

Public meeting – Southwold Harbour Lands consultation –  
Wednesday 6<sup>th</sup> February 2019

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Held at St Edmunds Hall Southwold at 6.30pm.

Approx. 120 members of public attended.

**Panel**

Mark Bee introduced himself - Leader of WDC - and asked panel to introduce themselves too.

Panel made up of; Kerry Blair, Head of Operations for WDC, Will Windell Southwold Town Council and Chair of the Joint Cttee, Andy Jarvis Head of Strategy for WDC, Andy Gallant Project Manager for the project – employed by WDC.

**Introduction by Mark Bee**

*'Tonight, is an important opportunity for local people to ask questions about the future of Southwold Harbour lands and to discuss a range of matters relating to the proposals for its future operations. I understand as well as anybody that we all make ultimately the best decisions we can, and I hope that this evening will be a genuinely constructive occasion for all which puts Southwold first and that's what we all want to do. If it's ok, I want to start by presenting a brief summary of the activities and events to date in the recent history of Southwold harbour. As you know WDC and STC want to hear your views about how the harbour lands should be managed and going forward how we make decisions in the best interest of the area and the local people.*

*Previously in 2014 the Councils carried out a consultation about future management arrangements and the key points raised were these: Ensuring local influence over decisions, retaining the character of the harbour and the surrounding lands and ensuring that there is investment in the harbour in the future.*

*As many of you will be aware a proposal to establish a charitable trust to run the harbour was accepted in 2015. However, Waveney has voiced concerns that this model would mean that the Council could potentially lose control of the harbour whilst remaining financially liable for its upkeep and improvements. It is argued that significant investment in the harbour is required and we are currently commissioning a computer model to help us understand the scale of that investment required and to keep the harbour open to businesses and to visitors. So, in December last year a meeting of the Joint Harbour Committee requested that the councils carry out a consultation about alternative models for running the harbour and tonight's meeting is a part of that process of consultations. Specifically, we want to consult on the proposal to set up a Harbour Management Committee an HMC to run the harbour and to manage a long-term investment programme. HMC's are recommended by Government as being the best way to operate the harbour in the interests of a range of stakeholders. It would have representatives from the District and Town Councils but also local stakeholders which would include harbour users, business owners, and experts in harbour management. HMC's are established models and work successfully in various locations around the country for example in Weymouth. If an HMC were to be established in Southwold we would ensure that a memorandum of understanding was created so that all parties may understand exactly what*

*the committee could and would deliver. Trust really is the key word here. In summary an HMC will provide a model which will first of all meet all of the principals set out in the 2014 consultation, it will enable local influence by giving local people a voice in the committee, it will provide an opportunity for expert input into decisions affecting the harbour, it will provide an effective management structure in order to make decisions and manage investments and provide WDC with a level of control that will provide security for all future financial investments. Hearing from local people is incredibly important and this consultation has been available online in the form of a survey since the end of January with 29 responses so far. We have also staged 2 Saturday drop in events in Southwold and we are also carrying out interviews in the town to promote the consultation and seek people's views. When the consultation is complete, we will use the feedback we have received to draw up recommendations for a meeting of the joint committee on 6<sup>th</sup> March. At this meeting the Committee will consider the various governance options for running a harbour before making a recommendation to a joint meeting of WDC and STC which will be held on 15<sup>th</sup> March. I hope that provides some clarity for everybody here tonight and we are now happy to move into the question time so please feel free any points of clarification or raise any issue that you want so that we can take this matter forward.*

*Thank you very much for listening.'*

### **Questions**

Q - Please explain the extent of the harbour lands that you are identifying on your map.

A – (KB) It covers essentially all of the harbour and the harbour structures out to the mouth, all the way down to Buss Creek, all the way back down to the bridge, all the way round to the boating lake and includes the caravan site. There is a section of the camping field to the right which is not covered by that area but the vast majority of that is covered within the definition of Southwold the harbour lands.

Q - Why all the way through Buss Creek.

A - (WW) Its historic, it's the area that has been defined as Southwold harbour lands. Everything you can see of the actual river until the bridge that is harbour lands. The caravan site is harbour lands. The camping fields are outside. There is a creek that runs at the top of the caravan site and that runs all the way along the Ferry Road. That is Salt Creek. If we move up river to the area where the Bailey Bridge is, you have Buss Creek and that takes it all the way round to the boating lake and that is historical.

Q - Michael Ladd STC & WDC – One of the big issues is about selling off the harbour. If there is something that could actually be written into the deeds or somewhere like that would be helpful because officers and councillors move on and its hard to remember what was agreed at that time so if there was something about the harbour and harbour lands would never be sold, in some sort of written agreement which would be there for all time that would satisfy a lot of people.

Question re the estuary a bit further up the river – are we looking at doing something there because there is no point investing or spending money on the harbour mouth or the harbour as just

been described if the estuary is let go - Environment Agency have now moved out of maintaining the estuary so would like to ask whether the estuary has been included in any future investment.

A (MB) - Categorical assurance that we will not sell that land and will write that into the agreement. One of the reasons that we want to get on to this now is the creation of East Suffolk Council. Want to do this in the right way and the right process. Want to put those things right before hand over to the successor authority East Suffolk Council and thus why want that done now. Needs to be written so that it is there for the future and for the future assurance. Not without precedent in other parts of the district. This gives an opportunity for investment in the Blyth - need to ensure that there is maintenance and the proper programme for all of that estuary - this does give an opportunity for that investment.

Q - Wendy Mantin - Will the computer-generated model encompass the whole of the estuary area - Southwold harbour won't survive unless the estuary is dealt with so that would have to form a very big part of that model.

A - Yes. Scoping document is a very complicated piece of work to go out to find specialist organisations to carry out the survey that has been drafted. Hoping to go out with the full spec. within the next couple of months. Project has grown - initially wanted to answer the question of how to reduce the swell on the north dock wall but in consultation with a number of harbour users and looking at previous research it became clear that no point in doing anything at the harbour mouth if changes to the banks upstream due to the flow of the river were all silting. The survey will be extensive piece of work. Want to ensure that the harbour is a viable harbour for the next 30-40 years and to understand what investment is going to be required. Survey will go all the way back and possibly onto the other side of the A12.

Q - Re harbour management committee and mix of members. 50% of local authority elected members has been mentioned - could that increase to above 50%? Does each member of the committee have equal voting status or will some votes count higher than others?

A - (AJ) Intention is to follow the good governance guide - that's where the approximate figure comes from. Will need to be decisions made in terms of what is the appropriate way for the district council to be involved on management committee, the town council and then the stakeholders. Will be discussions about what that looks like, and who is on it. Will have advisors on it and some people will have voting rights.

Q - Can we have a reassurance that all the services raised from the harbour lands area and the caravan site - that those monies will be kept within the harbour operation and will be used for the proper maintenance. If there is a surplus how it is to be used in the future?

A - Yes. There is a requirement that that's the case - there is a Scrutiny Committee meeting at WDC tomorrow which asks that question. Look on WDC's website to see a series of papers - will see the response to that - will see some details of the accounts which establish position with regards to the harbour money over number of years. The money raised within the harbour lands the surplus will be used to fund work in the harbour. Don't know what the cost of that investment is going to be - it could be from £10million to £20million. The survey will give answer - will be using the money that is generated from the harbour to be able to finance and fund that work.

Q – from local resident – know the area very well and treasure the harbour. Particular concerns about governance - important before go much further that there are really clear ideas about governance' and 'approx.'. 50% of councillors. Summary document says one way is the harbour management committee - would like to know what the other ways might have been. Concerned about the percentage membership by councillors - need people to want to be on it and when they are on the harbour management council.

A - people have got to take role seriously. Up to the future leader of East Suffolk or the local representatives and the Town Council to make sure that happens. If had turned up with an all singing all dancing product then the feeling would be that all made up our minds. Want to have genuine consultations and have genuine buy in of people. Got to get governance right which can happen if get the consultation right, so people can understand what is involved. Goes forward from the consultation and from tonight's meeting to the meeting in March.

A - meeting held in December where WDC set the case as to why from Waveney's perspective a charitable trust model wasn't workable any more - came down to the control issue. Likely that the results of that survey will show that there is a considerable investment required - could be millions - highly likely that borrowing is going to be needed in order to be able to achieve that. The issue with a charitable trust is that ultimately WDC will lose control over that body because it will be open to elections and new trustees could be elected. Wouldn't be any control from Waveney and that becomes an issue if WDC still have the responsibility for the asset. If the charitable trust were to go under ultimately it would come back to Waveney. The issue would be that WDC would have all of the liabilities but none of the control. The harbour management committee is an attempt to have local influence and say whilst we accept that Waveney is going to need to finance these works on the harbour.

Q - define control

A - From Waveney District Council's point of view haven't come with a fully determined answer for that. Will need to be written into the terms of the memorandum of understanding.

Q - Ownership of the harbour lands - not universally accepted that WDC actually owns the harbour lands? Have WDC taken legal advice to form an opinion on ownership, and if so, is the council is prepared to make that available to the public.

A (MB) This has come up a lot. First became leader of WDC in 2003 and had this issue then. Have been told by the lawyers that it is one of the things that we have looked at as part of the scrutiny tomorrow. While will never satisfy everybody's view on that as far as WDC are concerned and with the responsibility that WDC have held with the harbour undertaking over these 40 years as a district council WDC are confident of ownership of that land.

Q - David Beavan – Concerned about the caravan site - the harbour was built on the herring fleet - without the caravan site the harbour is not really sustainable. Need the caravan site and the profits from that to keep the harbour going. Concerned that Waveney are taking the profits from the caravan site from the harbour when need so much investment.

A - Lots of comment about the caravan site - the harbour lands and harbour are not being sold. The caravan site is integral to the whole management of the harbour - part of it is the harbour lands with the campsite just outside. The caravan site itself requires investment and that will need to happen, and that money has got to be found. That is one of the reasons why the District Council is saying that it has to have that ultimate say of control over it in order to put the money in and not just take the liability. If the District Council has to find the money - there can be local management, but it has got to have that interest in it. There is an intention to invest in the caravan site and there is an intention to then use the money raised from that to invest in a local infrastructure around the harbour. Will be for the harbour management committee to have the influence on exactly how that works. Two things need to come together - Investment in the caravan site, investment in the harbour.

Another rumour that is out there is that the investment in the caravan site and the investment in the harbour is going to be something akin to Great Yarmouth or Cleethorpes i.e. there is going to be amusement parks etc - absolutely not the intention. The intention is to invest in the harbour and to keep it in the spirit of Southwold. Needs investment - if don't invest in it it won't be there for that much longer. It is about investing in the harbour.

Q - Simon Flunder – Pick up on the point of the governance - the government department have ports good governance guidance and they have three categories (a) which is for the main harbours (b) which is for trust ports and (c) which is for the local authority ports. Feel that the harbour management committee idea is main idea for going forward. Would hope WDC would still consider the trust port option - there is Littlehampton port which is a trust port system and works very well. There are parent councillors on the trust along with local councillors and there are experts and it seems to work very well. They seem to be able to invest money into harbour and into the lands - would hope that ears are not closed for the idea of a trust port proposal.

A - WDC haven't decided more detail because these are comments and concerns that WDC want to hear.

A - The government website has lists of trust ports and lists of municipal ports and Southwold harbour is down as a municipal port - it is not on the list of trust ports. Is not a trust port - the government views it as a municipal port. Model that WDC are looking for as per the good governance guide is absolutely right. There are different models – may go forward under the municipal port arrangement. Open to getting multi-disciplinary representation on the harbour management committee. Yes, there will need to be District Council representation. Thinking that there should be strong representation from the Town Council because need to work together. District Council working with the Town Council. Needs to be representation from the users, from the businesses and there needs to be expert advice. District Council need to be confident that if it is going to put the investment in it has a say in the way it works.

A (KB) Looked at Littlehampton website and - it is a trust port. Southwold is a municipal port. But on their website was the availability of information - that has been a source of real frustration over the years - lots of different groups; there's the harbour management group, there's the harbour users' group, there's a harbour authority group, none of them provide local people with the opportunity for much input. None of them seem to provide a great deal of information. That has

led to a feeling that there is a lack of transparency. Good thing about the Littlehampton example was that all the minutes were there- can see when they had public meetings, can see who people were, can see what their background was. Reports and accounts were published, the business plan was published, the investment plan. Let's have that as a model - is an opportunity to do things far more openly and transparently than done in the past.

A - Whole idea of the good governance guidance is to try and provide some consistency across all three of those models - the private, the trust ports and the municipal ports. Idea of an HMC has come from trust ports which have run in that way for ever since they were first thought. PGGG is set out is to try and have some consistency.

Q - Simon Flunder - charitable link would obviously benefit the harbour because you obviously get the benefit and revenue and tax benefits. Having it as a charity - because in 1933 the harbour was identified as a charity and that's the order on which the current harbour is running.

A (WW) - In the early 20<sup>th</sup> century the harbour was owned by a private company. The borough council bought it back for 10 shillings, it was a municipal port. All the correspondence since then talks of it as a municipal port. There is no mention between the borough council and the department of transport that it was a trust port. It has always been a municipal port – start from there - part of the consultation. It is a municipal port and not a trust port.

Q - the river banks up and beyond the bailey bridge - concerned about those as they are beyond the jurisdiction of the harbour lands and are maintained by the Environment Agency. 2007/2008 when we had a surge tide - there were 11 breaches in the bank up beyond the bailey bridge. Need some assurance from the Environment Agency themselves that they are going to continue to maintain those banks because at the time those breaches occurred, they said that they weren't going to repair them.

A - the Environment Agency need to give that assurance and WDC would support that.

Q - Southwold resident –question for Cllrs Bee and Windell. Can you give us an assurance that the memorandum of understanding and the selection process for the new proposed harbour management committee will be in line with Southwold Town Council's stated aim of taking the harbour back under local control?

A (WW) Yes this is our intention. People have complained about two major problems about the harbour. Lack of financial investment. Lack of local control, local input - this is the opportunity for the Town Council to have the influence being demanded. See that as reassurance that its not going to be sold. If Southwold Town Council is a part of a management team as part of the process, the Town Council would want to see it kept in local control but also more importantly local influence.

Q - Want to make sure that all of the wildlife on both sides be considered when any works get going.

A - will be under the undertaking of that management committee to preserve the environment because the environment is the most valued valuable thing here and clearly the wildlife would be a part of that. Would not want to see destruction or anything that would destruct or damage that

environment in any way. Got to get the governance right, get the people right, get the local involvement right.

A (WW) Town Council at the moment has commissioned a management plan from the Suffolk Wildlife Trust to look at the marshes, the common and what STC are trying to do is work with other bodies like the Suffolk Wildlife Trust and the AONB to make sure that everything is approached in a holistic way. Want the ditches to be looked after. Would want the marshes to be looked after. As the chairman of the common trust want the common to be the best it can be, and we are working on that and it is improving it all the time.

Q - Does that go to the bit beyond the bailey bridge, tinker's marsh going up, the bit behind the sailing club.

A - Yes – we would want to work with our partners and other organisations on this.

Q - Seems to be a great deal of scepticism about Waveney. There was an agreement to make a charitable trust back in 2015 there has been a great deal of inactivity on Waveney's part since then. Re governance - On the management committee is there going to be an overall majority of the people of Southwold or is there going to be an overall majority of Waveney or the successors of Waveney. Re the income from the harbour, the income from the caravan park is the combined income from those going to be ringfenced so it's going to be spent on the harbour on the caravan site.

A – (MB) yes to local involvement and local engagement. Its why need involvement in consultation and why we are going through this process. Frustration that it taken so long - when I first was leader this was an issue, I thought we had got to the point of taking this to a step where it could be concluded. Couldn't believe when then came back as leader that it was still all going on. I felt we needed to get around the table to start sorting this out and getting it done properly and right before we turn into an East Suffolk Council.

A – (KB) want to give an assurance about finances. The surpluses from the harbour lands are ringfenced for the harbour and that will be the case going forwards. Sit on the harbour management group with Cllr Beavan, Cllr Flunder and Graham Hay Davison previously and the harbour master Pete Simmons and it feels like a generally joint endeavour. The conversations in those meetings are about the running of the harbour. i.e. what do we invest in the dilapidated fender at the end of the north trading arm, when do we do it, shall we do it before the winter storms or after, it is about the running of the harbour. Relationship has been so dysfunctional and – it is about the decision of running the harbour - there needs to be a degree of control over things like the budget and the money but there is a shared objective which is that we need to invest enough money to keep this harbour operational for another 30/40 years whatever it takes and we need to find that money. We will need to develop a business plan jointly. The harbour management group will need to deliver that business plan, to monitor it and to report on it - those are shared endeavours. Going to have a business plan that is jointly written, and it is going to be delivered by that group.

Q - If it is not the issue then why can't Southwold own it why can't Southwold have it.

Q - If Southwold borough council bought the land for 10 shillings many, many years ago Southwold borough council then owned the lands until the 70s and then it was transferred presumably to Waveney. Waveney itself is going to disappear. In the circumstances if concerned about the liability falling on the shoulder of Waveney and therefore for Suffolk District Council would it therefore not be sensible for you to sell the land back to Southwold Town Council for 10 shillings.

A - No.

Q - There is a lot of mistrust going around at the moment and would help a lot if WDC could publish the minutes of meetings and the accounts, the income and expenditure accounts in the East Anglian and preferably in the local magazine.

A - (MB) from the example that Kerry gave in Littlehampton and others similar, all of this can go online, can be transparent and this is part of how hopefully in the future we can move forward.

Q - Are any minutes being taken of this meeting.

A - Taking comments. Town Clerk of Southwold Town Council is taking a report of all of the comments that have been made.

Q - James Darkins Acting Chairman of BEP - aim is to bring together stakeholders to provide a consensus that secures a long-term viable estuary. Pleased to hear that WDC recognises the need to find a holistic solution for the entire estuary. Environment Agency commitment is another eleven years of maintenance, but it is not at all clear what would happen in the event of a major breach and if they would actually step in and repair it during the eleven years. Principle concern is one of time. Sea levels rising - doesn't sound very much but the reality is that developing strategies and finding consensus is a luxury that the next harbour surge might take away. Hope that WDC not only obviously have to resolve this issue but have to work contemporaneously on developing a strategy for the entire estuary because if we don't do that, we may not have a harbour to worry about at all.

Q - seems very clear that EA are not going to be taking any responsibility - have got sea level rise the east coast is sinking as well so there is more and more risk of flooding.

Q - Deni Fischer - represent the harbour users sailing club. Wonder why you are setting up a board without a business plan. Usually the other way around you have a business plan which the board controls and administers. Who at this particular point is Waveney and who and in what form the control would take place?

A - (KB) accept that if setting up a commercial venture and trying to identify the fact that you had a viable business proposition you would sign the business case. WDC don't know the scale of the financial challenge that the harbour represents and won't know that until have the work that's going to be carried out as part of the survey. It may be that no investment is required at all. It may be that a very modest amount of investment is required. It may be that the £20million may be the answer. Local concern that the nature of the harbour would be changed if WDC were to do anything with the caravan site, so anything that we do has to be in the context of what that survey



says. It will be the role of the harbour management committee to draw up the business plan and it would be based on that survey.

A - re governance issue - need to look at the various models that there are. Waveney and the successor authority will have the harbour undertaking. So therefore, will need to manage it in the light of that. There will need to be representation that WDC will have direct access to fulfil undertaking as the harbour authority.

Q - Cath Pickles, Chair of Southwold Port Stakeholders Group - started the petition which ended up with 7,000 signatures on it asking WDC to stop creating a trading company with WDC as single shareholder. One of the big issues started off as a matter of trust - moving forward need ultimately transparency. Panel should acknowledge what happened back in the summer and the reason why petition/campaign. Wasn't until the DfT got involved that got some movement. Brought the attention to the media and made sure that WDC weren't able to create that trading company with a single shareholder.

A - The local authority trading company was consulted on. There were a number of consultation events. Last January we held a number of events where we talked about it - clear as a result of these that it was not winning heart and minds locally. WDC referred to that in the paper that went to the public meeting of the joint committee in December last year. Acknowledges the fact that the model did not win local support. Charitable trust model was felt to be not appropriate for reasons already discussed. WDC came forward with an alternative and came out and talked to people in Southwold.

A (AG) - The district council actually went to talk to the DfT and talk about the issues with the harbour and possible approaches and it was the DfT that said "look if you are currently looking into transfers and everything else you are going to run into trouble because of the archaic nature of the 1933 Act". So there has been a dialogue going on with the DfT and one that will continue as part of this.

Q - Peter Byatt - opposition leader of WDC. See it's a sensitive issue in Southwold. The port good governance guide is just guidance- is there opportunity for creating a Southwold model of how a port could be run. Is there enough time between end of consultation and creation of East Suffolk?

A - (MB) - Trying to create a Southwold model - want to create something which the people of Southwold are comfortable with and then rebuild that trust. Don't want it to be restricted by the creation of East Suffolk Council which has got to happen on 29<sup>th</sup> March – but need to get it right and if get it right wont then be back here talking about it next year or in fifteen years' time. Would be a really good legacy from Waveney to have handed over something which is sorted.

Q - Would the opening balance sheet of the new company be free from debt from previous trading company at the harbour or will alleged accounting irregularities be brought forward into the new company.

A - direct question to the comprehensive report of the Overview & Scrutiny tomorrow where alleged accounting irregularities are on there. It has been accepted by the district auditor, all of the auditors who have looked at the accounts (and possibly starting to be accepted by the people who

brought the questions to the Scrutiny Committee). There is an acceptance that the accounting standards that have been applied have been transparent and correct. In terms of Waveney the north dock wall project wall has been funded. The revenues for the north dock wall come from the overall harbour revenues. Need to knock on the head the idea that there have been any irregularities in the accounting. Will pick matter up in more detail in Scrutiny Committee - there in report for anyone to read.

A - District report is published online - there are no irregularities - been dealt with properly and that balance is there, and it is continuing to be used by funds generated by the harbour and the caravan site.

Q - Jessica Jeans Southwold resident, Southwold Town Councillor. Have heard lots of different versions of the history of Southwold harbour. Think that we have to look at what our situation is now and think what is best for the future and how we can deliver an effective solution for the harbour. Noted that one of the questions which got the strongest favourable response was the idea of selling the harbour for a pittance back to STC. Does everyone understand what the Town Council is today as opposed to what it was when it was a borough council. Consider average age and that all councillors are volunteers, with one officer. Waveney has scores of officers. STC has a small budget. Idea that STC could run such a big enterprise as this with all the investment and issues is not realistic. Please attend STC meetings they are open to the public to see whether its realistic.

Q – Jessica Jeans - The joint committee got advice from DfT, - what was that advice about the merits of a charitable trust.

A - There is concern on the part of the DfT that the charitable trust would present a risk of loss of control of the harbour just as a general functional harbour. One of their concerns was around this asset lock principle which was if a charity collapses then the asset any assets that it holds may be transferred to another charitable undertaking. Which would really limit the kind of organisation that could step in in the event of financial distress of a charity. It wasn't desirable in the view of the DfT that a charitable trust was set up. They were looking for financial robustness, resilience and stability that an organisation that holds responsibility was likely to be able to run the harbour in the future.

Q - Does the estuary belong to the Department of the Environment or they are responsible for it.

A - The Environment Agency has been responsible historically for flood defences.

Q - So if the Environment Agency is no longer acting on the plan you come up with does that not make the harbour plan null and void.

A – need to work on the basis that need to find a way potentially to finance that work if the Environment Agency doesn't continue to fund upstream beyond 11 years. One of the issues with the charitable trust, is that a charitable trust will only be able to use those monies raised in the Southwold harbour undertaking, within the Southwold harbour undertaking. Which doesn't include all of that upstream work. Need to include some way of releasing money potentially to fund that work.

Q - most of the discussion has been about the harbour management committee which is being presented as the best model. Who will that committee be answerable to and should any interested parties or then stakeholders feel that any decisions or actions are questionable and are perhaps outside of the original remit will there be built in any kind of challenge or appeals procedure so that the committee doesn't have a free hand?

A - It would be open to the public as committees are. If it was a charitable trust there is no reason for anybody to be allowed into that trust. A committee would be open and transparent. A trust doesn't have to be.

A - HMC model would be answerable to the people, it would be answerable to Town Council. It would also be answerable to the district council. There would be the mechanism of scrutiny if it was concerned that things were not being run as they should be. The scrutiny committee is there to do that and can be very effective in the way that it can look at matters. There are mechanisms that are built in.

Q - will the caravan site profits be ringfenced for the harbour

A - Yes.

A - (KB) monies from caravan site may be accounted for separately from the general fund but they are ringfenced and will be used within the harbour. Need to be clear that the way they are treated from an accounting perspective and the commitments - that they are used in line with the harbour order within the harbour. Not been helped by the fact that it has not been easy for people to understand where the money has gone and that's why scrutiny cttee are going to be looking at spreadsheets tomorrow and why it's part of pack of scrutiny cttee documents.

Q - David Palmer Town Councillor -What are the controls that control a trust. What are their liabilities, their responsibilities? The trustees are the board. In the same way with the harbour mgt committee would have people from both councils and it would have members of the public with the appropriate qualifications on it. They would be the responsible people the only difference is they wouldn't actually be personally liable for any losses that happens if the whole thing went wrong.

Q - Michael Ladd - been a Southwold Town Councillor since 1999 - has a very wide brief. It is about the whole of the town, not just about one aspect of the town like the harbour. If it is HMC and membership came to the Town Council - may be difficult - because the Town Council don't all have the knowledge and experience to be involved to that degree. One or two have but not everyone. Town Council - everyone has different strengths which complement each other. Instead of having all Town Councillors on it - could consider having nominated town people nominated by the Town Council - opens it up actually to people with experience. Potential Trustees who were involved felt a little bit disappointed that that trust suggestion was broken up. STC is a parish council, has the powers of a parish council- hasn't got the resources nor the money to invest as needed in the harbour. It has a lot of experience and knowledge. Rather than having all Town Councillors, having Town Council nominated people on there would bring bigger, wider experience than perhaps some Town Councillors would have. Wouldn't lose the control from the Town Council because they would actually have to agree and nominate the people with the right skills.

A - (MB) good idea. It's the point of having something like this process. Can bring people who can enrich the committee then you are going to have that expertise. It is actually a shared role, working as a partnership, as a team. But it is not putting all responsibility on the local community. The cost of the repair to the wall which Waveney got grant from Europe for was nearly £2million. Huge undertaking if had been the responsibility of the Town Council to do. Would need WDC officers and expertise to do it. HMC can give local involvement and aspiration. Can have got the best of both worlds.

Q – There is necessary investment and future investment. Been discussed about the necessary investment. Need the business plan to consider the future investment for the interest of the port for the people using it and the people enjoying it. Important to have the business plan.

A – Yes. Simplest thing is to set it up the first place, then get the business plan.

Q - remind the panel that the income from the harbour and the caravan site currently runs between 1/3 and 1/2 million per year.

Q - As a local resident. Heard about the fiscal pressures, will those fiscal pressures make commercial and residential development necessary.

A - (WW) as a Town Councillor - am accountable to the residents of Southwold. Every four years have to stand for election the same as colleagues on STC. Would never want anything like that to happen. Can give an assurance that Southwold Town Council which would not like anything to happen like that. That's why a management body to incorporate local elected control is the way forward.

A – (MB) There is a flood risk there and it would be fool hardy.

Conclusion – (MB) - Thanked everyone for coming. Don't want to be talking about this again in 15 years' time - want to get on and do this and want to build trust.

Mr Kerry Blair  
Director of Operations  
Waveney District Council

Cc Cllr Mark Bee, Leader WDC  
Ccs Ladd and Beavan, Ward Members for Southwold and Reydon

By email only

26th February 2019

Dear Mr Blair,

### **Southwold Harbour Lands Consultation**

The Blyth Valley Branch of the Labour Party includes the areas of Southwold, Reydon and Blythburgh. Our members are, therefore, keenly aware of the issues and challenges affecting Southwold Harbour and the Blyth Estuary. Developing and implementing a long term strategy to protect both from the worst effects of storm surge flooding is essential to their future. Good governance and management of the Harbour Lands, including both the harbour and the caravan site, will allow our community to retain two prized assets which not only contribute to the character of the area but make a significant contribution to the local economy.

As a result, I am writing in response to your Council's latest proposals for the governance and operation of Southwold Harbour and its Associated Lands, including the Caravan Site. Our Branch has held two lengthy discussions on this issue and we wish to make the following points.

Firstly, we believe that the Harbour and its associated lands, including the caravan site need to be managed as a single entity, with significant stakeholder involvement in governance and sufficient independence so that a long-term strategy for the harbour and estuary can be developed and implemented. We understand why, as the major provider of funding and as the accountable body of last resort, the Council wishes to retain the designation of Southwold Harbour as a Municipal Port.

Your Council has a key strategic role in determining and securing the future of Southwold Harbour, the Caravan park, the remaining Harbour Lands and the Blyth Estuary itself. As stated above, all these are mutually interdependent as the Council's recent commitment to modelling as well as this consultation both recognise.

We believe, however, that this key role of the Council must be combined with a stakeholder-driven and long-term approach to the challenges faced by the harbour and the estuary. To achieve this, there are certain conditions that must be met and guaranteed into the future. These are:

1. The proposed Management Committee must be enabled to act independently and take and implement decisions for the long-term. Its delegated duties and powers should clearly set this out, in accordance with the Ports Good Governance Guidelines.
2. The future ownership of all the Harbour Lands must be guaranteed in perpetuity such that they are permanently protected from sale.
3. All profit (income less legitimate costs) from the Harbour Lands, that is from the Harbour and the Caravan Park, must be ring-fenced for use in, or to preserve the future of, the Harbour Lands. This must include an appropriate financial contribution from the Harbour Lands to the maintenance of flood protection in the estuary since this is vital to the continued viability of the harbour itself as we have discussed above.
4. The membership of the Management Committee should be balanced to reflect the roles and expertise of stakeholders. We propose a Committee of nine comprising two members appointed by WDC and two appointed by STC (who will bring a significant element of

democratic control), four Independent Members appointed to bring required expertise (eg from stakeholders and Statutory Agencies etc) and an independent Chairperson whose expertise and experience should be appropriate to the role. The Chairperson should be appointed, after advertisement, by the other eight members of the Committee. The terms of office should be set to provide both continuity and the opportunity for change and an element of democratic control through the elected members.

5. The constitution of the Board/Management Committee must allow it to operate independently but require and enable it:
  - a. to work only in the interests of the Harbour Lands, their users, stakeholders and local community;
  - b. to contribute to the protection of the Estuary in line with the strategy developed by the Blyth Estuary Partnership (or any successor body);
  - c. to work in partnership with Waveney/East Suffolk Council and Southwold Town Council;
  - d. to develop a strategic and financial business plan which ensures the investment needed for the Southwold Harbour Lands and for the Blyth Estuary strategy;
  - e. to be responsible for an agreed budget (including the ring-fenced income set out in 3 above) and ensure the financial results of the Southwold Harbour Lands are properly accounted for and reported to the Department for Transport;
  - f. to raise the necessary investment funds to improve the infrastructure of the Harbour Lands;
  - g. to investigate how the Harbour can benefit from an associated charity to support fundraising and ensure available tax advantages are claimed (eg as is now being done successfully for the Alde and Ore Estuary). This could also, for example, include the role of the Blyth Estuary Partnership.
6. To protect the integrity of the Harbour Lands and recognise their historical origins as part of a Haven Port developed for the community, there should be a single management structure responsible for all financial and operational matters (including Health and Safety).

We hope you will be able to arrive as quickly as possible at a long-term solution that meets these objectives and paves the way for success in developing a strategy for Southwold Harbour, the Harbour Lands and the Blyth Estuary as a whole.

Yours sincerely,

Roger Cracknell, Chairman

Southwold Harbour, Blyth Estuary

15 Feb 2014

To the powers that be and to whom may be elected to board and implement;

With great power comes great responsibility

You have an amazing, once in a lifetime opportunity to show support to local indigenous people who carry knowledge both historical and practical of the collective combined wisdom held the key to the success of this long running wrangle over Southwold Harbour. The management needs to be local with 'impartial' on hand engineer expertise.

Please don't delay. As a guy from Blythburgh pointed out the plover is in danger, the seas are rising - What an amazing accolade it

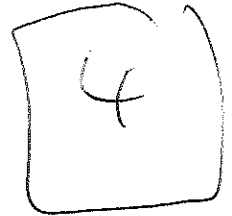
would be to have been involved in a successful harmonious locally led, locally run, locally beneficial project which could be handled smoothly, kindly & fairly for harbour & local folk be like the Southwold Light itself, a shining beacon of the system of local people & their local knowledge running their own area for the benefit of not only themselves but the thousands of visitors Birds, wildlife & generations to come. So... dredge the Blyth Estuary taking care to protect Wildlife & Birds, let local people make their own decisions, stop constantly re-organizing and get the birds & the job done A.S.A.P.

Yours sincerely, Joanne Murray J.MURRAY





## **Blyth Estuary Partnership**



Mr Kerry Blair  
Director of Operations  
Waveney District Council

Cc Cllr Mark Bee, Leader WDC  
Ccs Ladd and Beavan, Ward Members for Southwold and Reydon

By email only

28 February 2019

Dear Mr Blair,

### **Southwold Harbour Lands Consultation**

I am writing on behalf of the Blyth Estuary Partnership which is made up of representatives of the Town and Parish Councils around the Estuary together with local stakeholders, including users and businesses of Southwold Harbour, owners of riverside land and residents of properties at risk of flooding. We work closely with the various agencies involved including the County and District Councils, the Environment Agency, English Nature and the Water Management Alliance.

Over the last two years we have been seeking to develop a consensus to protect the estuary and ensure the future of the Harbour. This is not an easy task since protection of one area of the estuary may have adverse effects on another. This is particularly true of the businesses and facilities in Southwold Harbour, which lie outside existing flood protection. The dilemma being that works to contain the estuary upstream could increase flood levels in the Harbour during a tidal surge. Conversely lack of protection upstream could lead to permanent breaches of the river walls, resulting in increased tidal prism and flows in the Harbour. Thereby making the Harbour inoperable and ultimately reducing all Southwold Harbour Lands to tidal mud flats.

A Blyth Estuary strategy therefore has to balance and mitigate risks as well as strengthen protections. Southwold Harbour is a key asset that needs physical protection but how it is governed and managed is equally important. Not just for the Harbour, but also in determining how the Harbour can contribute to and benefit from, an overall strategy for the Blyth Estuary.

Because the future of Southwold Harbour and the Blyth Estuary are inseparable, I am writing in response to your Council's latest proposals for the governance and operation of Southwold Harbour and its Associated Lands, including the Caravan Park. On behalf of the wider Partnership, our Strategy Group has discussed this matter in depth and we wish to make the following points.

Firstly, we believe that the Harbour and its associated lands, including the caravan site need to be managed as a single entity, with significant stakeholder involvement in governance and sufficient independence so that a long-term strategy for the Harbour and estuary can be developed and implemented. We are aware of the alternative proposal, that it should be designated as a Trust Port. We can see the local attraction of this solution but can also see why, as funder of last resort, the Council has proposed designation as a Municipal Port. Whatever designation is finally made, we believe that there are a set of criteria which must be met, as set out below.

In our view, the criteria for success are:

1. The Council acknowledges it has a key strategic role in determining and securing the future of Southwold Harbour, the Caravan park and the Blyth Estuary, all of which are mutually interdependent.
2. The proposed Management Committee must be enabled to act independently and take and implement decisions for the long-term. Its delegated duties and powers should combine, as far as possible, those of a Trust Board and Management Committee as set out in the Ports Good Governance Guidelines.
3. The future ownership of all the Harbour Lands must be guaranteed in perpetuity such that they are permanently protected from sale.
4. All profit (income less legitimate costs) from the Harbour and the Caravan Park, must be ring-fenced for use in, or to preserve the future of the Harbour. This must include an appropriate financial contribution from the Harbour to the maintenance of flood protection in the estuary since this is vital to the continued viability of the Harbour itself as we have discussed above.
5. The membership of Board/Management Committee should be balanced to reflect the roles and expertise of stakeholders. We propose: Two appointed by WDC, two appointed by STC (It is important that those appointed to these posts have relevant expertise and that non-councillors should be considered), four Independent Members appointed to bring required expertise (eg from Harbour Businesses, Harbour Users, Statutory Agencies etc). An independent Chairman, whose expertise and experience should be appropriate to the role, should be appointed, after advertisement, by the other eight members of the Board/Committee. The terms of office should be set to provide both continuity and the opportunity for change and an element of community control through the elected members.
6. The constitution of the Board/Management Committee must allow it to operate independently but require and enable it:
  - a. to work solely in the interests of the Harbour Lands, their users and stakeholders;
  - b. to contribute to the protection of the Estuary;
  - c. to work in partnership with Waveney/East Suffolk Council and Southwold Town Council;
  - d. to develop a strategic and financial business plan to ensure investment is secured for the Southwold Harbour Lands and for the protection of the Blyth Estuary;
  - e. to be responsible for an agreed budget and ensure the financial results of the Southwold Harbour Lands are properly accounted for and reported to the Department for Transport;
  - f. to raise the necessary investment funds to improve the infrastructure of the Harbour Lands;
  - g. to investigate how the Harbour can benefit from an associated charity to support fundraising and ensure available tax advantages are claimed (e.g. as is now being done successfully for the Alde and Ore Estuary).
7. To protect the integrity of the Harbour Lands and recognise their historical origins as part of a Haven Port developed for the community, there should be a single management structure responsible for all financial and operational matters (including Health and Safety).

This consultation represents the last chance for a successful conclusion by Waveney District Council to the work to establish a long-term future governance of the Southwold Harbour Lands. The solution must have both the confidence of the community and the ability to raise the investment needed for long-term viability and success. Without this, the combination of loss of business and stakeholder



confidence and the ongoing rise in sea levels will, literally empty and then erode a vibrant resource in our community – and one that contributes significantly to the economy of Waveney/East Suffolk.

We hope you will be able to arrive as quickly as possible at a long-term solution that meets our shared objectives and paves the way for success in developing a strategy for the Blyth Estuary as a whole.

Yours sincerely



**James Darkins**  
Acting Chairman



27 February 2019

Mr Kerry Blair  
Director of Operations  
Waveney District Council *Sent by email with cc to STC and S&R Society*

Dear Mr Blair

### **Southwold Harbour Lands: Consultation Response**

Overall, I agree largely with the points raised by the Southwold and Reydon Society (of which I am a member) in their letter to you about the proposals for the Southwold Harbour Lands. I write as someone who helped campaign in 1986 to save the Harbour for the community, so my interest dates back over 30 years.

On a personal level I find it extremely hard to comment through your survey of opinion on your specific proposals for the Harbour Lands.

At the Public Meeting in Southwold on 6 February, the most commonly occurring answer to questions or requests for further details was along the lines of "that needs a further conversation". I am concerned that discussion with the WDC representatives after the meeting indicated there was no plan for any further feedback to "ordinary" individuals with a local interest should any such discussion take place and decisions be made. The importance of local involvement cannot be underestimated.

The imposed date of 6 March for a decision to be made is rushing the issue and seems solely to suit the merger of WDC and Suffolk Coastal. One of my concerns is that this merger will dilute Southwold's influence in local issues.

#### Question 1:

The Consultation assumes that the establishment of a Harbour Management Committee is a given. The PGG guidelines indicate that Harbour Management Committee is merely one way of incorporating good governance principles, not necessarily the best. At the meeting alternatives were not discussed. Furthermore, the ownership of the Harbour (a basic proposition) is not uncontested, despite the documentation at the Public Meeting.

The discussion at the meeting assumed the HMC should be 50% Local Authority with the Chair an elected representative. I am unhappy with this because there is a question about independence. Furthermore, at the meeting Southwold Town Councillors expressed concern about the additional responsibility this would impose on them.

It is critically important that the effective stakeholders, those with businesses that directly depend on the good maintenance of the Harbour and the Harbour Lands, should have a seat on and input to any governance body or committee.

#### Question 2:

Don't work to an artificial calendar. Take more time over this and get it right. There is little local trust at the moment and, as Mark Bee pointed out at the meeting, trust is of the essence.

My answers to the other questions are more than adequately covered by the Southwold and Reydon Society's responses but I would like to stress that local control of SHL needs to be real and secure in the long term, that the Caravan site should not be sold or leased to a third party and that any revenues/income from the Harbour Lands are ring-fenced for the Harbour Lands and the estuary.

Yours sincerely  
Gail Ferguson



**From:** Janet Pearce  
**Sent:** 01 March 2019 10:57  
**To:** [kerry.blair@eastssuffolk.gov.uk](mailto:kerry.blair@eastssuffolk.gov.uk); Lesley Beevor <[townclerk@southwoldtowncouncil.com](mailto:townclerk@southwoldtowncouncil.com)>  
**Subject:** Southwold Harbour Lands Consultation

Dear Mr Blair,

### **Southwold Harbour Lands Consultation**

I am writing in response to your Council's latest proposals for the governance and operation of Southwold Harbour and its Associated Lands, including the Caravan Park. These are my considered views.

First, I sincerely believe that a Trust model for the governance of Southwold Harbour Lands is the best solution. For this reason, I would urge you to urgently reconsider the status of Southwold Harbour and seek its designation as a Trust Port. This would ensure the full independence of the Trust Board/Management Committee and restore trust among the many stakeholders and members of the community who believe your Council has not managed the harbour lands in their interests. This designation need not mean that the strategic role of your Council and its East Suffolk successor is not recognised or accepted. The Council, together with Southwold Town Council, could – and should – play a key role in the appointment of Trustees or members of any management committee and would be a key partner of a Trust Harbour Board.

However, recognising the strategic role of your Council in determining and securing the future of Southwold Harbour, the Caravan park, the remaining Harbour Lands and the Blyth Estuary itself (all of which are mutually interdependent, as the Council now appears to recognise), I can see some merit in the current proposal, provided certain conditions are met and guaranteed into the future. These are:

1. The proposed Management Committee must be enabled to act independently as far as possible, with its duties and powers delegated as a combination of those of a Trust Board and Management Committee as set out in the Ports Good Governance Guidelines.
2. The future ownership of all the Harbour Lands must be guaranteed in perpetuity such that they are permanently protected from sale. If a Trust Port solution were adopted, of course, this condition could be met by means of the lease to the Trust Board.
3. All profit (income less legitimate costs) from the Harbour Lands, that is from the Harbour itself, the Caravan Park and the Camping Field (assuming this continues to be operated by your Council on behalf of Southwold Town Council) and any grazing marsh income, must be ring-fenced for use in, or to preserve the future of, the Harbour Lands. This must include an appropriate financial contribution from the Harbour Lands to the maintenance of flood protection in the estuary since this is vital to the continued viability of the harbour itself.
4. The membership of Board/Management Committee should be balanced to reflect the roles and expertise of stakeholders. We propose: Two appointed by WDC, Two appointed by STC (none of these four need be elected members but could be appointed on the basis of their expertise), Four Independent Members appointed to represent stakeholders and to bring required expertise (eg from Harbour Businesses, Harbour Users, Statutory Agencies etc). An independent Chairman should be appointed by the other eight members of the Board/Committee whose expertise and experience

should be appropriate to the role. The terms of office should be four years for those appointed by the Councils and six years for the independent members and Chairman but reappointment for a further term should be allowed. This would provide both continuity and the opportunity for change and an element of community control through the elected members.

5. The constitution (Aims and Articles of a Trust) of the Board/Management Committee must allow it to operate independently but require and enable it:

- a. to work solely in the interests of the Harbour Lands, their users and stakeholders;
- b. to contribute to the protection of the Estuary;
- c. to work in partnership with Waveney/East Suffolk Council and Southwold Town council;
- d. to develop a strategic and financial business plan to ensure investment is secured for the Southwold Harbour Lands and for the protection of the Blyth Estuary;
- e. be responsible for an agreed budget and ensure the financial results of the Southwold Harbour Lands are properly accounted for and reported to the Department for Transport;
- f. to raise the necessary investment funds to improve the infrastructure of the Harbour Lands.
- g. to investigate how the Board/Committee can benefit from an associated charity to support fundraising and ensure available tax advantages are claimed (eg as is now being done successfully for the Alde and Ore Estuary).

6. There should be a single management structure for Southwold Harbour Lands responsible to the Board/Committee for all operational (including Health and Safety) and financial matters. This is necessary to protect the integrity of the Harbour lands as a single entity.

This consultation is an enormously important opportunity to reclaim both the confidence of the community and the ability to raise the investment needed for long-term viability and success. Without this, the combination of loss of business and stakeholder confidence and the ongoing rise in sea levels will, literally empty and then erode a vibrant resource in our community – and one that contributes significantly to the economy of Waveney/East Suffolk. Also a resource that is very much loved by myself and so many people in this area.

I ask that you take my considered response very seriously and hope you will be able to arrive at a long-term solution that meets both mine and so many other people's hopes and expectations.

Yours sincerely,

Janet Pearce



**From:** Gill Davies  
**Sent:** 01 March 2019 14:27  
**To:** [kerry.blair@eastssuffolk.gov.uk](mailto:kerry.blair@eastssuffolk.gov.uk)  
**Cc:** Lesley Beevor <[townclerk@southwoldtowncouncil.com](mailto:townclerk@southwoldtowncouncil.com)>  
**Subject:** Southwold Harbour Lands Consultation



Dear Mr Blair,

### **Southwold Harbour Lands Consultation**

I am writing in response to your Council's latest proposals for the governance and operation of Southwold Harbour and its Associated Lands, including the Caravan Park. These are my considered views.

First, I sincerely believe that a Trust model for the governance of Southwold Harbour Lands is the best solution. For this reason, I would urge you to urgently reconsider the status of Southwold Harbour and seek its designation as a Trust Port. This would ensure the full independence of the Trust Board/Management Committee and restore trust among the many stakeholders and members of the community who believe your Council has not managed the harbour lands in their interests. This designation need not mean that the strategic role of your Council and its East Suffolk successor is not recognised or accepted. The Council, together with Southwold Town Council, could – and should – play a key role in the appointment of Trustees or members of any management committee and would be a key partner of a Trust Harbour Board.

However, recognising the strategic role of your Council in determining and securing the future of Southwold Harbour, the Caravan park, the remaining Harbour Lands and the Blyth Estuary itself (all of which are mutually interdependent, as the Council now appears to recognise), I can see some merit in the current proposal, provided certain conditions are met and guaranteed into the future. These are:

1. The proposed Management Committee must be enabled to act independently as far as possible, with its duties and powers delegated as a combination of those of a Trust Board and Management Committee as set out in the Ports Good Governance Guidelines.
2. The future ownership of all the Harbour Lands must be guaranteed in perpetuity such that they are permanently protected from sale. If a Trust Port solution were adopted, of course, this condition could be met by means of the lease to the Trust Board.
3. All profit (income less legitimate costs) from the Harbour Lands, that is from the Harbour itself, the Caravan Park and the Camping Field (assuming this continues to be operated by your Council on behalf of Southwold Town Council) and any grazing marsh income, must be ring-fenced for use in, or to preserve the future of, the Harbour Lands. This must include an appropriate financial contribution from the Harbour Lands to the maintenance of flood protection in the estuary since this is vital to the continued viability of the harbour itself.

4. The membership of Board/Management Committee should be balanced to reflect the roles and expertise of stakeholders. We propose: Two appointed by WDC, Two appointed by STC (none of these four need be elected members but could be appointed on the basis of their expertise), Four Independent Members appointed to represent stakeholders and to bring required expertise (eg from Harbour Businesses, Harbour Users, Statutory Agencies etc). An independent Chairman should be appointed by the other eight members of the Board/Committee whose expertise and experience should be appropriate to the role. The terms of office should be four years for those appointed by the Councils and six years for the independent members and Chairman but reappointment for a further term should be allowed. This would provide both continuity and the opportunity for change and an element of community control through the elected members.

5. The constitution (Aims and Articles of a Trust) of the Board/Management Committee must allow it to operate independently but require and enable it:

- a. to work solely in the interests of the Harbour Lands, their users and stakeholders;
- b. to contribute to the protection of the Estuary;
- c. to work in partnership with Waveney/East Suffolk Council and Southwold Town council;
- d. to develop a strategic and financial business plan to ensure investment is secured for the Southwold Harbour Lands and for the protection of the Blyth Estuary;
- e. be responsible for an agreed budget and ensure the financial results of the Southwold Harbour Lands are properly accounted for and reported to the Department for Transport;
- f. to raise the necessary investment funds to improve the infrastructure of the Harbour Lands.
- g. to investigate how the Board/Committee can benefit from an associated charity to support fundraising and ensure available tax advantages are claimed (eg as is now being done successfully for the Alde and Ore Estuary).

6. There should be a single management structure for Southwold Harbour Lands responsible to the Board/Committee for all operational (including Health and Safety) and financial matters. This is necessary to protect the integrity of the Harbour lands as a single entity.

This consultation is an enormously important opportunity to reclaim both the confidence of the community and the ability to raise the investment needed for long-term viability and success. Without this, the combination of loss of business and stakeholder confidence and the ongoing rise in sea levels will, literally empty and then erode a vibrant resource in our community – and one that contributes significantly to the economy of Waveney/East Suffolk. Also a resource that is very much loved by myself and so many people in this area.

I ask that you take my considered response very seriously and hope you will be able to arrive at a long-term solution that meets both mine and so many other people's hopes and expectations.

Yours sincerely,

Gill Davies

Response Number	Q1. What are your views on the specific proposal for a Harbour Management Committee and the proposed governance structure?	Origin
	Text	
123.	The existing Harbour Board as the managing body governing the Southwold Harbour Lands is sufficient with possibly the inclusion of representative from Southwold Town Council and a representative from Southwold Town Council and a representative from the Harbour Users	Submitted directly to STH
124.	The existing Harbour Board and proposed HMC should be combined and the body should be responsible for the Harbour, Caravan Site, Camping site. It should comprise of 2 WDC Councillors, 2 WDC Councillors and 4 independent members with necessary skills	Submitted directly to STH
125.	I would like to see WDC and STC Honour the <u>BINDING</u> March 2015 Trust model agreement. This agreement has not yet been rescinded and according to the original business plan promulgated in response to this agreement, is economically viable	Submitted directly to STH
126.	<p>Whilst I welcome the proposal to use the Ports Good Governance Guidance as a basis for the future governance of Southwold Harbour Lands (SHL), I am not in favour of the specific proposal of a Harbour Management Committee as the way forward for the following reasons:</p> <ul style="list-style-type: none"> <li>• there is not enough information from Waveney regarding the constitution of the Committee, so that there is no guarantee of an acceptable level of local involvement going forward</li> <li>• the Harbour Management Committee model is set out in Part C of the PGGG as a way for a Local Authority to incorporate good governance principles in governing a Local Authority owned port – this immediately raises the contentious issue of the ownership of SHL. It is by no means agreed that Waveney own the SHL. There is a very good argument that the SHL, as property held for charitable purposes under the Southwold Harbour Order 1933 (still the governing legislation for the SHL) could not pass under Article 16 of the Local Authorities (England) (Property etc.) Order 1973 as property held for charitable purposes is expressly excluded from Article 16, being property transferred by Section 210 of the Local Government Act 1972. To make ownership an issue, as the specific proposal for a Harbour Management Committee does, is to risk alienating local support for what are good principles for harbour management under the PGGG.</li> <li>• further, the Harbour Management Committee under the PGGG is very much envisaged as a committee within the current local authority system, with its Chair ‘ideally being an elected representative of the local authority’ and 50% local authority elected members. Without any detailed information about the proposed governance structure, there is obvious concern that insufficient Southwold Town Councillors and independent members will be appointed to the Committee. How can its independence be guaranteed?</li> </ul>	Submitted directly to SHL, Handed to JC Member for submission and Emailed to WDC

## Consultation Responses -Additional

Response Number	Q1. What are your views on the specific proposal for a Harbour Management Committee and the proposed governance structure?	Text	Origin
127.		<ul style="list-style-type: none"> <li>• it cannot be agreed that the existing Joint Committee, which is still the strategic board for the governance of the SHL, be dissolved in advance of the formation of any new governance structure, while the constitution of that structure is so uncertain. The Joint Committee should continue and run alongside any future governance structure, until the latter is properly constituted and agreed.</li> <li>• without more information, we cannot be sure that the Committee will be vested with the fullest possible strategic and operational control of the SHL, nor can we be sure that it will be in a position to contribute to the Blyth Estuary strategy, both of which are essential prerequisites to any future governance model.</li> <li>• there is insufficient time being allowed for proper consideration of future governance and local views on the proposals if everything is to be rushed through in time for the 6<sup>th</sup> March meeting. The issues around the SHL are too complex and important to be decided in such a short period of time.</li> </ul> <p>I am happy as long as all parties agree and WDC "ring-fences" funds made in the harbour for the harbour's future.</p>	Online Survey
128.		<p>The current proposals are somewhat vague and we require details of who will be appointed, by whom, their suitability, their level of authority and will they be volunteers and is any payment proposed. The new HMC must operate within PG3 and the 1933 Harbour Order as regards the ring fencing and spending of monies raised by the harbour undertaking. The Harbour Master must be member of the committee as should stakeholders. The Caravan Site is on the harbour lands and must be included as part of the Harbour Operations not treated as a separate entity.</p> <p>I am happy as long as all parties agree and WDC "ring-fences" funds made in the harbour for the harbour's future.</p>	Online Survey
129.		<p>The current proposals are somewhat vague and we require details of who will be appointed, by whom, their suitability, their level of authority and will they be volunteers and is any payment proposed. The new HMC must operate within PG3 and the 1933 Harbour Order as regards the ring fencing and spending of monies raised by the harbour undertaking. The Harbour Master must be member of the committee as should stakeholders. The Caravan Site is on the harbour lands and must be included as part of the Harbour Operations not treated as a separate entity.</p>	Online Survey
130.		<p>I am not in favour of the specific proposal of a Harbour Management Committee as there is not</p>	Online Survey
131.			Online

Response Number	Q1. What are your views on the specific proposal for a Harbour Management Committee and the proposed governance structure?	Origin
	<p>Text</p> <p>enough information from Waveney regarding the constitution of the Committee: there is no guarantee of an acceptable level of local involvement. There is insufficient time being allowed for proper consideration. The issues around the SHL are too complex and important to be decided in such a short period of time.</p>	Survey
132.	<ul style="list-style-type: none"> <li>• Not enough information from Waveney regarding the constitution of the Committee, so that there is no guarantee of an acceptable level of local involvement going forward</li> <li>• There is the contentious issue of the ownership of SHL. It is by no means agreed that Waveney own the SHL.</li> <li>• further, the Harbour Management Committee under the PGGG is very much envisaged as a committee within the current local authority system, with its Chair 'ideally being an elected representative of the local authority' and 50% local authority elected members. Without any detailed information about the proposed governance structure, there is obvious concern that insufficient Southwold Town Councillors and independent members will be appointed to the Committee.</li> <li>• the existing Joint Committee, must not be dissolved in advance of the formation of any new governance structure, while the constitution of that structure is so uncertain. The Joint Committee should continue and run alongside any future governance structure, until the latter is properly constituted and agreed.</li> <li>• without more information, we cannot be sure that the Committee will be vested with the fullest possible strategic and operational control of the SHL, nor can we be sure that it will be in a position to contribute to the Blyth Estuary strategy.</li> <li>• there is insufficient time being allowed for proper consideration of future governance and local views on the proposals if everything is to be rushed through in time for the 6th March meeting. The issues around the SHL are too complex and important to be decided in such a short period of time.</li> </ul>	Online Survey
133.	<p>The proposals do not give enough detail and no reassurance that this will be binding</p>	Online Survey
134.	<p>To be honest, I do not understand the problem, and so cannot comment on the proposed solution. Please explain the problem.</p>	Online Survey
135.	<p>The proposals are not specific and lack clarity so it is impossible to form an opinion as to their adequacy. It might be fine but how are we to judge? There is insufficient information to form an informed opinion on what is proposed. Who will constitute the HMC and will they be paid? Will the</p>	Online Survey

## Consultation Responses -Additional

	Q1. What are your views on the specific proposal for a Harbour Management Committee and the proposed governance structure?	
Response Number	Text	Origin
136.	<p>HMC be an autonomous body or will it be the subject to the approval of a higher committee like the Southwold Harbour Board? If the HMC is subject to a higher authority, what is its purpose other than a talking shop with no authority? Where does the existing Harbour Management Committee fit in with your proposals? The existing committee includes unpaid volunteers. What do your proposals include? Should there be a conflict between your proposals and the 1933 Harbour Order which will take precedence? Do your proposals ring-fence the Harbour Revenues as required by Article 39 of the Order? Should there be a conflict between your proposals and the Port Good Governance Guide (PG3) which will take precedence? Will you be seeking exemption from any part of PG3? PG3 stipulates that the Harbourmaster should be on the Management Committee. Can you confirm that such will be the case? If not, why not? PG3 stipulates that the Stakeholders should be on the Management Committee. Can you confirm that such will be the case? If not, why not? Your proposals omit any reference to the caravan site which is on Harbour Land and no proposal can be complete without clarifying your proposals for the caravan site.</p> <p>Whilst we welcome the proposal to use the Ports Good Governance Guidance as a basis for the future governance of Southwold Harbour Lands (SHL), we are not in favour of the specific proposal of a Harbour Management Committee as the way forward for the following reasons: there is not enough information from Waveney regarding the constitution of the Committee, so that there is no guarantee of an acceptable level of local involvement going forward the Harbour Management Committee model is set out in Part C of the PGGG as a way for a Local Authority to incorporate good governance principles in governing a Local Authority owned port – this immediately raises the contentious issue of the ownership of SHL. It is by no means agreed that Waveney own the SHL. There is a very good argument that the SHL, as property held for charitable purposes under the Southwold Harbour Order 1933 (still the governing legislation for the SHL) could not pass under Article 16 of the Local Authorities (England) (Property etc.) Order 1973 as property held for charitable purposes is expressly excluded from Article 16, being property transferred by Section 210 of the Local Government Act 1972. To make ownership an issue, as the specific proposal for a Harbour Management Committee does, is to risk alienating local support for what are good principles for harbour management under the PGGG. further, the Harbour</p>	Online Survey

Response Number	Q1. What are your views on the specific proposal for a Harbour Management Committee and the proposed governance structure?	Origin
	Text	
	<p>Management Committee under the PGGG is very much envisaged as a committee within the current local authority system, with its Chair 'ideally being an elected representative of the local authority' and 50% local authority elected members. Without any detailed information about the proposed governance structure, there is obvious concern that insufficient Southwold Town Councillors and independent members will be appointed to the Committee. How can its independence be guaranteed? it cannot be agreed that the existing Joint Committee, which is still the strategic board for the governance of the SHL, be dissolved in advance of the formation of any new governance structure, while the constitution of that structure is so uncertain. The Joint Committee should continue and run alongside any future governance structure, until the latter is properly constituted and agreed. without more information, we cannot be sure that the Committee will be vested with the fullest possible strategic and operational control of the SHL, nor can we be sure that it will be in a position to contribute to the Blyth Estuary strategy, both of which are essential prerequisites to any future governance model. there is insufficient time being allowed for proper consideration of future governance and local views on the proposals if everything is to be rushed through in time for the 6th March meeting. The issues around the SHL are too complex and important to be decided in such a short period of time.</p>	
137.	<p>The establishment of an HMC, based on the Ports Good Governance Guidance, appears to be the best solution. However, the success of such a body will be reliant on the quality, breadth of knowledge and commitment of its appointed members.</p>	Online Survey
138.	<p>not enough information, to convoluted.</p>	Online Survey
139.	<p>As much local involvement as possible</p>	Online Survey
140.	<p>My views are well expressed by the secretary of the Southwold and Reydon society.</p>	Online Survey
141.	<p>The lack of detail and clarity in the documents relating to this consultation make constructive comment very difficult. The HMC should be autonomous and able to determine strategy for the future of the harbour without political interference. All harbour income should be ring fenced to</p>	Online Survey

## Consultation Responses - Additional

	Q1. What are your views on the specific proposal for a Harbour Management Committee and the proposed governance structure?	
Response Number	Text	Origin
142.	<p>make it available for improvements to the infrastructure and in maintaining the facilities. This includes income from the camping/caravan site.</p> <p>We welcome the proposal to use the Ports Good Governance Guidance as the basis for future governance, but we are not in favour of the specific proposal for a Harbour Management Committee because: - there is not enough information regarding the constitution of the Committee, so there is no guarantee of the level of local involvement - the Harbour Management Committee is a model for good governance of a Local Authority owned port, which raises the contentious issue of ownership of the harbour lands. This risks alienating local support for what are good principles for harbour management under the PGGG, because it is by no means universally agreed that WDC own the harbour lands - the Harbour Management Committee under the PGGG seems to be very much a committee within the current local authority system; without detailed information about the proposed governance structure there is obvious concern that insufficient STC and independent members will be appointed - the current Joint Committee should not be dissolved until any new governance structure is fully constituted and agreed - can proper time be given to the complex issues of future governance, and all the responses to the Consultation, if everything is to be done in time for the 6th March meeting?</p>	Online Survey
143.	<p>I think it essential that local Southwold harbour users have proper representation on the committee and there is an independent chair who is appointed in agreement of all the representatives of the committee and not someone appointed by Waveney</p>	Online Survey
144.	<p>1. Would prefer a Trust Port structure because it ensures independence and focus solely on the long term interests of the Harbour Lands (HL). 2. Any committee should have as a chair someone who is independent both of the Council and of any of the bodies with a direct interest in the harbour. They could, but don't have to be, resident in Southwold or Walberswick. 3. The council should be represented on the committee as should the business interests which operate on the HL. 4. The committee should also seek to recruit members who have specific relevant knowledge of port management, leisure, fundraising and statutory requirements. 5. Create a system of accountability for the committee which is not just to the District Council but includes effective accountability to the locality ( a Trust model is good in this regard).</p>	Online Survey



## Consultation Responses -Additional

	Q1. What are your views on the specific proposal for a Harbour Management Committee and the proposed governance structure?	
Response Number	Text	Origin
145.	Do not accept WCD's proposal's	Online Survey
146.	I fully support the Southwold & Reydon Society detailed response to this questionnaire. In particular I am concerned that the management committee should not be controlled by WDC but should have an INDEPENDENT CHAIRMAN who does not represent either WDC or STC	Online Survey
147.	<p>There isn't enough detail on the proposed committee and management structure to answer this question. eg Throughout this document the caravan site is never mentioned yet it is the major financial contributor. The document says the new management board is short term. So what could it turn into? The harbour lands belong to the people of Southwold. Instead of fighting over ownership, I think they should become a charity, or be protected by a covenant, for posterity. After all councils can go bust and many have sold off the family silver. The proposals in the Port document are good, but this consultation should have more clarity about the representation on the board, the aims of the new board, scope and restrictions on its activities and powers, what would be in its MoU, . It should be an autonomous body, not controlled or responsible to WDC. The preamble to this survey talks about 'councillors and experts'. What about local people and stakeholders? The harbour Lands must be governed by people who already have a stake in them, not outside experts unless they really need for a short term task. And crucially the members of the board must have voting rights and decision making power, it must NOT be just advisory. In addition the consultation should have explained why the charitable model agreed in 2015 (and agreed by many stakeholders) is not now appropriate. There is no detail on this in the consultation document, nor why the new proposal would be better. It may be better, indeed the Port document is good on governance, but the consultation document is vague in particular there must be absolute, and publicised, clarity (in MoU etc) that no part of the harbour lands, nor the entirety of the harbour lands can be sold or leased out, the lands must be retained for posterity</p>	Online Survey

**Q2. What action would you like Waveney District Council to take, to demonstrate its commitment to a positive future for the Southwold Harbour Lands?**

## Consultation Responses -Additional

Response Number	Text	Origin
122.	Waveney District Council should return the ownership of the Southwold Harbour Lands to Southwold Town Council and ensure that it receives proper funding and management	Submitted directly to STH
123.	WDC should ensure that there is an agreement/lease that ensures SHL cannot be sold off to any third party without 70% approval of residents in a referendum. The money earned by SHL to be ring fenced and invested in the Harbour Estuary	Submitted directly to STH
124.	A return to the March 2015 agreement	Submitted directly to STH
125.	<ul style="list-style-type: none"> <li>• a written, legally binding undertaking that all revenues generated by the Harbour, Caravan Site and the rest of the Harbour Lands are ring-fenced and all surpluses will be used for the maintenance and improvement of the SHL and the Blyth Estuary and not for any other purpose, in accordance with the terms of the 1933 Order</li> <li>• a written, legally binding undertaking that no part of the SHL (and particularly with regard to the Caravan site) shall be sold and agreeing a form of lease arrangement that would ensure that the SHL are protected from sale in perpetuity</li> <li>• consider and consult upon adopting a Trust Port model for the SHL, with the district council continuing in its strategic role. This model has many advantages, for example:               <ol style="list-style-type: none"> <li>1. would still be able to adopt the guidance of the PGGG for the future management of the SHL, using Part B</li> <li>2. could provide a model that avoids the contentious issue of ownership, a trust port being an independent body, governed by its own unique statute (the 1933 Order) and controlled by a local independent board with no shareholders or owners</li> <li>3. all surpluses would be re-invested in the harbour for the benefit of stakeholders, and the SHL would be treated as 'a valuable asset presently safeguarded by the existing board whose duty it is to hand it on in the same or better condition to succeeding generations'. (DFT definition of a Trust Port). This would answer a great many local concerns as to the future of the harbour.</li> <li>4. a Harbour Management Board could be set up to govern the SHL which properly takes into account local involvement and independence. For example, the Board could comprise two WDC Councillors or their appointees (including the CEO of WDC), plus two STC Councillors or their appointees, plus four independent members appointed on the basis of their skills and expertise to represent stakeholders (businesses, harbour users, the Environment Agency). The constitution should provide for a rolling re-selection process, with a minimum three- year term for continuity.</li> <li>5. the Board would be responsible for generating a strategic and financial business plan to ensure investment is secured</li> </ol> </li> </ul>	Submitted directly to SHL, Handed to JC Member for submission and Emailed to WDC

Response Number	Q2. What action would you like Waveney District Council to take, to demonstrate its commitment to a positive future for the Southwold Harbour Lands?	Origin
	Text	
	<p>not only for the SHL but also for the Blyth Estuary.</p> <p>6. the Board would be responsible for an agreed budget and ensure the financial position of the SHL is properly and transparently accounted for, and reported to the DfT. The Board would be able to raise necessary investment funds to improve the infrastructure.</p> <p>7. one management structure for the whole of the SHL would be responsible to the Board for all operational and financial matters.</p>	
126.	<p>Work closely with STC, The Stake holders and DfT to find a solution, ring fence the harbour income to re-invest in the Harbour, stop pulling the plug on Harbour management, Produce a realistic plan and map for the future of the Harbour. Finally produce a report with STC in "layman's" terms the community will understand!</p>	Online Survey
127.	<p>A positive move would be presenting a Business Plan for the future under the PG3 and 1933 order including the Harbour Master in overall charge. Administration to be Southwold based employing local staff as far as is practical. Build trust by engaging with caravan owners and harbour users by attending their meetings. Keep separate accounts to fund future requirements for repairs, improvements and rebuilding.</p>	Online Survey
128.	<p>There should be a written, legally binding undertaking that all revenues generated by the Harbour, Caravan Site and the rest of the Harbour Lands are ring-fenced and all surpluses will be used for the maintenance and improvement of the SHL and the Blyth Estuary and not for any other purpose. Also there should be a written, legally binding undertaking that no part of the SHL (and particularly with regard to the Caravan site) can be sold and agreeing a form of lease arrangement that would ensure that the SHL are protected from sale.</p>	Online Survey
129.	<p>• a written, legally binding undertaking that all revenues generated by the Harbour, Caravan Site and the rest of the Harbour Lands are ring-fenced and all surpluses will be used for the maintenance and improvement of the SHL and the Blyth Estuary • a written, legally binding undertaking that no part of the SHL shall be sold. an assurance is required that the SHL are protected from sale in perpetuity • consider and consult upon adopting a Trust Port model for the SHL, with the district council continuing in its strategic role. This model has many advantages, for example: 1. would still be able to adopt the guidance of the PGGG for the future management of</p>	Online Survey

## Consultation Responses -Additional

Response Number	Q2. What action would you like Waveney District Council to take, to demonstrate its commitment to a positive future for the Southwold Harbour Lands?	Origin
	Text	
	<p>the SHL, using Part B 2. could provide a model that avoids the contentious issue of ownership, a trust port being an independent body, governed by its own unique statute (the 1933 Order) and controlled by a local independent board with no shareholders or owners 3. all surpluses would be re-invested in the harbour for the benefit of stakeholders, and the SHL would be treated as 'a valuable asset presently safeguarded by the existing board whose duty it is to hand it on in the same or better condition to succeeding generations'. (DfT definition of a Trust Port). This would answer a great many local concerns as to the future of the harbour. 4. a Harbour Management Board could be set up to govern the SHL which properly takes into account local involvement and independence. For example, the Board could comprise two WDC Councillors or their appointees (including the CEO of WDC), plus two STC Councillors or their appointees, plus four independent members appointed on the basis of their skills and expertise to represent stakeholders (businesses, harbour users, the Environment Agency). The constitution should provide for a rolling re-selection process, with a minimum three- year term for continuity. 5. the Board would be responsible for generating a strategic and financial business plan to ensure investment is secured not only for the SHL but also for the Blyth Estuary. 6. the Board would be responsible for an agreed budget and ensure the financial position of the SHL is properly and transparently accounted for, and reported to the DfT. The Board would be able to raise necessary investment funds to improve the infrastructure. one management structure for the whole of the SHL would be responsible to the Board for all operational and financial matters</p>	
130.	Ensure that the rules are applied from the agreements reached.	Online Survey
131.	What is a "positive future"? - What are your ambitions? It seems OK as it is.	Online Survey
132.	Start honouring prior agreements would be a good beginning.	Online Survey
133.	We should like to see a written, legally binding undertaking that all revenues generated by the Harbour, Caravan Site and the rest of the Harbour Lands are ring-fenced and all surpluses will be used for the maintenance and improvement of the SHL and the Blyth Estuary and not for any other	Online Survey

Response Number	Q2. What action would you like Waveney District Council to take, to demonstrate its commitment to a positive future for the Southwold Harbour Lands?	Origin
	Text	
	<p>purpose, in accordance with the terms of the 1933 Order a written, legally binding undertaking that no part of the SHL (and particularly with regard to the Caravan site) shall be sold and agreeing a form of lease arrangement that would ensure that the SHL are protected from sale in perpetuity consider and consult upon adopting a Trust Port model for the SHL, with the district council continuing in its strategic role. This model has many advantages, for example: would still be able to adopt the guidance of the PGGG for the future management of the SHL, using Part B could provide a model that avoids the contentious issue of ownership, a trust port being an independent body, governed by its own unique statute (the 1933 Order) and controlled by a local independent board with no shareholders or owners all surpluses would be re-invested in the harbour for the benefit of stakeholders, and the SHL would be treated as 'a valuable asset presently safeguarded by the existing board whose duty it is to hand it on in the same or better condition to succeeding generations'. (DfT definition of a Trust Port). This would answer a great many local concerns as to the future of the harbour. a Harbour Management Board could be set up to govern the SHL which properly takes into account local involvement and independence. For example, the Board could comprise two WDC Councillors or their appointees (including the CEO of WDC), plus two STC Councillors or their appointees, plus four independent members appointed on the basis of their skills and expertise to represent stakeholders (businesses, harbour users, the Environment Agency). The constitution should provide for a rolling re-selection process, with a minimum threeyear term for continuity. the Board would be responsible for generating a strategic and financial business plan to ensure investment is secured not only for the SHL but also for the Blyth Estuary. the Board would be responsible for an agreed budget and ensure the financial position of the SHL is properly and transparently accounted for, and reported to the DfT. The Board would be able to raise necessary investment funds to improve the infrastructure. one management structure for the whole of the SHL would be responsible to the Board for all operational and financial matters.</p>	
134.	<p>The issue has always been due to poor communication and lack of transparency in motivation. The disconnect between WDC and local harbour stakeholders/visitors/users needs to be addressed. Not on a one off basis such as during an official consultation but rather on an ongoing, regular conversation. It is vital that this conversation is 2 way .</p>	Online Survey

## Consultation Responses -Additional

Response Number	Q2. What action would you like Waveney District Council to take, to demonstrate its commitment to a positive future for the Southwold Harbour Lands?	Text	Origin
135.		ring fence all revenue from the harbour & caravan site.& use the revenues to maintain & improve the harbour.	Online Survey
136.		To ensure the voice of Southwold residents and Southwold Harbour users are properly heard	Online Survey
137.		To implement the suggestions of the Southwold and Reydon society	Online Survey
138.		Maintain separate accounts that enable the council to be held to account regarding the use of harbour income. Support the creation of a harbour management committee that is free from political interference by the council. Listen to and act on views of harbour users and other interested parties rather than imposing poorly informed governance from the council.	Online Survey
139.		We would like to see - a written legally binding undertaking that all revenues generated by the harbour and caravan site are ring-fenced and all surpluses used for the maintenance and improvement of the harbour lands and the estuary, and not for any other purpose - a written legally binding undertaking that no part of the harbour lands and caravan site shall be sold, perhaps agreeing a form of lease arrangement that would ensure that the harbour lands are protected from sale in perpetuity - consultation on and consideration of the adoption of a Trust Port model, with the district council continuing in its strategic role - the Trust Port model seems to have many advantages e.g. would still adopt the guidance of the PGGG; would avoid the contentious issue of ownership; all surpluses would be reinvested in the harbour for the benefit of stakeholders; a Harbour Management Board could be set up that takes into account local involvement and independence (two WDC, two STC, four independent members appointed for their skills and expertise) and which would be responsible for generating a strategic and financial plan for both the harbour lands and also the estuary. It seems to answer many of the local concerns about the harbour's future.	Online Survey
140.		They should make sure that the committee is truly representative of the harbour users. They should ensure that all the money raised is put back into the harbour lands and both Waveney and East Suffolk provide an undertaking never to all off any of the harbour lands	Online Survey
141.		1. Develop, through the committee, a long term business and financial plan which demonstrates	Online

## Consultation Responses -Additional

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Response Number	Text	Origin
	<b>Q2. What action would you like Waveney District Council to take, to demonstrate its commitment to a positive future for the Southwold Harbour Lands?</b>	
	how the harbour can be managed sustainably. 2. Pledge that income generated from activities at the HL will be ring fenced and used only for the purpose of furthering the sustainability of the HL and that assets cannot be sold without widespread local consent (again, a Trust model would help with this). 3. Explicitly vest responsibility for the management of HL in the committee	Survey
142.	Agree to STC's ownership	Online Survey
143.	As for Q1, in particular a binding commitment to ring- fencing the revenues and any surplus arising from the Harbour Lands activities, and a commitment not to sell or otherwise dispose of the assets of the Harbour Lands	Online Survey
144.	Very quickly do this and publicise it: A legal guarantee that that the harbour lands cannot in part or entirety be sold. Ideally put the lands in trust or a covenant or some way to tie it up in perpetuity for posterity. Publicise the document widely. I know some elected councillors have said the lands will not be sold, but further down the line others might. Don't leave it in local government hands - local government has been known to sell off the family silver! Ownership would be better put in trust for posterity. Local councils can go bust. Clarify what is meant by the Board only being short term, and what would/could happen to it under the new council. Why the rush? What would be the advantages/disadvantages of waiting until the new council is in place? Repay some of the enormous sums that WDC has taken out of the harbour revenue over the last 40 years, and write off the harbour wall debt Move the management of the caravan site and harbour to Southwold - at present very distant in council offices in Lowestoft Start consultations with local stakeholders now on the vision and embryo business plan Ensure all local stakeholders are represented on the board and that the board have equal voting and decision making powers and is not just advisory, and that no one council or stakeholder has unequal power see also my answers to Q4	Online Survey

	<b>Q3. Funding for future investment in Southwold Harbour Lands is critical to its future. How should any future management arrangements best prioritise improvements to the harbour?</b>	
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## Consultation Responses -Additional

Response Number	Text	Origin
122.	Improvements to the harbour must be prioritised in respect of its maritime facilities, particularly the piling at the entrance to the harbour, as without this it would cease to be a working harbour. Cosmetic improvements particularly to the access road are not necessary and would detract from the distinct character of this unique environment	Submitted directly to STH
123.	The board/HMC should have a constitution to develop a strategic business plan for SHL. There should only be one organisation that supports the Harbour Manager and his team to meet the strategic and budget objectives, repairing the harbour structures and improving the caravan site	Submitted directly to STH
124.	WDC should either write off £540k of the supposed harbour debt or pay the harbour all owed for the missing 42yrs of rental for the caravan park. If WDC's intransigence on this matter were to continue then WDC should fund the 2015 Trust agreement until such time it becomes self funding from Harbour Lands Profit	Submitted directly to STH
125.	With a change of status to that of Trust Port, the Board would be responsible for drafting a strategic and financial business plan to ensure investment in the SHL and also in the Blyth Estuary.  With the income from the harbour, the caravan site and the rest of the Harbour Lands ring-fenced, all surpluses would be applied in the maintenance and improvement of the SHL, in accordance with the trust port model, the business plan and taking into account the detailed survey commissioned by WDC when those results are known.	Submitted directly to SHL, Handed to JC Member for submission and Emailed to WDC
126.	The Board, consisting as it would of a combination of Councillors and independent experts, would be best placed to take decisions over the prioritising of future improvements to the harbour. WDC should publicly pledge to follow any decisions made by the JC	Online Survey
127.	A Business Plan has to be produced commencing with the very urgent requirement to rebuild the South Training Arm of the harbour which was stated to have a remaining structural life of 5 years some 20 years ago. Sufficient funds for this project could have been accrued from harbour operations had they been ringfenced and retained. Prudent future operation of the undertaking could service any loans required to bring the harbour and caravan up to necessary standard.	Online Survey
128.	With the income from the harbour, the caravan site and the rest of the Harbour Lands ring-fenced, all surpluses would be applied in the maintenance and improvement of the SHL.	Online Survey
129.	With a change of status to that of Trust Port, the Board would be responsible for drafting a strategic and financial business plan to ensure investment in the SHL and also in the Blyth Estuary. With the income from the harbour, the caravan site and the rest of the Harbour Lands ring-fenced, all surpluses would be applied in the maintenance and improvement of the SHL, in	Online Survey



## Consultation Responses - Additional

Response Number	Text	Origin
	<b>Q3. Funding for future investment in Southwold Harbour Lands is critical to its future. How should any future management arrangements best prioritise improvements to the harbour?</b>	
	accordance with the trust port model, the business plan and taking into account the detailed survey commissioned by WDC when those results are known. The Board, consisting as it would of a combination of Councillors and independent experts, would be best placed to take decisions over the prioritising of future improvements to the harbour.	
130.	All income from the Harbour Area must be set aside and re-invested in the Harbour Area under all the Acts of law in place. Any money generated by the Harbour remains	Online Survey
131.	Why - what are you actually wanting to invest in? - it currently works OK as a harbour for visiting yachts and fishing boats. What else do you want to do? Please specify the propose improvements.	Online Survey
132.	Harbour revenues must be ring-fenced as required by the 1933 Order which will provide funding from income. Without a business plan it is impossible to respond to this question. Waveney District Council should cease siphoning off revenues from Southwold Harbour Lands.	Online Survey
133.	With a change of status to that of Trust Port, the Board would be responsible for drafting a strategic and financial business plan to ensure investment in the SHL and also in the Blyth Estuary. With the income from the harbour, the caravan site and the rest of the Harbour Lands ring-fenced, all surpluses would be applied in the maintenance and improvement of the SHL, in accordance with the trust port model, the business plan and taking into account the detailed survey commissioned by WDC when those results are known. The Board, consisting as it would of a combination of Councillors and independent experts, would be best placed to take decisions over the prioritising of future improvements to the harbour.	Online Survey
134.	Priority 1. Anything that effects day to day running of the harbour. (action required within 12 months) P2. Facilities, roads, access, marketing. P3. Medium term repairs projects on South pair, harbour wall improvement. P4. Long term - Flood protection	Online Survey
135.	put to gather a spending commitment, that is reviewed 6 monthly. & any short fall, re-adjust the priorities & increase/decrease budget as necessary.	Online Survey
136.	Again - local knowledge and involvement is essential	Online Survey
137.	income from the assets should be ring fenced to be spent on the land and the facilities. In addition the relevant statutory authorities must be held to account for funding the services for which they	Online Survey

## Consultation Responses - Additional

Response Number	Text	Origin
	<b>Q3. Funding for future investment in Southwold Harbour Lands is critical to its future. How should any future management arrangements best prioritise improvements to the harbour?</b>	
138.	are responsible eg flood defence from their general funds Work with the harbour users and the town council to construct a prioritised maintenance and improvement plan with clear costings, timescales and success criteria. Ensure that all harbour revenues are made available for this purpose.	Online Survey
139.	A Harbour Management Board should ensure that all surpluses from the harbour and caravan site are applied for the maintenance and improvement of both the harbour and the estuary, with one management structure responsible for all operational and financial matters, with proper and transparent accounts, and in accordance with the business plan that would be drafted and taking into account the results of the survey currently being commissioned.	Online Survey
140.	Much of the funding proposals made by Waveney appear to be loaning money at a high rate of interest which is not necessary. Surveys by professionals of the Harbour needs should be undertaken and a plan executed. The plucking of figures out of the air by unqualified consultants is not the way forward	Online Survey
141.	1. The key is a comprehensive business plan which takes account of all future needs relevant to the HL and a committee which is tasked with managing the HL to optimise their long term viability. In that way, the committee is forced to consider and take balanced decisions as to possibly competing demands for resources/interests of say users of the river, users of the caravan site, traders on Blackshore etc. 2. The committee should be able to borrow from the Council to fund capital works as needed	Online Survey
142.	Not IMPROVEMENTS but repairs	Online Survey
143.	Ensuring that there is a long term strategic and expenditure plan together with a funding plan for all Expenditures	Online Survey
144.	No money to be taken out of the harbour lands account without the new Board's agreement. A costed business plan to be in place very quickly Prioritise developments that will make the lands and businesses and activities on the lands carbon neutral. Given the recent report on climate change, commission urgent expert advice on how to achieve carbon neutrality in next five years, and integrate it into all items in the business plan. Keep the un-manicured nature of the lands,	Online Survey

Response Number	Text	Origin
	<p><b>Q3. Funding for future investment in Southwold Harbour Lands is critical to its future. How should any future management arrangement best prioritise improvements to the harbour?</b></p> <p>while improving things for local businesses, harbour users and residents, caravan owners etc and the visiting public. Consult with all of these stakeholders Address flood and erosion issues, including prevention up the Blyth valley, and repair/replace the South Training Arm (take advice from local people who have experiential and technical knowledge of the river and the river mouth) Stop through traffic except that needed for businesses and the local bus Don't let WDC run any contracts or developments - its track record is v poor (see q4 answer)</p>	

Response Number	Text	Origin
	<p><b>Q4. Transparency and openness is critical to any successful future working relationship. How best can this be demonstrated by any future management arrangement?</b></p>	
124.	Transparency and openness can only be maintained by holding regular public meetings in which all aspects of future investment can be discussed and agreed	Submitted directly to STH
125.	(illegible) the constitution (illegible) should be a transparent process for selecting board members. The members should have a minimum term. Board meetings should be held in public on a monthly basis to cover all topics except confidentiality. Local capable people should be on the board.	Submitted directly to STH
126.	At the meeting of 06/02/19 at St Edmunds Hall attendees were assured that all profits from the harbour lands would be ring fenced for the harbour. WDCs medium term financial strategy plans to extract £112,000 annually from the caravan park for the next 4 years WDC should drop this strategy as a demonstration of transparency and openness	Submitted directly to STH
127.	Adopting a Trust Port Harbour Management Board model would go a long way towards re-establishing local trust in the future management of the harbour. As Mark Bee stated at the meeting on 6 <sup>th</sup> February "trust is the key word here", and I think it is fair to say that some sectors of the local community have lost trust in WDC's management of the SHL. Trust Port Boards are required to carry out their functions and tasks in the interest of all stakeholders and in a transparent and accountable way. The guidance of the PGGG should be followed, with its emphasis on good governance including stakeholder engagement.	Submitted directly to SHL, Handed to JC Member for submission and

## Consultation Responses -Additional

Response Number	Text	Origin
	<p><b>Q4. Transparency and openness is critical to any successful future working relationship. How best can this be demonstrated by any future management arrangement?</b></p> <p>There should be absolute transparency and openness on these fundamental issues –</p> <ul style="list-style-type: none"> <li>• local involvement and independence in the future management of the harbour</li> <li>• the fullest possible strategic and operational control of the SHL and its ability to contribute to the Blyth Estuary strategy to be vested in the future management arrangement, including the allocation of funds for works needed to ensure the future of the harbour</li> <li>• guarantees that there will be no sale of the SHL, including the caravan site and that all surplus income generated from the SHL will be reinvested back into the SHL</li> </ul>	Emailed to WDC
128.	By having public meetings not just consultation periods and almost running it as a local authority giving time for the public to speak!	Online Survey
129.	Openness, Transparency and Stakeholder Engagement was promised in 2015 this has not happened, only W D C can build the trust that currently does not exist. Any future proposals have to have agreed objectives with transparency to gain local support	Online Survey
130.	<p>Adopting a Trust Port Harbour Management Board model would go a long way towards reestablishing local trust in the future management of the harbour. Trust Port Boards are required to carry out their functions and tasks in the interest of all stakeholders and in a transparent and accountable way. The guidance of the PGGG should be followed, with its emphasis on good governance including stakeholder engagement. There should be absolute transparency and openness on these fundamental issues –</p> <ul style="list-style-type: none"> <li>• local involvement and independence in the future management of the harbour</li> <li>• the fullest possible strategic and operational control of the SHL and its ability to contribute to the Blyth Estuary strategy to be vested in the future management arrangement, including the allocation of funds for works needed to ensure the future of the harbour</li> <li>• guarantees that there will be no sale of the SHL, including the caravan site and that all surplus income generated from the SHL will be reinvested back into the SHL</li> </ul> <p>Adopting a Trust Port Harbour Management Board model would go a long way towards reestablishing local trust in the future management of the harbour. There should be absolute transparency and openness on these fundamental issues – local involvement and independence in the future management of the harbour the fullest possible strategic and operational control of the</p>	Online Survey

Response Number	Text	Origin
	<b>Q4. Transparency and openness is critical to any successful future working relationship. How best can this be demonstrated by any future management arrangement?</b>	
131.	<p>SHL and its ability to contribute to the Blyth Estuary strategy to be vested in the future management arrangement, including the allocation of funds for works needed to ensure the future of the harbour guarantees that there will be no sale of the SHL, including the caravan site and that all surplus income generated from the SHL will be reinvested back into the SHL</p> <p>Can we be assured that if any Trust is formed the people elected should have total unassociated connections with WDC or SCC or STC? It is imperative there is no association with any of the council officials or their advisors. To ensure there will not be a Conflict of Interest. The bodies voted to join the group must be Independent. We need to ensure that WDC/SCCor STC cannot overrule any law to suit their budget needs. The money generated must be re-invested in the harbour lands.</p>	Online Survey
132.	By being transparent about what you are trying to achieve.	Online Survey
133.	We were promised openness, transparency and stakeholder involvement by Arthur Chavonia in March 2015. WDC failed to deliver.	Online Survey
134.	Adopting a Trust Port Harbour Management Board model would go a long way towards reestablishing local trust in the future management of the harbour. As Mark Bee stated at the meeting on 6th February "trust is the key word here", and I think it is fair to say that some sectors of the local community have lost trust in WDC's management of the SHL. Trust Port Boards are required to carry out their functions and tasks in the interest of all stakeholders and in a transparent and accountable way. The guidance of the PGGG should be followed, with its emphasis on good governance including stakeholder engagement. There should be absolute transparency and openness on these fundamental issues – local involvement and independence in the future management of the harbour the fullest possible strategic and operational control of the SHL and its ability to contribute to the Blyth Estuary strategy to be vested in the future management arrangement, including the allocation of funds for works needed to ensure the future of the harbour guarantees that there will be no sale of the SHL, including the caravan site and that all surplus income generated from the SHL will be reinvested back into the SHL.	Online Survey
135.	See section 3 of Section 4, Provision of information - within the Ports Good Governance Guidance.	Online

## Consultation Responses -Additional

Response Number	Text	Origin
136.	A requirement of an effective HMC. have the harbour, caravan park & lands held in trust & weighted to the nominees from Southwold.	Survey
137.	Open meetings. Published minutes etc	Online Survey
138.	Having and open structure, with the lands management being accountable to the local community. making sure that those managing these resources can be dismissed if needs be	Online Survey
139.	If WDC (or its successor) is to regain credibility with stakeholders, it will be necessary to not only listen to local views but to act on them without the tiresome 'we are here to govern, and we know best' attitude that has been central to the council's culture and that has been too apparent in recent years. Stop telling – start listening and demonstrating that what is said will be truly considered. Make the effort to communicate the rationale for decisions taken.	Online Survey
140.	The adoption of a Trust Port Harbour Management Board model would go a long way towards reestablishing local trust in the future management of the harbour, because of the clear requirement to carry out its functions and tasks in the interest of all stakeholders and in a transparent and accountable way. The harbour lands would be treated as 'a valuable asset presently safeguarded by the existing board whose duty it is to hand it on in the same or better condition to succeeding generations' (DfT definition of a trust port). Surely this is the very essence of the future working relationship we would all want to see?	Online Survey
141.	There has been a complete lack of trust between the harbour users and Waveney and it has been made worse by the attitude of some of the elected members of Southwold TC. An independent chairman should be appointed by the Committee who has the confidence of all parties and not a person appointed by Waveney alone. Minutes of the meetings should be publicly available ( except for confidential areas)	Online Survey
142.	1. A clear charter for the committee which sets out its purpose, obligations and reporting responsibilities. 2. A requirement for semi annual reports of the committee's activities to be submitted to the Council, to the Town Council and to be published, whether on a website or otherwise. 3. A requirement that all major investments be put out to local public consultation before	Online Survey

## Consultation Responses -Additional

Response Number	Q4. Transparency and openness is critical to any successful future working relationship. How best can this be demonstrated by any future management arrangement?	Origin
	Text	Origin
143.	being undertaken	
144.	Put people in who you already believe in	Online Survey
145.	<p>I would favour a Trust Port model which should allow for maximum transparency</p> <p>MY impression is that local people including caravan owners like myself have lost faith in WDC because of its incompetence and cackhandedness and lack of transparency in the past, viz -The Joint Committee met frequently on an informal basis without minutes and with no published agenda It held 'open' meetings at which the public and stakeholders were not allowed to speak - WDC have taken an enormous amount of money out of the harbour revenue for the last 40 years and not submitted accounts to the appropriate bodies -10 years ago WDC tried to sell the caravan site. 5 years ago it tried to contract out the site to Tingdene (which submitted a glossy proposal for the site which had not been discussed with caravan owners at all . We were all horrified at what was being proposed). -WDC management of the Harbour Wall contract, both construction and finances, which resulted in the need for expensive repairs to a new structure and it is still not fit for purpose. The contractors have gone bust and I understand there is some question that they were paid twice (error? incompetence? or what?), WDC is charging the harbour account a huge rate of interest on the outstanding 'loan' which was made from its own funds -Despite requests over many years for this to happen, the Harbour revenues were only ringfenced after WDC's appointed solicitor stated publicly in the 2015 consultation that WDC was acting illegally in not keeping separate accounts for the harbour lands. -the caravan site is managed from council offices in Lowestoft, on-site managers are given a pitiful budget to do basic repairs and maintenance, yet the caravan site is returning about £300,000 in revenue each year. And there's lots more. So are you surprised that people don't trust WDC? SO, to answer your question no4: -Make it legally and crystal clear that the harbour lands cannot be sold or leased and will be kept for future generations. Do this via a trust, or a covenant, or MoU, but do it and publicise the document. - Recognise and admit publicly the failings of the past (see list above) The new Board must be permanent, not a short term arrangement State clearly and publicly, together with East Suffolk, how the harbour lands will go forward in the new merged council The new Board must be</p>	Online Survey

## Consultation Responses -Additional

Response Number	Text	Origin
	<p><b>Q4. Transparency and openness is critical to any successful future working relationship. How best can this be demonstrated by any future management arrangement?</b></p> <p>permanent, not short term (as stated in the consultation document), or if short term, then there must be a public statement NOW about what it will morph into, or how this process will be achieved. The new board members must represent local communities, businesses on the harbour, caravan owners and other key stakeholders, and have voting rights and decision-making powers, NOT be advisory or answerable to or dominated by WDC or the new Council. The Port doc is good on governance, accountability, and transparency of management. All meetings should be in line with real democracy, have papers and minutes and be open to the public. Proper two way discussion should be facilitated, using public meetings where appropriate. No proposals should be published without explanations (viz this consultation doesn't say why the 2015 agreement is now no good. There may be good reasons but they are not stated.) There is nothing in the consultation document about a vision for the future. The charm of Southwold Harbour is that it is not a plush upmarket, manicured tourist trap. Some statement is required about vision. In addition, and most important, given the recent report on climate change and the need to reduce our carbon footprint rapidly in the next few years, if we are not all to roast and have nothing to eat, there must urgently be a survey by a reputable specialist company on how developments on the caravan site and harbour could be done in such a way as to achieve carbon neutral status within 5 years. I.e. take a new radical approach, to help future generations.</p>	