



DRAFT MASTERPLAN

CONSULTATION DOCUMENT

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EXECUTIVE SUMMARY

This document is our first draft in the process of updating our current Masterplan, published in March 2013. It highlights our vision for the next 20 years and beyond.

Poole Harbour Commissioners' (PHC) objective is to maintain the balance in the Harbour between commercial, recreational and environmental interest, whilst maintaining a sustainable and commercially viable medium-sized Trust Port.

Poole Harbour is the largest natural harbour in Europe, providing a diverse variety of habitats which form a complex natural environment which is home to a wide range of animal and plant species, many of which are of international importance. This valuable natural resource has to be balanced with careful management of the commercial, fishing and leisure activities that are crucial to the livelihoods of many local residents and the wider regional economy.

There will be three phases of stakeholder consultation:

- **Pre-consultation with a wide range of stakeholders: August-December 2022**
- **Consultation: Mid 2023**
- **Final Masterplan approved: End of 2023 / early 2024.**

A separate consultation process will take place for the Marine Centre project.

PHC's Board of Commissioners have identified the following vision and strategic outcomes over the next 20 years:

- **Be the UK's Number One Marine Leisure Location**
- **Become a Leading Green Port**
- **Maximise the Port Estate Potential**
- **Promote opportunities from our new deepwater facility 'South Quay'**
- **Optimise RoRo Ferry Potential**

BE THE UK'S NUMBER ONE MARINE LEISURE LOCATION

To achieve the vision of becoming the UK's Number One Marine Leisure Location, we would build a new extended marina to the South of Poole Quay Boat Haven providing additional circa 600 berths which would give the Port a total of circa 950 berths including a number of visitor berths; a marine refueling station, secure berths for power and sail boats, facilities for major marine events, new Harbour walkways for members of the public, the creation of a new Poole Harbour Recreational and Engagement Centre, and Harbour Access for local organisations including charities, the RNLI and commercial businesses.

MAXIMISE THE PORT ESTATE POTENTIAL

In addition to the Marine Centre project, we will:

- Explore potential for the rail link
- Continue to market potential tenants

BECOME A LEADING GREEN PORT

PHC are progressing work on a Sustainability & Decarbonisation Plan, a long-term strategy and implementation plan dedicated to sustainability and low carbon themes.

The plan will establish a baseline and target across the themes covered and will be a live document as relevant technology evolves.

PROMOTE OPPORTUNITIES FROM OUR NEW DEEPWATER FACILITY 'SOUTH QUAY'

Increasing Cruise visits to Poole

Following the construction of our new deep quay in 2018, Port of Poole is now able to accommodate cruise ships up to 210m length.

Cargo

Poole is a major destination for bulk cargo import. By building South Quay, the Port of Poole has remained competitive by being able to accommodate larger vessels.

Superyachts and layover revenue

This is very much a growth market and Poole Harbour is fast becoming the UK's destination of choice for superyachts.

Project Cargo

With the increased depth and available lay down area, South Quay is ideal for handling project cargo such as heavy lifts and non-palletised or containerised cargoes.

OPTIMISE RORO FERRY POTENTIAL

The construction of South Quay in 2018 has increased the Port's capacity for larger ships, including ferries, given that the new generation of ferries being developed by the main cross channel companies continues to increase in size.

Ferry passengers and freight were affected quite significantly by both Brexit and the Covid-19 Pandemic, however as of early 2023, passengers are now partially recovered to pre-Pandemic levels. Discussions are ongoing relating a number of new ferry opportunities.



INTRODUCTION

Poole Harbour Commissioners (PHC) are a Trust Port, established by an Act of Parliament in 1895, with responsibility for the management of Poole Harbour including operation of the Port of Poole. PHC is both the Statutory Harbour Authority (under the Harbours Act 1964) and Competent Harbour Authority (with relation to the Pilotage Act 1987) for Poole Harbour.

We value the collaborative work and engagement with stakeholders, who play a crucial role in driving Poole Harbour and Port of Poole forward. We are not publicly or privately owned, and we receive no regular public funding, meaning we must generate our own income. It also means that 100% of the profit generated through our operations is reinvested into the improvement and development of the Port and Harbour for the benefit of commercial and leisure customers.

As a modern and successful Trust Port, we have grown into a national strategic asset that drives economic growth, prosperity and opportunity. In recent years, over £20 million has been reinvested in infrastructure, including land capacity incorporating a deep-water berth, Border Control and other port infrastructure, plant, vessels and equipment.

Our Board members and staff are tasked with safeguarding and improving this valuable asset, and to leave them in a better state than when we arrived for future generations. We also, as a Trust Port, strive to achieve all three pillars of sustainability: Economic, Social and Environmental.



The Port of Poole successfully handles a wide variety of vessels including:

- **Cross-channel ferry services to France, Channel Islands and Spain**
- **Cruise Ships**
- **Liner vessels including regular twice-weekly services to the Channel Islands**
- **Marine leisure yachts at our multi award winning marinas**
- **Superyachts**
- **Project cargo vessels**
- **Bulk-cargo vessels carrying cargos such as steel, timber, stone, clay, sand, bricks and grain shipments**
- **Yacht transport vessels**
- **Navy & Border Force vessels**

The Port estate is also home to a wide range of commercial companies engaged in marine-related activities including ferry companies, luxury yacht builders and re-fitters, marine civil engineers, shipping agents, steel fabrication, and road-hauliers.

The Port provides regular employment for both PHC staff and the commercial operators on the Port, directly supporting several thousand jobs.

In managing such a diverse range of operations, Poole Harbour Commissioner's objective is to maintain the balance in the Harbour between commercial, recreational and environmental interest, whilst maintaining a sustainable and commercially viable medium-sized Trust Port.

UK Ports play a critical role in the economy of the United Kingdom. Over 95% of all goods are exported and imported by sea. A report by British Ports Association, "Levelling-Up Coastal Communities", published in Spring 2022, outlines that Ports contribute 29 billion in business turnover and £9.7 billion in GVA each year, and that Ports provide 100,000 high-value jobs throughout the UK.



SECTION 1 CONTEXT AND OBJECTIVES

OBJECTIVES OF THIS MASTERPLAN UPDATE

This document is our first draft in the process of updating our Masterplan published in 2013. Our Masterplan presents PHC's vision for the sustainable management, conservation and development of the Harbour for the next 20 years and beyond.

This document highlights the vision for the future to enable PHC to meet its statutory duties and responsibilities to maintain the Port of Poole and conserve Poole Harbour and manage its internationally significant coastal environment and landscape of national importance. It is therefore essential that the Masterplan is kept up to date.

The key objectives of this updated Masterplan are to:

- Clarify PHC's own strategic planning for the medium to long-term
- Assist local authorities, transport network providers and other key stakeholders in the planning of their own long-term strategies
- Present the future development and infrastructure requirements needed to meet statutory bodies and Government policy
- Inform Poole Harbour and Port of Poole stakeholders, customers, employees, and members of the public what initiatives they can expect to see over the coming years.

All projects outlined in the Masterplan will be explored in more detail. If they prove to be viable and sustainable, they may be approved by the Board of Commissioners.

THE CONSULTATION PROCESS

Stakeholder engagement is an essential part of the Masterplan process, both in preparation and when published.

There will be three phases of stakeholder consultation:

- **Pre-consultation with a wide range of stakeholders: August-December 2022**
- **Consultation: Mid 2023**
- **Final Masterplan approved: End of 2023 / early 2024.**

As part of the Pre-consultation phase, a number of key stakeholders and customers were consulted on the vision and strategy for the Port and Harbour that would be contained in the Masterplan update.





FEEDBACK FROM THE PRE-CONSULTATION PHASE

When discussing with key stakeholders we received the following main feedback:

- Overall positive feedback to PHC's vision for the future.
- A request for lift-out/ haul-out facilities.
- Importance in having an educational and safety element as part of the proposed Marine Centre
- Discussions with the Poole District's Fishermen Association highlighted their interest in relocating to the Port of Poole Marina.
- Interest from stakeholders in hearing that PHC is looking at decarbonisation actions and technologies, and importance in tying in with stakeholders' decarbonisation strategies.
- Importance in putting weight behind the proposed Marine Centre due to the benefits it will have to the community, the relatively short timeframe (3/4 years upon securing the funding) providing a place to go for the locals, visitors and schools to find out more about the harbour, and new walkways with new views of the harbour.
- The racing community has expressed their views on the potential impact of the proposed Marine Centre and they will be taken into account going forward.
- Request for a marine refuelling station.
- Interest in facilities to attract more visitors to Town Quay.
- Requirement for additional marina berths.
- Desire to have a marine events area enabling regattas and major yachting races to Poole
- Request for facilities for Maritime Festivals, Tall Ship events etc.

POLICY CONTEXT

When carrying out our vision for the future, PHC will work very closely with all relevant parties and make sure all plans are closely aligned to the following policy documents:

GOOD GOVERNMENT GUIDANCE FOR PORTS^[1]

PHC are committed to operating in accordance with the Good Government Guidance for Ports, first published in 2008, and subsequently updated in March 2018 by the Department for Transport.

The Guidance sets out guidance for Statutory Harbour Authorities (SHAs) that “helps deliver their key aim of managing, maintaining and improving their Harbour in the broad public interest” and enables “effective, entrepreneurial and prudent management that can deliver the long-term success of a company”.

PLANNING

National Planning policies

National Planning Policy Framework 2021^[2]

The National Planning Policy Framework, updated in 2021, sets out the Government’s planning policies for England and how these should be applied. It provides a framework within which locally- prepared plans for housing and other development can be produced.

According to the National Planning Policy Framework, planning policies should provide for any large-scale transport facilities, including ports, that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion, and contribution to the wider economy.

National Policy Statement for Ports (NPSfP) 2012^[3]

This policy provides a framework for decisions on new Port development, confirming 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 Masterplan) 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]https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/918508/ports-good-governance-guidance.pdf

[2]https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1005759/NPPF_July_2021.pdf

[3]https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/3931/national-policy-statement-ports.pdf

Local Planning and Regeneration Policy

BCP Council Seafront Strategy 2022[4]

PHC have been working closely with BCP Council Future Places with regards to the Marine Centre, which forms a central part of BCP Council's Seafront Strategy, which was formally adopted by BCP Council's Cabinet on the 13th April 2022: "The Strategy sets out a bold and exciting vision for a world class seafront leisure offer across 15 miles of coast and 26 miles of harbour-side landscape and is closely aligned to the Council's Big Plan."



BCP Council's Seafront Strategy supports:

- The preparation of a co-ordinated vision and Masterplan for the former industrial sites between the two bridges incorporating residential, commercial and cultural development together with waterside public access linking to the Quay as part of the proposed Poole Bridge to Hunger Hill Flood Defence Scheme.
- Investment in the marine leisure offer including cruise sector and marina facilities bringing footfall and spend to the town centre.
- Infrastructure growth, investment in public toilets and public realm improvements to better support year-round events along the Quay.
- Development of pop-up hospitality and creative/cultural offer along the Quay linking to Poole Museum, along with revitalised visitor accommodation at the Fisherman's Dock site.
- Investigating the potential for a new all-weather family attraction visitor centre.
- Explore viability options for seasonal water-taxi operations linking Poole Quay with Sandbanks and other seafront locations.

[4]<https://bcpseafrontprojects.net/seafront-strategy/>

Poole Local Plan 2018 [5]

The Poole Local Plan published in 2018 is a strategy for the delivery of new homes, jobs and infrastructure in Poole to 2033.

The Development Plan for the Poole area also comprises the:

- Joint BCP Council and Dorset Council Minerals and Waste Plans [6].
- The Neighbourhood plans for Broadstone and Poole Quay [7].

BCP Council Local Plan [8]

Following the creation of the BCP Council on 1 April 2019 work is underway in the creation of a BCP Local Plan and Dorset Council Local Plan (as well as the emerging Purbeck Local Plan which is currently addressing outstanding issues from the public examination).

Once adopted, the BCP Local Plan will replace the current Local Plans adopted by the three preceding councils.

South Marine Plans [9]

The South Marine Plans published in 2016, and last updated in 2018, cover an area of around 20,000 square kilometres of inshore and offshore waters across 1,000 kilometres of coastline from Folkestone to the river Dart. The South Marine Plans provide a framework designed to shape and inform decisions over how the areas' waters are developed.

SUSTAINABILITY AND DECARBONISATION

National level

Government policy on Climate Change

In 2019, the UK Government amended the Climate Change Act, committing the UK to reach net zero greenhouse gas emissions by 2050 across our economy, including in the domestic maritime sector.

Since then, the UK Government has published the Clean Maritime Plan (2019)[10], the Transport Decarbonisation Plan (2021)[11] and Net Zero Strategy (2021)[12]. These reports reiterate the UK Government's 2050 net zero ambitions, taking into account the 2015 Paris Agreement goals and the inclusion of international shipping emissions in the UK's sixth Carbon Budget (which covers the period 2033-2037).

[5]<https://www.bcpCouncil.gov.uk/Planning-and-building-control/Planning-policy/Current-Local-Plans/Poole/Local-Plan-for-the-Poole-area.aspx>

[6]<https://www.dorsetcouncil.gov.uk/planning-buildings-land/planning-policy/dorset-county-council/waste-planning-policy/2019-waste-plan>

[7]<https://www.bcpCouncil.gov.uk/Planning-and-building-control/Planning-policy/Neighbourhood-planning/Neighbourhood-Planning.aspx>

[8]<https://www.bcpCouncil.gov.uk/Planning-and-building-control/Planning-policy/BCP-Local-Plan/BCP-Local-Plan.aspx>

[9]<https://www.gov.uk/government/publications/the-south-marine-plans-documents>

[10] <https://www.gov.uk/government/publications/clean-maritime-plan-maritime-2050-environment-route-map>

[11]https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1009448/decarbonising-transport-a-better-greener-britain.pdf

[12]https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1033990/net-zero-strategy-beis.pdf

The Clean Maritime Plan established the UK's high-level route map to clean growth, outlining a pathway to zero emission shipping as part of its Maritime 2050 vision.

The UK's Transport Decarbonisation Plan confirmed the UK's ambition and set out commitments and actions required to decarbonise the UK's domestic transport across all modes, with further commitments to decarbonise the maritime sector.

Finally, the Net Zero Strategy (NZS) looks at these commitments within the broader context of UK decarbonisation across all sectors.

Taken together, these strategy papers reiterate the government's 2050 net zero ambitions, taking into account the 2015 Paris Agreement goals and the inclusion of international shipping emissions in the UK's sixth Carbon Budget (which covers the period 2033-2037). The papers also detail clear steps which the government will take to achieve those objectives, including within the maritime sector. These steps involve both the commitment to financial support, as well as supportive government policies.

Following the 2021 Spending Review, the UK Government announced that a £206m funds have been allocated to establish the UK Shipping Office for Reducing Emissions (UK SHORE), a new team within the Department for Transport focussed on decarbonising the maritime sector.

Marine Net Gain

The Government's Principle of Marine net gain aims to put the marine environment into recovery, by requiring that all in-scope developments leave the environment in a better state than before, and thereby firmly embed environmental improvement into the heart of infrastructure planning and delivery.

The Government's response to the 2018 terrestrial Biodiversity Net Gain (BNG) consultation confirmed the intention to develop and consult on an appropriate regime for the marine environment which builds on commitments in DEFRA's 25 Year Environment Plan.

This consultation took place in June 2022 for 14 weeks, and the Government has published a summary of the responses it received as part of its consultation[13].

Regional/local policies

Dorset Local Enterprise Partnership (LEP) Dorset Low Carbon Investment Opportunities 2021[14].

The Energy Investment Opportunities Document was produced by Regen South West in June 2021 for Dorset LEP with a view to taking a whole system approach to identifying project areas where significant investment could be attracted to Dorset in the near future, as the energy system transforms to achieve net zero carbon emissions by 2050.

The document identifies:

- Where Dorset is now, in terms of current energy use and energy generation
- Dorset's low carbon resources and energy infrastructure
- Two net zero 2050 scenarios setting out potential implications for Dorset's energy generation, heat, transport and buildings in the future.

[13]<https://consult.defra.gov.uk/defra-net-gain-consultation-team/consultation-on-the-principles-of-marine-net-gain/>

[14]<https://www.dorsetlep.co.uk/userfiles/files/Dorset%20Low%20Carbon%20Energy%20Opportunities%20Document.pdf>

**Dorset Council Climate and ecological
emergency strategy 2021 [16]**

This document sets out the framework for action to become a carbon-neutral Council and the direction of travel needed for a County-wide approach.

The document explores several topics where the Council plans on taking action; these include Transport, Buildings, Waste, Water, Natural Assets, Economy, and Food and Drink. A section on each of these topics sets out the key challenges and some suggested priority areas for action.

**BCP Council Climate and Ecological
Emergency Action Plan 2019 [15]**

The Climate and Ecological Emergency Action Plan was approved by Full Council on 17 December 2019 for public consultation. It includes climate change measures BCP Council could take alone or with partners and the community.

[15]<https://democracy.bcpccouncil.gov.uk/documents/s14048/Response%20to%20Climate%20and%20Ecological%20Emergency.pdf>

[16]https://www.dorsetcouncil.gov.uk/documents/35024/281288/DORSET_COUNCIL_CE_STRATEGY.pdf/9627df99-ca43-cd5b-8b94-95aaea08a24e

ACHIEVEMENTS FROM THE 2013 MASTERPLAN



The current Masterplan published in 2013 highlighted the physical limitations of the Harbour and came to the conclusion that PHC needed to pursue a strategy of commercial diversification if the Port was to remain successful and sustainable in the years to come. The emphasis was on the need to develop additional berths and deeper quays.

The following proposals were put forward:

- Redeveloping the existing Port of Poole Marina site, to create a new South facing, multi-purpose 9-metre-deep quay, which could be used by a variety of craft such as cruise ships, small container feeder ships, bulk cargo vessels, and possibly marine wind farm construction vessels.
- Depending on requirements following discussions with new port customers, further infilling of the Port of Poole basin to construct an East facing quay.
- Deepening existing conventional quays to 7.5 metres, including Ballast Quay, Bulwark Quay, New Quay and New Quay Extension (depending on the phased redevelopment of the Port of Poole Marina).
- Creating a Poole Harbour Marine Centre South of the existing Poole Quay Boat Haven, which would provide a number of facilities:
 - 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 walkways for members of the public to an area providing views across the Harbour
 - A Poole Harbour Awareness Centre
 - Harbour access for local organisations including charities, RNLI and other stakeholder interests
 - Harbour access for commercial organisations.

CONSTRUCTION OF A NEW DEEP-WATER QUAY

In 2018 PHC carried out the construction of a new multipurpose deep quay providing accommodation for vessels up to 210m in length.

The construction of this new quay was critically important to the development of the commercial port and its construction has enabled PHC to now have the capacity to handle larger bulk and breakbulk vessels, larger cruise ships, short sea container ships and yacht handling (and other) liner traffic, thereby enabling the organisation to diversify and access new markets.



BREXIT INFRASTRUCTURE

In 2016, the UK voted to leave the European Union. The publication of the post-Brexit UK Border Operating Model required PHC to plan, construct and deliver the required facilities within a very short timescale. PHC was one of the first UK ferry ports to successfully deliver the required facilities during the 2021-22 financial year at a total cost of £5m.

PHC secured investment for the creation of a new Public Trade Office and Border Control Post. As a direct result of these developments, it was also necessary to build new facilities for PHC Port operations.



TRANSPORT NETWORK

Dorset is one of the few counties in England without a motorway. Two trunk road corridors run East–West through the county. Further South, the A31, a continuation of the M27 motorway from Hampshire, serves as a Northern bypass for the South East Dorset conurbation, merging into the A35 to continue West through the county, bypassing Dorchester and Bridport.

Finalised in March 2021, BCP Council, with help from £22m funding from the Dorset Local Enterprise Partnership, carried out a series of investments into six major transport schemes to improve access into and around the Port of Poole.

The investment has helped drive local economic growth and bring an anticipated £500 million of leveraged private investment into the area.

The scheme has resulted in improved network efficiency and resilience and helped future proof access to the Port together with vastly improved local connectivity by:

- Safeguarding access to the Port via the two-bridge system by refurbishing Poole Bridge
- Improving efficiency, resilience key junctions, stretches of the network
- Delivering significant safety improvements for all network users.

The above will help contribute to the overarching programme objectives:

- Support the regeneration of Poole delivering around 2,500 new homes around the Port of Poole
- Unlock regeneration sites to create business opportunities and help to make Poole and attractive place for businesses to invest in
- Drive local economic growth and bring an anticipated £500 million of leveraged private investment into the area.





SECTION 2 POOLE HARBOUR TODAY

RESPONSIBILITIES, STATUTORY DUTIES AND MANAGEMENT

Poole Harbour is the largest natural harbour in Europe, providing a diverse variety of habitats which form a complex natural environment which is home to a wide range of animal and plant species, many of which are of international importance. This valuable natural resource has to be balanced with careful management of the commercial, fishing and leisure activities that are crucial to the livelihoods of many local residents and the wider regional economy.

PHC is a responsible conservator and plays a leading role in protecting the Harbour's sensitive environment.

PHC is a trust Port, which means it is an independent statutory body, governed by legislation, the latest of which is the Poole Harbour Revision Order 2015. Our governing legislation defines the Commissioners' jurisdiction as extending up to the level of Mean High Water of Spring Tides (MHWST).

POOLE HARBOUR

LANDSCAPE

Poole Harbour is situated in Dorset on the South Coast of England and lies within an area recognised for its landscape value and part of the Purbeck Heritage Coast at the heart of the Jurassic Coast, and part of an Area of Outstanding Natural Beauty (AONB).

The AONB boundary follows the local authority boundary of Dorset 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.

INTEGRATED APPROACH TO MANAGING THE HARBOUR

Poole Harbour is situated in Dorset on the South Coast of England and lies within an area recognised for its landscape value and part of the Purbeck Heritage Coast at the heart of the Jurassic Coast, and part of an Area of Outstanding Natural Beauty (AONB).

The AONB boundary follows the local authority boundary of Dorset 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.

The need for careful management to enable these diverse interests and activities to exist side by side has been recognised and articulated by the Poole Harbour Steering Group through the non statutory Poole Harbour Aquatic Management Plan.

The strategic aim of the Plan is to promote the safe and sustainable use of the Harbour, balancing the demands on its natural resources, minimising risk, and resolving conflicts of interest.

Objectives:

- **To provide a framework for the co-ordinated management of the Harbour**
- **To improve communications between Harbour users and regulators**
- **To promote the safe use of the Harbour for all**
- **To educate and promote amongst Harbour users the sustainable and wise use of the Harbour for commerce, recreation, and amenity**
- **To protect and maintain the special natural features of the Harbour**
- **To create a culture of openness and an awareness of other users.**

CULTURAL HERITAGE

Poole Harbour is a drowned valley formed at the end of the last Ice Age, and has a long history of human settlement dating back to pre-Roman times. Poole was used by the Romans as an invasion port for the conquest of Southern England. In the 17th Century Poole began trading with North America, in particular Newfoundland.

In 1964 an Iron Age Log boat was discovered by a dredger off Brownsea Island. At 32 feet, it is one of the largest surviving log boats of the prehistoric period in the UK. The boat is displayed in Poole Museum.

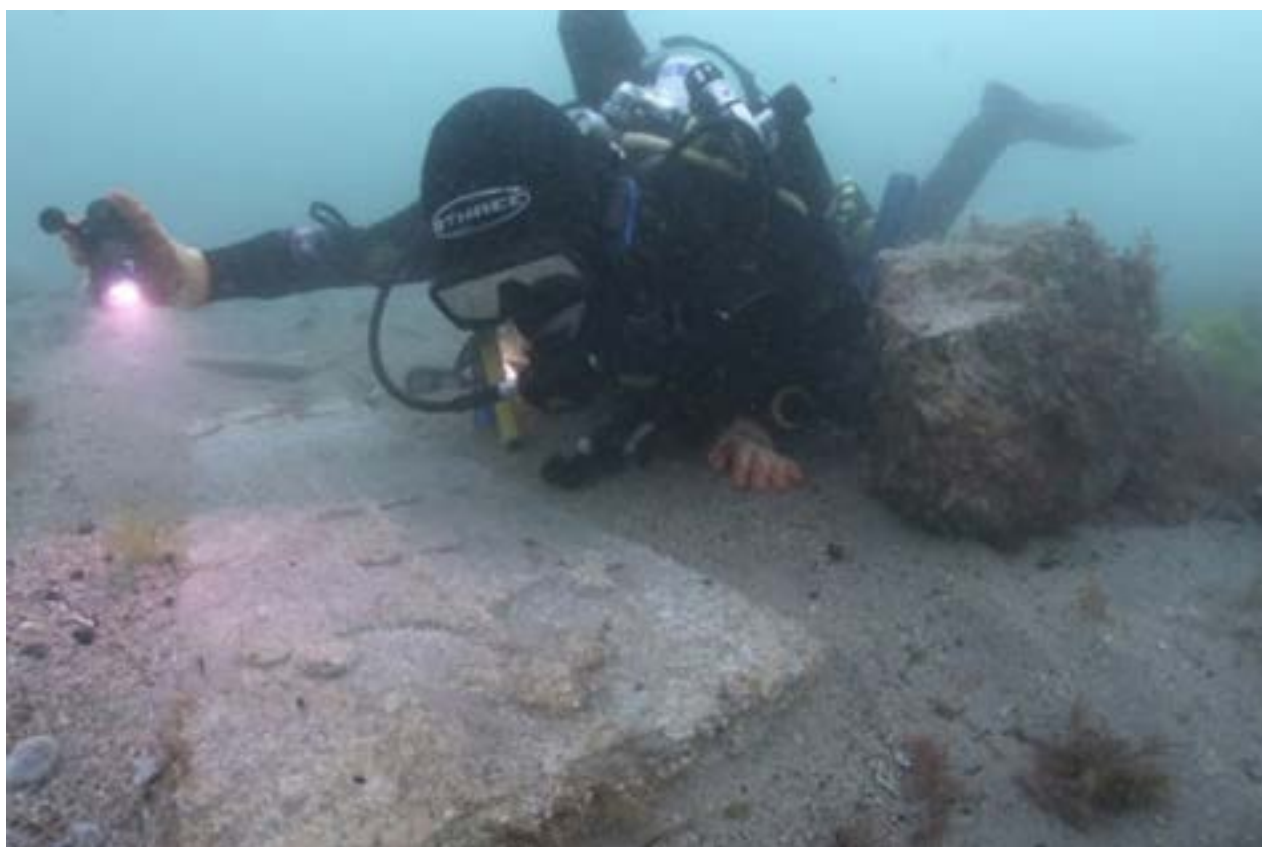
POOLE HARBOUR COMMISSIONERS MASTERPLAN CONSULTATION DOCUMENT

In 1984 the Studland Bay Wreck was discovered believed to be that of an armed Spanish merchantman which is thought to have sunk around 1520.

In 2004 the Swash Channel Wreck was discovered during the environmental studies carried out for channel deepening works that year. Experts believe it to be a Dutch merchant vessel which foundered in a storm in 1631.

Both wrecks are designated under the Protection of Wrecks Act 1973.

More recently, a 13th century shipwreck was found in the waters off Poole Bay in summer 2020. This is now known as the "Mortar wreck", due to the mortar bowls used for grinding grain that were among the first artefacts found on the site.



Mortar wreck. Credit: Bournemouth University

Since being established in 1995 the recreational zones have proven to be successful in segregating potentially conflicting activities. However, although surveys have shown that the existence of these zones is widely known and the associated restrictions largely adhered to, it is recognised that their ongoing effectiveness needs to be monitored.

The following strategic objectives relating to zoning have been put in place through the Aquatic Management Plan:

- To ensure all recreational activity is undertaken in a sustainable and sensitive manner
- To manage access to and use of the Harbour from land to minimise conflicts between users and wildlife
- To improve communication with user groups and organisations to explain their potential impacts on the interest features of the European Marine Site
- To ensure safe navigation for all by minimising conflict between commercial and recreational craft
- To review moorings policy to ensure impact on wildlife, habitats and seascape is minimised
- To maintain and improve present standards to reduce conflict between sail racing and commercial activities.

NAVIGATION

PHC have responsibility for ensuring that navigational channels are clearly marked, and that buoys and beacons are maintained.

PHC's commitment to the maintenance of navigational aids is detailed in the Navigational Safety Management Plan which is reviewed every three years. An Annual Marine Safety Report is also produced and published.

HYDROGRAPHIC SURVEYING

To maintain and establish channel depths for safe navigation, PHC employ the services of a Hydrographer who manages the monitoring of Harbour bathymetry. Regular surveys of the main channels are undertaken and the whole Harbour is surveyed on a rolling programme of work. This information is made available to pilots and ship masters and the UKHO for updating Admiralty charts. 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

Maintenance dredging refers to the activity of removing sediment that has built up in existing channels or basins that have previously been dredged and is considered separately from Capital dredging, which refers to any new excavation of the seabed or down to a level not previously dredged during the preceding ten years.

Maintenance dredging is carried out routinely by PHC to maintain depths in existing shipping channels and also by third party dredging operators, boatyards, marinas and yacht clubs, to maintain access to their sites.

A Harbour Works Licence is required for all dredging operations within the Harbour and is issued by PHC. Under Part 4 of the Marine & Coastal Access Act 2009, the MMO issues a marine licence for the deposition of dredged material at sea. PHC presently hold a 10-year licence from the MMO which authorises disposal of dredged material from many areas in the Harbour to the offshore Swanage disposal ground east of Old Harry Rocks in Poole Bay, and for limited in-harbour disposal East of Brownsea Island. All dredging operations follow the Poole Harbour Commissioners Maintenance Dredging Protocol.

SEDIMENT MANAGEMENT PLAN

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. It is recognised that the removal of fine silts and muds from the Harbour may have a detrimental effect on intertidal habitats and PHC have a Sediment Management Plan to help mitigate this process.

An in-harbour disposal site east of Brownsea Island was established in 2008 and is continuing to be monitored closely. Between 20-30,000 m³ of suitable silty material dredged from marinas and channels is disposed of annually at the Brownsea Roads In-Harbour site to allow material to recirculate onto the mudflats. The Sediment Management Plan was developed during Channel Deepening works in 2005 with the aim of developing best practice guidance for retaining fine sediments within the Harbour system whilst keeping navigational channels clear.

ENVIRONMENT AND SUSTAINABILITY

NATURE CONSERVATION

Poole Harbour was designated as a Site of Special Scientific Interest (SSSI) in 1990 under section 28 of the Wildlife and Countryside Act (1981) to protect its intertidal and coastal habitats and the Harbour's ecological importance is recognised internationally as a Ramsar site (Wetlands of international importance).

In 1999 the Harbour was classified as a Special Protection Area (SPA) under the European Birds Directive to protect rare, vulnerable and migratory birds that inhabit this area. The SPA and SSSI were further extended in 2017 and 2019 respectively to include an additional 1,832 hectares of land and sea to help protect the entire harbour, an increase of 40 percent.

Under UK legislation The Conservation of Habitats and Species Regulations (the Habitats Regulations) form the basis for protecting and managing the SPA. The part of the SPA which covers the intertidal zone of the Harbour forms part of the National Site Network.

The Aquatic Management Plan provides a framework for relevant authorities to ensure their functions have regard to the nature conservation interests of this part of the site. The archaeological importance of the Harbour was recognised in 2003 when it was identified as a Wetland of National Importance by Historic England.

CLIMATE CHANGE AND FLOOD RISK

Perhaps the most significant long-term impact on shoreline management in Poole Harbour is sea level rise.

The possible effects of climate change in the Harbour are:

- 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
- 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.

PHC work closely with the Environment Agency and the local authorities in assessing the effectiveness of the flood defences within the Harbour, and in 2016-19 we carried out the Poole Town Quay Dolphin Haven Works, a project in collaboration with the Environment Agency, which renewed the quay wall over a length of 375m between a point opposite Hennings Wharf and the existing flood defence wall adjacent to the slipway alongside the Old Lifeboat Station.

POOLE HARBOUR COMMISSIONERS MASTERPLAN CONSULTATION DOCUMENT

A Shoreline Management Plan (SMP) sets-out the long-term vision for sustainable coastal flood and erosion risk management and defines the policies for achieving that vision for different sections of the Harbour shoreline over the next 100 years. The SMP was adopted in 2011 and is kept up to date as new evidence and information comes to light by the SMP Management Group (led by BCP Council). It is currently undergoing a refresh.

In 2014, the Poole Bay Flood and Coastal Erosion Risk Management (FCERM) Strategy for Poole Harbour and Wareham was produced; this assessed in further detail the options for how best to implement the SMP policies in the Harbour, and schemes such as the Poole Bridge to Hunger Hill Tidal Defence Scheme and Arne Moors Coastal Change Project are now being progressed to implement the SMP policy and FCERM strategy.

BIODIVERSITY

As detailed in detail in the Aquatic Management Plan, the following strategic objectives have been identified to further improve biodiversity within Poole Harbour:

- To ensure that any development, plan or project is sustainable and can demonstrate no adverse impact on the designated site and fully complies with the Habitats Regulations
- To monitor the habitats in Poole Harbour and implement management initiatives to ensure their protection and enhancement for the biodiversity and other ecosystem services they provide
- To reduce the concentration of water quality-nutrients entering the harbour to improve the condition of habitats
- To manage the shoreline including recreating coastal habitats to be lost due to sea level rise;
- To manage and monitor shore and water-based recreation pressure to avoid damage to habitats and significant disturbance to waders and wildfowl
- To monitor and review measures that have been put in place to ensure that harvesting activities do not affect habitats and wildlife
- To monitor and review measures that have been put in place to ensure that dredging activities do not affect habitats and wildlife
- To continue deer management initiatives to alleviate damage to saltmarsh and reedbed habitats
- To investigate the potential to restore habitats to enhance biodiversity and for other ecosystem services these habitats provide
- To produce a natural capital plan: identifying assets, ecosystem services flowing from those assets and identify those that benefit from those assets to facilitate future stakeholder engagement and investment into habitat and wildlife protection and restoration
- To monitor and review measures to prevent any invasive non-native species significantly impacting habitats and wildlife
- To ensure litter does not affect the wildlife of the Harbour
- To improve communication with all user groups and organisations to improve awareness of important habitats and wildlife in the Harbour and explain how they can reduce potential impacts on the wildlife of the Harbour
- To promote more research into the impacts of human activities, sea level rise and climate change on biodiversity and the other ecosystems services the harbour's habitats and wildlife provide.

THE PORT TODAY

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.

PHC play a major role in the British Ports Association with the Chief Executive a main Council member. PHC is also represented on the Harbour Masters, Pilotage, Environmental, Engineering, Ferry Ports, and Access to Ports working groups of BPA. PHC is also a member of European Sea Ports Organisation (ESPO).







AWARD-WINNING MARINAS

Notwithstanding the commercial trade, the leisure and marina trade 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.

PHC has jurisdiction over the various water based recreational pursuits that take place within the Harbour and regulate these activities to ensure the safety of users.

PHC have operated Poole Quay Boat Haven since 2001, providing 125 berths for leisure yachts and fishing vessels. The berths for visiting yachts are frequently at full capacity in the summer months and accommodate longer stays during the winter period.

Poole Quay Boat Haven has been awarded TYHA Marina of the Year as a Winner or Runner Up in the following years:

2014 Marina of the Year (Runner up)
2016 Marina of the Year (Winner)
2017 Marina of the Year (Winner)
2018 Marina of the Year (Runner up)
2019 Marina of the Year (Winner)
2020 Marina of the Year (Winner)
2022 Marina of the Year (Runner up)

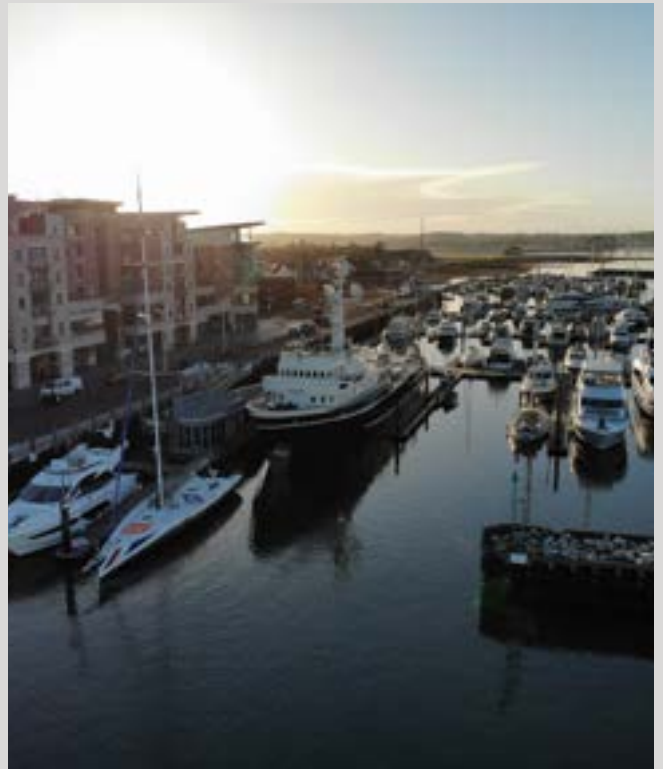
In June 2011 PHC opened the Port of Poole Marina on the site of the very first cross-channel ferry berth within the Port Estate. The facility can accommodate approximately 90 large yachts and motorboats and is fully occupied.

Poole Quay Boat Haven is also host to various nautical events including regattas and national championships and is home to British yachtswoman Pip Hare, who has her ocean racing yacht "Medallia" berthed in Poole Quay Boat Haven.



POOLE HARBOUR COMMISSIONERS MASTERPLAN
CONSULTATION DOCUMENT

Poole Quay Boat Haven, managed and operated by PHC, is one of just a handful of marinas in the world to receive The Yacht Harbour Association's prestigious Five Gold Anchors, one of the highest accolades, recognising quality of service and facilities, assessed by The Yacht Harbour Association (TYHA).





LEISURE IN POOLE HARBOUR

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 and canoeing. With jurisdiction over the whole Harbour,

PHC are well placed to regulate recreational activities and ensure sensitive areas are protected.

As mentioned above, the use of zones assists in the reduction of 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 has proved 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.

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 6kn. 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.

It is estimated that around 10,000 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. Three public slipways 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.

MOORINGS IN POOLE HARBOUR

Moorings within the Harbour are managed and regulated by PHC. There are approximately 2,000 swinging moorings within the Harbour as well as around 2,500 sheltered marina and pontoon berths. The Environment Agency also has 85 moorings along the River Frome, downstream of South Bridge at Wareham, which are managed independently of those that fall within the jurisdiction of PHC.

Of the moorings regulated by PHC, some are private moorings which are managed directly by PHC, while others are licensed to contractors, boatyards, yacht clubs, and other small organisations.

It is PHC's policy to minimise the number of swinging moorings within the Harbour in environmentally sensitive and recreationally busy areas and to maximize the areas of open water for safe navigation. All moorings are licensed by PHC. Private moorings are allocated to individuals in specific locations and the mooring is maintained by the owner.

Leisure Strategic Objectives

PHC will commit to the following strategic objectives:

- To ensure all recreational activity is undertaken in a safe, sustainable and sensitive manner.
 - To manage access to and use of the Harbour from land to minimise conflicts between users and wildlife.
 - To improve communication with user groups and organisations to explain their potential impacts on the interest features of the European Marine Site.
 - To ensure safe navigation for all by minimising conflict between commercial and recreational craft.
 - To review moorings policy to ensure impact on wildlife, habitats and seascape is minimised.
 - To maintain and improve present standards to reduce conflict between sail racing and commercial activities.
-



THE COMMERCIAL PORT

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. PHC directly employs approximately 100 individuals and in total there are approximately 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.

As self-financing commercial organisations, Trust Ports 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.

PHC lease sites and facilities to various commercial organisations including ferry operators and marine businesses. This activity has increased in recent years and is now a major revenue generator for the organisation. PHC remains committed to marketing this aspect of the Port to interested customers, providing covered and uncovered facilities and to increasing conventional and bulk activity within the Port.

Existing quays within the Port

	Constructed	Length m	Actual depth m (a)
South Quay	2018	200	9.0
South Quay N	2018	85	4.5
South Quay E	2018	40	6.5
New Quay total	1930	160	5.0
New Quay Extension	tbc	85	5.0
Bulwark Quay	1980	90	6.0
Ballast Quay	2000	80	6.0
Town Quay	tbc	90	4.0
Yard Quay	tbc	65	5.0
(a) Measured at chart datum, which can be thought of as a very low Low Water tide			

A Masterplan Strategy cannot be based solely on one particular project or trade and reducing PHC's over-reliance on a single 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 the Port of 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.

CONVENTIONAL CARGO TRADE

Poole is a major destination for bulk cargo imports and the Port of Poole receives imports of steel, timber, bricks, fertiliser, animal feedstuffs, aggregates and palletised traffic. Export cargoes include clay, sand and grain.

PHC employs a team of stevedores who handle 280,000 metric tonnes of conventional cargo over the quays each year.

OTHER SIGNIFICANT INDUSTRIES IN POOLE HARBOUR

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 yacht clubs 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.

The RNLI has its National Headquarters, Training College and boat building activities onto one site in West Quay Road, Poole. 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.

The largest onshore oil field in Western Europe 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 to the Hamble Oil Terminal via Fawley refinery. Production from the field peaked during the 1990s at around 110,000 barrels per day but current production stands at around 14,000 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 sets out the 'saved' 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.

The aspirations for redevelopment of the site between Poole Bridge and Twin Sails Bridge will result in the loss of deep-water quays. Overall, it is important that existing waterfront sites are available for appropriate marine related industries and deep-water quays and rail depots are subject to safeguarding through various planning policies.

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 Habitats 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

PHC Oil Spill Contingency Plan^[17]

The PHC Oil Spill Contingency plan provides the management, control and communications structure for dealing with oil or other hazardous substance release within the Harbour Authorities Area of Responsibility. It follows the guidance and instructions in the National Contingency Plan (NCP) and is supplemented by other local plans to prepare and effectively respond to any pollution incident.

This document has been agreed through consultation with Dorset Council, BCP Council, Natural England, Marine Management Organisation and the Environment Agency and has been approved by the Maritime and Coastguard Agency, as the competent National Authority, verifying that it is in compliance with the requirements of the Oil Pollution Preparedness, Response and Co-operation Convention (OPRC) Regulations.

^{17]} <https://www.phc.co.uk/environment/management/oil-spill-contingency-plan/>

POOLE HARBOUR COMMISSIONERS MASTERPLAN CONSULTATION DOCUMENT

The plan was tested on 26 March 2023 when a leak occurred at a pipeline operated by Perenco under Ower Bay in Poole Harbour and approximately 200 barrels of reservoir fluid was released into the water column in Poole Harbour.

The PHC Oil Spill Contingency Plan proved to be robust and the leak was efficiently dealt with by PHC, with the assistance of oil spill response companies and the Dorset Local Resilience Forum, which includes Dorset Police, Dorset Council, Bournemouth Christchurch and Poole Council, NHS, Environment Agency and Natural England.



Oil spill at Ower Bay, Poole Harbour, April 2023



SECTION 3 OUR VISION AND STRATEGIC OUTCOMES SOUGHT

BE THE UK'S NUMBER ONE MARINE LEISURE LOCATION

MAXIMISE PORT ESTATE POTENTIAL

BECOME A LEADING GREEN PORT

**PROMOTE OPPORTUNITIES FROM OUR NEW
DEEPWATER FACILITY 'SOUTH QUAY'**

OPTIMISE RORO FERRY POTENTIAL

BE THE UK'S NUMBER ONE MARINE LEISURE LOCATION

MASTERPLAN PROPOSAL: BUILD A NEW MARINE CENTRE AT POOLE QUAY

A report on the Economic Benefits of UK Boating Tourism by British Marine Federation (2018) showed that for the boating tourism sector supports more than 150,000 employees and generates approximately £6.0 billion in Gross Value Added (GVA) through both direct and indirect (supply chain) spending.

A report from January 2023 produced by British Marine, the UK Marina and Mooring Market Report 2021-22, providing insight into a wide range of economic indicators for the UK's marina and mooring sector. The document's key findings were:

- Revenues from marina berthing income grew 13% to £283m in 2021/22, reflecting the impact of the sector's recovery from the pandemic on berthing demand and revenues.
- The sector's direct Gross Value Added (GVA) contribution to UK GDP through marina berthing income increased 16% to £127m from the previous year. The 'added value' created by the marina sector represents 45.1% of total sector output.
- Taking into account indirect and induced economic effects, from marinas' supply chain spending and the spending of employees supported by marinas and their suppliers, the UK marina sector generated a combined total of £253m in GVA.
- Occupancy rates for April 2022, at the start of the boating season, averaged 90% across all mooring providers. PHC's marinas have an occupancy rate of 100%.
- The average size of Marinas waiting lists is 31. PHC's marinas have over 100 people on the waiting list.

There is a shortage of Marina berths all along the South Coast and most marinas are now reporting waiting lists. Poole Quay boat haven and Port of Poole Marina have long waiting lists (see above).

The British Marine Annual Water sports Participation Survey 2021 shows that some 12.7m UK adults tried a boating activity in 2021, with approximately 11.8 m people taking part in one or more boating activities, once or twice in 2021, almost doubling from 2020, likely due to the global Covid 19 Pandemic and the impact that had on people's ability to take holidays abroad.

Demand could be met by a significant increase in marina berthing in Poole Harbour, comprising a marine centre at Poole Quay which would benefit from strong links with Poole town centre.

There is very limited opportunity to further extend the boundaries of the Port Estate for future development as this would impact on existing Port activities, whilst having a significant environmental impact. PHC have identified an area of seabed to the South of Poole Quay Boat Haven, which has the potential for further development, enhancing our leisure offering.

OUR VISION

The cost of the project is estimated to be in the region of £40/50m and the key features of the project are:

- **Extended marina to the South of Poole Quay Boat Haven providing additional circa 600 berths, including visitor berths, giving c. 950 berths at PHC marinas in total.**
- **Marine refuelling station and option to incorporate emergent propulsion technology**
- **Potential for boat yard activities including lift-out**
- **Secure berths for power and sail boats**
- **Facilities to support major marine events such as Boat Shows and Tall Ships**
- **International Sailing Regattas**
- **Additional facilities for Poole Harbour stakeholders, including Fishermen and commercial operators**
- **New walkways giving extensive Harbour views to the Public**
- **A new Recreational and Environmental Awareness Centre**
- **Enhanced Harbour access for local organisations**
- **Facilities for superyachts**
- **Support for local marine businesses.**



Poole Quay is a very attractive location for a new Marine Centre, providing direct links to the Town and proximity to the main navigation channels and leisure activity areas.

Poole Harbour is already recognised as a major sailing location and PHC believes 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.

A separate detailed consultation process regarding the Marine Centre plans will take place in due course.

POOLE HARBOUR COMMISSIONERS MASTERPLAN CONSULTATION DOCUMENT

Consultants carried out an initial business case assessment in 2018 that is currently in the process of being updated. Detailed designs and an Environmental Impact Assessment (EIA) will accompany any proposals which we decide to take forward. Consultants have now been instructed to investigate the environmental studies involved. Upon completion of the due diligence phase, an Environmental Statement (ES) will be submitted.

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. 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.

These proposals will be subject to planning and marine consenting processes.

Recreational & Environmental Awareness Centre

An Environmental Awareness Centre is being proposed as a central part of the Marine Centre, with an aim to educate and increase awareness of Poole Harbour's environment and its sensitivities.

The Centre will also provide information re. the history of Poole Harbour. It aims to be exemplary in advocating good practice amongst the sailing community and encouraging stewardship of the Harbour. To ensure the Centre's success, a programme of contents will be developed, and PHC will liaise with academic institutions and existing outreach programmes to develop joint programmes.



Outline of the extended marina for visual representation only, subject to change

MAXIMISE THE PORT ESTATE POTENTIAL

In addition to the Marine Centre project, we will look at the following activities to make sure we maximise the Port estate's potential.

EXPLORE POTENTIAL FOR THE RAIL LINK

The Port of Poole is one of the few South Coast UK ports to be rail connected and this link is likely to become more relevant as the Government encourages modal shift of freight traffic to be moved by rail rather than by the increasingly congested road system.

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.

PHC is in discussion with Network Rail regarding improvements to the Hamworthy branch line and port siding to align with customers' expansion plans and transportation of cargo via rail. Rail can also be a far more environmentally friendly mode of transport than road, aligning with our ambitions to become a Leading Green Port.

Discussions with potential customers are ongoing and, if successful, could result in the reinstatement of the rail link as early as 2025.

In April 2022, Brittany Ferries announced that it had given the go ahead for a new rail-freight link between Cherbourg and Bayonne. With support from the French Government, the EU, and the regions of Normandie and Nouvelle Aquitaine, Brittany Ferries will open the 'rail motorway' linking the port of Cherbourg to the European Freight Centre at Mouguerre, near Bayonne, thereby connecting Spain to the UK and Ireland via the French railway network. The launch of the new service is expected by mid-2024.

This new rail freight link to Cherbourg will provide opportunities for the Port of Poole to increase the volume of freight received from France. It is expected that the majority of the onward UK distribution will be via the UK's Road network but PHC are in discussion with Brittany Ferries to determine whether their customers will require onward rail transport within the UK.

CONTINUE TO MARKET POTENTIAL TENANTS

Alongside the Port's RoRo ferry and cargo operation, PHC leases buildings and other facilities to a range of commercial tenants, providing revenue which supports our other activities and supporting a large number of jobs and businesses on the Port Estate.

PHC remains committed to marketing this aspect of the Port to interested customers, providing 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.

BECOME A LEADING GREEN PORT

Poole Harbour's ecological importance is recognised internationally with its designation as a Ramsar wetland site, and nationally, with its designation as a Site of Special Scientific Interest (SSSI) to protect its valuable intertidal and coastal habitats. The Harbour is also a Special Protection Area (SPA) due to the important numbers of waterfowl and wading birds that its habitats support.

SUSTAINABILITY AND DECARBONISATION PLAN

PHC is finalising its Sustainability & Decarbonisation Plan, with an emphasis on the topics in the graphic below.



POOLE HARBOUR COMMISSIONERS MASTERPLAN CONSULTATION DOCUMENT

The new Sustainability & Decarbonisation Plan consolidates our achievements to date by establishing our baseline emissions with targeted future improvements.

Some of the examples of sustainability projects PHC have carried out over recent years are listed here.

This new Plan will establish a more detailed long-term plan of action, which will be a live document as technology is ever evolving.

1. **Lighting** – We have replaced all the high mast lights and low-level lighting with LED lamps across the whole Port.
2. **Behavioural** – Improvements in energy monitoring and usage awareness.
3. **Renewables** – In 2021 Solar Panels were installed on the newly built Border Control Post building, avoiding 28,000 kg Co2 emissions per year, and further investigations are being carried out relating to expansion of solar PV and EV charging points for both PHC and its tenants.
4. **Waste** – We are working with a new supplier to streamline our waste collections and further reduce our waste streams that are sent to landfill.
5. **Environmental Regulation** – We are certified ISO 9001, 45001 and are working towards Environmental (ISO 14001) accreditation by the end of 2023.
6. **Water leakage** – We continue to undertake leakage detection work on our water supplier network.
7. **Shore Power** – There is some capacity to provide shore power for vessels and static plant and we will explore all opportunities.
8. **Sustainable Procurement** – Procurement of Port plant and equipment is delivered with sustainability in mind, and we have recently purchased a new energy efficient crane and a new electric-powered forklift truck.
9. **Eel grass** – PHC continue to carry out the protection of eel grass, as a means of carbon capture, with voluntary no anchoring markers.

Air quality and Pollution

BCP Council and Dorset Council monitor air quality around Poole Harbour, with a particular focus on Nitrogen Dioxide (NO₂) and Carbon Monoxide (CO) levels. Air quality in the area is sent to the Department for Environment, Food & Rural Affairs (DEFRA).

There is a complete ban imposed on the dumping into the sea of all forms of plastic, while contaminated ballast water discharged from commercial ships can cause chemical pollution as well as having the potential to introduce alien species and pathogens into the Harbour. Commercial ships are not allowed to discharge within the Harbour itself. Port facilities provide appropriate disposal routes for all forms of waste that legislation requires commercial cargo vessels and ferries to land; details of which are contained in the Port Waste Management Plan published in 2018^[18].

Water quality

Although the Environment Agency is responsible for water quality in Poole Harbour, PHC continue to work closely with all stakeholders involved including Wessex Water, the Environment Agency, Natural England and BCP Council on water quality in Poole Harbour.

Dredging

Capital and maintenance dredging operations are undertaken in close collaboration with stakeholders, insuring beneficial use of dredged materials wherever possible. Suitable dredged material can be used for beach recharge or in construction activities as opposed to being disposed of offshore. Such examples include beach recharge activities at Poole Bay and the construction of the RNLI Headquarters and PHC's own South Quay development.

^[18]<https://www.phc.co.uk/wp-content/uploads/2019/05/Port-Waste-Management-Plan-v4RO-2018.pdf>

MARINA SUSTAINABILITY PROJECTS

Our two marinas, Poole Quay Boathaven and Port of Poole Marina, strive to be exemplars in sustainability best practice.

Below some examples of projects our marinas are involved in:

- **TYHA Clean Marina Programme**

Poole Quay Boathaven and Port of Poole Marina are fully engaged with the Yacht Harbour Association (TYHA) launched the Clean Marina Programme in September 2022 to help marinas with areas such as blackwater capture and treatment, correctly managing segregated and hazardous waste, spill prevention and treatment, washdown capture and filtration, drain interception, using sustainable products and preventing plastic pollution.

are fully engaged with this programme through an external auditing process.

- **International Sea Keepers Society**

PHC's marinas have joined the Marina programme of the International Sea Keepers Society promoting oceanographic research, conservation, and education through direct involvement with the yachting community.

- **Sea Hives**

In early 2023, Poole Quay Boat Haven installed a new Sea Hive, which are structures made from recycled fishing nets and plastic bottles, moulded to make hexagonal tubes, with an aim to create and restore marine ecosystems.



Seahives at Poole Quay Boathaven, before installation and after a few months

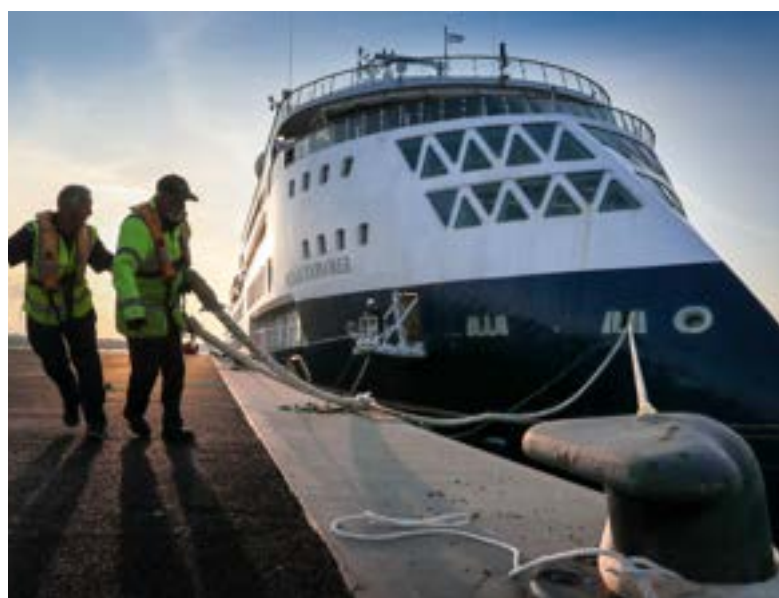
PROMOTE OPPORTUNITIES FROM OUR NEW DEEPWATER FACILITY 'SOUTH QUAY'

INCREASING CRUISE VISITS TO POOLE

Following the construction of our new deep quay in 2018, Port of Poole is now able to accommodate cruise ships up to 210m in length.

With its experienced in-house workforce and excellent facilities, including a dedicated lounge for cruise guests, the Port of Poole is a perfect boutique destination for cruise lines operating high-end and expedition- style cruise ships.

With its central location on the South Coast, the Port of Poole has excellent connections to major airports & the motorway network and offers a wide range of great excursions including Brownsea Island, the Jurassic Coast, the New Forest, many Heritage properties including Minterne House and Athelhampton House, Swanage Railway, and Corfe Castle.



CARGO

Poole has excellent facilities for the import and export of bulk cargo and containerised cargo. With our new South Quay, the Port of Poole has opened new opportunities for the accommodation of larger vessels.

PROJECT CARGO

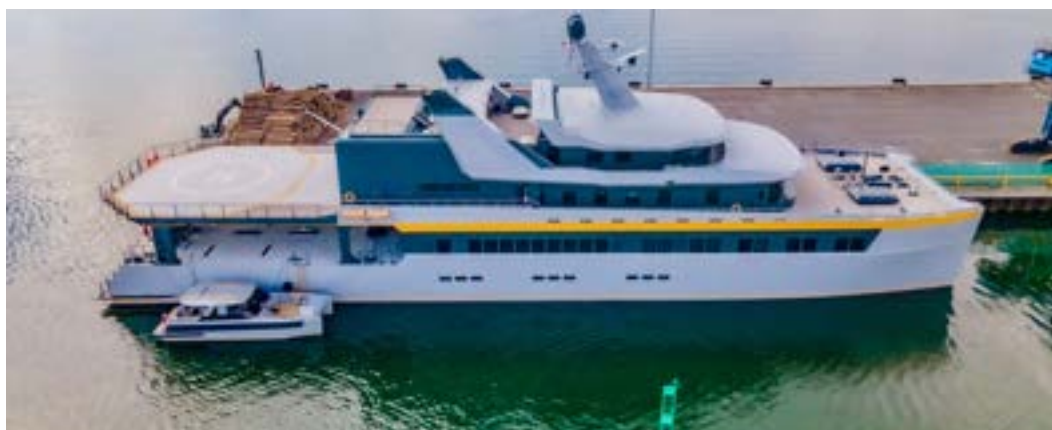
With deepwater and an extensive quayside lay-down area, South Quay is perfect for handling project cargo including heavy lifts and non-palletised or containerised cargo.



SUPERYACHTS AND LAYOVER REVENUE

South Quay is a multi-purpose facility, enabling Poole Harbour Commissioners to diversify into new markets, including visiting superyachts.

Between 2020 and 2022, the Port of Poole welcomed 22 superyachts. A growth market, Poole Harbour is fast becoming the UK's destination of choice for visiting superyachts.



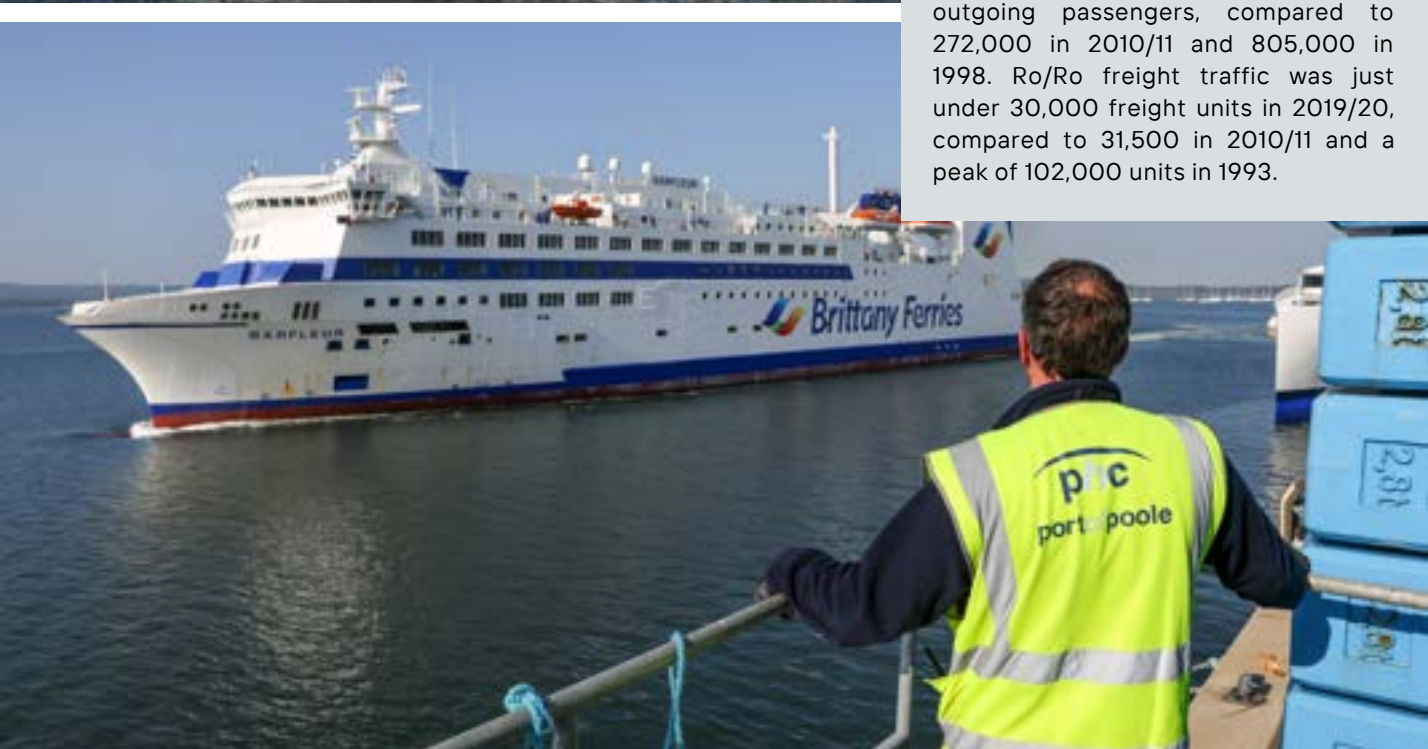
OPTIMISE RORO FERRY POTENTIAL

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.

As noted in the last version of the Masterplan published in 2013, cross-channel ferry operators, especially those serving the western Channel routes, face more challenges in the years to come, and since 2013, that downward trend will only continue.



In terms of passenger numbers, over the past 20-25 years, all South Coast ferry ports have seen major reductions in numbers. In 2019/20, the Port of Poole handled nearly 200,000 outgoing passengers, compared to 272,000 in 2010/11 and 805,000 in 1998. Ro/Ro freight traffic was just under 30,000 freight units in 2019/20, compared to 31,500 in 2010/11 and a peak of 102,000 units in 1993.



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Condor Ferries invested £60 million in 2017 in a fast ferry and signed a long-term lease and operating agreement with PHC which committed the company exclusively to Poole for fast ferry services. Condor Ferries have successfully introduced new ferry schedules increasing passenger and car volumes.

The construction of South Quay in 2018 has increased the Port's capacity for larger ships, including ferries, given that the new generation of ferries being developed by the main cross channel companies continues to increase in size.

Brittany Ferries restored the Barfleur service to Poole in 2013 providing freight and passenger services to Cherbourg. Condor Ferries operate a fast craft service from the Port to the Channel Islands and St Malo. In terms of freight ferry traffic, Channel Seaways operate a twice weekly liner service from Poole to mainland Europe and the Channel Islands and continue to operate a freight RO/RO service to Bilbao.

Discussions are ongoing relating a number of new opportunities, including a new shipping link between Poole and North Africa.

PHC remains committed to growing RoRo activity and continues to identify business growth opportunities from existing and new customers, and to maintain high standards of service in the sector.

