 762 FTE jobs within Dorset with a further 788 people being employed in local marinas. This generated a total of £52.9 Million Gross Value Added into the local economy.

3.19 Poole Harbour Commissioners' commercial activities account for approximately 90% of its revenue and are crucial in ensuring that the organisation can meet its demanding legislative and fiduciary responsibilities. As a self-financing commercial organisation, Trust Ports



Photo courtesy of Kevin Mitchell

receive no funds from either National or Local Government. They have to generate revenue independently in order to maintain and enhance the existing port and facilities as well as funding new developments.

3.20 Poole Harbour Commissioners lease sites and facilities to various customers including Perenco, Cemex and Sunseeker. This activity has increased in recent years, and is now a major revenue generator for the organisation. The Commissioners remain committed to marketing this aspect of the Port to interested customers, potentially providing for both covered and uncovered facilities. Where a use ceases, the site is actively marketed for port related activities either for the expansion of existing customers or with the purpose of attracting new companies wishing to locate within the Port Estate. The Commissioners remain committed to increasing conventional and bulk activity within the Port. Table 3.1 shows the existing quays within the Port.

3.21 As noted in the Introduction regarding the future of Ro/Ro ferry traffic, a Master Plan Strategy cannot be based solely on one particular project or trade and reducing the Commissioner's over-reliance on a single

Table 3.1 Existing quays within the Port Estate

	Constructed	Length m	Actual depth m (a)
New Quay	1930	146	5.0
Bulwark Quay	1980	100	6.0
Ballast Quay	2000	100	6.0

(a) Measured at chart datum, which can be thought of as a very low Low Water tide

trade remains a major objective. The ability of the Port to remain sufficiently flexible to handle existing business and future opportunities involving conventional cargoes and to meet changing market demands is a key aspect of ensuring a sustainable port for the future. It is important that Poole continues to provide high levels of service in the Ro/Ro sector whilst developing other income streams that collectively will fund future projects as well as the maintenance of ageing assets that are fundamental to port activities. Investment in new handling equipment has improved facilities and the Commissioners will continue to find new and innovative channels to market the facilities at the Port.

Conventional Cargo Trade

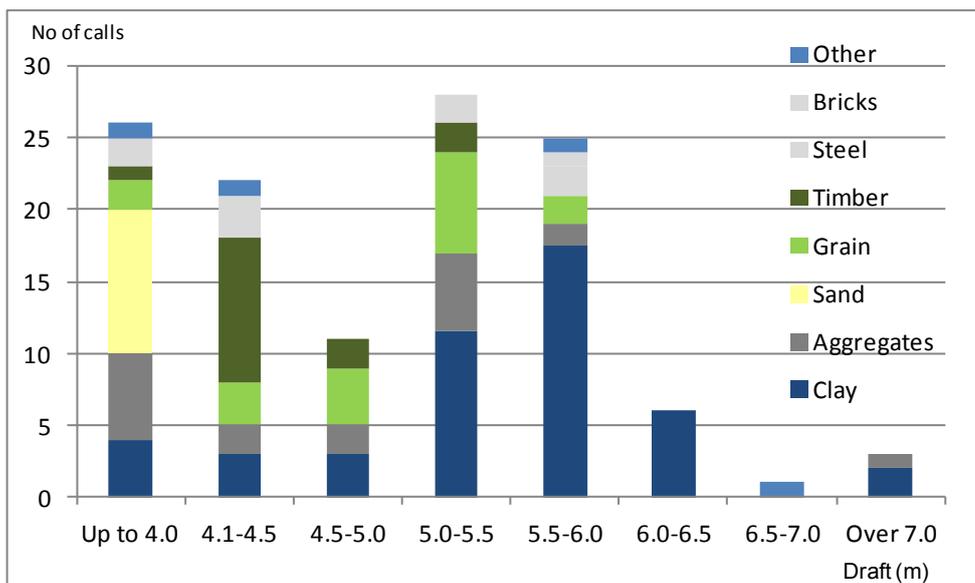
3.22 Poole is a major destination for bulk cargo imports and the Port receives imports of steel, timber, bricks, fertiliser, animal feedstuffs, aggregates and palletised traffic. Export cargoes include clay, sand and grain. Poole Harbour Commissioners employ a team of stevedores who handle up to 500,000 metric tonnes of conventional cargo over the quays each year. Improvements to facilities over the years mean that a variety of different cargoes can now be handled and stored as shown in Figure 3.2.

3.23 As well as cargo operations managed by the Commissioners, Yard Quay is currently utilised by Cemex, an independent marine aggregate dredging operation which discharges cargoes of sand and gravel.



3.24 However, economic security for the future of the Port and its dependent economy, is based on Poole's ability to 'move with the market', and remain competitive by accommodating larger vessels than can currently use the Port. Detailed studies by Fisher Associates (2012) highlight the long-term trend towards increasing ship size as shipping companies seek greater economies of scale. While demands for the Port to accommodate small ships is likely to continue in the immediate future, in the longer term the benefits from the capability of handling larger

Figure 3.2 Distribution of Vessel Drafts at Poole Harbour (2011)



Source: Poole Harbour Masters Department

Table 3.2 Increase in ship availability resulting from higher maximum drafts

Increase in ship draft from	% increase in no. of vessels available		
	World fleet	European fleet	UK & German operators
5.5m to 7.0m	74%	146%	79%
5.5m to 8.0m	110%	207%	132%

Source: Sea Web, Fairplay Shipping Directory 2011-12

ships forms part of the Master Plan proposals will enable the Commissioners to meet the future demands of current and potential new customers. This is considered in further detail below.

Areas of potential business growth

3.25 In considering future demands at the Port, a robust analysis of different types of traffic using the Port has been undertaken by Fisher Associates and the potential for increasing traffic should additional quays with 7.5m depth of water be provided. This demand and supply work has focused on the ability of Poole to remain competitive with neighbouring ports along the south coast in considering:

- the need to accommodate larger ships for general cargo;
- the ability to accommodate deeper draft vessels, including cruise ships;
- the potential for servicing the proposed wind park development at Navitus Bay.

3.26 There is no intention to deepen the main access channel (Middle Ship Channel), the charted depth will remain at 7.5m, with unconstrained access over all tides possible with a draft up to 6.1m.

3.27 An analysis of trends in ship size shows that, in general, shipping companies are seeking economies of scale and there have been consistent increases in the average length and draft of vessels for the dry cargo, small bulk and small container ships trade. At present, the majority of general cargo and small bulk ships calling at Southampton and a significant minority of ships calling at Shoreham, where draft restrictions are less onerous, would be constrained from accessing Poole due to insufficient draft on the berths over low water.

3.28 In 2007 the Port started to handle small container vessels, partly as a result of congestion within Southampton. The economic recession greatly reduced the volume of containers coming through ports along the South Coast but through the EU Proposse project and organisations such as Coastlink, Poole Harbour Commissioners are in contact with a number of container





operators and continues to market the Port as a feeder port. In considering small container ships calling at Southampton and the ability of Poole to fulfil its role as a feeder port, studies have concluded that all the current generation of feeder ships serving Southampton are at present constrained from using Poole Harbour.

3.29 By increasing the maximum vessel draft at Poole from 5.5m to 7.0m could see at least a 79% increase in vessels used in the European short sea trade being able to access Poole Port. An increase in the maximum permitted draft to 8.0m would increase the number of vessels able to use the Port by over 130% as shown in Table 3.2. The position would also be reversed in the case of the small container ships calling at Southampton, and most vessels would be able to access Poole if deeper berths were provided (subject to increased tidal constraints for deeper ships).

3.30 Studies have also considered the likely trends in the Port's existing trades and the estimated proportion of future potential cargo which would benefit from using larger ships, and the amount of additional traffic that might be captured as a result of providing deeper water access.

Animal feedstuffs

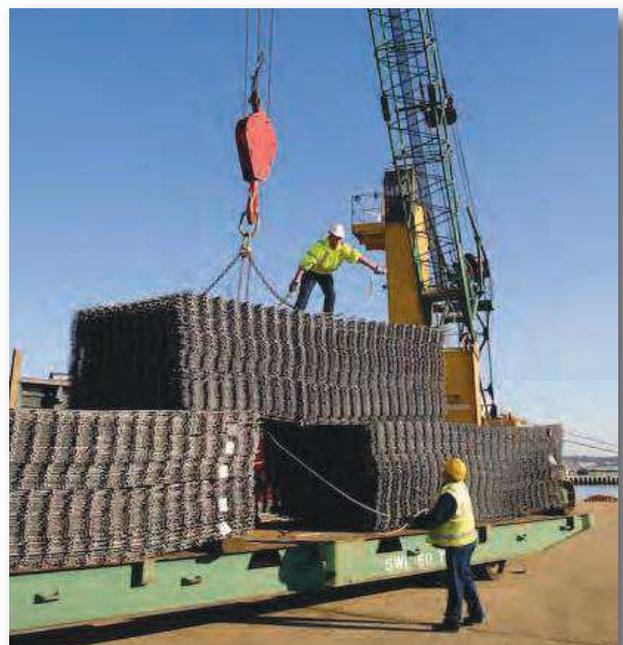
3.31 During 2010-2011 Poole imported around 9,000 tonnes of animal feedstuffs per year. The market in the Poole catchment area is relatively small, and the Port's current customer has a preference for using ships up to 2,000 dwt to reduce storage requirements. At present and in the foreseeable future, the traffic in animal feedstuffs can be accommodated at existing berths.

Fertilisers

3.32 Poole handles relatively small quantities of fertilisers at present although the increase in UK imports is likely to increase in the future following the closure of several UK manufacturing plants. Increasing the depth of water available at Poole's berths would represent a good long-term investment as UK fertiliser imports continue to grow.

Steel

3.33 The south west region imports around 50 – 80,000 tonnes of steel per year, of which over 70% is through the short sea trade from Spain, France and the Benelux countries using ships on average 2,000 dwt.





Smaller ports are favoured by importers to minimise onward land transport distances. Should the Port of Poole be able to attract some of the steel market for manufacturing companies based in the West Midlands, this would lead to a requirement for ships up to 7,000 dwt and would substantially increase the steel traffic handled by the Port.

Timber

3.34 Timber remains one of Poole's main trades; the Port handled 47,000 tonnes during 2010 – 2011 and there are opportunities to increase this traffic in the future. The UK trade is handled through a large number of small importers, generally based on the east coast and Thames /Medway areas which has generated a liner shipping service. Should local importers be persuaded to group together to charter vessels, Poole could benefit from



regular calls by one of the liner services. In the longer term, the use of larger ships requiring greater depth of water is forecast.

Roadstone

3.35 Roadstone was first imported into Poole in 2000 and has increased steadily since this time. During the period 2010 – 2011, the Port handled 47,000 tonnes and further increases to 60-70,000 tonnes per year are anticipated in the next 3-5 years. A recent increase in on-site storage within the Port may lead to increased demand for larger ships in the future that could not currently be accommodated at the Port.

Grain

3.36 UK grain exports have remained steady over recent years with over 90% going to destinations in Europe and the Mediterranean, which favours the use of relatively small short sea ships. The grain exporting companies who have expressed an interest in using Poole have all indicated the need for greater depth of water in the long term and the ability to accommodate ships up to 7,000 dwt. This is one of the key areas for potential growth for the Port.

Ball clay

3.37 Ball clay, produced in Wareham, is one of the Port's largest and longest established exports, and is shipped mainly to Spain and Portugal. Over 200,000 tonnes were exported during 2010 -2011 and it is



anticipated that traffic levels will remain stable. The demand for larger ships is a possibility but by no means certain and is likely to be accompanied by a request for additional on dock storage facilities.

New dry cargo trades

3.38 The studies also considered the potential for the Port to accommodate new dry cargo trades, namely the export of woodchips and recycled waste. Woodchips are not currently handled at the Port in any significant

Table 3.3 Summary of potential use of larger ships at Poole

Cargo	Cargo ('000 tons)		Ship size (dwt)		Impact on cargo volumes	Comment
	2010-11	Potential additional	2010-11	Potential future		
IMPORTS						
Animal feed	9	20-40	- ^a	2,000-5,000	x	
Fertilisers	6	29-30	2,700-3,700	3,000-7,000	√	Larger ships will only be required for urea, not ammonium nitrate or NPK
Steel	24	20-80	2,500-4,500	3,000-7,000	√	Use of larger ships depends on capturing West Midlands cargo
Timber	47	30-50	2,500-3,000	2,500-4,500	√	Ships vary in size between different liner companies
Roadstone	47	10-20	2,500-5,000	4,000-7,000	x	Increase in ship size uncertain
Bricks	6	-	1,500	1,500	x	
EXPORTS						
Grain	31	50-80	2,500-5,000	3,000-7,000	√	
Ball clay	203	-	4,500-5,000	4,500-6,000	x	Increase in ship size uncertain
Sand	20	-	2,500-3,500	2,500-3,500	x	
Woodchips	-	20-40	-	2,000-3,000	x	
Recycled waste	-	20-40	-	2,000-3,000	x	

Note: (a) Arrived by road

Source: Poole Harbour Commissioners, Fisher Associates Opportunities for Increasing Bulk and Break Bulk Cargo, January 2012

quantities at present, but this traffic could become important in the future based on UK trends. One of the largest woodchips exporters in the UK have indicated their preference for small ships, allowing them to use ports as close as possible to chipping plants minimising land transport costs.

3.39 The local authorities in the Dorset, Bournemouth and Poole area have independent strategies for municipal waste management and do not currently ship municipal waste. A review of the current waste strategy is underway and should the potential for recyclable municipal waste to be handled by the Port in the future arise, an increase in water depth would allow vessels currently employed in this business to make full use of the Port. The best prospect for the Port may therefore be the handling of commercial waste.

3.40 In conclusion, at least four trades, animal feed, fertilisers, steel and grain would benefit from Poole being able to accommodate larger vessels now based on current trade levels. Other traffic would also benefit in the medium term. This applies also to the long-term strategic view for the Port. Table 3.3 provides a summary of the potential use of larger ships using Poole Port.

3.41 In strategic terms, the overall picture is one of significant current constraints for Poole to accommodate larger dry cargo vessels, with the prospect of being increasingly left behind due to the overall trend to increasing size of ships.



Ro/Ro and Ferry Trade

3.42 Putting more detail around the brief outline given in the Introduction, Poole has been operating as a Ro/Ro ferry Port since 1973 and since this time there have been substantial changes both within the industry and the Port of Poole. In 2011 the Port handled approximately 40,000 freight units, 120,000 cars and 400,000 passengers compared to 805,000 passengers in 1998. The Ro/Ro freight traffic is split between Cherbourg and Santander whilst the cars and passengers are split between the French and Channel Islands markets. Two modern Ro/Ro berths are fully operational and recent upgrading of the facilities to accommodate the latest vessels (and the majority of the ferries operating in the Western Channel) has taken place.

3.43 In order to ensure that the Port is accessible for larger ferries, the Commissioners completed a Capital Dredge of Middle Ship and Swash Channels in 2006 in order to increase their depth to 7.5m below Chart Datum. Around 1.8 million m³ of material was removed with over





half of this being used beneficially for beach replenishment at Poole, Bournemouth and Swanage. In line with the Shoreline Management Plan (SMP2) any suitable material that needs to be maintenance dredged from the Approach Channel to the Port continues, where possible, to be used to replenish the beaches.

3.44 The deepening of the channel allows Brittany Ferries to operate their recently constructed freight ferry M/V Cotentin to Cherbourg and Santander and also provides the opportunity for the Port to attract larger vessels, although existing quay depth continues to be an issue. At present, the company also operates a seasonal fast craft service to Cherbourg and intends to return the Barfleur ferry service to Poole in March 2013 providing freight and passenger service. Condor Ferries operate a seasonal fast craft service from the Port to the Channel Islands and St Malo. Due to on-going problems with the quay at Weymouth, additional Condor Ferries services are currently operating from Poole until March 2013. The Company's intentions for 2013 and beyond are not known. In terms of freight ferry traffic, Channel Seaways operate a twice weekly service from Poole to mainland Europe and the Channel Islands.

3.45 Recent years have seen the Cross Channel ferry sector encountering major challenges relating to the general economic climate, current fuel prices and the sterling-euro exchange rate. There have been significant

reductions in passenger numbers in all cross channel ferry through competition from Eurotunnel and low cost airlines, high fuel prices and the loss of duty free sales. All of these factors have prompted rationalisations within the sector generally and at present there is only a finite number of major ferry companies operating from south coast ports.

3.46 Additionally, the introduction of new EU Sulphur Regulations in 2016 requiring the use of marine fuels with substantially reduced sulphur content will dramatically increase fuel costs for conventional ferries. The implementation of these changes continues to cause uncertainty within the ferry industry and the longer sea crossing routes in particular.

3.47 The new generation of ferries being developed by the main cross channel companies continues to increase in size. Vessels up to approximately 180m - 200m in length could potentially be accommodated at the Port although safety measures would need to be put in place. Consideration of safe navigation at North Haven at the harbour entrance and increasing the depth of the channel at Chapman's Peak would need to be considered.

3.48 The Port works closely with the unitary authority of Poole and Dorset County Council and is represented on a number of bodies such as the Dorset Local Enterprise Partnership, Poole Harbour Steering Group and Poole

Tourism. The opening of the Twin Sails Bridge is a crucial element in connectivity between the Port and town but smooth and efficient road links to the national main road infrastructure continue to be a key element in promoting ferry ports. Poole Harbour Commissioners and its ferry customers will continue to lobby for future road improvements.

Cruise Sector

3.49 The cruise market is one of the fastest growing sectors in the UK. Unlike most of its competing ports, Poole currently handles only a small number of cruise ships due, mainly, to the lack of a suitable berth.

3.50 Poole Harbour Commissioners are involved in Destination South West, which acts as a marketing organisation for cruise ships in the South West of England. Poole Harbour has received a great deal of interest from cruise companies which are interested in utilising the Port, both as a call port and a turn-around port for commencing and finishing cruises. The Port has been advised by experts within the industry that it could potentially attract 30-40 cruise calls per annum, however this is dependent on the construction of new berthing facilities and the ability to provide deep water access to the berths.

3.51 Studies have revealed that a lack of a suitable berth at Poole and poor marketing of the area, are major factors in the lack of cruise business in the current Port. If a berth could be made available, around 11 ships making 36 calls to south west ports could access Poole, and an additional 12 ships making 26 calls to south west ports could access the Port if additional quay length and depth of water could be provided. The south west region is developing as a destination in response to the desire for new and attractive destinations with shorter distances between them, and to meet a sustained increase in the UK cruise market. Government funds have been allocated to the creation of a National Coastal Tourism Academy based in Bournemouth through the Coastal Communities Fund (August 2012) with the intention to provide support for coastal tourism business and research and development of the coastal tourism market. Poole Harbour has a good opportunity to be part of this growing market and a strategy of close working with local tourism bodies is proposed.

Navitus Bay Wind Park

3.52 Poole Harbour Commissioners have been in discussions with Eneco/EDF the developers of the Navitus Bay wind park project, proposed to be located approximately ten miles from Poole Harbour entrance.



The wind park has yet to receive development consent from Government however if the application is successful, the wind park developers will require port facilities for turbine assembly and maintenance of the wind farm site. The support and maintenance element will require substantial facilities for at least 35 years and the Port is committed to working with the wind park developers in order that Poole can be considered as a potential site for the project. There are significant economic benefits which would accrue to the local economy should the Port of Poole be selected as the location for construction and/or operational support phases of this project.

Marina and Leisure

3.53 The UK marina industry enjoyed a steady increase in demand for the letting of marina berths for leisure craft over the period 1994-2008 with the 6 years leading up to the middle part of 2008 being particularly strong. The more recent economic downturn has restricted physical developments and growth but berthing and associated support services remain strong in many areas.

3.54 A report on the 'Economic Benefits of Coastal Marinas' by British Marine Federation (2007) shows that for the period 2005/6 the UK leisure marine sector generated an annual turnover of £2.8 billion, directly contributing over £1 billion to the UK economy. Since 1997, this market has been consistently growing at a typical rate of 8% per annum. The report goes on to say that tourism spend linked to the UK leisure boating industry represents a further £2.2 billion contributing to related employment of a further 63,000 full time staff. The UK industry in the south accounts for 60% of total revenue and 53% full time employment.

3.55 Studies by Marina Projects suggest that during the period 1994 to 2008 the supply of new marina berths,



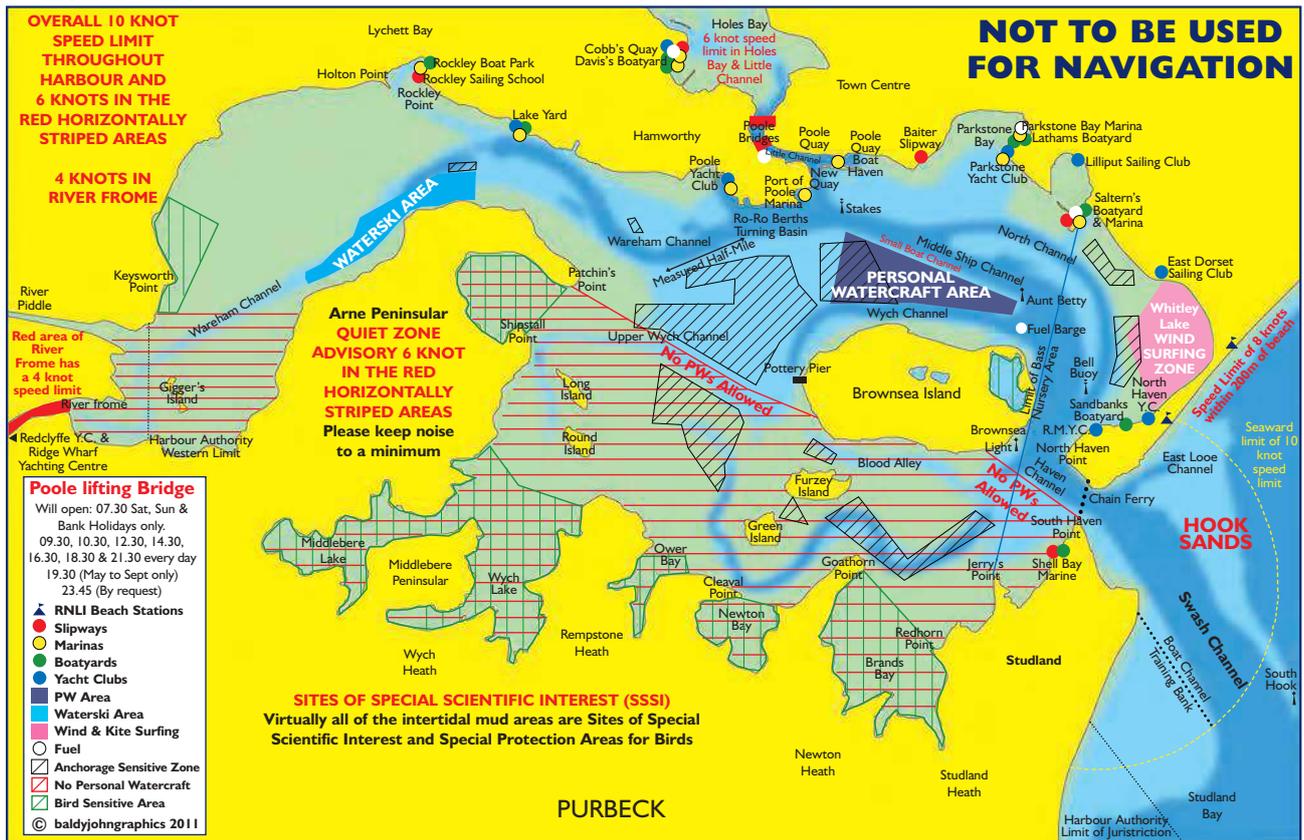
through new developments or expansion projects within existing facilities has failed to keep pace with market demand. The central south coast berthing market (including Poole at the western end of this area) with its extensive range of facilities and boating opportunities experienced unprecedented demand for berthing over this period, with very little growth in overall berth numbers.

3.56 The studies conclude that there are very clear indicators of the underlying strong levels of demand for berthing in the region. This demand could be met by a significant increase in marina berthing in Poole Harbour, comprising a marine centre at Town Quay with strong links with the central area of Poole. The Commissioners are currently considering further details of the facilities which could potentially be provided by a marine centre including car parking and access arrangements.



3.57 Poole Harbour and the wider Dorset coast offers extensive opportunities for recreational boating and other water sports including wind surfing, kite surfing, water skiing, rowing, canoeing and diving. With jurisdiction over the whole Harbour, the Commissioners are well placed to regulate recreational activities and ensure sensitive areas are protected. The use of zones assists in the reduction of

Figure 3.3 Zones with Poole Harbour



Source: Aquatic Management Plan

disturbance to ecologically sensitive areas and in minimising the dangers associated with the mixing of powered and non-powered craft. Since its introduction in 1995 the zoning scheme as defined by the Aquatic Management Plan and shown in Figure 3.3, has proved very successful in managing the various recreational activities within the Harbour and the majority of users are now aware of, and restrict their activities to, the relevant areas.

3.58 There is also an existing quiet area, to the south of a line from Patchin's Point to South Haven Point, where there is an advisory speed limit of 6 Knots. This allows yachtsmen and other recreationalists a quiet anchorage in which to enjoy the beauty of the southern Harbour. The provision of this quiet zone has helped to reduce adverse impacts on the flora and fauna of the undeveloped mudflats and shallow inlets that characterise much of the southern shores. The area helps to provide a safe haven for birds and wildlife as well as for humans and it is intended to maintain the current policy against changes in land use and excessive recreational activity.

3.59 It is estimated that around 5,000 yachts visit Poole each year and the eight yacht clubs situated within

the Harbour have around 7,500 members in total who enjoy racing and cruising within the surrounding waters. There are also several boatyards within the Harbour, which along with the yacht clubs provide facilities for launching, storage and maintenance. Many also offer receptacles for the disposal of litter and waste and some also have pump out facilities for marine holding tanks, and boat owners are encouraged to use them. Three public hardstands are also available along the north shore of the Harbour with Baiter slipway generally considered to be the most popular. A further 13 private slipways are also available. Table 3.4 shows the facilities available at berthing sites within Poole Harbour.

3.60 Poole Harbour Commissioners have been operating Poole Quay Boat Haven since 2001, acquiring full control of the business in 2003. The Boat Haven provides berthing facilities for approximately 120 leisure vessels and approximately 130 fishing, angling and dive boats. The leisure berths have a very high occupancy rate in the summer months and accommodate longer stays during the winter period. The Poole Harbour Commissioners manage the Poole Quay Boat Haven with the aim of offering improved facilities for visiting yachts as well as local fishermen.

Table 3.4 Matrix of general facilities available at berthing sites in Poole Harbour

Establishment	Facilities																					
	Pontoons	Moorings	Boatyard	Drystack	Versa dock	Slipway	Tide Access (HW±)	Water taxi / Launch service	Water	Electricity	Petrol	Diesel	24 hour security	CCTV	WiFi	Storage ashore	Chandlery	Boat repairs	Showers	Toilets	Laundry	
Cobb's Quay	✓	✓	✓	✓	✓	✓	ALL	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Davis's Boatyard	✓		✓			✓	ALL	✓	✓	✓	✓	✓	✓			✓	✓	✓	✓	✓	✓	✓
Lake Yard Marina	✓	✓	✓				ALL	✓	✓	✓	✓	✓				✓	✓	✓	✓	✓	✓	✓
Parkstone Bay Marina	✓	✓	✓	✓	✓	✓	4	✓	✓	✓	✓	✓				✓	✓	✓	✓	✓	✓	✓
Parkstone Yacht Club Haven	✓	✓	✓			✓	ALL	✓	✓	✓				✓				✓	✓	✓	✓	✓
Poole Quay Boat Haven	✓	✓			✓		ALL	✓	✓										✓	✓	✓	✓
Salterns Marina	✓	✓	✓		✓	✓	ALL	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Port of Poole Marina	✓				✓		ALL	✓	✓				✓						✓	✓	✓	✓
Moriconium Quay	✓						ALL															
Sunseeker Haven	✓		✓				ALL	✓	✓				✓			✓	✓		✓	✓	✓	✓
Poole Yacht Club	✓					✓	ALL	✓	✓							✓			✓	✓	✓	✓
Royal Motor Yacht Club	✓	✓	✓			✓	ALL	✓	✓							✓		✓	✓	✓	✓	✓
Rockley Boat Park	✓	✓	✓	✓		✓	ALL									✓		✓	✓	✓	✓	✓
Sandbanks Boatyard		✓	✓			✓	ALL	✓					✓			✓						
Shell Bay Marine		✓	✓	✓		✓	ALL	✓					✓	✓		✓			✓	✓	✓	✓
Stevenson Moorings	✓	✓					ALL															
North Haven Yacht Club	✓	✓	✓				4.5															
Lilliput Sailing Club		✓	✓			✓	4													✓	✓	✓
East Dorset Sailing Club		✓	✓			✓	4													✓	✓	✓
Ridge Wharf Yacht Centre	✓	✓	✓	✓		✓	2.5				✓	✓	✓			✓	✓	✓	✓	✓	✓	✓
Redclyffe Yacht Club	✓	✓					2.5	✓	✓											✓	✓	✓

Table 3.5 Assessment of existing Traditional Moorings

Establishment	Facility	No. of Moorings	Zone
Cobb's Quay	Commercial Marina	10	5
Lake Yard Marina (Dorset Lake)	Commercial Marina	100	2
Parkstone Bay Marina	Commercial Marina	150	3 & 4
Parkstone Yacht Club Haven	Yacht Club / Sailing Centre	160	3 & 4
Salterns Marina	Commercial Marina	69	3 & 4
Poole Yacht Club	Yacht Club / Sailing Centre	21	2
Royal Motor Yacht Club	Yacht Club / Sailing Centre	16	4
Rockley Boat Park	Marina/Yard	42	2
Sandbanks Boatyard	Moorings	211	4 & 5
Sandbanks Yacht Co.	Moorings	93	4
Shell Bay Marine	Moorings	97	6
Stevenson Moorings	Moorings	105	2 & 5
North Haven Yacht Club	Yacht Club / Sailing Centre	224	4
Lilliput Sailing Club	Yacht Club / Sailing Centre	117	3
East Dorset Sailing Club	Yacht Club / Sailing Centre	65	3
Small Clubs and yards	Clubs/Yards	98	2,3 & 4
Various Youth Organisations	Youth Club	34	2,3 & 5
Poole Harbour Commissioners	PHC Hired Moorings	151	2,3,4,5 & 6
Total		1,763	

3.61 As mentioned above, in June 2011 Poole Harbour Commissioners opened the Port of Poole Marina in the redundant Ro/Ro 1 berth, within the Port Estate. This facility can accommodate approximately 75 large yachts and motorboats, besides a number of RIBs and jet skis, and remains fully occupied.

3.62 Moorings within the Harbour are managed and regulated by Poole Harbour Commissioners. Data from 2010 shows there are 2,488 traditional moorings within the Harbour as well as 446 private swing moorings and a further 279 along the River Frome which are managed independently to those that fall within the jurisdiction of the Commissioners. It is the Commissioners' policy to minimise the number of swinging moorings within the Harbour in environmentally sensitive and recreationally busy areas and to maximise the areas of open water for safe navigation. Swinging moorings continue to be popular due to their affordability compared with marina berths, however there are disadvantages such as lack of security, access to boats from the shore and the need to remove craft from more exposed locations during the winter months. Table 3.5 shows the traditional mooring available within the Harbour.

Conclusions

3.63 The principal conclusion is that Poole Harbour Commissioners cannot base their strategy for the Port on one particular project, activity or trade.

3.64 Studies have identified the key issues and trends in commercial shipping at the Port and have confirmed the economic desirability of developing additional berths and deeper berths and that a strong commercial need exists for schemes to be brought forward.

3.65 Dry cargo trades (general cargo/break-bulk, bulks, and short sea containers) are the principal users of the Port of Poole. The overall picture in these trades is that Poole is currently significantly constrained in its ability to accommodate the larger vessels that are increasingly used by shipping companies seeking economies of scale. Without the provision of additional and deeper berths, facilities at Poole will become outdated to shipping companies and the Port is likely to be left behind by the trend to increasing ship size. Increases in volumes of these trades are predicted if depths are increased at the berths.

3.66 Poole Harbour Commissioners are committed to growing Ro/Ro activity at the Port and will continue to provide good quality ferry facilities, and market the Port to existing and potential operators. It is envisaged that Poole will continue to be a busy strategic ferry port but it is unlikely that it will see a major increase in volumes of freight or passenger traffic.

3.67 There are opportunities in the cruise sector, with the South West developing as a destination. Poole has a good opportunity to be part of this trend but is currently constrained by a lack of facilities. Bigger and deeper berths are required to allow Poole to be part of this growing market.

3.68 Poole can also make a strong claim to act in both the construction and operation support roles if the Navitus wind park proposals off the Dorset coast are taken forward. Additional and deeper berths and back up facilities behind are required to exploit this opportunity.

3.69 Poole Harbour's natural attractions for marine leisure, the existence of a variety of support services in the form of boatyard and marina-related businesses, coupled with constraints on growth in berth numbers in the central south coast market has encouraged a migration of demand towards Poole and the southwest.

3.70 Marina Projects conclude that strong demand exists for a significant increase in marina berthing in Poole Harbour, which could be met by a marine centre with strong links with town of Poole. A location at Town Quay could be served by a remote car park within the Port area.

3.71 The Commissioners recognise the need to develop other income streams, including leisure and port related activities in order to meet its statutory duties and structure the future of the Port on a broader and more stable base.



Section 4

Responsibilities, Challenges and Options



Responsibilities

4.1 Poole Harbour Commissioners combine the roles of harbour conservancy and port operator. The Poole Harbour Revision Order 2012 requires the Commissioners to

“take such steps as they may consider necessary or desirable from time to time for the conservancy, protection, regulation, maintenance, operation, management and improvement of –

- (a) the harbour and its approaches; and
- (b) the harbour facilities.”

4.2 In fulfilling these duties the Commissioners must maintain the Port of Poole, a medium sized commercial port of regional significance, against and within the background of an internationally significant natural coastal environment and a landscape of national importance (for whose conservation the Commissioners are one of several bodies with statutory responsibilities).



4.3 In addition, the physical and operational relationships between commercial port operations and other activities within the Harbour and those that take place on the land around it, make it important that the Commissioners' strategy is compatible with the policies in the statutory development plan and with the marine plans that the Marine Management Organisation proposes to bring forward over the next few years.

4.4 The value of the Harbour's natural environment and its economic significance thus inherently require the Commissioners to strike a balance between key interests, notably those of commerce, shipping and the economy generally; nature conservation and biodiversity; the protection of the landscape and heritage assets; tourism and recreation, and the amenity of surrounding areas.

4.5 In defining the appropriate strategic balance, the requirements of the Habitats Regulations have legal weight and therefore precedence in relevant circumstances. Whilst the regulations do not preclude development that might have a significant effect on the conservation objectives of designated sites, such cases are exceptional and it would be necessary to prove a lack of alternative solutions, identify imperative reasons of overriding public interest (IROPI) to justify the proposal, and put in place adequate compensatory measures.

4.6 The Commissioners do not foresee a need to promote proposals that would require an IROPI justification. It will, nonetheless, be necessary in due course to ensure that any development brought forward in accordance with the Port Master Plan is not likely to have a significant adverse effect on European Sites, having had regard to all necessary mitigation measures and that where there are alternatives, the choice which has least impact has been selected.

4.7 In a similar vein, it will also be necessary to give appropriate weight to the other national designations

SWOT ANALYSIS

Strengths

- 1 Environmental Management
- 2 Experienced, motivated and flexible work force and high quality levels of service
- 3 Strong financial position
- 4 Extensive experience in cargo, passengers and in the marine leisure sector
- 5 Unique qualities of Poole Harbour
- 6 Modern cargo handling equipment
- 7 Good safety record

Weaknesses

- 1 Draft, length and beam restrictions
- 2 Restricted industrial hinterland
- 3 Distance from the national motorway structure and congestion on port access roads
- 4 Restricted port estate area
- 5 Proximity to residential areas
- 6 Recent over-dependence on Ro-Ro activities
- 7 Need to re-pile existing port quays and Town Quay

Opportunities

- 1 Increased diversification in future business mix
- 2 Navitus Wind Park potential
- 3 Renewable energy opportunities including woodchip cargo
- 4 Potential to attract additional port customers with deepening of quays
- 5 Short sea shipping container opportunities
- 6 Marine Centre including, harbour awareness programme and additional benefits
- 7 Marine business park
- 8 Cruise Ship growth
- 9 Reclamation to provide additional and deeper quays and land behind
- 10 Port rail link
- 11 Multi-storey car for port estate
- 12 Growth of ferry service
- 13 Reorganise port estate

Threats

- 1 Further reductions of Ro-Ro activities
- 2 Increased competition from other ports
- 3 Increased environmental legislation which could potentially restrict commercial growth opportunities
- 4 Increased use of larger ships to carry UK trade
- 5 Introduction of larger ferries unable to access Poole Harbour
- 6 Continuing economic uncertainty
- 7 Sea level rise

affecting the Harbour and the surrounding area, notably the Area of Outstanding Natural Beauty, and local designations. These considerations will be important in preparing the assessments required by the EU directives on Environmental Impact Assessment.

Challenges

4.8. The most important and urgent challenge facing the Harbour Commissioners is to ensure that the commercial port remains competitive in the face of changing markets and to meet the Government's requirements that Trust Ports should be run as commercial businesses (Modernising Trust Ports Second Edition 2009). In order that this objective can be achieved and maintained throughout the Master Plan period, it is necessary to strengthen and broaden the Port's capabilities to adapt to market trends.

4.9 If investment is not made in additional and deeper berths and additional land behind the quays, there is a significant danger that the Port will be left behind as the trend towards larger vessels leads to a shrinking market for its services. In addition to these improvements, it is necessary to broaden the basis of the Port's market offer including the need to move with the times in the leisure market, and make and take opportunities to strengthen links between the Port and the local economy, both generally and specifically as a part of the significant cluster of marine related industries in the area.

4.10 Protection and conservation of the Harbour environment presents challenges. The Harbour Commissioners, who have considerable experience of

managing marine activities to this end, have for many years taken a leading role in the developing and implementing management policies, using their powers to regulate activities. They have done so in consultation with a wide range of interests, calling on specialist advice, from national, local, governmental and non-governmental bodies, as appropriate.

4.11 Challenges inherent in ensuring that the Harbour environment continues to be monitored through joint working, and the results put to use in regulating activities within the Harbour, will doubtless emerge. The Commissioners will continue to work with others with a stake in the future of Poole Harbour, to ensure that such challenges are met.

Options

4.12 As noted earlier, the Harbour Commissioners' responsibilities for different elements of the Harbour require a balance between port and port-related activities, including marine leisure, and other interests, particularly the protection and conservation of natural and cultural resources. The Commissioners consider that, in principle, the development required to ensure Poole's survival as a regionally significant port can be accomplished without compromising their obligations in respect of the natural and man-made environments. It is likely that detailed design will identify additional mitigation measures as well as add economic value.

4.13 Since the likely consequence of failure to invest in new Port infrastructure would be a potentially serious decline in the Port's commercial prospects, which would





have likely ramifications for the regional economy, 'doing nothing' is not an option open to the Commissioners. Future market uncertainty also points to an urgent need for the Port to diversify and strengthen other revenue streams, including the marine leisure market.

4.14 There are self-evidently no practical alternatives to the location of new commercial quays and channel deepening. The environmental report that considered the options for new moorings and a marine centre has indicated that they would be best located at Poole Quay, with access and parking principally through and on the Port. No final conclusion will however be reached until the Commissioners have considered the outcome of its consultation process. That conclusion will in any event reflect two principal considerations; firstly the location which would have the least environmental impact on European sites, and secondly which option is best related to the urban area, where careful design could maximise its economic benefits.

4.15 Monitoring and management of Harbour activities will remain fundamental to the implementation of the Master Plan's proposals. The Poole Harbour Revision

Order 2012 extends the purposes for which the Commissioners may make byelaws and they are confident that any increased activity arising from the Master Plan proposals can be satisfactorily managed. No alternatives have been considered to the continuation and where possible improvement of current monitoring and management practice. A similar approach has been taken to consultation and joint working arrangements with statutory and non-governmental bodies and the broad range of Harbour interests.

Section 5

Master Plan Strategy



Overall Objective

5.1 In discharging their statutory responsibilities (which were summarised in paragraph 4.1) Poole Harbour Commissioners' overall objective, and their Mission Statement, is:

"to promote the safe and sustainable use of Poole Harbour, balance the demands on its natural resources, develop strategic infrastructure, work closely with our stakeholders, support the safe management of appropriate activities within the Harbour, and work strategically with key agencies in order to manage the Harbour in a sustainable and responsible manner."

Guiding Principles

5.2 The Commissioners reaffirm their support for the Guiding Principles of the Poole Harbour Aquatic Management Plan:

Conservancy and protection of the Harbour

1. to support initiatives that encourage the responsible and sustainable use of the Harbour and which seek to educate and raise awareness amongst users;
2. to support the protection and enhancement of the nature conservation interests of Poole Harbour and the coastal zone;
3. to encourage the development of policies, strategies and plans in accordance with the aims of the conservation objectives for the European Marine Site;
4. to support projects and initiatives that aim to enhance public understanding of the habitats and wildlife of the Harbour;

5. to ensure that all development activities, plans and projects comply with relevant legislation requirements and that the nature conservation interest of the SPA, Ramsar and SSSI sites are maintained or restored to favourable condition;

Water quality

6. to support initiatives that are necessary to maintain and improve water quality for all appropriate uses;

Air quality and noise

7. to support initiatives that are necessary to improve air quality and the reduction of noise levels at source within the Harbour;

Monitoring

8. to support the establishment of a co-ordinated environmental monitoring programme to investigate sediment movements in Poole Harbour;

Climate Change

9. to support initiatives that raise awareness of climate change and coastal processes and address their implication for the Harbour and coastal zone;

Coastal Management

10. to support the provision of sustainable coastal management works that take account of potential environmental impacts and effects on natural processes;

Fisheries

11. to support the protection and enhancement of the high quality fisheries associated with Poole Harbour, now and for future generations, (with due regard to Guiding Principle 5);
12. to support initiatives aimed at maintaining and improving appropriate facilities for the fishing industry, (with due regard to Guiding Principle 5);

Marine Safety

13. to support initiatives to improve the marine safety management of Poole Harbour to the benefit of its stakeholders, (with due regard to Guiding Principle 5);
14. to support initiatives to maintain nationally agreed standards for safe marine operations;

Recreation and tourism

15. to support the safe and enjoyable use of the Harbour for recreational activity, which will be managed in accordance with the Navigational Safety Management Plan, Poole Harbour Byelaws and the Poole Harbour Aquatic Management Plan, (with due regard to Guiding Principle 5);
16. to support and encourage sustainable development for tourism and recreation which will contribute to regeneration and/or the extension of the tourist season, (with due regard to Guiding Principle 5);
17. to support measures that maintain or improve public access to the water's edge, and facilities

and services for marine recreation, (with due regard to Guiding Principle 5);

Commercial Port and marine related industries

18. to support the needs of the commercial port and marine related industries to the benefit of the local, regional and national economies, (with due regard to Guiding Principle 5);
19. to support Port related development proposals within the commercial port and maintain the Port's ability to provide sites with deep water frontage, (with due regard to Guiding Principle 5);

Transport

20. to support improvements to the transport network to mitigate any adverse impact of road traffic without unnecessary constraint, (with due regard to Guiding Principle 5);
21. to support a range of transportation modes for the movement of people and goods, (with due regard to Guiding Principle 5);

Pollution

22. to support the provision, exercising and development of contingency plans for emergencies and pollution incidents in and around the Harbour;

Cultural Heritage

23. to support the protection, promotion and understanding of the historic environment and assets of Poole Harbour;



24. to encourage best practice to protect archaeological material in situ and if investigation is required in support of any proposed development, that appropriate professional standards are adopted, (with due regard to Guiding Principle 5).

Key Master Plan Objectives

5.3 Within the umbrella of the overarching Overall Objective and the Guiding Principles, the Harbour Commissioners' key objectives for the period of the Master Plan are:

1. to improve the facilities and resources available in the Port to ensure that it remains a competitive and commercially viable operation able to accommodate a range of shipping and marine activities including Ro/Ro ferry, conventional cargo, container feeder services, project cargo, cruise, and marine leisure;
2. in pursuit of Master Plan objective 1, to bring forward schemes to provide:
 - a. additional capacity for bulk cargo activities;
 - b. additional capacity for cruise ship activities;
 - c. a Marine Centre including additional marina berths, a Harbour Education Centre and community facilities for local Harbour users;
 - d. facilities for marine businesses, and
 - e. port infrastructure to support a renewable energy maintenance and support base.
3. to continue to promote efficiency savings within the port organisation and to carry out any

necessary adjustments to the internal Port Estate layout (in circumstances where these might have environmental or amenity consequences, beyond the Port doing so in consultation with the local authorities, service providers, local residents and other stakeholders);

4. to strengthen relationships with local authorities and local stakeholders, generally and particularly in the context of the development proposals set out in this Master Plan, encouraging a culture of dialogue and communications and an awareness of the need to balance the needs of the many interests using the Harbour;
5. to explore with the local authorities and with other stakeholders opportunities to maintain and expand the Port's role as an important source of direct and indirect employment opportunities;
6. as part of objective 2c and generally to continue to explore and implement initiatives to educate and promote amongst Harbour users the safe, sustainable and wise use of the Harbour for commerce, recreation and amenity, and
7. to continue to develop protocols with government agencies, non-governmental organisations and other stakeholders intended to protect and maintain the special natural features of the Harbour.





Section 6

Master Plan Proposals



Business Planning

6.1 Several new projects are outlined in the draft Master Plan and are currently being explored in more detail. If they prove to be viable and sustainable they may be approved as the basis of the business plan. Certain projects can potentially be commenced within the next five years, however other projects will be phased in over a longer period. Longer-term aspects of the Plan are unlikely to change, in terms of their desirability, but the practicality of their implementation is obviously materially dependent on the success of the near term plans. The Commissioners have engaged specialist consultants to undertake a Strategic Environmental Assessment of the proposals in the Master Plan.

6.2 The draft Master Plan identifies the potential to develop a series of new facilities within and adjacent to the existing Port area to take advantage of commercial operations open to the Poole Harbour Commissioners in the foreseeable future. In addition, the draft Master Plan seeks to maintain a degree of flexibility such that the Commissioners can respond to future commercial opportunities that may become available, where these meet the Master Plan objectives. The commercial opportunities currently available to the Port comprise the provision of improved facilities to maintain the ability to continue to support current operations as the commercial pressures on shipping companies to use larger vessels occur.

6.3 Studies by the Commissioners, Fisher Associates and Marina Projects show that potential new opportunities exist within the Port of Poole for the provision of facilities for visiting cruise liners, new commercial shipping lines, for the development of an off-shore wind farm operation and maintenance /construction facilities, and a marine centre. To take advantage of these opportunities, The Commissioners developed a number of

schematic options. These were subject to extensive public and stakeholder consultation and comments received have been analysed.

6.4 The proposals described below represent a refined set of proposals which the Commissioners now wish to take forward to a further round of consultation with the objective of developing these proposals in greater detail. It should be noted that the level of detail available at present is at strategic level only.

6.5 Additional work is being carried out on the economic impact of the various projects. However it is estimated that all of the Master Plan projects combined could potentially deliver 300/400 full time jobs (through direct and indirect employment) within Poole and Dorset. Additionally, the combined projects have the potential of injecting up to £25 million annually into the local economy.





6.6 Should any of these proposals be taken forward through to planning, then a detailed design will be prepared and an Environmental Impact Assessment (EIA) undertaken. The Environmental Statement (ES) will be submitted, along with a Statement to Inform the Appropriate Assessment if required, with any applications for consent required through the planning and marine consenting processes. The EIA will explore a range of different issues including, but not limited to, transport, air quality, noise, landscape, visual considerations, archaeology, geomorphology, hydrodynamics, ecology, birdlife and fisheries issues.

6.7 In drawing up these proposals, the Commissioners have had due regard to their statutory duties as set out in articles 5, 8 and 18 of the Poole Harbour Revision Order 2012.

Proposals for the Conservation and Management of Poole Harbour

6.8 As outlined in section 2 and detailed in the Poole Harbour Aquatic Management Plan, there are areas of international nature conservation and landscape importance within Poole Harbour, and the Commissioners remain committed to working with other agencies and organisations in order to protect the sensitive areas of the Harbour. The Aquatic Management Plan will be reviewed and updated periodically and the concept of zoning, which has worked well to date, within the Harbour will continue. The Commissioners also produce an Environmental Policy Statement which is regularly reviewed and updated.

Proposals for the Harbour Approaches - Middle Ship Channel and Swash Channel

6.9 These channels were deepened in 2006 to 7.5 metres below Chart Datum, principally to accommodate Brittany Ferries' new ferry, M/V Cotentin. There are no current plans to further deepen the main channels.

Proposals for the operational Port Estate

Port Rail Link

6.10 The Commissioners, in line with Government policy, are committed to making increased use of the Port rail link in the future, and propose to safeguard this facility and any land necessary to bring the rail link back into operational use.

Yard Quay - Cemex Site

6.11 There are no plans to redevelop this site as it is currently occupied by Cemex on a long term lease, however depending on customer needs this will be reviewed in the future.

Conventional quays – Ballast Quay – Bulwark Quay – New Quay North - New Quay South

6.12 These quays are currently utilised to handle bulk cargoes. They will require re-piling within the next ten years, due to a combination of raising the coping level to combat sea level rises, excessive corrosion at low water level and the need to deepen the berths to account for



larger cargo ships. The Commissioners propose that they be deepened to 7.5 metres to be compatible with the approach channels.

Former Chevron - Texaco Site

6.13 Extensive decontamination works have recently been undertaken on this vacant site with the intention to utilise the area for Port use. The site has been partially redeveloped to accommodate Channel Shipping with the remainder currently being marketed to new Port customers. There is also the possibility of using the area to accommodate existing cargo flows.

6.14 The Commissioners are currently engaged on a major marketing initiative to attract short sea container traffic to the Port and this site could be a suitable area for this new stream of cargo handling. Discussions have also taken place with new and existing customers who require warehousing facilities and the possibility of using this site to develop covered storage facilities is being explored. Some new facilities have already been built.



Ro/Ro 1 Berth (Options 1 and 2)

6.15 This berth has recently been developed to accommodate the Port of Poole Marina. All of the marina berths are fully occupied, despite the current economic conditions. Temporary consent for the marina (and its extension) totalling approximately 75 deeper berths has been granted for a period of five years. The intention is that these facilities, will in time, be relocated to a new site at Poole Quay where the larger Marine Centre can be constructed.

6.16 It is proposed that this area be reclaimed in the short term to provide an initial deep water quay dredged to 9 metres (Option 1), with further reclamation in the longer term to provide a second deep water quay dredged to 7.5 metres and two hectares of land behind (Option 2). This flexible proposal would provide suitable quays and land to support Eneco's/EDF's proposed Navitus Bay Wind Park for which development consent is being sought. At this stage it is not known whether Poole will offer a construction and/or a maintenance site for the proposed wind park. The new quays would also accommodate larger conventional cargo vessels, short sea container vessels or cruise ships.

Ro/Ro Berth 2

6.17 This berth is principally utilised by Condor Ferries for their fast craft operation. It is also used for bulk and project cargo operations. The current intention is to continue this mix of operations, however in view of the increasing size of ferries, Ro/Ro Berth 2 only retains the potential to handle fast craft besides smaller conventional cargo vessels. It is possible that long term realignment deepening and extension of this quay will add to the

Options 1 and 2 development proposals described in the Ro/Ro 1 Berth development.

Ro/Ro Berth 3

6.18 Although there is no exclusivity agreement with Brittany Ferries, this berth is predominantly utilised by Brittany Ferries for M/V Cotentin, M/V Barfleur and Brittany Ferries replacement ships. It was dredged to 7.5 metres in 2006 in order to accommodate M/V Cotentin. There are no current plans to make further modifications to the berth in the short term, however this remains a possibility depending on the requirements of existing and future ferry customers.

Deepening of Existing Conventional Quays (Option 3)

6.19 This would involve the dredging of part of the Little Channel and the formation of a new deeper and longer quay structure along the eastern side of the Port Estate. A new piled wall formed in front of the existing quay walls at New Quay North and New Quay South is proposed. At the southern end, (the location of the former oil jetty), the quay would be extended by the installation of a number of dolphin structures formed from either cellular structures or tubular piles. Alternatively the southern extension could be formed from a sheet piled finger jetty which would create some back up area. Consideration is being given to this Option in conjunction with Options 1 and 2 described above.

Reorganisation of the Port Estate

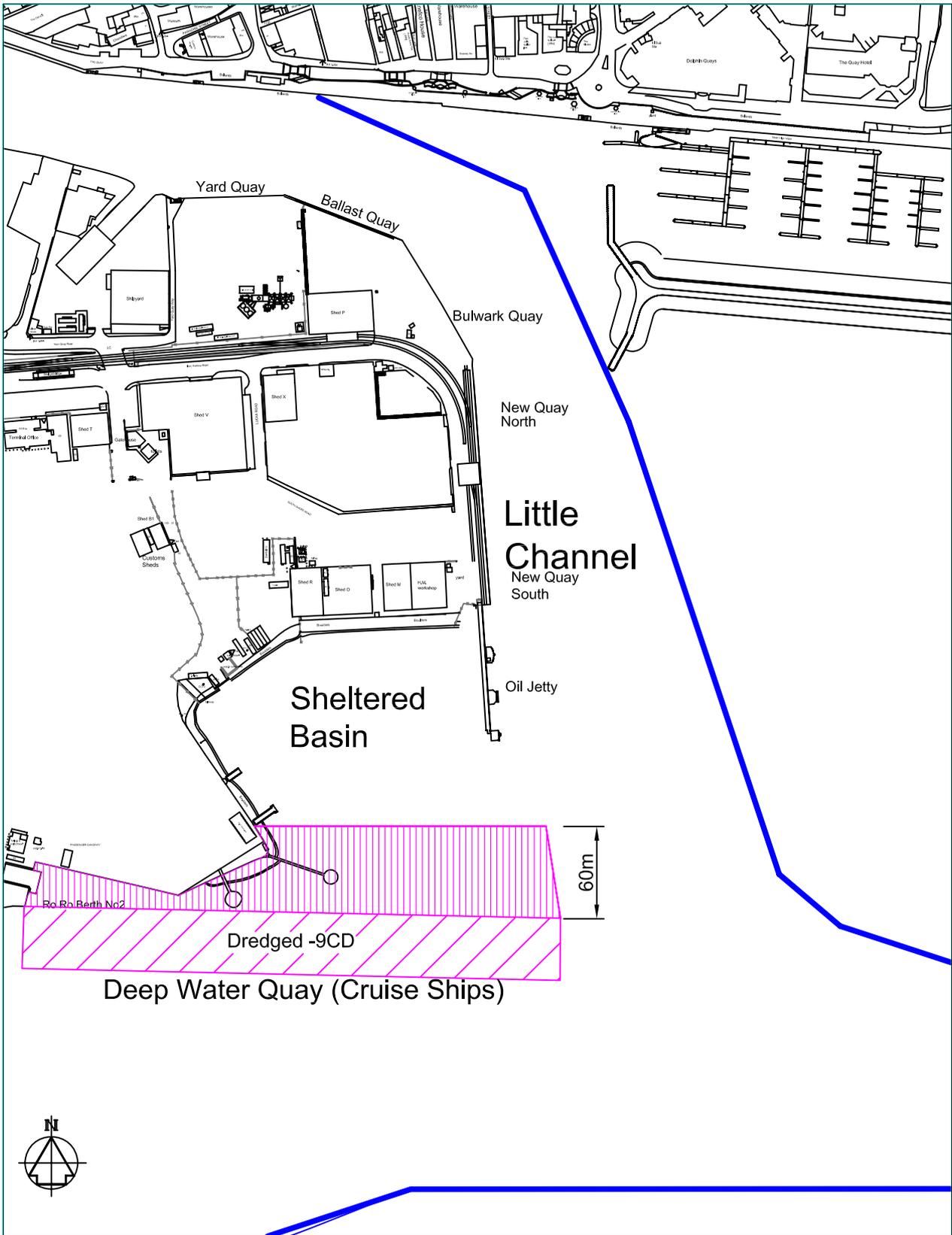
6.20 The Ferry Terminal is currently utilised to facilitate the Ro/Ro freight traffic, providing facilities for hauliers to park up before and after ferry crossings and to permit government agencies to complete checks on incoming vehicles. It also houses the passenger terminal building which will require some refurbishment within the next 10 to 15 years. Due to the growth of bulk cargoes, the area is also used to store cargo such as timber.



6.21 Possible reorganisation of the ferry terminal is being considered. This would bring substantial long term benefits and free up space within the Port Estate to facilitate a number of different developments. These could include:

- additional space for the Wind Park facility;
- the creation of a new purpose built enhanced administration block, centralising existing office based employees and providing an enhanced Harbour Control office;
- the construction of a multi-story car park providing parking capacity for port companies, ferry customers, Sunseeker employees and potentially customers of a Poole Harbour Marine Centre;
- the creation of a Marine Business park, to include businesses and operations compatible with a Marine Centre;
- the construction of new sheds/warehouses for existing and new port customers.





POOLE HARBOUR COMMISSIONERS

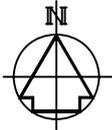
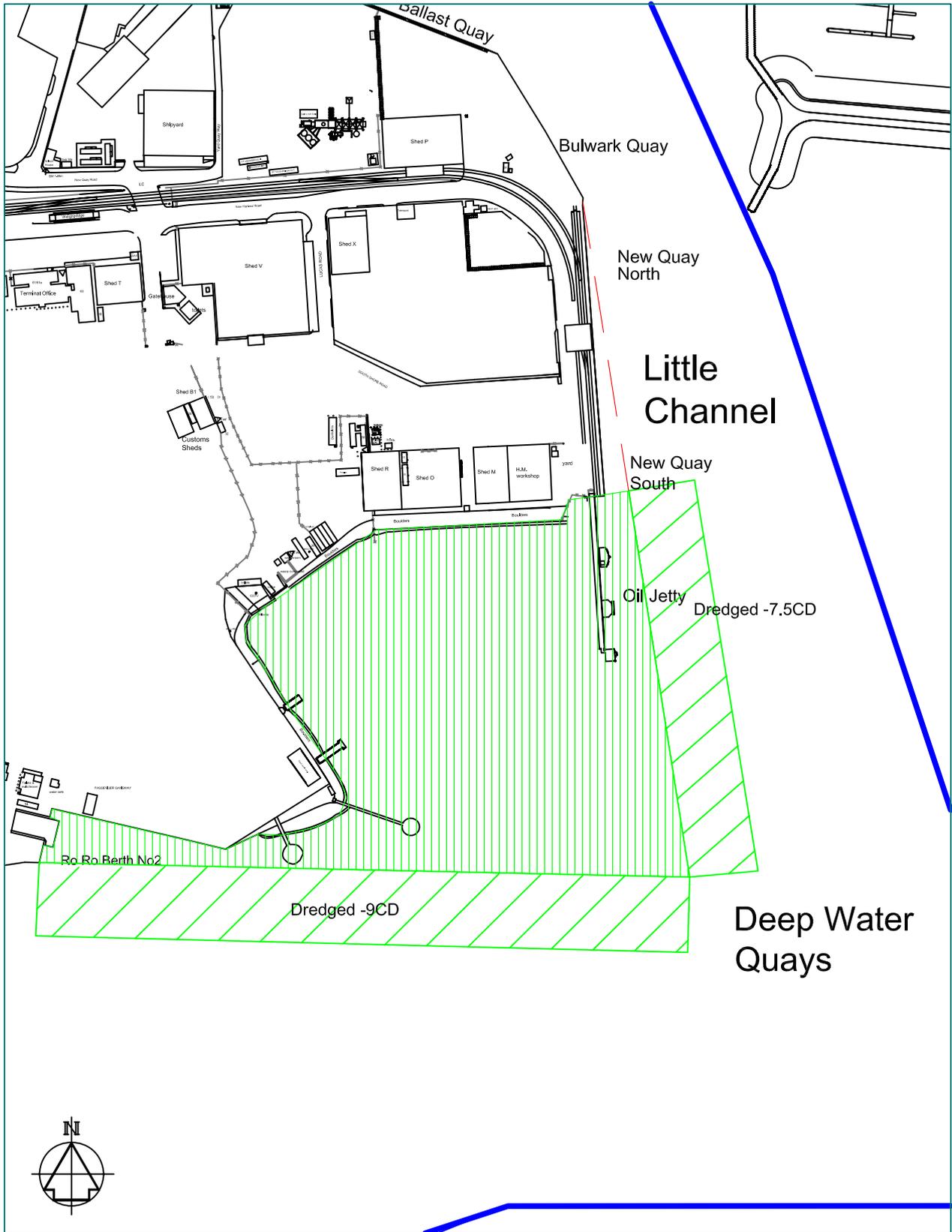


Andy Ramsbottom Msc,CEng,MICE
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 20 New Quay Road
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Drawing Title
**Deep Water Quay (Option 1)
 With Sheltered Basin**

Revision b
 Minor Changes

Date	22.08.2012	Drawn	FVM
Scale	Not To Scale		
Drawing No	210-254b Sheet 2		



POOLE HARBOUR COMMISSIONERS

 Andy Ramsbottom Msc,CEng,MICE Harbour Engineer 20 New Quay Road Hamworthy Poole Dorset BH15 4AF	Drawing Title Construction of New Deep Water Quays (Option 2)	Date 22.08.2012	Drawn FVM
	Drawing No 210-254b Sheet 3	Scale Not To Scale	Revision b Minor Changes

Perenco Site

6.22 A new 10 year contract has recently been signed for this site, providing Perenco with an oil spill response base and a facility to move equipment from the mainland to the Wytch Farm oil operation site on Furzey Island. Should the site become available for development the Commissioners would wish to utilise the site for marine activities.

6.23 Poole Harbour Commissioners have recently concluded an agreement with Jenkins Marine Ltd for a site adjacent to Perenco to provide the company with both land and waterside facilities, thereby ensuring that Jenkins Marine, an established Poole marine business, remains within Poole Harbour.

Proposals for the Poole Quay Area

6.24 Poole Harbour Commissioners retain ownership of Poole Quay. The Commissioners have responsibility for maintaining the quay and a recent structural survey highlights the need for significant remedial works to both quay fendering and the structure itself.

Proposals for the North Side of Poole Harbour

6.25 International and national environmental designations protect the sensitive areas of the north side of the Harbour. In the view of the Commissioners, there appears to be only two viable potential sites for the development of a Marine Centre within Poole Harbour. These are to the west of Poole Yacht Club in front of Hamworthy Park, or directly south of the existing Poole Quay Boat Haven shown as options 4 and 5 in the exposure draft Master Plan.

6.26 Following extensive consultation with stakeholders, local organisations and members of the public, the Commissioners have carefully analysed the comments received and have given detailed consideration to both options. Appendix A provides details of the consultation undertaken and main issues raised. Based on the information currently available and the work undertaken on the SEA, while both options are considered feasible, they have decided to undertake further investigations of the site south of Poole Quay Boat Haven, Option 5, with the objective of developing a marine centre in this location. At this stage it is considered that Option 5 offers marginal benefits in terms of less impact on the designated nature conservation sites and areas used for water recreation activities in the Harbour. The opportunity





to consider the benefits of Option 5, including those associated with the local economy, the links to the existing Port, the links to existing activities and businesses on Poole Quay and Poole town centre and the opportunity to create a visitor attraction as part of a Marine Centre at this location will form part of further work.

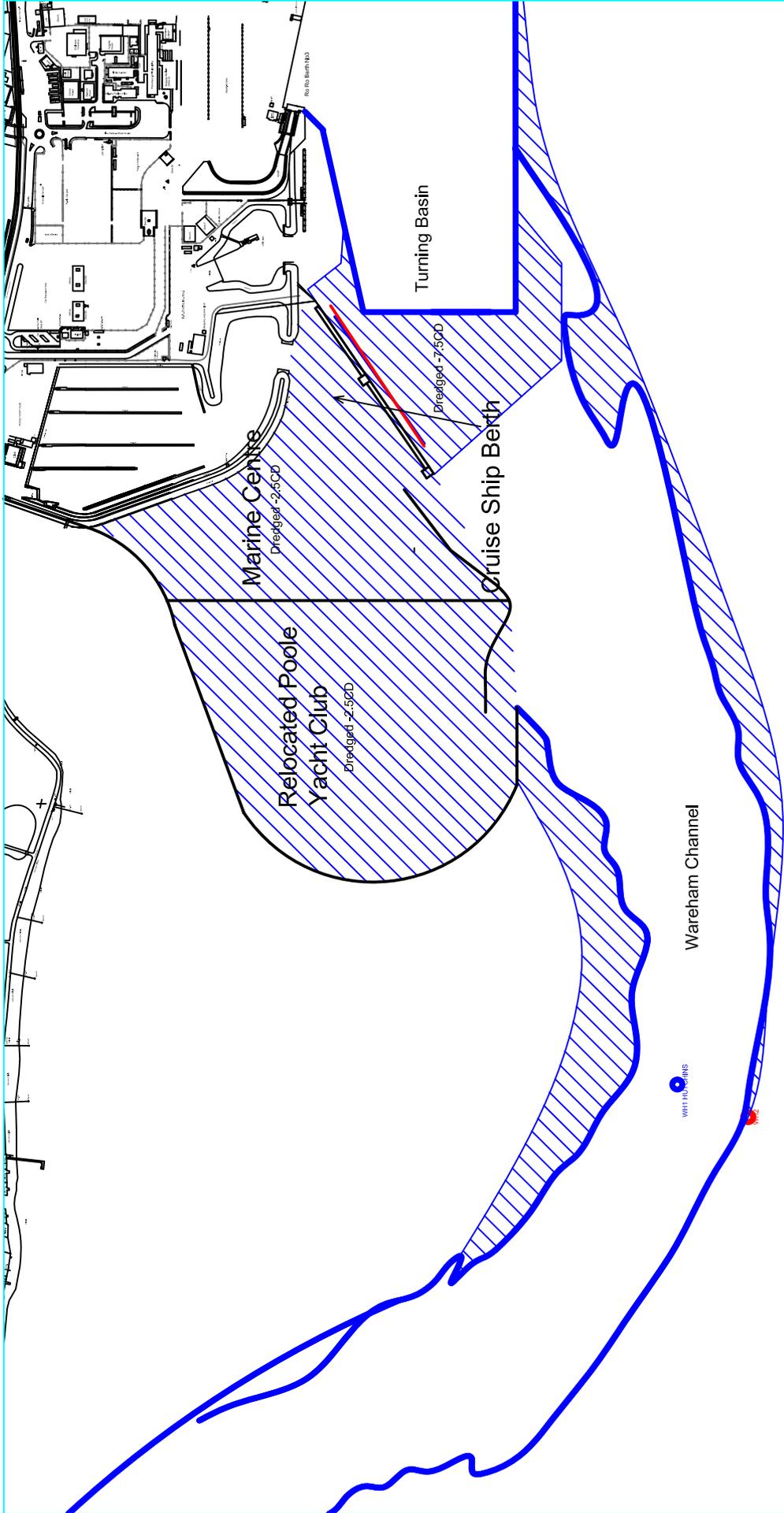
Proposals for Poole Harbour Marine Centre at Poole Quay

6.27 Poole Harbour Commissioners have been involved in pre-consultation discussions since the summer of 2010, regarding the potential for developing a Poole Harbour Marine Centre. The rationale behind this proposal is as follows:

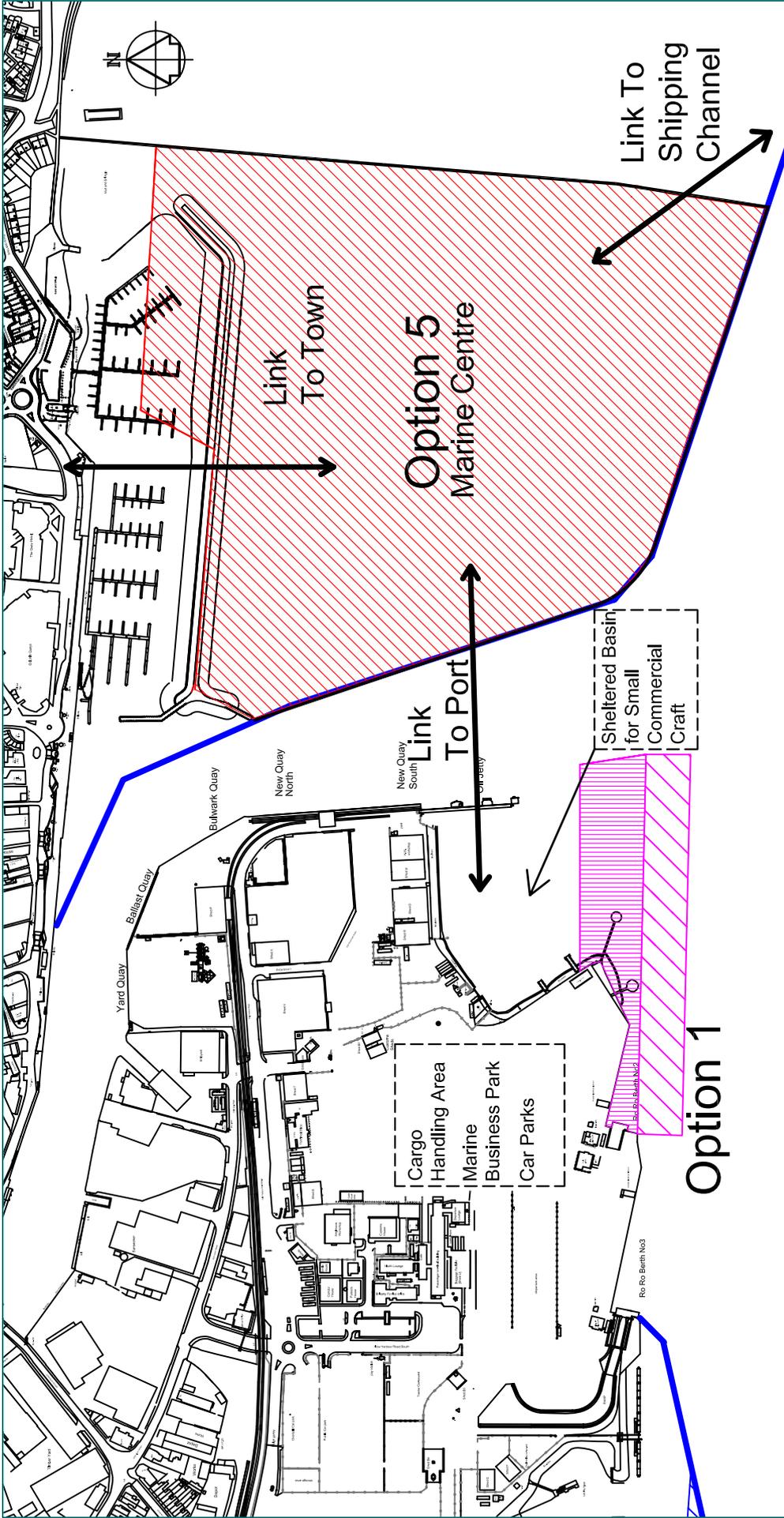
1. following the Borough of Poole's decision to proceed with the Twin Sails Bridge, there is an increased demand from sail and motor boat users for leisure berths within the main Harbour to the South of the existing lifting bridge, thereby avoiding potential delays in entering and exiting Holes Bay. This demand is evidenced by the full take-up of berths in the newly constructed Port of Poole Marina;
2. a Marine Centre could include facilities for hosting major marine leisure events in Poole. Poole Harbour is already recognised as a major sailing location, however the Commissioners believe that with the construction of new facilities and the right marketing campaign Poole Harbour could play host to a number of national and international sailing events which would significantly enhance the town's reputation in this sector. By developing a Poole Marine Vision,

Poole Harbour has the potential to be recognised as a major centre for marine excellence, thereby attracting a number of marine businesses into the area. This could provide an opportunity for the town to re-engage more strongly with its marine heritage;

3. there would be an opportunity to create a visitor attraction as part of the Marine Centre proposals;
4. the creation of a Marine Centre would act as a catalyst for the creation of a marine business park within the Port Estate;
5. there would be substantial economic benefits to the local area, with job creation opportunities and an increase of GVA in to the local economy;
6. the Marine Centre would provide real benefits to local organisations and stakeholders, and would assist local residents in accessing the water, with a particular emphasis on young people in Poole. The Commissioners have held discussions with local organisations such as Poole Sea Scouts, the RNLI and disabled sailing charities in order to understand how they could potentially benefit from a Marine Centre;
7. A Poole Harbour Awareness Programme would be developed as part of a Marine Centre development to share Poole Harbour Commissioners' knowledge and experience to increase public awareness of all aspects of the Port and Harbour. The Awareness Programme would be developed in conjunction with stakeholders and organisations such as Natural



POOLE HARBOUR COMMISSIONERS Andy Ramsbottom M.Sc.C.Eng.M.I.C.E. Harbour Engineer The Harbour Office 20 New Quay Road Hamworthy Poole Dorset BH15 4AF	Drawing Title Marine Development (Option 4) Poole Yacht Club		Date 14/09/2012 Drawn FVM
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Date	23.08.2012	Drawn	FVM
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Drawing Title

Option 5 - Links

POOLE HARBOUR COMMISSIONERS

Andy Ramsbottom M.Sc.C.Eng.M.I.C.E.
 Harbour Engineer
 The Harbour Office
 20 New Quay Road
 Hamworthy Poole
 Dorset
 BH15 4AF





England and the Dorset Wildlife Trust with innovative mechanisms used to impart the information.

8. The objectives of the Poole Harbour Awareness Programme would be:
 - i. to create greater understanding of the issues associated with balancing the natural environment and the many activities within the Harbour and the role of Poole Harbour Commissioners in managing a multi-use aquatic area;
 - ii. to stimulate public interest in the environment of Poole Harbour and to promote conservation of the Harbour's wildlife habitats and foster in the local community a lifelong appreciation and sense of pride and ownership of the Harbour;
 - iii. to conduct research that will enable greater understanding of Harbour ecosystems and to disseminate this information through scientific publications, conferences and meetings; and

- iv. to be a local, regional, national and international source of information on Poole Harbour for researchers, educators, students and policy makers;
- v. to create a greater understanding of Poole's marine heritage;
- vi. to provide an information source regarding navigational safety in Poole Harbour.

9. the provision of lift out vessel facilities and maintenance area for Poole boat owners and businesses. Currently many local commercial boat operators and fishermen have to use facilities in other ports, resulting in increased costs and a loss of revenue to the local economy. This facility would be on the main Port Estate.
10. additional benefits for local residents. Depending on detailed design these could include the creation of new footpaths, pedestrian access along Marine Centre breakwaters, the creation of shower and toilet facilities for harbour users and dinghy sailing facilities for local youth organisations and facilities for local organisations and charities;
11. the re-location of boats to the development would reduce marine traffic through the bridges, thereby reducing congestion of road traffic within the two-bridge operation;





12. a current safety issue within the Harbour is the numbers of boats which exit and enter the Harbour en masse, correlating directly with existing bridge lift timings: this proposal could greatly reduce the rate of flow of boats which simultaneously transit the Harbour entrance;
13. further rationalisation of Harbour moorings could help to improve navigation within the Harbour, benefit Harbour users and protect environmentally sensitive locations within the Harbour, and
14. the opportunity to create a sustainable development, which meets current environmental regulations and the Commissioners own environmental management policies.

6.28 Poole Harbour Commissioners recognise that traffic and parking considerations may arise in the Poole Quay area and the proposal therefore could include the construction of a multi storey car park on the Port Estate which would be linked to the Marine Centre by a short water taxi trip.

6.29 Poole Quay Boat Haven currently provides facilities for the Poole fishing and charter boat fleet through an agreement between Poole Harbour Commissioners and the Poole and District Fishermen's Association. Poole Harbour Commissioners recognise that the needs of this Association need to be catered for in any development and there are no plans to diminish or reduce

any of the facilities currently enjoyed by these important stakeholders.

6.30 The Commissioners consider that the potential features of a Marine Centre which could be provided include, but are not limited to:

- provision of a significant number of long term leisure berths;
- provision of increased number of visiting berths;
- the creation of a public walkway as part of the Marine Centre to a viewing point across the Harbour;
- facilities for major marine events both inside and outside the Marine Centre, including berths for tourism events such as the Louis Vuitton Cup, J Class, super yacht events, Americas Cup series and Tall Ships events;
- Increasing the provision for small commercial vessels.
- New boat repair and maintenance facilities.



Section 7

Next Steps



Making your views known

7.1 As explained in the Introduction, Poole Harbour Commissioners welcome comments on this draft Port Master Plan. Comments should be sent to:

**The Chief Executive
Poole Harbour Commissioners
20 New Quay Road
Poole BH15 4AF**

Email: chiefexecutive@phc.co.uk

To arrive before 6th November 2012

In the light of comments received from the public and from the statutory consultees, the Commissioners will then decide on the necessary amendments to the Master Plan before making it available as a final version, which they hope to do by the end of 2012.

Reviewing the Plan

7.2 The final Master Plan will remain a 'live document'; the Commissioners will monitor its efficacy and update individual elements if necessary. They will formally review the Plan as and when circumstances suggest a review is called for, but at least after five years.

Implementing the Master Plan's major proposals

7.3 The proposals for new quays, channel deepening and a marine centre will be subject to further, more detailed study in order to identify viable and sustainable schemes. In drawing up proposals, the Commissioners will carry out further consultations with statutory consultees including Borough of Poole, Natural England, the Environment Agency and the Marine Management Organisation, and other key stakeholders such as residents and Harbour users.

7.4 When the Commissioners are satisfied that sustainable schemes can be promoted the proposals will be subject to Environmental Impact Assessment, a process that incorporates consultation, and often leads to iterative refinement of the proposals. The applications will be accompanied by an overarching Environmental Statement. A single Environmental Statement will be prepared even if the marine centre and commercial proposals are processed separately, in order to ensure that cumulative effects are covered.

7.5 The Commissioners recognise that it will be particularly important to fit the proposals into land use and transport policies for the urban area and the overall management of the Harbour environment. The Commissioners will work with Borough of Poole to ensure the proposals comply with and are supported by planning policies, with Natural England to ensure that designated areas are protected and with the Marine Management Organisation, especially when it prepares a Marine Plan for the area.



Appendix A

Consultation on the Draft Master Plan 2011

Consultation Events and Presentations

This Appendix explains the consultation exercise undertaken by Poole Harbour Commissioners on the 'exposure draft' Port Master Plan which was launched at a special event held on the 5th September 2011 at the Thistle Hotel, Poole Quay, Poole.

Over 50 meetings and presentations were given to a wide variety of government and local authorities, statutory bodies and both public and private organisations including the Department for Transport, Borough of Poole, Purbeck District Council, Local Councillors, residents organisations, Poole Harbour Steering Group, Dorset Coast Forum, yacht clubs, Natural England, Environment Agency, Dorset Wildlife Trust, RNLI, boatyard and mooring contractors, Poole fishermen, passenger boat operators, Poole businesses, Dorset Chamber of Commerce, Poole Maritime Trust, ferry companies, port related companies, Poole Youth Forum, local schools, Friends of Poole Museum, Poole Sea Scouts and Poole Sea Rangers, PHC employees and Society of Poole Men.

Permanent displays and tours of exhibition boards summarising the exposure draft Port Master Plan were on show at venues throughout Poole during Autumn and Winter 2011/2012. Exhibitions were staged at the Windfest event in Sandbanks and the PSP Southampton Boat Show during September 2011. The Harbour Commissioners put up a stand in the Dolphin Centre, Poole town centre on three separate occasions; the first two events attracted over 180 enquiries. Other exhibitions were held in both Poole and Hamworthy Libraries and at the Poole Tourist Information Centre during October 2011. A further drop-in session primarily for businesses in the Poole Quay area was held in December 2011.

Two open days were held, on the 3rd and 4th November 2011, in the North Lounge of the Passenger Terminal in the Port of Poole when around 400 members of the public came to talk to Poole Harbour Commissioners Officers. The Annual PHC Open Evening also discussed the Master Plan.

Press articles featured the draft Master Plan in the Daily Echo on several occasions.

The exposure draft Master Plan was and still is on the Poole Harbour Commissioners website and is also promoted on the PHC Facebook page. The completion of feedback forms at the public events and on the website was encouraged. All letters and comments received on the exposure draft Master Plan are held on file in the Harbour Office.

Main Issues Raised

The focus of the responses revolved heavily around the siting of the proposed Marine Centre, with very few responses on the main Port Estate plans. Generally speaking, there was a strong consensus that if a Marine Centre was to be constructed it should form part of an extension to Poole Quay Boat Haven on Poole Quay, rather than building a new facility at Hamworthy. Some Hamworthy residents were in favour of a Hamworthy Marine Centre, however the majority of responses received were very negative about the construction of a Marine Centre in front of Hamworthy Park, which many respondents felt would destroy views across to Brownsea Island. There were also fears that the integrity of the park might be threatened by roads being built on existing park space, although this was never intended.

Concerns were also expressed by some windsurfers who regularly use Hamworthy Park and Beach. There were concerns that windsurfing would become difficult or impossible in this part of the Harbour should the development go ahead. There were additional concerns regarding how the development might alter the hydrography of Wareham Channel, causing potential siltation around Hamworthy Park.

A web site campaign and on-line petition signed by over 3,000 people (including some as far afield as Vancouver) was launched by opponents to the Hamworthy development and this petition and a written petition was delivered to the Commissioners stating that the Hamworthy project should not go ahead.

Some Hamworthy respondents felt that the scheme would bring jobs to the area and help to regenerate Hamworthy.

The proposed Hamworthy scheme would have involved a deal being struck with Poole Yacht Club, whereby Poole Harbour Commissioners would have taken over the existing Poole Yacht Club and new facilities being constructed for Poole Yacht Club to the west of their current site. This deal would have necessitated an internal Poole Yacht Club vote. Poole Harbour Commissioners received many responses from Yacht Club members, some in favour of the scheme because of the new facilities which Poole Yacht Club would benefit from and some against because of a number of reasons including potential disturbance whilst the new facility was being built, concerns about loss of current sailing space within the Harbour, and some who did not want to see any further development of Poole Harbour.

A number of respondents from Poole Harbour Action Group were against a Poole Quay development. Their principal concerns were visual impact, noise, parking and traffic congestion. Concerns were raised about mooring a cruise ship at the end of the Marine Centre and the construction of high concrete quays which could impact views from the Quay.

Other possible locations for a marine centre were suggested by respondents including land at Baiter, off Whitecliff Park and in Holes Bay.

A recurrent theme from a number of Poole Town residents who supported an extension of the Boat Haven, was that the Quay was dying and needed a catalyst to bring back visitors to the Quay and restore vitality to businesses which were struggling. It was felt that walkways out into the Harbour through the Marine Centre would be an important feature. It was felt that Poole Quay needs another attraction on the Quay following the closure of the Aquarium. There was also strong support for marine events such as Tall Ships and major yachting events in Poole Harbour, which could be major tourism events. Some respondents felt that Poole Quay could be opened up for better access for pedestrians.

Responses from the fishing community were very positive about siting the Marine Centre at Poole Quay but were negative about Hamworthy. There were requests for a new entrance at Poole Quay Boat Haven for fishing boats.

Poole Quay businesses were very supportive of development and many stated that Tourism would benefit, particularly if a new attraction was incorporated within the Marine Centre.

Poole Passenger boat operators were very much in favour of Poole Quay development, as were the ferry companies and Port of Poole businesses, who recognised the need to diversify. Fishermen and Passenger Boat Operators strongly supported the provision of lift-out facilities for maintenance.

Some marina operators were not in favour of development on either site, as they believed that Poole Harbour Commissioners should remain purely in conventional port activities and not get involved in marina operations, raising concerns about competition issues. Concerns were also raised about the needs case and whether additional marina berths were required in the current economic situation.

Poole Tourism, Poole Town Centre Management Group and individuals and organisations involved with retail, hotels and catering, and tourism were very supportive about a new development. New cruise ship activity was particularly welcomed. It was felt that a resurgent Poole Quay could help links to Poole town centre, regenerating the Poole Town, Poole High Street and boosting the local economy.

Presentations to Schools and the Poole Youth Engagement Forum resulted in requests for more events on the Quay and better access to the water for local youngsters.

Poole Maritime Trust was very supportive about a new Marine Centre, particularly if it could house historical boats.

Other concerns were raised about the possible impact on the local ecology of the Harbour, and increased boat congestion within Poole Harbour, particularly at the Harbour entrance and around Poole Quay with potential safety risks with larger commercial craft. Other concerns were raised about the financial viability of the proposals in the Master Plan.

The majority of respondents recognised the advantages of Poole remaining a Trust Port and the need for Poole Harbour Commissioners to diversify into new revenue streams.



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