



# Southwold Harbour Management Committee

Members are invited to a **Meeting of the Southwold Harbour Management Committee**

to be held in the Stella Peskett Millennium Hall,  
on **Wednesday, 12 June 2024 at 1.30pm**

## Members:

Councillor David Beavan (Chair), Councillor Paul Ashton (Vice-Chair), Councillor Jan Candy, Mr Simon Flunder, Mr David Gledhill, Councillor Toby Hammond, Mr Alistair MacFarlane, Mr John Ogden, Ms Diane Perry-Yates, Mr Mike Pickles, Councillor Lee Reeves.

An Agenda is set out below.

## Part One – Open to the Public

Pages

- |          |  |                 |
|----------|--|-----------------|
| <b>1</b> | <b>Apologies for Absence</b><br>To receive apologies for absence, if any.  |                 |
| <b>2</b> | <b>Declarations of Interest</b><br>Members and Officers are invited to make any declarations of interests, and the nature of that interest, that they may have in relation to items on the Agenda and are also reminded to make any declarations at any stage during the Meeting if it becomes apparent that this may be required when a particular item or issue is considered. |                 |
| <b>3</b> | <b>Minutes</b><br>To agree as a correct record the minutes of the meeting held on 14 March 2024  | <b>1 - 7</b>    |
| <b>4</b> | <b>Term of Office of Co-opted Member John Ogden ES/1989</b><br>To consider the Term of Office of Co-opted Member John Ogden  | <b>8 - 12</b>   |
| <b>5</b> | <b>Operational Update</b><br>To receive a verbal update from the Southwold Caravan and Harbour Manager.  |                 |
| <b>6</b> | <b>PMSC Harbour Audit of Southwold Harbour -Findings and Preliminary Steps Towards Action Plan Development ES/1995</b><br>To consider the PMSC Harbour Audit of Southwold Harbour -Findings and Preliminary Steps Towards Action Plan Development  | <b>13 - 53</b>  |
| <b>7</b> | <b>Harbour Vison and Static Site Revitalisation ES/1993</b><br>To consider the report on the Harbour and Caravan Site Consultation ( <i>to follow on 10/6/24</i> )   | <b>54 - 207</b> |

<b>Part One – Open to the Public</b>	<b>Pages</b>
<b>8 Revisions to the Harbour Management Committee Working Groups ES/1990</b> To consider revisions to the Harbour Management Committee Working Groups	<b>208 - 214</b>
<b>9 Update from the Stakeholder Advisory Group</b> To receive an update from the Stakeholder Advisory Group.	

**Part Two – Exempt/Confidential** **Pages**

**There are no Exempt or Confidential items for this Agenda.**

**Close**



Chris Bally, Chief Executive

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**Unconfirmed**



Minutes of a Meeting of the **Southwold Harbour Management Committee** held in the Stella Peskett Millennium Hall, on **Thursday, 14 March 2024 at 4:00 PM**

**Members of the Committee present:**

Councillor Paul Ashton, Councillor David Beavan, Councillor Jan Candy, Mr Simon Flunder, Mr David Gledhill, Mr Alistair MacFarlane, Mr John Ogden, Ms Diane Perry-Yates, Mr Mike Pickles, Councillor Lee Reeves

**Other Members present:**

**Officers present:** Kerry Blair (Head of Operations), Kate Blakemore (Strategic Director), Lorraine Fitch (Democratic Services Manager), James Milnes (Southwold Caravan / Harbour Manager), Alli Stone (Democratic Services Officer)

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**1 Apologies for Absence**

Apologies for absence were received from Councillor Toby Hammond.

**2 Declarations of Interest**

Mr Simon Flunder, Mr Mike Pickles and Mrs Diane Perry-Yates declared pecuniary interests in items 5 and 6. They had all received dispensation from the Monitoring Officer to take part in discussion and vote.

**3 Minutes**

**RESOLVED**

The minutes of the meeting held on the 18 January 2024 were agreed as a correct record.

**4 Operational Update**

The Southwold Caravan and Harbour Manager gave an update on operations in the harbour. Bookings for visitors moorings were continuing to increase, from both

international and local visitors. There were issues with the icemaker in the fisherman's compound, options for replacing this and ensuring the safe operation were being looked at. There had been issues with flooding in the harbour lands and wider marshes. The tenant farmer had cleared the ditches which had helped to alleviate the issue. The sluice had been blocked by some vegetation that had been cleared, and tools were being purchased to keep it clear. More material had been ordered to regrade the harbour road. The team were looking to do some work on the path from the Harbour Inn to the moorings to improve the condition of the path. The path on the Walberswick side was being repaired by Suffolk County Council they had confirmed that work would not be done in the Easter holidays and care would be taken to ensure that the path was open as much as it could be.

On the caravan site the shower block had been refurbished with new showers, new boiler and water system which would ensure a continuous supply of hot water. Road markings and signage had been refreshed across the site and the bins had been moved away from the entrance to improve the approach to the site, planting would be done to improve this area. Those on the waiting list for static caravan plots had been contacted to ensure their details were up to date and to confirm they still wished to be on the waiting list.

On the touring site, hard standing pitches had been raised to help prevent flooding. A canopy with new lighting had been installed over the shower block to improve energy efficiency and lighting. Drainage work appeared to have worked well and kept flooding down on the site over the winter, and it was hoped that this would continue to work well. There was a work plan to thin trees on the site and plant trees which were more suited to wet conditions.

A Harbour Festival was taking place at the end of June to celebrate 75 years of the sailing club and 200 years of the RNLI.

Ms Perry-Yates asked how many people were on the waiting list for static caravan plots. The Southwold Caravan and Harbour Manager confirmed the list was now fifty people, and it was hoped that some plots could be offered in the next year. There were a total of one hundred and forty seven plots, thirty of which were vacant. There would be some movement of caravans when the site was redeveloped and so some spare plots would be needed, and some might be used up to ensure there was adequate space around caravans. The Southwold Caravan and Harbour Manager stated that moving forward with new plot sizes, there would be one hundred and forty plots on the site.

Mr Pickles stated that the slipway needed clearing regularly as it was getting dangerous, there was also an issue with a dangerous post near the slipway. Regarding the Harbour Festival, Mr Pickles asked if some visitors had been offered free moorings. The Southwold Caravan and Harbour Manager stated there had been no request for this.

The Committee received a presentation on the Harbour and Caravan Site Consultation Plan from the Head of Operations.

The Head of Operations summarised the Harbour Vision that had been developed in order to provide a focus and principles for work in the area. The Harbour Management Committee had received a report summarising this at their previous meeting, and the document summarising the vision would be shared in the consultation. The Head of Operations summarised the vision which focussed on four areas. The first area concerned retaining character, and ensuring facilities were up to standard and were safe and sustainable to use. The vision also recognised that the current economic activity in the harbour was important and should be encouraged and supported. Community involvement was central to the harbour and future development. Issues around the environment were also included, ensuring the harbour contributed positively to the local environment and that waste and sewage was properly managed. The overall focus was retaining the existing feeling of the harbour and building on and supporting the current businesses.

The Head of Operations summarised how the static caravan site was currently managed. Static plots were occupied on an annual licence, and whilst many of these had been rolled over yearly for decades, the licence holders could be asked to leave with two months notice. There was also no requirement to renew a licence each year. The site had no running water or electricity to the plots. There were four options for the redevelopment of the caravan site, and the Head of Operations summarised each.

Option one was to continue with the annual licences system. The main disadvantage to this was it did not increase income to allow for any facility improvement of the caravan site.

Option two was to move to a long term lease system, for around fifteen to twenty years. This would provide the both the Council and caravan owners with long term certainty. The cost of rent would be approximately £4,500 to £6,000 per annum, based on similar sites up the coast. This would provide the capital funding to allow for facility improvement, for example running water and electricity to plots. The Head of Operations shared a high level overview of the Heads of Terms that would be included in this lease, which included a maximum age requirement for caravans, the right to facilities, requirements for maintenance and the ability to sublet. These were standard terms for static caravan sites, although there would be more specific consultation on what leases should look like if this option was chosen.

Option three was a long term lease, but with the Council keeping up to 30% of the plots and letting them out on short term lets as holiday properties. This would change the site slightly as it would be a mix of long term lease holders and some short term holiday makers. This would increase footfall and income in the harbour from increased holiday makers in the area.

Option four was for all plots to be turned into short term lets, with no long term leases available. This would produce the highest revenue, and increase the number of holiday makers in the harbour. This would be a big change and would offer no space for current licensees. It would also require investment from the Council.

Councillor Candy asked how many plots would be let out and how much more income would there be under option three. The Head of Operations stated that only basic modelling had been done, and at a conservative estimate this would produce 25% more income than a lease model, although more specific testing on this had to be done. There would need to be investment from the Council to set this up.

The Chair asked if this included a mains sewage connection being provided to all plots. The Head of Operations confirmed that options two, three and four would include the provision of water, sewage and electricity to all plots.

The Chair referred to the possibility of the Council managing caravan sales, and asked if the Council and harbour would receive a percentage of the sale. The Head of Operations confirmed they would. Regarding the age of caravans, the Southwold Caravan and Harbour Manager confirmed that capping caravan age at ten years was generally the standard, but most of them were recycled when they were removed. If this option was chosen, the Council could look at options for balancing this with a minimum maintenance standard rather than an age requirement.

Ms Perry-Yates stated that when redevelopment had been discussed in the past, option one had included the provisions of mains sewage, water and electricity. This had now been removed. Regarding option two, Ms Perry-Yates stated that she thought that the standard lease was for ten years, and by going to a twenty year lease this would force people to move off the site because they could not afford it. Under Option three, leaseholders and holiday makers would mix, which the current caravan owners believed would be disastrous for the site due to the conflict between the two user groups. Option four would completely remove the current community from the site. Ms Perry-Yates stated that the redevelopment plans were focussing on the money that could be produced and ignoring the community that had been built on the site. The Southwold Caravan and Harbour Manager stated that SCOA had raised issues around security of leases on the site, and long term leases provided people with this option. Ms Perry Yates stated that the terms people would be agreeing to needed to be clear in the consultation so that people could provide a full response.

Mr Flunder commented that this would be a big change, and asked if there had been any thought about a transition period for caravan owners regardless of the option that was taken, and could a question on what this transition period would be included in the consultation.

The Head of Operations summarised the timeline for the consultation. The consultation would include questions which would capture where people were from and how they were involved in the harbour (for example business/caravan owners/holiday makers). The consultation would be carried out online and with some in person sessions in the town. The results of this would come back to the Harbour Management Committee. The consultation of the Harbour Revision Order was likely to overlap with this consultation, this would be managed by the Department for Transport. The Head of Operations stated that the setting up of the Harbour Management Committee, and the way it worked, was the result of a consultation. The feedback received as part of that consultation had been taken into account in the way which the HMC worked, and he expected this to happen this time.

Mr Pickles stated that stages were let on recurring leases until people decide to give them up, and asked whether this could be copied on the caravan site. The Head of Operations stated that the caravan site was a commercial operation and the Committee needed to stroke the balance between the caravan site as a community and a commercial operation.

The Chair asked what the difference was between a licence and a long term lease. The Head of Operations stated that a licence allowed people to stay on the land for a short period of time, with the option to remove people at short notice. A lease would give people rights over their plot for a longer period of time.

Mr MacFarlane stated that the redevelopment needed to get going. The Caravan and Campsite was the main revenue stream for the harbour, and what was going to be done with it needed to be sorted out soon so other projects could move forward.

Councillor Candy asked how long term leases were paid, upfront or annually. The Southwold Caravan and Harbour Manager stated that the payment would be annually. Long leases generally cost more due to the security it offered and the extra rights leases gave people. The lease charges would be reviewed every five years.

Councillor Ashton stated that people needed to understand this was examples of things that could be done, rather than things that were going to happen and needed to be opposed. He hoped that responses to the consultation would provide comments which allowed the Committee to find a positive way forward for all harbour users.

The Chair asked that the questions for the consultation would be distributed to users for their information.

The Chair stated that it would not be possible to keep the current system and provide water, electricity and sewage, and people needed to understand this.

Mr MacFarlane stated that there was at least £18million of capital works that needed to be done in the harbour, and this should not be falling on the rate payers of East Suffolk to pay for when there was the potential for a good income from the harbour itself.

The Strategic Director emphasised that whatever the feedback was on the preferred option, there would be more work on how this option worked rather than this being one consultation and done.

Ms Perry-Yates stated that she felt the current consultation was focussed on money only, and all other considerations had been thrown out.

A member of the public asked about the requirements for income under Harbour Orders. Mr Gledhill stated that the Harbour Revision Order contained a clause stating that harbours had to maximise their income.

The Chair thanked people for their input. He reassured the Committee that the consultation would be open, and all would be encouraged to provide feedback.

## **6 2024 Capital Works Projects Overview**

The Committee received report ES/1893 which provided an overview of ongoing and planned capital works projects in the Harbour. The Southwold Harbour and Caravan Site Manager introduced the report and summarised the projects that were currently being worked on which related to the Caravan Site redevelopment, an updated Harbour Masters Office and Visitor Centre, extension of the mains sewer through the harbour, Harbour Road repair, and berthing upgrades for fishing boats and visiting yachts.

Regarding the extension of the mains sewer into the harbour, this would need a lot of exploration to understand the size of the issue and what the options would be. Options were being looked at for the road to see if this could be maintained year round. It was likely that the cost of improving the berthing would be upwards of £800,000 due to costs for piling.

The Head of Operations confirmed the sums in the report were currently in the capital programme.

Mr Gledhill asked for an update on work on training arm. The Head of Operations stated money for the training arm had been taken out of the budget and external funding was needed. The Committee had asked for additional design work on the training arm, and this was being overseen by Coastal Partnership East. Mr MacFarlane stated there were issues with the North Wall relating to the lack of an interceptor, and this was a compliance issue.

It was by a unanimous vote

### **RESOLVED**

That the Harbour Management Committee:-  
Approve additional funding where needed and support the proposed scopes to ensure the successful completion of all projects within their projected timelines

## **7 Update from the Stakeholder Advisory Group**

The Committee received an update from the Stakeholder Advisory Group. Mr Flunder thanked officers for providing more information in their presentation on caravan site options. Mr Flunder stated he would like to see the harbour vision presented to the Town Council before the consultation. Officers confirmed they could present this to the Town Council and to Reydon and Walberswick Parish Councils.

The Advisory Group had discussed the benefits of the work on the training arm, and it was important not to lose sight of these key issues as this was important to the future of the harbour. The importance of the Blyth estuary was also raised.

Mr Flunder stated that the group recognised that things had to move forward, but there were concerns.



**8 Work Programme**

The Committee noted the forward work programme.

The Head of Operations stated that a report on the Harbour Audit from ABP Mer would also be received at the next meeting.

The Strategic Director confirmed that the working groups would meet to review how they should work going forward.

**9 Dates of the next meetings**

The dates of the next meetings were noted as 12 June 2024, 11 July 2024, 12 September 2024, 14 November 2024, 9 January 2025, 13 March 2025, 8 May 2025.

The meeting concluded at TBC

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Chair



# Southwold Harbour

MANAGEMENT COMMITTEE

Agenda Item 4

ES/1989

SOUTHWOLD HARBOUR MANAGEMENT COMMITTEE	
<b>Date</b>	12/06/2024
<b>Subject</b>	Term of Office of Co-opted Member John Ogden
<b>Report Author(s)</b>	Alli Stone Democratic Services Officer <a href="mailto:Alli.stone@eastsoffolk.gov.uk">Alli.stone@eastsoffolk.gov.uk</a>
<b>Head of Service</b>	Chris Bing Head of Legal and Democratic Services <a href="mailto:Chris.bing@eastsoffolk.gov.uk">Chris.bing@eastsoffolk.gov.uk</a>
<b>Director</b>	Kate Blakemore Strategic Director <a href="mailto:Kate.blakemore@eastsoffolk.gov.uk">Kate.blakemore@eastsoffolk.gov.uk</a>

Is the report Open or Exempt?	OPEN
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Category of Exempt Information and reason why it is <b>NOT</b> in the public interest to disclose the exempt information.	N/A
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## Purpose/Summary

To consider extending the Term of Office of Co-opted Member, John Ogden, for a further 3 year term.

## Recommendation(s)

That it be recommended to the Leader of the Council that John Ogden be Co-opted for a further 3 year Term of Office onto the Southwold Harbour Management Committee, starting on the 1 July 2024.

## Strategic plan

### How does this proposal support Our Direction 2028?

<b>Environmental Impact</b>	The HMC must act in the best interests of the Port, which includes ensuring its long term sustainability and success. Environmental factors will be taken into account in the decisions which the HMC will make.
<b>Sustainable Housing</b>	Not applicable.
<b>Tackling Inequalities</b>	Not applicable.
<b>Thriving Economy</b>	The HMC must act in the best interests of the Port, which includes ensuring its long term sustainability and success.
<b>Our Foundations / governance of the organisation</b>	The reasons for the establishment of the HMC have been agreed in previous reports to the Southwold Harbour Lands Joint Committee. As previously agreed in report ES/0683, the Co-opted vacancies were advertised and following the due appointments process, 4 Co-opted Members were appointed. The HMC Terms of Reference are prescriptive regarding the length of term of office and John Ogden was appointed for a 3 year term. Therefore, his Term of Office should be reviewed by the HMC at this time.

## Justification for recommendations

### 1. Background

- 1.1. At the East Suffolk Council's Cabinet held in 2021, the Cabinet confirmed the appointments to the Southwold Harbour Management Committee (HMC). This comprised of five councillors and four co-opted members.
- 1.2. The four co-opted members were appointed for varying terms of office as follows:
  - 1.2.1. Alastair MacFarlane as a Co-opted Member of the HMC for a term of 3 years.
  - 1.2.2. David Gledhill and Richard Musgrove as Co-opted Members for the term of 2 years and
  - 1.2.3. Mike Pickles as a Co-Opted Member of the HMC for a term of 1 year, which was later extended for a further 3 years.
- 1.3. Alastair MacFarlane resigned as a Co-opted Member in September 2022, to take up the position of General Harbour Manager. The resulting vacancy for the remainder of that 3 year term (ending 2024) was filled by John Ogden, following a thorough recruitment process.

### 2. Introduction

- 2.1. The HMC terms of reference state that:

*"A Co-opted Member may be appointed to a second three-year term without recourse to open competition, subject to the agreement of both the Chairman and the Co-opted Member, and the Committee's assessment that the Member has performed satisfactorily during the first term (all Membership of the Committee is subject to ratification by the Leader of the Council or Cabinet)."*

- 2.2. John Ogden has indicated that he is willing to be co-opted for a further term.
- 2.3. Councillor David Beavan, Chair of the HMC, has indicated that John Ogden should be co-opted for a further term.

### 3. Proposal

- 3.1. It is therefore proposed that John Ogden be appointed as a Co-opted member for the a second three-year term of office, ending in July 2027.

### 4. Financial Implications

- 4.1. The HMC is a Committee of the Cabinet. Its costs of administration will be absorbed by the Democratic Services/Members budget, in the same way as any other Committee of the Council is accounted for.
- 4.2. The costs of Members and Co-opted Members attending the meetings can be absorbed by the Members Budget.

### 5. Legal Implications

- 5.1. The HMC was set up in accordance with the Ports Good Governance Guide of 2018, published by the Department for Transport and available as a link in Report ES/0683 (2 March 2021, available on CMIS)

### 6. Risk Implications

- 6.1. There is no particular risk identified with this proposal.

**7. Options**

- 7.1. The HMC must have a full complement of Members and Co-opted Members to carry out its work, therefore it is not an option to not appoint to this role.

**8. Recommendations**

- 8.1. That it be recommended to the Leader of the Council that John Ogden be Co-opted for a further 3 year Term of Office onto the Southwold Harbour Management Committee, starting on the 1 July 2024.

**9. Reasons for Recommendations**

- 9.1. It is important that the HMC has a full complement of Members and Co-opted Members in order to carry out its work.

**10. Conclusions/Next Steps**

- 10.1.

## Areas of consideration comments

### Section 151 Officer comments:

Click or tap here to enter text.

### Monitoring Officer comments:

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### Equality, Diversity and Inclusion/EQIA:

The EIA was updated to take account of the impact of the establishment of the HMC on those with protected characteristics. No adverse impacts were identified.

### Safeguarding:

No additional comments.

### Crime and Disorder:

No additional comments.

### Corporate Services implications:

*(i.e., Legal, Finance, Procurement, Human Resources, Digital, Customer Services, Asset Management)*

No additional comments.

### Residents and Businesses consultation/consideration:

No additional comments.

## Appendices:

None

## Background reference papers:

None



# Southwold Harbour

MANAGEMENT COMMITTEE

Agenda Item 6

ES/1995

SOUTHWOLD HARBOUR MANAGEMENT COMMITTEE	
<b>Date</b>	12/06/2024
<b>Subject</b>	PMSC Harbour Audit of Southwold Harbour -Findings and Preliminary Steps Towards Action Plan Development
<b>Report Author(s)</b>	James AJ Milnes Southwold Harbour, Caravan and Campsite Manager <a href="mailto:James.milnes@eastsoffolk.gov.uk">James.milnes@eastsoffolk.gov.uk</a>
<b>Head of Service</b>	Kerry Blair Head of Operations <a href="mailto:Kerry.blair@eastsoffolk.gov.uk">Kerry.blair@eastsoffolk.gov.uk</a>
<b>Director</b>	Kate Blakemore Strategic Director <a href="mailto:Kate.Blakemore@eastsoffolk.gov.uk">Kate.Blakemore@eastsoffolk.gov.uk</a>
Is the report Open or Exempt?	OPEN
Category of Exempt Information and reason why it is <b>NOT</b> in the public interest to disclose the exempt information.	Not applicable

## Purpose/Summary

To present the findings from the PMSC Harbour audit conducted on 23 January 2024 and to discuss the preliminary steps towards the development of an action plan.

## Recommendation(s)

That the Harbour Management Committee:

Endorse the ongoing development of the action plan, which is designed to address the areas highlighted by the audit, with a particular focus on enhancing risk management and improving the training and qualifications of staff.

## Strategic plan

### How does this proposal support Our Direction 2028?

<b>Environmental Impact</b>	By addressing risk management and operational practices, the plan contributes to better environmental stewardship, minimising potential impacts and promoting sustainability within harbour activities.
<b>Sustainable Housing</b>	Not applicable.
<b>Tackling Inequalities</b>	The training component of the action plan will include emphasis on equality and diversity, ensuring that staff are well-equipped to provide inclusive services.
<b>Thriving Economy</b>	Enhancing operational efficiency and safety at Southwold Harbour supports economic growth by ensuring a reliable and safe harbour for commercial and recreational activities.
<b>Our Foundations / governance of the organisation</b>	The action plan reinforces governance structures by aligning with PMSC guidelines, ensuring regulatory compliance and enhancing operational oversight.



## Justification for recommendations

### 1. Background

1.1 The Port Marine Safety Code (PMSC) audit is a mandatory requirement conducted on behalf of the duty holder to ensure robust governance, compliance with national and international maritime laws, and the highest standards of safety. This audit serves as a critical tool for evaluating and enhancing the operational and safety management frameworks of the harbour, thereby ensuring the wellbeing of all harbour users and stakeholders.

### 2. Introduction

2.1 The audit of Southwold Harbour was conducted following the Port Marine Safety Code (PMSC) guidelines, emphasising a systematic approach to managing marine operations and safety. The process involved an extensive review of both operational and safety management systems within the harbour authority's jurisdiction.

### 3. Proposal

3.1 We are in the process of developing a detailed action plan aimed at addressing the identified areas needing improvement, particularly in risk management and staff training and qualifications. This proactive approach will ensure that all concerns are addressed in a timely and effective manner, reinforcing our commitment to maintaining high standards of safety and operational efficiency.

### 4. Financial Implications

4.1 Implementation of the action plan may require initial financial investment, particularly in training and infrastructure upgrades, but is expected to result in long-term efficiencies and cost savings.

### 5. Legal Implications

5.1 Strengthening risk management and staff qualifications will enhance legal compliance, reducing the risk of non-compliance penalties.

### 6. Risk Implications

6.1 The action plan specifically targets risk mitigation, aiming to lower the likelihood and impact of safety incidents, thereby safeguarding both harbour operations and public welfare.

### 7. Options

7.1 Develop and implement the action plan as proposed.

7.2 Maintain the current operational procedures without significant changes (not recommended due to identified gaps).

### 8. Recommendations

8.1 Endorse the ongoing development of the action plan, which is designed to address the areas highlighted by the audit, with a particular focus on enhancing risk management and improving the training and qualifications of staff.

## **9. Reasons for Recommendations**

9.1 Approval of this approach will ensure that all measures are taken in a structured and timely manner, further strengthening our commitment to safety and operational excellence at Southwold Harbour.

## **10. Conclusions/Next Steps**

10.1 We anticipate sharing the detailed action plan with the Harbour Management Committee (HMC) at the upcoming meeting in May, where we will seek feedback and approval to move forward with the proposed actions.

## Areas of consideration comments

### Section 151 Officer comments:

No additional comments

### Monitoring Officer comments:

No additional comments

### Equality, Diversity and Inclusion/EQIA:

Consideration given to making all new facilities accessible and inclusive.

### Safeguarding:

No additional comments

### Crime and Disorder:

No additional comments

### Corporate Services implications:

*(i.e., Legal, Finance, Procurement, Human Resources, Digital, Customer Services, Asset Management)*

No additional comments

### Residents and Businesses consultation/consideration:

There are no resident or business issues relating to this proposal. Residents and businesses are aware of the work of the HMC and the working groups through the Stakeholder Advisory Group – businesses and residents are standing members of the SAG group.

## Appendices:

### Appendix A

PMSC Audit Report January 2024

## Background reference papers:

None

# East Suffolk Council

## Port Marine Safety Code

Audit: Southwold Harbour 2024

February 2024



Innovative Thinking - Sustainable Solutions



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# Port Marine Safety Code

## Audit: Southwold Harbour 2024




February 2024



Source: Peter Simmons (Harbour Master)

# Document Information

Document History and Authorisation		
<b>Title</b>	Port Marine Safety Code	
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<b>Commissioned by</b>	East Suffolk Council	
<b>Issue date</b>	February 2024	
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Date	Version	Revision Details
28 February 2024	1	Issued for client review
29 February 2024	2	Issued for client use

Auditor (Designated Person)	Approved (Quality Manager)	Authorised (Project Director)
Monty Smedley	Capt. Trevor Auld	Gordon Osborn
		

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## Authors

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# 1 The Port Marine Safety Code

The Port Marine Safety Code ('the Code') sets out a national standard for every aspect of port marine safety. Its aim is to enhance safety for everyone who uses, or works in, the UK port marine environment. It is authored by the UK Government, supported by the devolved administrations and representatives from across the maritime sector and, whilst the Code is not mandatory, these bodies have a strong expectation that all harbour authorities will comply. The Code is applicable both to Statutory Harbour Authorities and to other marine facilities, which may not have statutory powers; these are collectively referred to throughout the Code as 'organisations' (DfT, 2016).

In reading this audit report, the Harbour Board should note the following extract from the Code:

*"The Code does not contain any new legal obligations but includes (amongst other things) references to the main legal duties which already exist. Failure to comply is not an offence in itself. However, the Code represents good practice as recognised by a wide range of industry stakeholders and a failure to adhere to good practice may be indicative of a harbour authority being in breach of certain legal duties. Moreover, the organisation may suffer reputational damage if it has publicly committed to the Code's standards and then fails to meet them."*

(DfT, 2016)

In order to measure compliance with the Code, the table below sets out the 10 Duty Holder responsibilities, and corresponding cross-references with sections of the Code, which this audit has considered.

No	PMSC Duty Holder Responsibilities		PMSC Section Reference
1	Duty Holder	Formally identify and designate the Duty Holder, whose members are individually and collectively accountable for compliance with the Code and their performance in ensuring safe marine operations in the harbour and its approaches.	1.6-1.8, 1.10, 1.16-1.17
2	Designated Person	A 'Designated Person' must be appointed to provide independent assurance about the operation of the marine safety management system. The designated person must have direct access to the Duty Holder.	1.11-1.12
3	Legislation	The Duty Holder must review and be aware of their existing powers based on local and national legislation; seeking additional powers if required in order to promote safe navigation.	2.3-2.6, 4.3-4.5
4	Duties and Powers	Comply with the duties and powers under existing legislation as appropriate.	1.3-1.5, 1.9, 1.13-1.15, 3.1-3.14, 4.2, 4.6-4.20, 4.25-4.32
5	Risk Assessment	Ensure all marine risks are formally assessed and are eliminated or as low as reasonably practicable in accordance with good practice.	2.7-2.11
6	Marine Safety Management System	Operate an effective marine safety management system which has been developed after consultation, is based on formal risk assessment, and refers to an appropriate approach to incident investigation.	2.12-2.17, 2.19-2.23, 2.25, 2.29
7	Review and Audit	Monitor, review and audit the risk assessment and marine safety management system on a regular basis – the independent designated person has a key role in providing assurance for the Duty Holder.	2.2, 2.24, 2.30-2.32
8	Competence	Use competent people (i.e. trained, qualified and experienced) in positions of responsibility for managing marine and navigation safety.	2.18
9	Plan	Publish a safety plan showing how the standard in the Code will be met and a report assessing the performance against the plan at least every 3 years.	2.26-2.28
10	Aids to Navigation	Comply with directions from the General Lighthouse Authorities and supply information and returns as required.	4.21-4.24

## 1.1 About the Harbour Authority

East Suffolk Council is the Statutory Harbour Authority (SHA) for Southwold Harbour by virtue of ‘The Elgin & Lossiemouth & Southwold Confirmation Act 1933 and the Southwold Harbour Order 1933’. East Suffolk Council is the Local Lighthouse Authority (LLA) for aids to navigation by virtue of Section 193 of the Merchant Shipping Act 1995. East Suffolk Council is not a Competent Harbour Authority for Southwold Harbour with regards to Pilotage. The port is a Municipal Harbour, being owned and operated by the Council, See Figure 1 for harbour limits.

The harbour is situated in an area that is designated as an area of outstanding natural beauty and is about half a mile from the town of Southwold. The harbour is principally a fishing port, providing moorings and facilities to fishing vessels and pleasure yachts. A ferry operates within the Harbour, transiting the River Blyth between Blackshore on the north bank of the river and Walberswick on the south bank. Thrill rides, boat trips and wildlife watching tours are also operated from the Harbour. The Harbour provides permanent, long stay and visitor moorings and hosts annual maritime events.

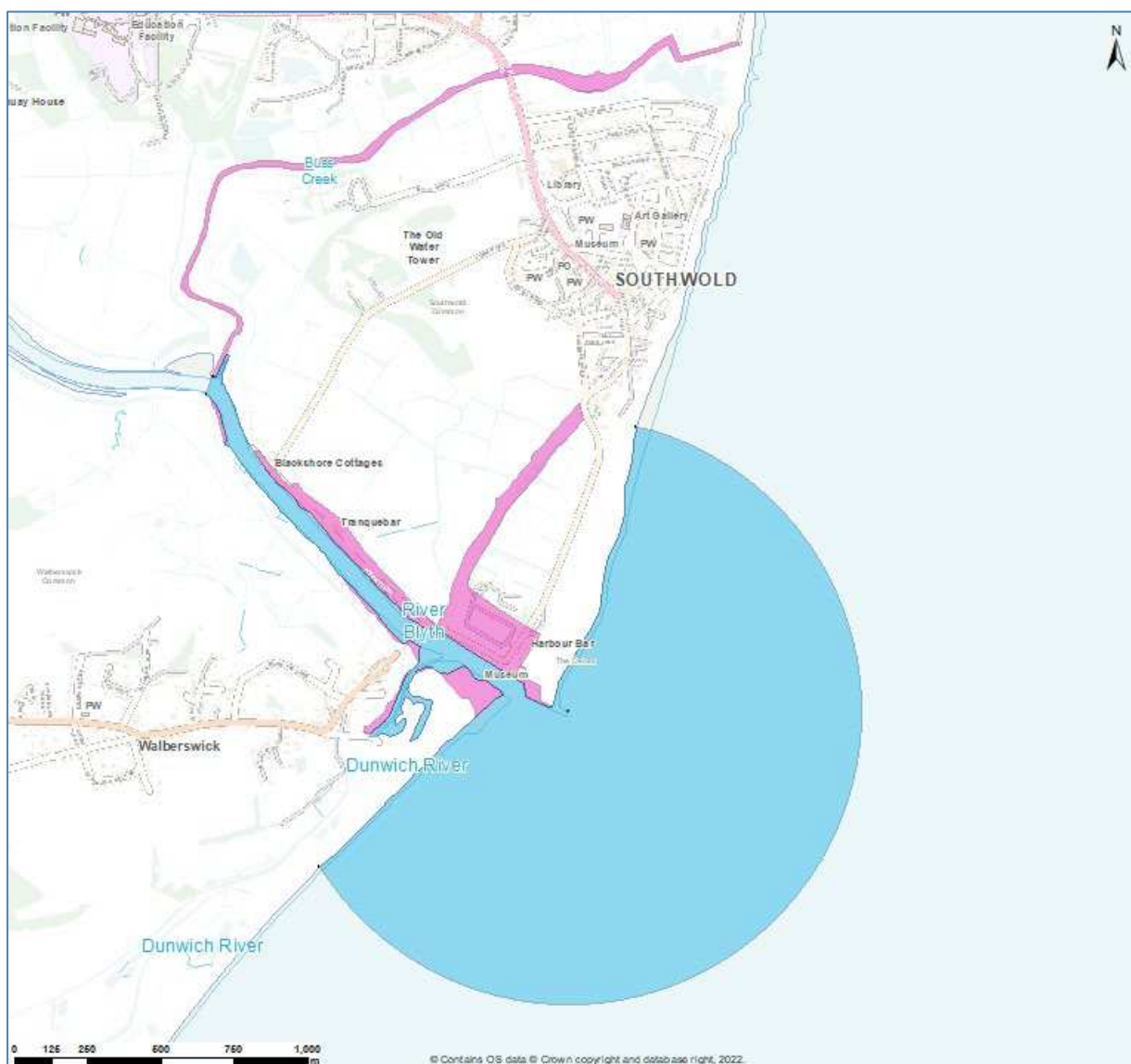


Figure 1. Southwold Harbour Limits – wet limits (blue) dry boundary (pink)

## 2 Purpose and Method

### 2.1 Audit scope

East Suffolk Council has contracted ABPmer to provide Designated Person services for Southwold Harbour. Part of this service includes the provision of annual auditing to establish if the Harbour Authority is compliant with the requirements of the Port Marine Safety Code (PMSC). The scope of the audit includes a review of Harbour Authority performance against the standard laid out within the latest edition of the Code. Any aspects that do not comply with, or fully address, the requirements of the Code will be identified, and recommendations for improvement will be made.

### 2.2 Audit definitions and outcomes

#### 2.2.1 Definitions

The following definitions are used in the audit report:

**Non-compliance:** is a failure to adhere to a legal requirement such as an Act, Order or its Regulations. The Port Marine Safety Code requires organisations to confirm compliance with the requirements of the Code. Therefore, Port Marine Safety Code audits are designed to test the requirements of the Code with any failure to comply identified as a 'non-compliance'.

**Non-conformity:** is an opportunity for the management system to improve through the identification of a requirement that is not met. Non-conformities are not regulatory but relate to the port or harbour's own operational instructions which are not met or fully met. Any non-conformities identified through the audit process are identified in bold text in the report.

**Evidence:** Non-compliances and Non-conformities are identified through factual evidence sampled during the audit.

#### 2.2.2 Outcomes

The audit report uses the following outcomes:



**Non-Compliance:** a non-compliance with the requirements of the Code which are a breach of legal obligations or may compromise marine safety, environmental safety or present a significant reputational risk. Recommendations for addressing non-compliances are identified in red.



**Observation:** refers to an improvement opportunity such as an update to information, procedural change, or a non-conformity with local operating instructions. Whilst observations are defined as improvement opportunities, addressed them may improve the overall system standard. Recommendations for addressing observations are identified in yellow.



**Satisfactory:** a system component that meets or exceeds the requirements of the Code. Items of best practice are identified in bold.

**Not applicable:** part of the Code that is not relevant to the Organisation being audited.

## 2.3 Audit date and criteria

The audit was carried out on Tuesday 23 January 2024 onsite in Southwold Harbour and Caravan Park. The Appendix tables to this report contain the test questions and evidence, noting down compliance, non-compliance and observational remarks. The latest version of the PMSC, and the accompanying Guide to Good Practice (GtGP) have been used as the benchmarking standard within Appendix A. The audit tables also identify the paragraph numbers from the Code (DfT, 2016) and relevant sections of the Guide to Good Practice (DfT, 2018), for cross reference purposes.

## 2.4 Auditors

The following auditors conducted this audit.

Team Member	Initials	Company, Designation
Monty Smedley	MJS	ABPmer, Principal Maritime Consultant Lead Auditor for Quality Management Systems (QMS ISO 9001) Designated Person (PMSC) East Suffolk Council

## 2.5 Auditees

The following individuals participated in the audit.

Team Member	Initials	Role/Designation
David Beavan	DB	Councillor, Southwold Harbour Management Committee Chair
James Milnes	JM	Southwold Harbour, Caravan & Campsite Manager
Josie Crooks	JC	Receptionist Southwold Campsite
Kerry Blair	KB	Head of Operations
Peter Simmons	PS	Harbour Master

## 3 Audit Summary

### 3.1 Port Marine Safety Code audit summary

Number	Key Measures Ten-point 'health check'			
1	Duty Holder	0	4	5
2	Designated Person	0	0	2
3	Legislation	0	1	6
4	Duties and Powers	0	9	35
5	Risk Assessment	0	3	5
6	MSMS	1	5	9
7	Review and Audit	0	1	4
8	Competence	1	0	2
9	Plan	0	1	2
10	Aids to Navigation	0	0	2
<b>Total</b>		<b>2</b>	<b>24</b>	<b>72</b>

From the summary table and details in Appendix A; East Suffolk Council as the Harbour Authority for Southwold Harbour is found **not to be fully compliant** with the requirements of the Code. The following two non-compliance were identified:

1. The MSMS, Section 2.3 describes 'Competence' for the Harbour Authority. East Suffolk Council maintains a training matrix for harbour staff. A check of harbour staff qualifications, against the matrix identifies that the following 'essential' qualifications are not held:
  - a. Oil Pollution Response Training
  - b. Risk Management/Training
  - c. Harbour Master Qualification
  - d. First Aid
2. The MSMS, Section 2.4 identifies the Authority's requirement for incident reporting and investigation. Recording of incidents is achieved in the harbour daily log (recording all incidents in the harbour). This information is not translated to a central record, but can be access by officers of the authority by reviewing the log. The Code, in Section 2.2. states that: *"The MSMS addresses the potential for incidents to occur and provides instruction and guidance on the reporting and recording of incidents and any investigations and enforcement action that may be required as a result."* The MSMS in Figure 3 provides a flow chart of incident recording through to investigation. There is no evidence of routine incident investigation.

The PMSC audit presented in Appendix A identified 24 observations relating to improvement opportunities for management consideration.

- The Marine Safety Plan has an objective that all Duty Holders will have attended a tour of the harbour in the last three years, at the time of audit, records of Duty Holder visits to the harbour are not recorded.

- The Marine Safety Plan has an objective that all Duty Holders will have attended Duty Holder Training within a three-year period. Three members of the Cabinet have not attended Duty Holder training at the time of audit.
- The role of the following officers of the authority are not defined in the MSMS: the Southwold Harbour, Caravan and Campsite Manager; the Head of Operations; and the Strategic Director.
- The harbour limits are not show on Admiralty Chart 2695 'Plans on the East Coast' or Chart 1543 'Winterton Ness to Orford Ness'. It is recommended that contact is made with the UK Hydrographic Office (UKHO) requesting that the harbour limits are added to charted information.
- The MSMS-MD does not clearly identify the Marine Risk Assessment tolerability level with sufficient detail to allow its practical application. It is recommended that the MSMS-MD, or an appropriate Standard Operating Procedure (SOP), should clearly identify the Council's position on intolerable risk outcomes.
- The harbour website hosts a 'Southwold Harbour Marine Policy', dated November 2023. In the dashboard, a separate set of policies are hosted with specific titles, for example, Training Policy, Conservancy Policy, Navigation Policy. It is unclear which policy has primacy where topics are duplicated. It is recommended that the policy set are reviewed collectively to establish which documents are relevant and approved.
- Key (Safety) Performance Indicators identified in the Marine Safety Plan as objectives, are not reported in the Annual report. The Annual Report is an opportunity to demonstrate that the Harbour Authority is meeting its safety obligations, as required by the Code and as stated in its Marine Safety Plan.
- There are commercial operators working from small jetties along the River Blyth. It would be useful to list commercial users and determine if any of these should be subject to the requirements of the Code.
- There is no evidence of a completed 'bilateral agreement' with the UKHO, however, there was evidence that discussion about this agreement had commenced.
- There is limited information for harbour users on the Harbour Authority's expected actions in regard to the environment. Whilst it is acknowledged that the harbour team provide stewardship, patrols and a hands-on approach to maintaining the harbour, there is limited dissemination of environmental information.

The following item of best practice was noted during the audit:

- A dashboard has been developed by the Harbour Authority to manage documentation and provide easy administration. This is recognised as a best practice approach for the recording and retrieval of system information.

## 4 References

ABPmer, (2023). Southwold Harbour, Aids to Navigation and Passage Plan Review, ABPmer Report No R.4119.

Department of Transport (DfT), 2016. Port Marine Safety Code, Department for Transport (DfT), November 2016.

Department of Transport (DfT), 2018. A Guide to Good Practice on Port Marine Operations Prepared in conjunction with the Port Marine Safety Code 2016, Department for Transport (DfT), February 2018.

ISO 9001: Quality Management Systems. International Organization for Standardization.

### 4.1 Websites

<https://www.eastsuffolk.gov.uk/business/licensing/other-licences/pleasure-boats>

<https://www.eastsuffolk.gov.uk/contact-us/customer-services>

<https://www.eastsuffolk.gov.uk/contact-us/southwold-harbour>

<https://www.eastsuffolk.gov.uk/visitors/southwold-harbour/southwold-harbour-byelaws-and-notice>

<https://www.eastsuffolk.gov.uk/visitors/southwold-harbour/southwold-harbour-stakeholder-advisory-group>

<https://www.gov.uk/government/publications/port-marine-safety-code-compliant-ports/port-marine-safety-code-compliant-ports-list>

<https://www.hse.gov.uk/ports/dangerous-goods.htm>

## 5 Abbreviations/Acronyms

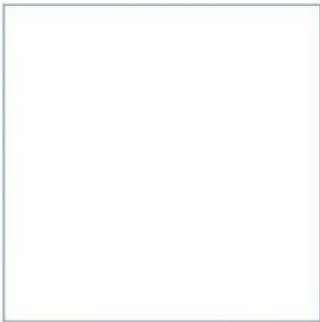
ALARP	As Low As Reasonable Practicable
AtoN	Aid(s) to Navigation
CCTV	Closed-Circuit Television
CERS	Consolidated European Reporting System
CHA	Competent Harbour Authority
DfT	Department for Transport
DGHAR	Dangerous Goods in Harbour Areas Regulations
DRA	Dynamic Risk Assessment
ESC	East Suffolk Council
EU	European Union
FRA	Formal Risk Assessment
GLA	General Lighthouse Authority
GtGP	Guide to Good Practice on Port Marine Operations
HDPCA	Harbour, Docks and Piers Clauses Act 1847
HMC	Harbour Management Committee
HRO	Harbour Revision Order
HSE	Health and Safety Executive
IMDG	International Maritime Dangerous Goods
IMO	International Maritime Organization
IOSH	Institution of Occupational Safety and Health
ISO	International Organization for Standardization
KPI	Key Performance Indicator
LLA	Local Lighthouse Authority
LPS	Local Port Service
MAIB	Marine Accident Investigation Branch
MCA	Maritime and Coastguard Agency
MSMS	Marine Safety Management System
MSMS-MD	Marine Safety Management System – Manual and Description
n/a	Not Applicable
NERC	Natural Environment and Rural Communities Act 2006
OPRC	International Convention on Oil Pollution Preparedness, Response and Co-operation
PACE	Police and Criminal Evidence Act
PEC	Pilotage Exemption Certificates
PMSC	Port Marine Safety Code
QMS	Quality Management System
RNLI	Royal National Lifeboat Institution
SAC	Special Areas of Conservation
SAG	Stakeholder Advisory Group
SHA	Statutory Harbour Authority
SOP	Standard Operating Procedure
SOSREP	Secretary of State's Representative
SPA	Special Protection Area
UK	United Kingdom
UKHO	United Kingdom Hydrographic Office
VHF	Very High Frequency
VTS	Vessel Traffic Service

Cardinal points/directions are used unless otherwise stated.

SI units are used unless otherwise stated.



# Appendices



Innovative Thinking - Sustainable Solutions



# A Detailed Audit Findings

## A.1 PMSC Section 1 – Accountability for Marine Safety

PMSC / GtGP Reference	Subject	Evidence Required For Compliance	Evidence of Compliance	Recommendation	Evidence Reference	Auditor
1.3-1.5	Duties and Powers	Is the Organisation’s Duty of Care for users of the harbour, port of facility stated?	<b>Satisfactory</b> – the Southwold Marine Safety Management System (MSMS), Version 1.0, dated January 2023 in Section 1.2 ‘Duties and Powers’ state that: <i>“As an SHA, East Suffolk Council recognises its statutory duties in relation to safe and efficient port marine operations. This includes the Council’s duty of care to those using the harbour which is recognised as an obligation to conserve and facilitate the safe use of the harbour”</i>		MJS_001	MJS
		Are local Acts and Orders identified?	<b>Satisfactory</b> – the MSMS, Section 2.1.2 ‘Local Legislation’ lists the harbour’s location legislation as: <ul style="list-style-type: none"> <li>▪ Elgin and Lossiemouth and Southwold Confirmation Act 1933 and Southwold Harbour Order 1933.</li> </ul>		MJS_001	MJS
		Is the Harbour, Docks and Piers Clauses Act (HDPCA) 1847 incorporated into local Acts and Orders?	<b>Satisfactory</b> – the MSMS, Section 2.1.3 ‘Harbours, Docks and Piers Clauses Act 1847’ states that: <i>“The Harbours, Docks and Piers Clauses Act 1847 is included within the ‘Elgin and Lossiemouth and Southwold Confirmation Act 1933 and Southwold Harbour Order 1933’”</i> .		MJS_001	MJS
1.6 – 1.7	The Duty Holder	Has the organisation appointed and confirmed who the Duty Holder is?	<b>Satisfactory</b> – the MSMS states that: <i>“East Suffolk Council Cabinet is the duty holder for the marine aspects of Southwold Harbour”</i> . The Cabinet is formed of 10 members, drawn from the full set (55) of Councillors.		MJS_001	MJS

PMSC / GtGP Reference	Subject	Evidence Required For Compliance	Evidence of Compliance	Recommendation	Evidence Reference	Auditor
1.8	The Duty Holder	Are the Duty Holder's responsibilities for compliance with Code defined?	<p><b>Satisfactory</b> – the Duty Holder's responsibilities are laid out in the MSMS, Section 1.3 'Duty Holder'.</p> <p><b>Observation</b> – the MSMS in Section 1.3 states that the Council Organogram is shown in Appendix 1. There is no Appendix to the MSMS.</p>	<p><b>Recommend</b> – the MSMS, Section 1.3 'Duty Holder', has the reference Appendix 1 removed, or an Appendix added.</p>	MJS_001	MJS
1.10	The Duty Holder	Does the Duty Holder (Harbour Board members) have a clear understanding of the port's marine activities and MSMS?	<p><b>Satisfactory</b> – the following summarises the information exchange from officers of the Authority to the Duty Holder:</p> <ul style="list-style-type: none"> <li>▪ Information compiled by Officers of the Authority (including the Harbour Master, the Southwold Harbour, Caravan &amp; Campsite Manager, and the Head of Operations) is compiled into an operational report.</li> <li>▪ The HMC is also attended, on occasion, by the Strategic Director.</li> <li>▪ Reports are submitted to the Southwold Harbour Management Committee (HMC).</li> <li>▪ Decision made by the HMC are recorded in formal minutes and passed to the Suffolk Council Cabinet (as Duty Holder) for approval.</li> <li>▪ The process is managed by the Democratic Services team.</li> </ul> <p><b>Observation</b> – the Marine Safety Plan has an objective that all Duty Holders will have attended a tour of the harbour in the last three years, records of visits to the harbour are not currently recorded.</p>	<p><b>Recommend</b> – the Council records awareness and orientation visits to the harbour by the Duty Holder (Cabinet).</p>	MJS_008 MJS_009 MJS_010 MJS_011	MJS

PMSC / GtGP Reference	Subject	Evidence Required For Compliance	Evidence of Compliance	Recommendation	Evidence Reference	Auditor
Cont. 1.10	Cont. The Duty Holder	Has the Duty Holder (Harbour Board members) been provided with a clear brief or training on their role under the requirements of the Code?	<b>Satisfactory</b> – Duty Holder training has been provided to the Cabinet on 14 June 2023. Seven members (of the 10-person Cabinet) completed the training.  <b>Observation</b> – the Marine Safety Plan has an objective that all Duty Holders will have attended Duty Holder Training within a three-year period. Three members of the Cabinet have not attended Duty Holder training	<b>Recommend</b> –Duty Holder training for Cabinet members is completed as soon as practical.	MJS_007 MJS_012	MJS
1.11-1.12	The Designated Person	Has the Harbour Authority appointed an individual as the Designated Person?	<b>Satisfactory</b> – East Suffolk Council has appointed Monty Smedley of ABPmer as the Designated Person, with contact details available on the harbour website.		MJS_013	MJS
		Is the Designated Person's role explained in the MSMS?	<b>Satisfactory</b> – the MSMS, Section 1.4 defines the role of the Designated Person for East Suffolk Council.		MJS_001	MJS
1.13	Chief Executive [or equivalent]]	Have executive and operational responsibilities for marine safety been clearly assigned?	<b>Satisfactory</b> – the MSMS, Section 1.5 defines the role of the Chief Executive, with respect to overseeing implementation of policy and financial control of the authority.		MJS_001	MJS
1.9, 1.14 – 1.15	Harbour Master	Have executive and operational responsibilities for marine safety been clearly assigned?	<b>Satisfactory</b> – the MSMS, Section 1.6 defines the role of the Harbour Master.		MJS_001	MJS
		Does an officer with responsibilities for marine safety attend Board meetings?	<b>Satisfactory</b> – the Southwold Harbour, Caravan & Campsite Manager, and the Head of Operations attend the HMC. The Harbour Master and Harbour, Caravan & Campsite Manager report to the Head of Operations on a two-monthly basis, and for more urgent matters as often as maybe required.		MJS_008 MJS_009 MJS_010	MJS
1.16 – 1.17	The Organisation's Officers	Does the MSMS provide details of the organisation's Officers and their responsibilities for marine safety?	<b>Satisfactory</b> – the MSMS, Section 1.7 defines the role of the Deputy Harbour Master.  <b>Observation</b> – the role of the following officers of the authority are not defined in the MSMS: <ul style="list-style-type: none"><li>▪ Southwold Harbour, Caravan &amp; Campsite Manager,</li><li>▪ Head of Operations</li><li>▪ Strategic Director.</li></ul>	<b>Recommend</b> – any officers of the authority with a harbour safety roles and responsibilities should be included in the MSMS.	MJS_001	MJS

## A.2 PMSC Section 2 – Key Measures Needed to Secure Marine Safety

PMSC / GtGP Reference	Subject	Evidence Required For Compliance	Evidence of Compliance	Recommendation	Evidence Reference	Auditor
2.2	Further guidance	Does the organisation review any of the following: <ul style="list-style-type: none"> <li>MAIB digest / reports</li> <li>MCA health check trends</li> </ul>	<b>Satisfactory</b> – the Harbour Master is in receipt of Marine Accident Investigation Branch (MAIB) digests and reports. The Harbour Master shares relevant information with harbour staff.		Anecdotal	MJS
2.3 – 2.6	Review existing powers	Does the Harbour Authority have an understanding of local legislation?	<b>Satisfactory</b> – the Harbour Authority has an understanding of its local Acts and Orders. A full review of local legislation has been conducted by marine lawyers, with recommendations for change advised to the Harbour Authority.		MJS_002	MJS
		Are local Acts and Harbour Orders referenced in MSMS?	<b>Satisfactory</b> – the MSMS, Section 2.1.2 'Local Legislation' lists the harbour's location legislation.		MJS_001	MJS
		Have the Harbour Authority's existing powers been reviewed?	<b>Satisfactory</b> – a Harbour Revision Order (HRO) has been submitted with the determination from Government awaited.		MJS_014	MJS
		Is the organisation's jurisdiction mapped and clear?	<b>Satisfactory</b> – the MSMS, Section 1.1.1 'Harbour Limits' has mapped limits, using both the local Act and Order plan and an Ordnance Survey map.  <b>Observation</b> – the harbour limits are not show on Admiralty Chart 2695 'Plans on the East Coast' or Chart 1543 'Winterton Ness to Orford Ness'.	<b>Recommend</b> – contact is made with the UK Hydrographic Office (UKHO) requesting that the harbour limits are added to charted information.	MJS_001	MJS

PMSC / GtGP Reference	Subject	Evidence Required For Compliance	Evidence of Compliance	Recommendation	Evidence Reference	Auditor
2.7 – 2.11	Use of Formal Risk Assessment (FRA)	Have risks associated with marine operations been assessed and a means of controlling them deployed?	<p><b>Satisfactory</b> – the MSMS, Section 2.1.4 'Formal Risk Assessment' describes the objective of assessment, referencing As Low As Reasonable Practicable (ALARP) principle. Assessments were sampled during the audit. All risk assessments were in date at the time of audit, with a review date of June or July 2024.</p> <ul style="list-style-type: none"> <li>▪ Southwold Harbour General</li> <li>▪ Showers/Toilets</li> <li>▪ Cash Collection</li> <li>▪ Grounding</li> <li>▪ Use of dock ladders</li> <li>▪ Diving</li> <li>▪ Mooring (6 m to 38 m vessel)</li> <li>▪ Works at high tide and flooding</li> <li>▪ Mooring Quay/Jetty</li> <li>▪ Fire (underway or alongside)</li> <li>▪ Fuel</li> <li>▪ Road Traffic</li> <li>▪ Yacht Club Rally</li> <li>▪ On Board Harbour Launch</li> </ul> <p><b>Observation</b> – collision is included as a hazard within the risk assessment sets at the harbour, however, there is no specifically named hazard dealing solely with potential for vessel-to-vessel collision.</p> <p><b>Observation</b> – the MSMS-MD does not clearly identify the tolerability level with sufficient detail to allow its practical application.</p>	<p><b>Recommend</b> – a review of hazards at the harbour to generate specific collision scenarios for assessment.</p> <p><b>Recommend</b> – the MSMS-MD, or an appropriate Standard Operating Procedure (SOP), should clearly identify the Council's position on intolerable risk outcomes. Any risk assessments exceeding this threshold should then follow a review process. This process should be included within the MSMS-MD or an SOP.</p>	MJS_001 MJS_015	MJS
		How does the organisation ensure those undertaking marine risk assessment are competent in the role?	<p><b>Satisfactory</b> – the Harbour Master has attended IOSH Managing Safely, which includes risk assessment training. Evidence provided.</p>		MJS_016	MJS

PMSC / GtGP Reference	Subject	Evidence Required For Compliance	Evidence of Compliance	Recommendation	Evidence Reference	Auditor
Cont.  2.7 – 2.11	Cont.  Use of Formal Risk Assessment (FRA)	Are stakeholders included in marine risk review/assessments?	<p><b>Satisfactory</b> – risks are raised with harbour users in the Stakeholder Advisory Group (SAG) meetings.</p> <p><b>Observation</b> – it is not clear from the assessments, which hazards scenarios have been subject to discussion with harbour stakeholders.</p>	<p><b>Recommend</b> – where assessments have been discussed with harbour users, this is included in the risk assessment information.</p>	MJS_017 MJS_018	MJS
		Does the MSMS prescribe the review frequency for risk assessments?	<p><b>Satisfactory</b> – the MSMS, Section 2.1.4 'Formal Risk Assessment', states: "All marine risk assessments are reviewed on an annual basis. Assessments are also considered following a marine incident, which may prompt a revision to the assessment risk outcome or risk control measures".</p>		MJS_001	MJS
		Is a system of Dynamic Risk Assessment (DRA) used?	<p><b>Satisfactory</b> – the MSMS, Section 2.1.4 'Dynamic Risk Assessment', outlines the Authority's approach.</p>		MJS_001	MJS
2.12-2.14	Implement a MSMS	Is there an MSMS? Does this incorporate policies and procedures? The MSMS must incorporate a regular and systematic review of its performance.	<p><b>Satisfactory</b> – the following aspects of the system are noted:</p> <ul style="list-style-type: none"> <li>Southwold Marine Safety Management System (MSMS), Version 1.0, dated 03 January 2023 was approved by the Duty Holder on 07 February 2023. This is the current in-use version of the MSMS. One of the Harbour Master's roles is to manage and update the MSMS update (as stated in Section 1.6 of the MSMS).</li> <li>A set of Policies are in place for the Harbour Authority.</li> <li>A dashboard has been developed by the Harbour Authority to manage documentation and provide easy administration. <b>This is recognised as a best practice approach for the recording and retrieval of system information.</b></li> </ul> <p><b>Observation</b> – the MSMS document does not state an update or review.</p>	<p><b>Recommend</b> – adding the update and review frequency for components of the MSMS.</p>	MJS_001 MJS_003 MJS_004 MJS_005 MJS_006 MJS_022 MJS_023 MJS_024 MJS_025 MJS_026 MJS_027 MJS_028	MJS

PMSC / GtGP Reference	Subject	Evidence Required For Compliance	Evidence of Compliance	Recommendation	Evidence Reference	Auditor
Cont.  2.12-2.14	Cont.  Implement a MSMS	Cont.  Is there an MSMS? Does this incorporate policies and procedures? The MSMS must incorporate a regular and systematic review of its performance.	<b>Observation</b> – the harbour website hosts a ‘Southwold Harbour Marine Policy’, dated November 2023. The policy contains a set of headings including: ESC as Harbour Authority, Policies and Plans, Environment Duty, Good Practice, Consultation, etc. In the dashboard, a separate set of policies are hosted with specific titles, for example, Training Policy, Conservancy Policy, Navigation Policy. It is unclear which policy has primacy where topics are duplicated.	<b>Recommend</b> – the policy set are reviewed collectively to establish which documents are relevant and approved.	MJS_001 MJS_003 MJS_004 MJS_005 MJS_006	MJS
2.15	MSMS standards and Key Performance Indicators (KPIs)	Does the MSMS detail KPIs and/or make a statement about performance in the organisation’s annual report?	<b>Satisfactory</b> – the Authority lays out its Key Performance Indicators in its Marine Safety Plan.  <b>Observation</b> – the measures identified in the Marine Safety Plan as Objectives, are not reported in the Annual Report.  <b>Observation</b> – the measures identified in the Marine Safety Plan are not included in bi-monthly reporting to the Head of Operations and reporting to the HMC.	<b>Recommend</b> – Objectives and measures identified in the Marine Safety Plan are reported in the Annual Report.  <b>Recommend</b> – a commentary on achieving the measures listed in the Marine Safety Plan is included in bi-monthly reporting to the Head of Operations and the HMC.	MJS_017 MJS_019	MJS
2.16	MSMS assigning responsibility	Does the MSMS explicitly assign responsibility for appropriate safety/conservancy matters?	<b>Satisfactory</b> – the MSMS, Section 1.2 defines the duties and powers of the Harbour Authority, including the roles of the Duty Holder, Designated Person, Harbour Master and Deputy.		MJS_001	MJS
2.17	MSMS Consultation	Are forum/consultation meetings held?	<b>Satisfactory</b> – the Stakeholder Advisory Group (SAG) was established in late 2021 as part of the Southwold Harbour Management Committee (HMC) commitment to improving relations with local stakeholders and to ensure that all user groups are given an equal platform in which to voice their views for the betterment of the harbour and caravan site. SAG operates under a set of Terms of Reference. There are currently 17 members of SAG. Minutes of the most recent SAG meeting presented as evidence.		MJS_017 MJS_018 MJS_021  <a href="https://www.eas.suffolk.gov.uk/visitors/southwold-harbour/southwold-harbour-stakeholder-advisory-group">https://www.eas.suffolk.gov.uk/visitors/southwold-harbour/southwold-harbour-stakeholder-advisory-group</a>	MJS



PMSC / GtGP Reference	Subject	Evidence Required For Compliance	Evidence of Compliance	Recommendation	Evidence Reference	Auditor
2.18	Competence standards	Are personnel qualified and trained for their marine safety role?	<p><b>Non-Compliant</b> – the MSMS, Section 2.3 describes 'Competence' for the Harbour Authority. East Suffolk Council maintains a training matrix for harbour staff. A check of harbour staff qualifications, against the matrix identifies that the following 'essential' qualifications are not held:</p> <ul style="list-style-type: none"> <li>▪ Oil Pollution Response Training</li> <li>▪ Risk Management/Training</li> <li>▪ Harbour Master Qualification</li> <li>▪ First Aid</li> </ul>	<p><b>Recommend</b> – Officers of the Authority obtain certification and demonstrate competence in line with the MSMS Training Matrix.</p>	MJS_001 MJS_005	MJS
		Is there a policy on revalidation or maintenance of qualifications in place?	<p><b>Satisfactory</b> – the Authority has a Training Policy in place, this policy commits the Harbour Authority to revalidating and maintaining qualifications for those in positions of responsibility for the delivery of marine safety.</p>		MJS_005	MJS
		Is there a list of the organisation's staff, training received, qualifications held and/or experience required for their role?	<p><b>Satisfactory</b> – the Authority maintains a list of staff and their qualifications. The award date and expiry date are noted.</p>		MJS_005	MJS
2.19 – 2.22	Incident reporting and investigation	<p>Does the MSMS identify the organisation's instruction regarding:</p> <ul style="list-style-type: none"> <li>▪ reporting</li> <li>▪ recording of incidents</li> <li>▪ investigation</li> <li>▪ enforcement (if relevant).</li> </ul>	<p><b>Non-Compliant</b> – the MSMS, Section 2.4 identifies the Authority's requirement for incident reporting and investigation. Recording of incidents is achieved in the harbour daily log (recording all incidents in the harbour). This information is not translated to a central record, but can be accessed by officers of the authority by reviewing the log. The Code, in Section 2.2. states that: "The MSMS addresses the potential for incidents to occur and provides instruction and guidance on the reporting and recording of incidents and any investigations and enforcement action that may be required as a result." The MSMS in Figure 3 provides a flow chart of incident recording through to investigation. There is no evidence of routine incident investigation.</p>	<p><b>Recommend</b> – Officers of the Authority follow the flow diagram in the MSMS, Figure 3. Incidents should be recorded and investigated (in a proportionate way to the severity of the incident). Any lessons from incident investigation should be shared with the harbour stakeholders and the MAIB as required.</p>	MJS_001	MJS

PMSC / GtGP Reference	Subject	Evidence Required For Compliance	Evidence of Compliance	Recommendation	Evidence Reference	Auditor
GtGP 13.2	Incidents involving Death or Crime	Are procedures in place for incidents involving death or crime?	<b>Satisfactory</b> – the MSMS, Section 2.4, Figure 3 identifies the Police, MAIB, Maritime and Coastguard Agency (MCA) and Health and Safety Executive (HSE) as agencies that may be called depending on the nature of the incident. Section 2.4.2 also identify the requirement of the 'Police and Criminal Evidence Act 1984' (PACE) for the collection of evidence.		MJS_001	MJS
GtGP 13.9	Incident publication	Does the Harbour Authority disseminate information from accident investigations?	<b>Satisfactory</b> – the MSMS, Section 2.4.2, identifies the requirements for incident investigation. Information from investigations would be disseminated to the harbour stakeholders through the SAG and HMC.		MJS_001	MJS
2.23	Incident statutory reporting	Are procedures for reporting incidents to the MAIB in place?	<b>Satisfactory</b> – the MSMS, Section 2.4.1 identifies the requirements for reporting, including the 'The Merchant Shipping (Accident Reporting and Investigation) Regulations 2012'. There have been no MAIB reportable incidents in the Harbour Authority's records.		MJS_001 Anecdotal	MJS
2.24	Monitoring performance and auditing	Has the MSMS been subject to audit (internal and/or external)?	<b>Satisfactory</b> – the MSMS, Section 2.6 identifies audits. This details the requirement for the Designated Person to conduct an annual audit and report this to the Duty Holder. The last external audit for PMSC compliance was in 2019. There is an annual audit for Health and Safety conducted by the Council.		MJS_001 Anecdotal	MJS
2.25	Enforcement	Are local officers aware of enforcement powers and responsibilities?	<b>Satisfactory</b> – the MSMS, Section 2.5 identifies enforcement actions. East Suffolk Council, as SHA for Southwold Harbour, is responsible for the enforcement of legislation which is in place to manage safe and efficient port marine operations. This includes the enforcement of Byelaws and Directions issued by the Harbour Master and officers of the Authority with delegated powers. There is no history of the Council as Harbour Authority having used its enforcement powers.		MJS_001 MJS_006	MJS

PMSC / GtGP Reference	Subject	Evidence Required For Compliance	Evidence of Compliance	Recommendation	Evidence Reference	Auditor
Cont. 2.25	Cont. Enforcement	Is there a policy on enforcement and prosecution in place?	<p><b>Satisfactory</b> – the ‘Southwold Harbour Marine Policy’ has a section title ‘enforcement’ which states that: <i>“The Harbour Authority will monitor and where appropriate, actively enforce compliance with its harbour byelaws and directions. It is noted that any apparent contravention of such byelaws or directions may result in the prosecution of the offender.”</i></p> <p><b>Observation</b> – the enforcement policy is contained within the ‘Southwold Harbour Marine Policy’. It is not clear if this policy has been issued by the HMC and Duty Holder. Prosecution is mentioned as part of the enforcement policy.</p>	<p><b>Recommend</b> – the enforcement policy contained within the ‘Southwold Harbour Marine Policy’ is confirmed via the HMC and Duty Holder.</p>	MJS_001 MJS_006	MJS
2.26	Publication of plans and reports	Does the organisation commit itself to developing policies and procedures to satisfy the requirements of the Code?	<p><b>Satisfactory</b> – the Marine Safety Plan has a published commitment that East Suffolk Council will have several policies in support of the management and regulation of marine operations. The Marine Safety Plan state that these strategic policies are approved by the Duty Holder and the Harbour Management Committee. An annual report is also produced by the Council.</p> <p><b>Observation</b> – the Annual report is an opportunity to demonstrate that the Harbour Authority is meeting its safety obligations, as required by the Code and as stated in its Marine Safety Plan. The last issued report did not present any marine safety key performance indicators.</p>	<p><b>Recommend</b> – the Annual report is used to provide a summary of marine safety key performance indicators.</p>	MJS_007 MJS_019	MJS
2.27	Plan assessment	Is an assessment of the organisation’s performance against the plan published?	<p>Not applicable – the Marine Safety Plan was published by the Council and covers a three year period, 01 January 2023 to 31 December 2025. An assessment of the plan is required no later than 01 January 2026.</p>		MJS_007	MJS
2.28	Safety plan for marine operations	Is a ‘Safety Plan for Marine Operations’ published (every three years).	<p><b>Satisfactory</b> – the Marine Safety Plan is covers a three year period, 01 January 2023 to 31 December 2025.</p>		MJS_007	MJS

PMSC / GtGP Reference	Subject	Evidence Required For Compliance	Evidence of Compliance	Recommendation	Evidence Reference	Auditor
2.29	Consensus	Has the Harbour maintained navigation safety consensus with harbour users?	See this audit report, Section 2.17.		n/a	MJS
2.30 – 2.32	Monitoring compliance	Has the Harbour Authority confirmed compliance with the PMSC for the port to the MCA within the last three years?	<b>Satisfactory</b> – the Council wrote to the MCA confirming compliance with the Code in a letter dated 31 March 2021. Southwold Harbour is listed by the DfT as compliant.		MJS_020  <a href="https://www.gov.uk/government/publications/port-marine-safety-code-compliant-ports/port-marine-safety-code-compliant-ports-list">https://www.gov.uk/government/publications/port-marine-safety-code-compliant-ports/port-marine-safety-code-compliant-ports-list</a>	MJS
GtGP 2.2.3 (also, Code Executive Summary)	Monitoring compliance	Has the Harbour Authority confirmed all organisations within its jurisdiction comply with the requirements of the Code?	<b>Satisfactory</b> – it is not considered that any other Organisations run commercial Marine Facilities in the Council’s Harbour area at Southwold.  <b>Observation</b> – there are commercial operators working from small jetties along the River Blyth. It would be useful to list commercial users and determine if any of these should be subject to the requirements of the Code.	<b>Recommend</b> – a list of commercial operators working from small jetties is compiled and a determination of their status under the Code is made. This should be conducted following publication of the revised PMSC.	Observational	MJS

### A.3 PMSC Section 3 – General Duties and Powers

PMSC / GtGP Reference	Subject	Evidence Required For Compliance	Evidence of Compliance	Recommendations	Evidence Reference	Auditor
3.1 – 3.4	Safe and Efficient Port Operations	Does the Duty Holder have regard to efficiency, economy and safety of operation in respect to the services and facilities provided?	<b>Satisfactory</b> – the harbour is operated in an efficient way with the principal role of the Harbour Master and Deputy Harbour Master being expediting of safe navigation for vessel entry and departure. This is managed through Notice to Mariners and SOPs for vessel entry and departure.		MJS_024 MJS_033	MJS
3.5	Open port duty	Is the port or harbour subject to Open Port Duty?	<b>Satisfactory</b> – East Suffolk Council has an Open Port Duty through the incorporation of Section 33 of the HDPCA 1847 into the 'Elgin and Lossiemouth and Southwold Confirmation Act 1933 and the Southwold Harbour Order 1933'.		MJS_001 MJS_002	MJS
3.6 – 3.6	Conservancy duty	How does the harbour authority conserve the harbour?: <ul style="list-style-type: none"> <li>▪ Survey as regularly as necessary</li> <li>▪ Place navigation marks in optimum positions</li> <li>▪ Keep 'vigilant watch' for any sea bed changes</li> <li>▪ Keep hydrographic records</li> <li>▪ Ensure hydrographic information is published</li> <li>▪ Update UKHO with chart information.</li> </ul>	<b>Satisfactory</b> – East Suffolk Council has a Conservancy Policy in place, which commits the Council to provide information to harbour users about conditions in the harbour. ESC maintains its Aids to Navigation (AtoN) to the required standard and applies its powers with respect to abandoned vessels and wrecks. The harbour was last surveyed in 20 May 2023. A summary of survey information is provided as 'Southwold Harbour minimum reported depth' and the 'Southwold Harbour Entry Plan'.		MJS_001 MJS_004 MJS_029 MJS_030 MJS_037  <a href="https://www.eastsuffolk.gov.uk/visitors/southwold-harbour/southwold-harbour-byelaws-and-notice">https://www.eastsuffolk.gov.uk/visitors/southwold-harbour/southwold-harbour-byelaws-and-notice</a>	MJS
3.7	Updates provided to UKHO	Does the organisation have an Agreement with UKHO, and/or do they provide survey information to UKHO?	<b>Satisfactory</b> – survey information from the March 2023 survey was passed to the UKHO.  <b>Observation</b> – there is no evidence of a completed 'bilateral agreement' with the UKHO, however, there was evidence that this agreement discussion had commenced.	<b>Recommend</b> – the UKHO bilateral agreement is concluded.	Observational Email Correspondence	MJS

PMSC / GtGP Reference	Subject	Evidence Required For Compliance	Evidence of Compliance	Recommendations	Evidence Reference	Auditor
GtGP 1.9.11, and 7.8	Licensing, Regulating Harbour Works and Dredging?	Does the harbour authority have the power to licence works?	<b>Satisfactory</b> – the Southwold Harbour Order 1933 provides the power to conduct maintenance, alteration, improvement, and extension works as well as dredge the foreshore and seabed. These provisions are included in Sections 12 and 14 of the 1933 Act. Southwold Harbour may therefore self-consent works that fall within the description of the 1933 Act. There are no powers to consent to works by other Organisations, this would be subject to a Marine Licence. An SOP for Harbour Works Consent is in place. Additionally, the Conservancy Policy under the heading 'Consents for Marine Works and Dredging' that: <i>"Marine Licences for works or dredging, will be obtained from the Marine Management Organisation if required. The authority has not yet undertaken maintenance dredging that required a Marine Licence from the Marine Management Organisation. Consent for maintenance dredging and other marine works must have the approval of Southwold Harbour"</i> .		MJS_004 MJS_031	MJS
3.8	Environmental duty	Does the Organisation understand its obligations: <ul style="list-style-type: none"> <li>▪ Nature conservation Section 48A of Harbours Act 1964</li> <li>▪ Obligations for SPA, SACs under Habitat Regs.</li> <li>▪ Compliance with Section 40 of the Natural Environment and Rural Communities Act (NERC) 2006 [E &amp; W]</li> </ul>	<b>Satisfactory</b> – the Southwold Harbour Marine Policy, has a section titled 'Environmental Duty' which states: <i>"The Harbour Authority acknowledges that it has a general duty to exercise its functions with regard to nature conservation and related environmental considerations, in particular with regard to the requirements of the EU Habitats Directive. If considered necessary, the Harbour Authority will seek additional powers for these purposes."</i>  <b>Observation</b> – there is limited information for harbour users on the Harbour Authority's expected actions in regards to the environment. Whilst it is acknowledged that the harbour team provide stewardship, patrols and a hands-on approach to maintaining the harbour, there is limited dissemination of environmental information.	<b>Recommend</b> – the Harbour Authority considers how it might proactively engage with harbour users on environmental matters.	MJS_006	MJS

PMSC / GtGP Reference	Subject	Evidence Required For Compliance	Evidence of Compliance	Recommendations	Evidence Reference	Auditor
3.9	Civil Contingency Duty and Emergency Planning	Does the MSMS include reference to the Harbour Authority's obligations as a Category 2 responder?	<b>Satisfactory</b> – the MSMS, Section 3.5 identifies that requirements of the Council under the Civil Contingencies Act 2004, including involvement with the Southwold and Reydon Community Emergency Planning Group. The Council emergency plan is dated July 2023.		MJS_001	MJS
GtGP 6.2.4, 6.5	Emergency Planning / Pollution control	Does the MSMS include emergency planning and oil pollution response and carry out emergency exercises?	<p><b>Satisfactory</b> – the MSMS, Section 4.3.5 identifies Pollution Prevention. East Suffolk Council, as Harbour Authority for Southwold, under the requirements of the Merchant Shipping (Oil Pollution Preparedness Response and Co-operation Convention) Regulations 1998 (OPRC), is exempt from producing an oil spill response plan but will review risk and decide on appropriate measures. The Council has purchased an Oil Pollution containment boom and absorbent pads for use at Southwold Harbour.</p> <p><b>Observation</b> – there has been no recorded drills or exercises for harbour staff in dealing with an oil pollution incident at the harbour.</p> <p><b>Observation</b> – Southwold Harbour is not of sufficient size to warrant an 'Oil Pollution. Preparedness, Response and Co-operation Plan' (OPRC) under the 'The Merchant Shipping (Oil Pollution Preparedness, Response and Co-operation Convention) Regulations 1998'. There is no contracted Tier 2 provider that would respond to an incident in the harbour. The Council does, however, have a contracted provider for Shoreline Pollution events.</p>	<p><b>Recommend</b> – the Council should put in place a drills and exercises schedule to ensure staff have practiced for an emergency situation.</p> <p><b>Recommend</b> – the Council should consider how a Tier 2 response might be undertaken in the harbour.</p>	MJS_001	MJS
3.10 – 3.11	Harbour Authority Powers and review	Has the Harbour Authority reviewed its powers?	<b>Satisfactory</b> – the Council has conducted a full review of its local legislation by marine lawyers.		MJS_014	MJS
3.12 – 3.14	Revising Duties and Powers	Evidence of Harbour Revision Orders, or Harbour Closure.	<b>Satisfactory</b> – the last Act or Order for Southwold Harbour is dated 1933, the Council has submitted a HRO which is awaiting Government determination.		MJS_014	MJS

## A.4 PMSC Section 4 – Specific Duties and Powers

PMSC / GtGP Reference	Subject	Evidence Required For Compliance	Evidence of Compliance	Recommendations	Evidence Reference	Auditor
4.2	Appointment of Harbour Master	Is there a Harbour Master appointment for the port?	<p><b>Satisfactory</b> – a Harbour Master and Deputy Harbour Master are in post at Southwold Harbour.</p> <p><b>Observation</b> – there are no formalised appointment letters from the Harbour Authority, appointing the Harbour Master and Deputy</p>	<p><b>Recommend</b> – the Harbour Authority formalises appointment of the Statutory role of Harbour Master and Deputy Harbour Master at Southwold Harbour.</p>	n/a	MJS
4.3 – 4.5	Byelaws	Does the organisation have powers to make Byelaws, are these published?	<b>Satisfactory</b> – the Council has a set of Byelaws in place, which are also available for download on the harbour website.		MJS_032	MJS
		Date of last byelaw review?	<b>Satisfactory</b> – the ‘Southwold Harbour Byelaws’ Confirmed by Secretary of State for Transport 23 June 2012.		MJS_032	MJS
4.6 – 4.7	Special Directions	Are the Harbour Master’s powers of Direction shown in the MSMS, how is delegation identified?	<p><b>Satisfactory</b> – the MSMS, Section 4.3.1 states that: <i>“The Harbour Master (and any duly appointed deputy or assistant) has powers of direction to regulate the time and manner of vessels’ entry to, departure from and movement within Southwold Harbour, and related purposes. These powers are given for the purpose of giving specific directions to specific vessels for specific movements. The Harbour Master’s directions are referred to as ‘Special Directions’. Special directions are not for setting general rules but relate to specific vessels - or in an emergency, to a class of vessels - on occasions.”</i></p>		MJS_001	MJS



PMSC / GtGP Reference	Subject	Evidence Required For Compliance	Evidence of Compliance	Recommendations	Evidence Reference	Auditor
4.8	General Directions	Are the powers of General Directions available to the Harbour?	<p>No Applicable – there is no power of General Direction available to the Council at Southwold Harbour. These powers have been applied for under the HRO. It should be noted however, that the Byelaws do provide powers of direction for specific instances:</p> <ul style="list-style-type: none"> <li>▪ The Byelaws provide powers for the Harbour Master to direct and regulate Mooring and Anchoring (Byelaw 7),</li> <li>▪ Directions related to the management of vessel navigation (Byelaw 16)</li> <li>▪ Direction powers to clear the piers of persons or property causing an obstruction (Byelaw 23).</li> </ul>		MJS_032	MJS
		When were General Directions last reviewed?	No Applicable – there is no power of General Direction available to the Council at Southwold Harbour.		n/a	MJS
4.9	Harbour Directions	Are Harbour Directions used and published?	No Applicable – powers of Harbour Direction have not been applied for at Southwold Harbour.		n/a	MJS
4.10 GtGP 6.4	Dangerous Vessels	Does the MSMS (or other plan) make provision for giving directions to dangerous vessels?	Satisfactory – the MSMS, Section 4.3.3 identifies the powers of the Harbour Master under the Dangerous Vessels Act.		MJS_001	MJS
		Is the role of the Secretary of State’s Representative (SOSREP) acknowledged?	Satisfactory – the MSMS, Section 4.3.3 acknowledges the role of the SOSREP.		MJS_001	MJS

PMSC / GtGP Reference	Subject	Evidence Required For Compliance	Evidence of Compliance	Recommendations	Evidence Reference	Auditor
GtGP 6.2	Dangerous Goods / Substances	Are there clear requirements for declaration of dangerous substances?	<p><b>Satisfactory</b> – the MSMS, Section 4.3.4 identifies the 'Dangerous Goods in Harbour Area Regulations' (DGHAR) 2016. The MSMS states that: <i>"East Suffolk Council requires that prior notice is given to bring dangerous substances into the Southwold Harbour from sea or inland. The period of notice is 72 hours. Dangerous goods and marine pollutants in packaged form are administered through the provisions of the International Maritime Dangerous Goods (IMDG) Code"</i>. There is no history of the harbour handling dangerous goods.</p> <p><b>Observation</b> – at the time of audit, there was no SOP in place with a process for the reporting of, or management of, dangerous goods in the harbour.</p>	<p><b>Recommend</b> – an SOP for management of dangerous goods in the harbour is created, which recognises the requirements of the DGHAR 2016 regulations.</p>	<p>MJS_001</p> <p><a href="https://www.hse.gov.uk/ports/dangerous-goods.htm">https://www.hse.gov.uk/ports/dangerous-goods.htm</a></p>	MJS
GtGP 8.4	Vessel Traffic Management	Is vessel traffic managed within the port area, how is this achieved?	<p><b>Satisfactory</b> – the following provision is in place for vessel traffic management at Southwold Harbour:</p> <ul style="list-style-type: none"> <li>▪ A Local Port Service (LPS) is operated, 08:00-16:00 hr, seven days a week.</li> <li>▪ During the summer (school holiday) period, this is extended from 08:00-18:00 hr.</li> <li>▪ The harbour entrance, approach roads, RNLi Lifeboat Station and Harbour Office is monitored by Closed-Circuit Television (CCTV).</li> <li>▪ Contact with LPS is by Very High Frequency (VHF) channel 12, by phone and by email.</li> <li>▪ Harbour staff offer guidance and advice for harbour entry and departure, including berth allocation, weather and tidal state information.</li> <li>▪ Outside of LPS hours, there is an emergency contact with the Marina Customer Services Centre in Lowestoft.</li> </ul>		<p>Anecdotal</p> <p><a href="https://www.eastsuffolk.gov.uk/contact-us/southwold-harbour">https://www.eastsuffolk.gov.uk/contact-us/southwold-harbour</a></p> <p><a href="https://www.eastsuffolk.gov.uk/contact-us/customer-services">https://www.eastsuffolk.gov.uk/contact-us/customer-services</a></p>	MJS
		Is vessel traffic monitoring information passed to the MCA by the quickest means?	<p><b>Not applicable</b> – there is no Consolidated European Reporting System (CERS) requirement at Southwold Harbour.</p>		n/a	MJS

PMSC / GtGP Reference	Subject	Evidence Required For Compliance	Evidence of Compliance	Recommendations	Evidence Reference	Auditor
Cont. GtGP 8.4	Cont. Vessel Traffic Management	Has the need for VTS/LPS been reviewed recently?	<b>Satisfactory</b> – the need for an LPS has been considered during marine risk assessments, the current vessel traffic management measures are a result of this evaluation.		MJS_015	MJS
GtGP 13.2.2	Drink and drugs	Do staff know what to do if they suspect that a mariner (master, pilot, seaman) has committed an offence whilst on duty?	<b>Satisfactory</b> – the MSMS, Section 2.4.3 titled 'Incident Involving <u>Drugs or Alcohol</u> ' explains that harbour users (vessel masters and crew) accused of being under the influence of alcohol and/or drugs may be committing an offence under Part 4 of the Railways and Transport Safety Act 2003. The Harbour Master has the power to detain a vessel if he suspects that a mariner (master or crew member) has committed a drink or drugs related offence when on duty.		MJS_001	MJS
4.11 GtGP 9.0	Pilotage	Is the port a CHA?	<b>Not applicable</b> – the harbour is not a Competent Harbour Authority and has no Pilotage Service.		n/a	MJS
		Has the requirement for pilotage been reviewed?	<b>Not applicable</b> – the harbour is not a Competent Harbour Authority and has no Pilotage Service.		n/a	MJS
4.12 GtGP 9.4	Pilotage Directions	Are Pilotage Directions issued?	<b>Not applicable</b> – the harbour is not a Competent Harbour Authority and has no Pilotage Service.		n/a	MJS
		Were stakeholders consulted during the drafting phase of the most recent Pilotage Direction?	<b>Not applicable</b> – the harbour is not a Competent Harbour Authority and has no Pilotage Service.		n/a	MJS
4.13 GtGP 9.4	Authorisation of pilots	Is the process for appointing Pilots referenced in the MSMS?	<b>Not applicable</b> – the harbour is not a Competent Harbour Authority and has no Pilotage Service.		n/a	MJS
4.14 GtGP 9.4.31	Pilot Training	Does the CHA implement the international regulations on the training and certification and operational procedures for pilots contained within International Maritime Organisation (IMO) Resolution A960?	<b>Not applicable</b> – the harbour is not a Competent Harbour Authority and has no Pilotage Service.		n/a	MJS

PMSC / GtGP Reference	Subject	Evidence Required For Compliance	Evidence of Compliance	Recommendations	Evidence Reference	Auditor
GtGP 9.5.43	Pilotage	Does the authority operate an effective Pilot Fatigue Management System?	Not applicable – the harbour is not a Competent Harbour Authority and has no Pilotage Service.		n/a	MJS
4.15 – 4.16 GtGP 9.5	Pilot Exemption Certificates	Is a clear process for the issuing of Pilotage Exemption Certificates (PEC) published?	Not applicable – the harbour is not a Competent Harbour Authority and has no Pilotage Service.		n/a	MJS
		Are the requirements equivalent to those for an authorised pilot?	Not applicable – the harbour is not a Competent Harbour Authority and has no Pilotage Service.		n/a	MJS
GtGP 8.7.15 – 8.8.10	Port Passage Plan	Is there a published passage plan?	Satisfactory – the harbour website has a downloadable ‘Harbour Entry Plan’. An Aids to Navigation and Passage Plan review was conducted on 08 November 2022 and produced as ABPmer R.4119 (ABPmer, 2023). The report contains an entry and exit passage plan, shown in Annex A of the report.		MJS_030 MJS_034	MJS
GtGP 8.10	Recreational navigation	Are recreational users of the harbour considered?	Satisfactory – recreational users are provided with harbour entry information as a downloadable ‘Harbour Entry Plan’.		MJS_030	MJS
4.17 – 4.20	Collecting Dues	Are dues clearly defined?	Satisfactory – fees and charges are advertised on the harbour website. This includes dues and services.		MJS_035	MJS
4.21-4.23	Aids to Navigation	Are defects and rectification of defects recorded?	Satisfactory – the MSMS, Section 3.3.3 titled ‘Aids to Navigation’ identifies that East Suffolk Council is an LLA. The harbour has the following AtoN: <ul style="list-style-type: none"> <li>▪ North Pier, green lit starboard lateral mark</li> <li>▪ South Pier, red lit port lateral mark</li> <li>▪ Knuckle light, 2x green vertical starboard lateral marks.</li> <li>▪ Storm water outlet green and river Blyth ferry crossing green, both unlit starboard lateral marks.</li> <li>▪ Yellow diamond cable crossings x5.</li> </ul>		MJS_001	MJS
4.24	GLA returns	Are returns made to the GLA?	Satisfactory – the harbour is inspected by Trinity House as the GLA. The last audit was conducted on 18 December 2023 and concluded that: “all was found to be in good order during the audit.” Category 3 Aids are recorded as 100% against a 97% target availability.		MJS_036	MJS

PMSC / GtGP Reference	Subject	Evidence Required For Compliance	Evidence of Compliance	Recommendations	Evidence Reference	Auditor
4.25-4.32	Wrecks, Abandoned or unseaworthy vessels	Does the MSMS refer to powers for dealing with wrecks?	<b>Satisfactory</b> – the MSMS, Section 3.3.4 titled 'Wrecks, Derelict and Abandoned vessels'. The powers from Section 252 of the Merchant Shipping Act are referenced. At the time of audit, one derelict vessel was in the process of being removed.		MJS_001	MJS
GtGP 9.4.17 -9.4.21	Pilot Launches	Do pilot boats meet statutory requirements and appropriate Codes?	<b>Not applicable</b> – the harbour is not a Competent Harbour Authority and has no Pilotage Service.		n/a	MJS
GtGP - 10	Towage Operations	Does the organisation produce towage guidelines?	<b>Satisfactory</b> – a towage SOP is in place and published on the harbour website. This provides guidance for vessels engaged in towage operations in the harbour.		MJS_028	MJS
		Are non-routine tows pre-approved / managed by the organisation?	<b>Satisfactory</b> – the towage SOP states that: <i>"When operations are proposed, other than in an emergency, a towage plan/method statement should be submitted to the Harbour Master in advance of the proposed time of commencement of the operation"</i> .			MJS
GtGP 1.9.11	Licensing Harbour Tugs?	Does the harbour authority have the power to licence tugs?	<b>Not applicable</b> – Southwold Harbour does not have the power to licence tugs.		n/a	MJS
GtGP - 10.4	Diving Operations (commercial)	Is there a process for managing commercial diving?	<b>Satisfactory</b> – a diving SOP is in place and published on the harbour website. The SOP states that: <i>"No person/s shall undertake any underwater or diving activities of any kind within the Harbour jurisdiction without valid permission to dive being granted from the Harbour Master or their representative."</i> There is no recent history of commercial diving in the harbour. The SOP contains a 'Permission to Dive' form.		MJS_023	MJS
GtGP - 10.4	Diving Operations (recreational)	Is there a process for managing recreational diving?	<b>Satisfactory</b> – recreational diving is not known to occur in the harbour area. The diving SOP states that: <i>"Recreational diving is not permitted within Southwold Harbour"</i> .  <b>Observation</b> – there are no Byelaws prohibiting diving or swimming, it is not clear how the requirements of the SOP can be enforced.	<b>Recommend</b> – if the Harbour Authority wishes to prohibit diving, this must be included in Byelaws or as a General Direction.	MJS_023	MJS

PMSC / GtGP Reference	Subject	Evidence Required For Compliance	Evidence of Compliance	Recommendations	Evidence Reference	Auditor
GtGP - 6.7.3	Hot Work Permits	Is there a process for managing Hot Works?	<b>Satisfactory</b> – a hot work SOP is in place and published on the harbour website. This requires the completion of a ‘Hot work notice and declaration form’. The last issued hot work declaration was in 2017, for steel welding on a vessel.		MJS_025	MJS
GtGP – 6.7.3	Bunkering	Is there a process for managing Bunkering?	<p><b>Satisfactory</b> – a bunkering SOP is in place and published on the harbour website. The harbour has diesel for bunkering vessels alongside and receives road tankers for replenishment. Vessels may also receive fuel by tanker or bower. A delivery procedure is in place.</p> <p><b>Observation</b> – whilst the bunkering SOP is detailed, it does not contain a bunker check list. The effective use of bunkering checklists can help to reduce the likelihood of a pollution incident from occurring during bunkering operations. A version of this checklist can also be made available for recreational owners and operators of yachts and power boats, to assist them with their specific bunkering operations.</p>	<p><b>Recommend</b> – the development of a bunker checklist, which can be used/distributed and stored once bunker operations are complete.</p>	MJS_022	MJS
GtGP – 11.3, 11.4	Regulation of Port Craft, Pilot Launches and Workboats	Does the Authority have a procedure for regulating port craft?	<p><b>Satisfactory</b> – there are currently no powers to licence or regulate harbour craft as a Harbour Authority. East Suffolk Council operates a boat licensing scheme.</p> <p><b>Observation</b> – to monitor commercial craft (workboats, tour operators, etc) safe working practices, it may be prudent to commence a Voluntary Registration Scheme. This will allow the Harbour Authority to carry out self-declaration assurance checks with commercial vessel owners and operators.</p>	<p><b>Recommend</b> – a commercial craft voluntary registration scheme is considered.</p>	<a href="https://www.eastsuffolk.gov.uk/business/licensing/other-licences/pleasure-boats">https://www.eastsuffolk.gov.uk/business/licensing/other-licences/pleasure-boats</a>	MJS

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# Southwold Harbour

MANAGEMENT COMMITTEE

Agenda Item 7

ES/1993

SOUTHWOLD HARBOUR MANAGEMENT COMMITTEE	
<b>Date</b>	01/05/2024
<b>Subject</b>	Harbour Vison and Static Site Revitalisation
<b>Report Author(s)</b>	James AJ Milnes Southwold Harbour, Caravan and Campsite Manager James.milnes@eastssuffolk.gov.uk
<b>Head of Service</b>	Kerry Blair Head of Operations Kerry.blair@eastssuffolk.gov.uk
<b>Director</b>	Kate Blakemore Strategic Director Kate.Blakemore@eastssuffolk.gov.uk

Is the report Open or Exempt?	OPEN
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Category of Exempt Information and reason why it is <b>NOT</b> in the public interest to disclose the exempt information.	Not applicable
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## Purpose/Summary

This report presents a set of strategic recommendations for the revitalisation of Southwold Harbour and Caravan site, derived from extensive community feedback and consultation efforts. The report details proposed changes to contractual agreements for caravan owners, enhancements to operational management and the future physical layout of the site.

## Recommendation(s)

That the Harbour Management Committee:

**1. Review and Finalise Vision and Strategy**

Task the HMC Task and Finish Committee with reviewing and finalising the updated vision, priorities and strategic plan reflecting all of the feedback received from this consultation regarding the wider harbour vision.

**2. Transition to Lease Agreements & Develop Heads of Terms for Lease Agreements**

Transition all caravan owners from a license agreement to a lease agreement, facilitating the potential for sub-letting of caravans, thus providing owners with opportunities for revenue generation, initially developing Heads of Terms for the new lease agreements and conduct direct consultations with all caravan users to ensure transparency and address any concerns.

**3. Commission a Business Case for Council-Operated Plots**

Commission a detailed business case to explore retaining 30 plots for council-operated year-round rental accommodation, considering various accommodation types to enhance revenue and diversify usage.

**4. Facilitate Co-Design Workshops**

Conduct co-design workshops facilitated with key stakeholders help shape the future site layout to best accommodate and integrate the proposed lease system, managed rental plots, wider amenities, and environment.

**5. Develop a Programme Plan**

Prepare a comprehensive programme plan if recommendations 1-4 are accepted for proposal at the next HMC meeting in July, and to support a report to be considered by the Council's Cabinet later in year.

**6. Develop a Comprehensive Q&A Document**

Support the creation of a comprehensive Questions & Answers (Q&A) document. This document should address the broader issues and common queries that have arisen throughout the consultation process with stakeholders.

## Strategic plan

### How does this proposal support Our Direction 2028?

<b>Environmental Impact</b>	We are committed to enhancing sustainability, mitigating flood risks, and preserving the natural beauty of the Area of Outstanding Natural Beauty (AONB). Every phase of our planning and execution is designed to align with these critical environmental objectives, ensuring that our actions not only protect but also enhance the ecological and scenic value of our cherished harbour
<b>Sustainable Housing</b>	Transforming the caravan site aligns with sustainable housing objectives by providing more flexible accommodation options that can adapt to changing environmental conditions and user needs.
<b>Tackling Inequalities</b>	The proposals address inequalities by transitioning from a restrictive license model to a more equitable lease framework. This allows for sub-letting opportunities, giving caravan owners potential revenue sources, thus economically empowering them.
<b>Thriving Economy</b>	The redevelopment plan supports a thriving economy by enhancing the harbour's appeal as a tourist destination and increasing its capacity to attract a broader visitor base. This stimulates local businesses and promotes regional economic growth.
<b>Our Foundations / governance of the organisation</b>	The proposal upholds the principles of good governance by ensuring transparency, community engagement, and accountability throughout the redevelopment process.

## Justification for recommendations

### 1. Background

1.1 The Southwold Harbour redevelopment project has undergone extensive consultation to gather input from a wide range of stakeholders, including caravan owners, local residents, business owners, and harbour users. The feedback received highlighted a strong interest in revising operational models, enhancing community engagement, and improving financial and legal frameworks associated with the site.

### 2. Introduction

2.1 This report outlines a series of recommendations developed in response to the community's feedback regarding the Southwold Harbour Vision 2035 and Caravan Site Revitalisation Consultation. Notably, over 60% of survey respondents were caravan owners, highlighting their significant interest and potential impact on the project. Additionally, approximately 70% of responses indicated openness to some form of change in the operational model. These insights have been instrumental in shaping the proposed changes aimed at aligning the operational and strategic framework of Southwold Harbour with contemporary needs and expectations, ensuring its viability and sustainability as a community asset.

### 3. Proposal

3.1 The proposed recommendations include transitioning caravan site licensing to more flexible lease arrangements, developing a business case for council-operated plots, facilitating co-design workshops, and creating a comprehensive Q&A document to address ongoing queries and concerns from the community.

### 4. Financial Implications

4.1 The transition to lease agreements and the retention of council-operated plots are expected to generate additional revenue through sub-letting and year-round accommodation offerings. Initial investments in legal and strategic consultancy will be required, but these are projected to be offset by increased revenue streams and enhanced site valuation.

### 5. Legal Implications

5.1. Transitioning from license agreements to leases will require careful legal structuring to ensure compliance with local and national regulations. Direct consultations with caravan owners will also mitigate potential legal challenges by ensuring that all parties are adequately informed and their interests are considered.

### 6. Risk Implications

6.1. Potential risks include stakeholder resistance to changes in lease terms and operational models. These risks will be managed through transparent communication, direct stakeholder engagement, and phased implementation of changes.

## **7. Options**

7.1. The primary alternative to the proposed recommendations would be to maintain the current operational model, which poses significant sustainability and compliance risks given evolving regulatory and environmental standards.

## **8. Recommendations**

8.1 Approve the transition to lease agreements, commission the business case for council-operated plots, facilitate co-design workshops, and develop a Q&A document as outlined.

## **9. Reasons for Recommendations**

9.1 These recommendations are grounded in feedback from extensive consultations and are designed to address key community concerns, enhance operational flexibility, and improve the economic sustainability of Southwold Harbour.

## **10. Conclusions/Next Steps**

10.1 Upon approval of these recommendations, the project team will proceed with detailed planning and execution phases. This will include the development of legal and financial frameworks for the lease transitions, initiation of the business case study for council-operated plots, and organisation of co-design workshops. A comprehensive Q&A document will be prepared to continuously address stakeholder inquiries throughout the process. Regular updates will be provided to the HMC and broader community to ensure ongoing transparency and engagement.

10.2 As these recommendations are refined, a formal set of proposals will be presented to the Council's Cabinet. Prior to this, they will be submitted to the Harbour Management Committee for approval.

## Areas of consideration comments

### Section 151 Officer comments:

Click or tap here to enter text.

### Monitoring Officer comments:

Click or tap here to enter text.

### Equality, Diversity and Inclusion/EQIA:

Consideration given to making all new facilities accessible and inclusive.

### Safeguarding:

Click or tap here to enter text.

### Crime and Disorder:

Click or tap here to enter text.

### Corporate Services implications:

*(i.e., Legal, Finance, Procurement, Human Resources, Digital, Customer Services, Asset Management)*

Click or tap here to enter text.

### Residents and Businesses consultation/consideration:

Click or tap here to enter text.

## Appendices:

Appendix A

Initial Feedback Summary

Appendix B

Free text question responses

## Background reference papers:

None

**Southwold  
Harbour Vision 2035  
and  
Caravan Site Revitalisation  
Consultation  
8<sup>th</sup> April – 22<sup>nd</sup> May 2024**

**Initial Feedback May 2024**

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## EXECUTIVE SUMMARY

### Purpose of the Consultation

1. The Southwold Harbour Vision 2035 and the Static Caravan Site revitalisation consultation aimed to engage the Southwold community in shaping the future of these critical local assets. This feedback report synthesises input from multiple stakeholder groups to inform and guide the revitalisation projects in a manner that aligns with community needs and aspirations.

### Consultation Scope and Methodology

2. The consultation employed a mixed-methods approach to maximise stakeholder engagement and data capture.

- **Face-to-Face Sessions.** Provided direct interaction opportunities for in-depth discussion and immediate feedback.
- **SurveyMonkey Feedback.** Enabled broader community participation through an accessible online platform, collecting both quantitative and qualitative data.
- **Written Correspondence.** Offered a traditional channel for stakeholders to submit detailed written feedback and collected on-line responses from social media.

3. These methods ensured a diverse and comprehensive collection of viewpoints, capturing the nuanced perspectives of various community segments including residents, business owners, and frequent visitors.

### Key Findings

4. Feedback gathered through various channels highlighted broad support for transitioning from a license to a lease-based system, with over 70% of respondents open to this change. However, significant concerns were expressed about flood risks, especially given the caravan site's location in a designated Flood Risk 3 zone. The non-availability of insurance for flood risks further exacerbates the community's apprehensions.

5. While there are varied perspectives, including cautious views from some caravan owners, the majority of feedback supports a thoughtful revitalisation process that balances economic development with environmental sustainability and community preservation. The need for more inclusive, transparent, and responsive engagement processes was emphasized, indicating a desire for community voices to be heard and genuinely considered in planning and decision-making.

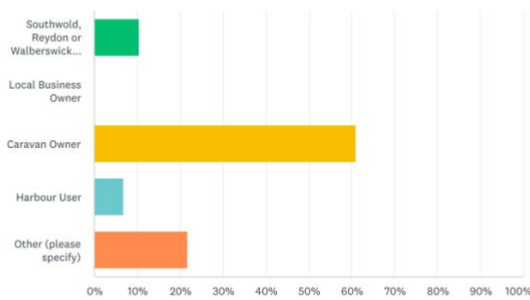
### Responders.

6. Following the comprehensive community engagement exercise, which included SurveyMonkey and written responses totalling over 300 submissions, significant insights have been gained into the preferences and concerns of the stakeholders, particularly the caravan owners who had over 60% of the Survey Monkey responses. Notably, over 70% of respondents were receptive to transitioning from a license to a lease-based system, indicating broad support for more flexible and potentially beneficial terms of use.



## Are you a...

Answered: 87 Skipped: 195



ANSWER CHOICES	RESPONSES
Southwold, Reydon or Walberswick Resident	10.34%
Local Business Owner	0.00%
Caravan Owner	60.92%
Harbour User	6.90%
Other (please specify)	21.84%

7. **Preservation of Character.** There is a strong community desire to maintain the unique historical and cultural character of Southwold Harbour. Respondents value the traditional charm of the area and express concerns about potential over-commercialisation that could alter its identity.

8. **Community Engagement.** Feedback suggests room for improvement in the consultation process. Community members seek a more inclusive, transparent, and responsive engagement process that ensures their voices are heard and genuinely considered in planning and decision-making.

9. **Environmental Sustainability.** Environmental concerns are paramount, with a strong emphasis on integrating sustainable practices into the revitalisation. Priorities include effective flood risk management, preservation of biodiversity, and the implementation of green infrastructure solutions.

10. **Economic and Social Equity.** Transparency in economic planning is crucial. Stakeholders are concerned about the financial implications of revitalisation, especially the potential burden on local residents and businesses. There is a call for clear, detailed financial forecasts and strategies that ensure economic benefits are equitably shared.

## Strategic Recommendations

11. **Enhance Community Engagement.** Develop a comprehensive engagement strategy that includes diverse communication methods and multiple platforms to reach all community segments effectively.

12. **Commit to Transparency.** Provide detailed, accessible information about revitalization plans, processes, and financial aspects to build trust and foster community support.

13. **Focus on Environmental Stewardship.** Prioritize sustainability in revitalization design and execution, integrating green infrastructure solutions and sustainable practices.
14. **Balance Development with Preservation.** Plan revitalization efforts carefully to enhance amenities and infrastructure while respecting the area's heritage and community values.
15. **Prioritise Flood Risk Management.** All development on the caravan site must prioritize flood risk management. Develop and implement comprehensive strategies and procedures to mitigate flood risks, ensuring the protection of all parties involved. This strategic focus on flood risk is critical, given the site's designation in a Flood Risk 3 zone and the current challenges related to insurance availability.

### **Summary and Next Steps**

16. The community's feedback underscores a deep connection to Southwold Harbour and a collective desire to see its revitalisation handled with care, respect and foresight. Addressing the highlighted concerns, particularly regarding flood risk and integrating community insights will be crucial for a sustainable, equitable and successful transformation that honours the past while embracing the future. The continued engagement and collaboration with the community will be vital in shaping a revitalisation that not only benefits economically but also enriches the communal and environmental fabric of Southwold Harbour.

## INTRODUCTION

### Background

17. Southwold Harbour and the adjoining Static Caravan Site, both integral to the local community and economy, stand at a critical point of transformation and renewal. These locations, steeped in rich history and community spirit, are poised to undergo developments that promise to enhance their cultural and economic vitality. This consultation report focuses on capturing and analysing community input regarding the proposed Southwold Harbour Vision 2035 and the revitalisation of the Static Caravan Site.

18. The harbour, historically a focal point of maritime activity, and the caravan site, a beloved local leisure destination, are envisioned to evolve into even more vibrant and economically sustainable spaces. The revitalisation plans aim not only to preserve the unique character of these areas but also to integrate modern amenities and infrastructures that meet the future needs of residents and visitors.

### Objectives of the Consultation

19. The primary objective of this consultation was to engage comprehensively with the community, gathering insights, concerns and recommendations from a wide array of stakeholders, including local residents, business owners, and visitors. This process aimed to ensure that the revitalisation plans reflect a shared vision that respects the area's heritage and looks forward to its prosperous and sustainable future.

### Purpose of this Report

20. This report serves multiple purposes.

- **To Document Feedback.** It compiles and presents the feedback received through various channels including face-to-face sessions, a SurveyMonkey questionnaire, and written correspondence.
- **To Analyse Insights.** It offers an analysis of the feedback, identifying key themes, concerns, and areas of consensus or divergence among stakeholders.
- **To Inform Decision-Making.** The insights gathered are intended to guide the local council and project developers in making informed decisions that align with community interests and sustainable development goals.
- **To Recommend Next Steps.** Based on the consultation feedback, the report will propose actionable next steps, ensuring that the future developments are carried out transparently, inclusively, and effectively.

21. Through this report, we aim to ensure that the voices of all stakeholders are heard and considered in the planning and execution of the Southwold Harbour Vision 2035 and the Static Caravan Site revitalisation, thereby fostering a sense of community ownership and collaboration in these pivotal projects.

## METHODOLOGY

### Overview

22. The methodology for this consultation was designed to ensure a comprehensive and inclusive approach to gathering feedback from all relevant stakeholders of the Southwold Harbour and Static Caravan Site revitalisation projects. The process was structured to capture a wide range of perspectives, from direct face-to-face interactions to digital engagement and written submissions.

### Engagement Channels

#### Face-to-Face Sessions

23. **Description.** These sessions provided platforms for live, interactive discussions. They were held at various accessible locations within the community to encourage maximum participation.

24. **Locations and Dates.** Sessions were conducted at the Southwold Town Council offices, Southwold Sailing Club and a specific event for the Southwold Caravan Owners Association (SCOA).

25. **Format.** Each session included presentations of the revitalisation options followed by open discussions, where participants could ask questions, express concerns and offer suggestions.

#### SurveyMonkey Feedback

26. **Tool Used.** An online survey was deployed using SurveyMonkey, allowing stakeholders who could not attend the face-to-face sessions to participate.

27. **Content.** The survey included both quantitative and qualitative questions, designed to gauge participants' overall approval of the project plans and to collect detailed feedback on specific aspects of the revitalisation.

#### Written Correspondence

28. **Collection.** Stakeholders were invited to submit their feedback in writing via email or post. This method ensured that those preferring not to use digital tools or unable to attend events could still contribute their insights.

29. **Processing.** All written feedback was systematically categorised and analysed to identify common themes and unique viewpoints.

#### Data Collection and Analysis

30. **Quantitative Data.** Survey responses were quantitatively analysed to provide statistical insights into the levels of support or concern among the community regarding various aspects of the revitalisation projects.

31. **Qualitative Data.** Open-ended responses from both the survey and the written correspondence were analysed using thematic analysis to identify and interpret the prevalent sentiments and suggestions.

32. **Synthesis of Feedback.** Data inputs from all sources were consolidated to ensure a holistic view of community opinions was achieved. This synthesis allowed for a comprehensive understanding of the community's perspective, highlighting areas of strong consensus as well as contention.

### **Stakeholder Representation**

33. Efforts were made to ensure diverse stakeholder engagement, including local residents, business owners, seasonal visitors, and special interest groups like the SCOA. Demographic data was collected where possible to analyse feedback trends and ensure broad representation in the consultation process.

### **Ethical Considerations**

34. All engagement activities were conducted with a high standard of ethical consideration, ensuring participants' confidentiality and consent, especially in the publication of feedback and personal opinions.

## FEEDBACK SUMMARY

### Face-to-Face Sessions

35. The face-to-face sessions served as a vital component of the consultation process, offering a direct platform for stakeholders to voice their views and concerns regarding the Southwold Harbour Vision 2035 and the Static Caravan Site revitalisation. These sessions were well-attended by a diverse group of participants, including local residents, business owners, caravan site users, and other community stakeholders. The feedback gathered has been categorised into four main themes for clarity and focus.

### Financial Considerations

36. **Overall Financial Requirements.** Participants expressed a desire for more detailed information on the financial aspects of the harbour and caravan site projects, including total investment needs and expected sources of funding.

37. **Investment Priorities.** There was a call for clarity on what the Council plans to invest in first and how these priorities were determined.

38. **Alternative Income Sources.** Suggestions were made to explore additional revenue streams to lessen the financial burden on local residents and business owners.

### Legal and Administrative Concerns

39. **Service Level Agreements (SLAs).** Caravan site owners requested the possibility of establishing SLAs with the Council to ensure service quality and reliability amid changes.

40. **Licence vs. Lease.** There was confusion about the differences between licensing and leasing arrangements for caravan sites, prompting a need for clear, accessible explanations.

### Operational and Structural Changes

41. **Site Nature and Security.** Concerns were raised about the potential changes to the nature of the caravan site and how these might affect current usage and security.

42. **Change Management.** Some participants expressed concerns about the feasibility of the proposed timeline for changes, who urged a more gradual approach to implementation.

43. **Caravan Replacement.** Some participants were hesitant about the requirement for mandatory caravan replacements with suggestions for alternatives like MOT checks.

### Infrastructure and Environment

44. **Facility Upgrades.** Feedback indicated that current facilities and infrastructures, such as roads and paths, need significant improvements to support the expected increase in usage.

45. **Environmental Impact.** Participants were keen on incorporating more green spaces and biodiversity initiatives into the revitalisation plans.

## **Inclusivity and Community Engagement**

46. **Development Participation.** There was a strong call for ongoing community involvement in the development planning processes, ensuring that all future plans are co-designed with input from those most affected.

### **Summary Observations**

47. The face-to-face sessions highlighted a community deeply invested in the future of their local environments but seeking assurances that revitalisation efforts will enhance, rather than diminish, the quality of life and the historical and cultural integrity of Southwold. The feedback points towards a need for transparent communication, detailed planning and inclusive decision-making processes to successfully navigate the revitalisation projects.

## SURVEY MONKEY FEEDBACK

### Introduction

48. As part of the consultation process for the revitalisation of Southwold Harbour and the associated caravan site, a SurveyMonkey survey was conducted to gather wide-ranging input from various stakeholders. This survey was designed to capture the community's sentiments, concerns, and suggestions regarding the future of this vital local asset. The responses received provide valuable insights into the community's priorities and expectations, highlighting key areas of concern and potential opportunities for the revitalisation project.

### Overview of Key Themes from the Survey Responses

- **Community Engagement and Transparency.** A recurring theme across the survey responses is the need for enhanced transparency and more effective community engagement. Respondents expressed a desire for clearer, more detailed information regarding revitalisation plans, costs, and expected impacts. There was also a significant call for genuine, inclusive consultation processes that involve all stakeholders in meaningful discussions.
- **Environmental Sustainability.** Many respondents are deeply concerned about the environmental impact of the proposed revitalisation, particularly regarding flood risk, biodiversity, and the sustainability of construction practices. There is a strong demand for the integration of green technologies, sustainable infrastructure solutions, and practices that protect the natural beauty and ecological integrity of the area.
- **Preservation of Local Character and Quality of Life.** Feedback consistently highlights the importance of preserving the unique character and tranquillity of Southwold Harbour and its caravan site. Stakeholders value the current low-key, community-oriented nature of these areas and are apprehensive about potential over-commercialisation and the introduction of high-traffic, high-impact tourist activities.
- **Economic Considerations.** Concerns were raised about the economic implications of the revitalisation, including the affordability for current caravan site users and the financial transparency of the project. Respondents seek assurances that revitalisation will not only be economically viable but also equitably managed, with revenues being reinvested to benefit the local community and infrastructure.
- **Infrastructure and Safety.** The adequacy of existing infrastructure to handle increased traffic and the safety of community members, especially children, were significant concerns. There is a call for thoughtful planning to manage traffic flow, ensure pedestrian safety, and enhance overall site accessibility.

### Summary

49. The responses gathered through the SurveyMonkey survey underscore a community invested in the future of Southwold Harbour. While there is some support for thoughtful revitalisation that enhances economic vitality and community amenities, there is also considerable anxiety about changes that could undermine the area's environmental sustainability, local charm



and community cohesion. These insights are instrumental in guiding the development of a balanced, respectful and forward-looking revitalisation strategy that aligns with the community's values and long-term interest

# Survey Monkey Questions

If you have any additional comments you wish to make, please add them here along with the relevant question number:



Please send all hard copy responses to:  
Democratic Services, Riverside, 4 Canning Road, Lowestoft, NR33 0EQ

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We regard the lawful and correct treatment of personal data as vital to maintaining the confidence of the many individuals we deal with. We will treat personal data lawfully and correctly and will comply with the UK General Data Protection Regulation (UK GDPR), Data Protection Act 2018 and our Data Protection Policy. For full details of how we treat your data please go to: [www.eastsuffolk.gov.uk/uk-general-data-protection-regulation-and-data-protection-act](http://www.eastsuffolk.gov.uk/uk-general-data-protection-regulation-and-data-protection-act)

Online version



More information



## Key Priorities and Objectives

7. From your perspective, what should be the key priorities for Southwold Harbour's redevelopment to ensure it benefits the whole community?

Please rank in order of importance with 1 being the most important and 8 being the least.

economic development	<input type="checkbox"/>
environmental sustainability	<input type="checkbox"/>
community asset	<input type="checkbox"/>
historical preservation	<input type="checkbox"/>
tourist attraction	<input type="checkbox"/>
operational harbour	<input type="checkbox"/>
income generating	<input type="checkbox"/>
accessibility and inclusivity	<input type="checkbox"/>

8. Is there anything missing from this list of priorities and, if so, what should be included?

9. Do you have any other comments?

## Community Engagement and Participation

10. What methods or approaches would you suggest to ensure effective local engagement in the ongoing process, involving a broad and representative spectrum of the community?

Please provide a maximum of three options/ideas.

idea 1 (limit to one line)

idea 2 (limit to one line)

idea 3 (limit to one line)

## Southwold Harbour Vision 2035 Southwold Static Caravan Site Revitalisation Combined Consultation: 8 April – 22 May 2024

Welcome

Thank you for participating in our survey. Your feedback is important. We are seeking your opinions based on information and documents which you can read at [www.eastsuffolk.gov.uk/southwold-harbour](http://www.eastsuffolk.gov.uk/southwold-harbour). Please do read these documents before participating.

1. Please let us have your details so that we can keep you updated on the survey findings and developments.

How do you prefer to be contacted?

First name  Last name

2. Your E-Mail Address

Email address

3. First Line of your Address and Post Code

Direct address

Post code

## Overall Vision and Strategic Direction

4. How closely do you feel the overall vision for Southwold Harbour 2035 aligns with your own wishes and aspirations for Southwold across the next 10 years?

- Very well
- Well
- Neither well nor poorly
- Poorly
- Very poorly

5. Is there anything missing from this vision and, if so, what should be included?

6. Do you have any other comments?

11. Is there anything missing from this vision and, if so, what should be included?

12. Do you have any other comments?

## Proposed Static Caravan Site Revitalisation

13. We are consulting on four operational models for the site, noting that any future change of the site will involve future engagement and consultation with the current static owners. Please rank these options in order of your preference.

- Option 1
- Option 2
- Option 3
- Option 4

14. Do you have any alternative suggestions?

15. Do you have any other comments?

Are you a...

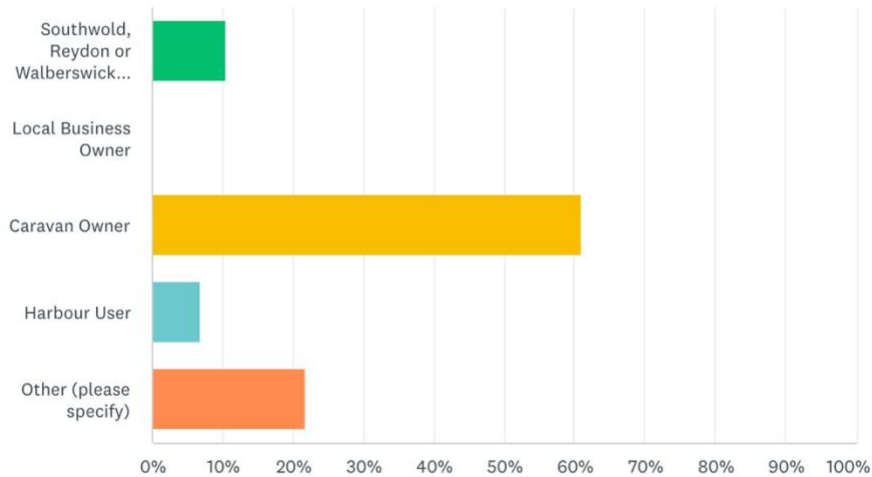
- Southwold, Pleshey or Walthamstow Resident
- Local Business Owner
- Caravan Owner
- Harbour User
- Other (please specify)

## DETAILED FEEDBACK – SURVEY MONKEY Q4 - Q16

### Question 4

Are you a....

Answered: 87 Skipped: 195



### Demographic Breakdown of Respondents

50. **Caravan Owner.** This group is the largest segment of respondents, indicating that caravan owners are highly engaged and likely to be most affected by or interested in the proposed changes. This substantial interest suggests that any decisions about the caravan site will significantly impact this group and that their input is crucial in shaping the revitalisation.

51. **Harbour User.** This category includes individuals who regularly use the harbour but may not necessarily own a caravan. While smaller in representation, their feedback is important for operational and usability aspects of the harbour.

52. **Local Business Owner.** Though a minor segment, the involvement of local business owners is vital as their operations could be directly affected by harbour revitalisation. Their economic stakes in the outcome underline the need for revitalisation plans to consider local business impacts.

53. **Southwold, Reydon, or Walberswick Resident.** Representing the smallest visible segment, these local residents, while not heavily engaging in this survey, still represent an essential perspective that should be considered, particularly how the revitalisation affects community amenities and local quality of life.

54. **Other (please specify).** This category included a mix of less directly involved parties such as occasional visitors, long term caravan owners, interested parties, caravan owner family members and representatives from other bodies. Understanding their views provides additional insights and identifies broader implications of the revitalisation.

## Strategic Insights

55. **Stakeholder Engagement.** Given the high participation of caravan owners, it is important that their interests and concerns are considered as part of the discussions. Tailored communication and engagement strategies should be implemented to ensure their feedback continues to inform the planning and execution phases of the revitalisation.

56. **Balanced Representation.** While caravan owners are the most represented, ensuring that the views of other groups are not overshadowed is crucial for comprehensive community support. Strategies might include targeted outreach efforts to increase participation from less represented groups in future surveys or consultations.

57. **Economic Considerations.** The involvement of local business owners, although limited, emphasises the need to address economic impacts comprehensively. Revitalisation plans should aim to enhance the economic vitality of the area, supporting existing businesses and potentially attracting new opportunities.

58. **Community Integration.** For residents of Southwold, Reydon, or Walberswick, ensuring that the revitalisation enhances community assets without disrupting the local cultural and social fabric is important. Community-focused initiatives and benefits derived from the revitalisation should be clearly communicated to these groups to gain broader community buy-in.

59. **Inclusive Planning.** With varied groups using the harbour, revitalisation plans must cater to diverse needs, ensuring that facilities and services post-development are inclusive, accessible, and beneficial to all user types.

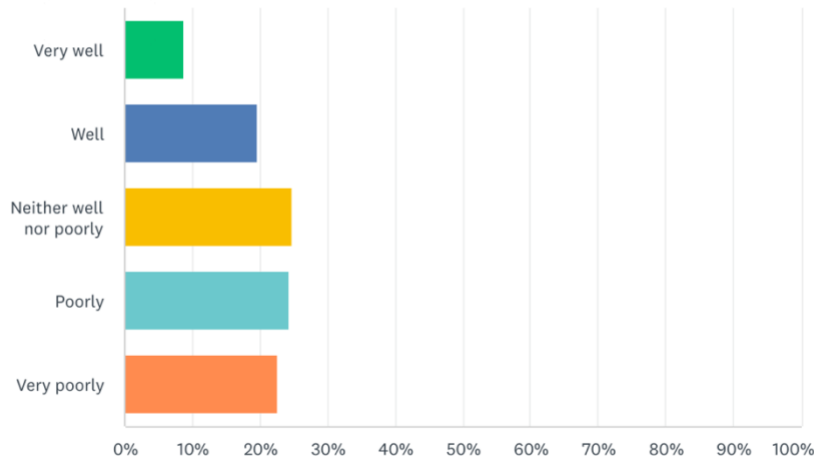
## Summary

60. The survey's demographic breakdown provides valuable insights into who is most engaged with the revitalisation process and what their potential concerns and priorities might be. Ensuring that all groups have a voice in the revitalisation, particularly those most represented and impacted, will be crucial for the success and sustainability of the project. This approach not only fosters a more inclusive and community-supported revitalisation but also aligns with broader strategic goals of enhancing Southwold Harbour's role as a vibrant, inclusive community asset.

## Question 5

How closely do you feel the overall vision for Southwold Harbour 2035 aligns with your own wishes and aspirations for Southwold across the next 10 years?

Answered: 194 Skipped: 88



### Breakdown of Responses

61. Analysing the distribution of responses to the question about alignment with the Southwold Harbour 2035 vision, we see an interesting spread:

- **Very well:** This category, representing strong alignment with the vision, has a sizable number of responses.
- **Well:** A significant segment of the respondents also feel that the vision aligns well with their own aspirations for Southwold.
- **Neither well nor poorly:** This neutral response suggests a degree of ambivalence or uncertainty about the vision, but does not explicitly oppose it.
- **Poorly and Very poorly:** These categories represent the discontent or disagreement among respondents, potentially driven by specific concerns such as changes to the site, which could predominantly come from caravan owners wary of modifications to their current arrangements.

62. When combining the positive ("Very well" and "Well") with the neutral responses ("Neither well nor poorly"), it is evident that a majority of participants either support or are open to the proposed vision for Southwold Harbour. This demonstrates a substantial base of community backing or at least a willingness to consider the proposed changes.

63. This analysis can be strategically used to argue that while there is a segment of the community resistant to change, a more significant portion of the feedback supports proceeding with careful, thoughtful development that takes into account broader community benefits and

concerns. Ensuring transparency, addressing specific worries like flooding risks, and maintaining open lines of communication will be essential to foster broader community buy-in and mitigate concerns from those who are currently unsatisfied.

64. This approach aligns with the need for balanced development that honours both the heritage and future potential of Southwold Harbour, aiming to make it a more inclusive, sustainable and economically beneficial community asset.

## Question 6: "Is there anything missing from this vision and if so what should be included?"

65. Overview of Responses: The responses to Question 6 from the SurveyMonkey survey offer a diverse view of the proposed vision for Southwold Harbour. While many express concerns, particularly about environmental impacts and community inclusion, some responses also suggest improvements and acknowledge the potential benefits of thoughtful revitalisation.

### Key Themes

66. **Constructive Suggestions for Improvement.** Several respondents propose the inclusion of more sustainable and green initiatives, such as better integration of renewable energy and water conservation measures. These suggestions aim to enhance the site's alignment with environmental goals.

67. Ideas for infrastructural enhancements like better toilet facilities, improved mooring facilities, and upgraded access roads are mentioned, indicating a desire for modernisation that supports both the community and visitor experience.

68. **Potential Benefits of Revitalisation.** Some responses hint at the benefits of revitalisation if done thoughtfully, such as enhancing the harbour's economic vitality and improving facilities which could attract more visitors and increase local spending.

69. Enhancements to the caravan site, like the addition of utilities and possibly better site management are seen as positive changes that could improve living standards for long-term site users.

70. **Acknowledgment of Strategic Vision.** A few respondents recognise the necessity of updating the harbour and caravan site to ensure long-term sustainability and economic growth. They appreciate the council's honesty in addressing the financial aspects of harbour improvements.

71. There is an acknowledgment that careful planning could lead to a revitalised harbour that remains a cornerstone of community life while becoming more resilient to future environmental challenges.

72. **Inclusivity in Future Planning.** Some respondents suggest that a more inclusive planning process, involving caravan owners and other stakeholders could lead to a more accepted and successful revitalisation project. They propose creating committees or forums for continuous dialogue.

73. **Heritage and Cultural Preservation.** While preserving the unique character of the area, suggestions include using the revitalisation as an opportunity to highlight the historical and cultural aspects of Southwold Harbour potentially attracting niche tourism and educational opportunities.

## Critical Questions Raised

- 1. How can revitalisation incorporate green technology and sustainable practices to ensure environmental protection?**
- 2. What specific amenities and infrastructural improvements can be introduced to enhance the user experience without sacrificing the site's character?**
- 3. Can the council detail a comprehensive stakeholder engagement plan that ensures all voices are heard and integrated into the revitalisation process?**
- 4. What are the strategic plans to balance economic development with the preservation of local culture and tranquillity?**

## Summary

74. The feedback on Question 6 highlights a complex landscape of opinions from deep-seated concerns to constructive suggestions for future development. It underscores the importance of a balanced approach that considers environmental sustainability, economic benefits, community values and transparent governance. By addressing these aspects thoughtfully, the revitalisation of Southwold Harbour could meet both current and future needs of the community and its visitors.



## Question 7: "Do you have any other comments?"

### Overview of Responses

75. Responses to Question 7 provide a wide variety of opinions, concerns, and constructive suggestions regarding the overall development plans for Southwold Harbour, especially in relation to managing increased visitor traffic and maintaining the community character of the caravan site.

### Key Themes

76. **Traffic and Infrastructure Concerns.** Several respondents highlight the current infrastructure's inability to handle peak visitor traffic, suggesting the need for solutions like park and ride schemes and improvements to road access to better manage increased footfall expected from the revitalisation.

77. **Economic and Community Impact.** There is a notable concern about the potential over-commercialisation of the area, which might shift the community dynamic and alter the traditional character of Southwold Harbour. Respondents suggest maintaining a balance between modernisation and preserving the cultural and historical essence of the site.

78. Positive notes on economic development include suggestions for small-scale enhancements that align with the area's character, like better mooring facilities and upgraded amenities that could improve the overall visitor experience without overwhelming the locale.

79. **Environmental Sustainability and Flood Risk.** Many responses express concern over the lack of detailed flood risk management strategies in the development plans, emphasising the need for sustainable and environmentally friendly development practices to mitigate potential impacts.

80. Constructive suggestions include integrating renewable energy sources, improving waste management, and ensuring any development is resilient against the predicted increase in flood risk.

81. **Detailed Planning and Transparency.** Respondents request more detailed, actionable plans that outline specific improvements, costs, and timelines. There is a call for transparency in how funds are used and how decisions are made, particularly regarding the impact on the caravan site and local businesses.

82. **Community and Stakeholder Engagement.** A recurring theme is the desire for genuine engagement with local stakeholders, particularly the caravan owners who feel their concerns and contributions to the community are overlooked. Suggestions for more inclusive planning processes and direct consultations are prevalent.

### Positive Aspects and Constructive Suggestions

83. **Proposals for Managing Visitor Traffic.** Ideas like implementing a park and ride scheme reflect a proactive approach to addressing infrastructure challenges associated with increased visitor numbers.

84. **Support for Sustainable Practices.** Many respondents advocate for the adoption of green technologies and practices that align with current environmental consciousness, suggesting this could also serve as a unique selling point for the area.

85. **Recognition of Economic Benefits.** Some responses acknowledge the potential economic benefits of thoughtful revitalisation if it enhances rather than detracts from the area's character and community appeal.

### **Critical Questions Raised**

1. How will the development plans address the significant issue of flood risk both currently and in the future?
2. What specific measures will be taken to ensure that the infrastructure improvements manage increased traffic without sacrificing the area's character?
3. Can the council provide a clear, detailed financial and operational plan that outlines the contributions from various stakeholders, particularly how the revenues from increased site fees will be utilised?
4. What steps will be taken to ensure that the community, especially long-term caravan owners and local businesses, are actively involved in the planning process?

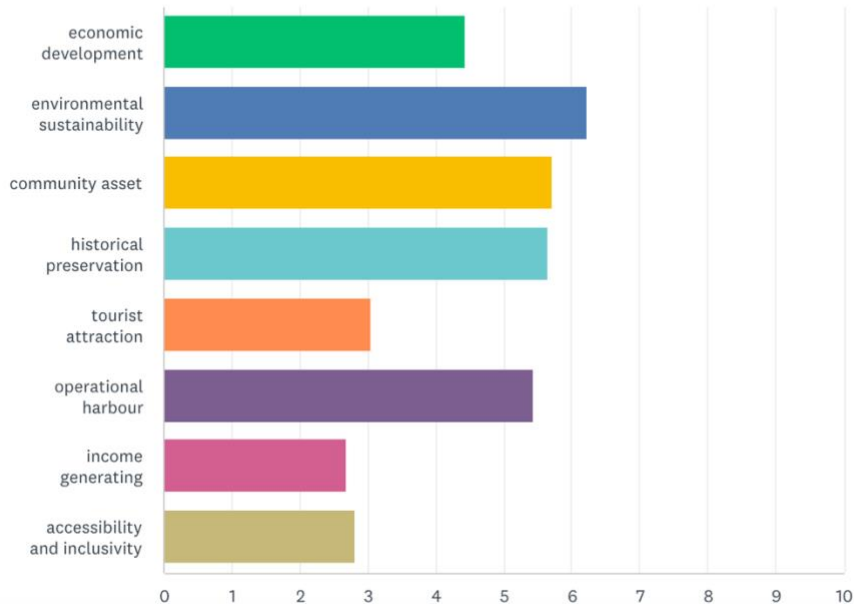
### **Summary**

86. The feedback from Question 7 underscores the community's desire for a balanced approach to the development of Southwold Harbour that respects the area's heritage and natural beauty while accommodating necessary improvements. Respondents are particularly keen on seeing plans that incorporate sustainable development principles, transparent governance and inclusive stakeholder engagement. These insights are valuable for shaping a development strategy that aligns with both community values and economic objectives.

## Question 8

From your perspective, what should be the key priorities for Southwold Harbour's redevelopment to ensure it benefits the whole community? Please rank in order of importance with 1 being the most important and 8 being the least.

Answered: 195 Skipped: 87



## Updated Analysis of Key Priorities

### Environmental Sustainability

87. **Insight.** The paramount importance placed on environmental sustainability underscores the community's commitment to ecological responsibility. This prioritisation reflects a broad desire to ensure that redevelopment efforts enhance or at least maintain the environmental quality of the area.

88. **Strategic Comment.** Emphasise the integration of sustainable practices throughout the redevelopment process. Focus on low-impact construction methods, green infrastructure, and the preservation of natural habitats. Promoting these efforts will not only align with community values but also help secure support from environmental stakeholders and regulatory bodies.

### Economic Development

89. **Insight.** This priority remains critical, reflecting the community's interest in ensuring that the redevelopment enhances the local economy through job creation, tourism, and business opportunities.

90. **Strategic Comment.** Detail how sustainable development can also drive economic growth. For instance, highlight investments in eco-tourism and green businesses as part of the harbour's new economic strategy. This ties economic growth directly to environmental priorities.

### **Community Asset**

91. **Insight.** The community views the harbour as a valuable asset that should serve a broad range of local needs and interests.

92. **Strategic Comment.** Plan to develop multipurpose spaces that serve various community functions—both recreational and educational—that promote environmental awareness and sustainable living.

### **Historical Preservation**

93. **Insight.** There is significant interest in preserving the historical integrity of the harbour, indicating that development should respect and incorporate historical elements.

94. **Strategic Comment.** Integrate historical conservation into the sustainability framework, using it as a basis for educational programs about the harbour's heritage and its interaction with the local environment.

### **Tourist Attraction**

95. **Insight.** Enhancing the harbour's appeal to tourists is seen as important but secondary to sustainability and economic development.

96. **Strategic Comment.** Develop eco-friendly tourist attractions that leverage the harbour's natural and historical features, promoting sustainable tourism practices.

### **Operational Harbour**

97. **Insight.** The functional efficiency of the harbour is necessary but not a top priority compared to environmental and economic considerations.

98. **Strategic Comment.** Ensure that operational enhancements improve environmental efficiency, such as water management systems and waste recycling programs.

### **Income Generating**

99. **Insight.** While important, generating income should be pursued in ways that support sustainable practices.

100. **Strategic Comment.** Create income streams that align with green initiatives, such as offering environmental education programs or hosting sustainable events.

## Accessibility and Inclusivity

101. **Insight.** Although rated as the least important, inclusivity and accessibility remain crucial for ethical and regulatory compliance.

102. **Strategic Comment.** Develop inclusive facilities that are accessible to all, ensuring that the redesigned harbour serves the entire community without barriers.

## Summary

103. Focusing on environmental sustainability as the top priority clearly signals the community's values and expectations for the harbour's redevelopment. Integrating this priority with economic development, community benefit, and historical preservation can create a comprehensive redevelopment plan that aligns with both local aspirations and broader environmental goals. This strategic approach not only meets community expectations but also positions Southwold Harbour as a model for sustainable development.

## Question 9: "Do you have any other comments?"

### Overview of Responses

104. The responses to Question 9 highlight various additional concerns and suggestions regarding the development plans for Southwold Harbour and its integration with broader town needs. While some feedback reiterates earlier concerns, there are also constructive insights into potential improvements and strategic planning considerations.

### Key Themes

105. **Infrastructure and Traffic Management.** Respondents emphasise the need for infrastructure improvements to handle increased traffic, suggesting specific measures like park and ride schemes and enhancements to road access. This reflects a concern about the ability of current facilities to manage potential increases in visitor numbers.

106. **Flood Risk and Environmental Concerns.** Flood mitigation remains a major topic, with many stressing the importance of integrating robust flood defence strategies into the development plans. Concerns about the impact of climate change on flood risk and coastal erosion are mentioned as critical factors that need to be addressed.

107. **Community and Economic Balance.** There is a call for maintaining the harbour's character while managing its development. Respondents express a desire for the harbour to support both the local community and tourism without sacrificing its unique charm. Suggestions include ensuring that any development is sympathetic to the existing community and does not lead to over-commercialisation.

108. **Stakeholder Involvement and Transparency.** Enhanced stakeholder engagement is highlighted, with a focus on involving local residents and caravan owners more directly in the planning process. There is a notable demand for transparency in how decisions are made and how community feedback is incorporated into the final plans.

109. **Sustainability and Preservation.** Many responses advocate for sustainable development practices that protect the environment and local wildlife. There is a strong sentiment towards preserving the area's natural beauty and ensuring that any development is environmentally responsible.

### Positive Aspects and Constructive Suggestions

110. **Proactive Traffic Solutions.** Ideas for managing increased visitor traffic, such as developing external parking areas and implementing shuttle services, are viewed positively as they can help preserve the core areas from congestion.

111. **Environmental Stewardship** Proposals for incorporating green technologies and ensuring developments are flood-resilient reflect a forward-thinking approach to handling environmental challenges.

112. **Community-Centric Development.** Suggestions to maintain the harbour’s traditional activities and community focus while allowing for modern enhancements indicate a balanced approach to development.

### **Critical Questions Raised**

1. How will the proposed developments accommodate and manage the expected increase in visitor and vehicle numbers without overwhelming the existing infrastructure?
2. What specific measures will be implemented to address the significant flood risks associated with the area, especially in light of climate change projections?
3. How can the development plans be aligned more closely with the needs and preferences of the local community and longstanding stakeholders like caravan owners?
4. What are the strategies for ensuring that the harbour's development does not detract from its historical and cultural value?

### **Summary**

113. Responses to Question 9 underscore a community invested in the future of Southwold Harbour with a clear emphasis on thoughtful, sustainable development that respects the area's unique characteristics. Stakeholders express a desire for improvements that enhance functionality and accessibility while preserving the community's heritage and environmental integrity. These insights are essential for guiding a development strategy that is both inclusive and respectful of Southwold’s historical and natural assets.

**Question 10:** "Do you have any other comments?"

## Overview of Responses

114. Responses to Question 10 provide additional insights and reinforce concerns highlighted in previous questions, focusing on the need for environmental sustainability, community inclusion, and careful consideration of the development impacts on local biodiversity and the existing community structure.

## Key Themes

115. **Environmental Concerns and Sustainability.** A major concern expressed is the potential environmental impact of increased development particularly on local fauna and flora. Respondents are worried about the consequences of higher footfall, including increased noise and light pollution and demand plans to mitigate these effects.

116. The necessity for environmental stewardship is emphasised with calls for specific strategies to ensure any development is ecologically responsible and does not compromise the area's natural beauty.

117. **Infrastructure and Traffic Management.** Many comments focus on the need to manage infrastructure development carefully, especially concerning traffic and road conditions. Concerns about how to accommodate increased visitor traffic without overwhelming the current roadways or disrupting the community lifestyle are prevalent.

118. **Community and Stakeholder Engagement.** Respondents express a desire for more meaningful engagement with all stakeholders, particularly those who feel overlooked in the current consultation process. There is a call for the harbour revitalisation to consider the broader interests of the town and integrate feedback more transparently and effectively.

119. **Preservation of Local Character and Tourism Management.** There is a clear voice for preserving the traditional character and tranquillity of the harbour area. Respondents fear that over-commercialisation could detract from the qualities that make Southwold unique and appealing to both residents and visitors.

120. Concerns about turning the area into a typical tourist attraction highlight the tension between developing to attract tourists and maintaining the charm and functionality of a working harbour.

121. **Economic Considerations and Development Feasibility.** Questions are raised about the financial aspects of the revitalisation including how the costs will be shared among stakeholders and the economic reliance on the caravan site. The feasibility of economic models proposed in the revitalisation plans, particularly in light of environmental risks like flooding, is critically assessed.

## Positive Aspects and Constructive Suggestions

122. **Proposals for Sustainable Development.** Suggestions include implementing green technologies, enhancing the area's biodiversity and ensuring new developments are flood-resilient.



123. **Community-Centric Economic Models.** Ideas for creating a sustainable economic model that benefits both the community and the environment, possibly through innovative tourism that respects the area's natural and cultural heritage.

124. **Infrastructure Improvements.** Calls for better road maintenance and traffic management plans to support the expected increase in visitors without compromising the area's character.

### **Critical Questions Raised**

1. **How will the revitalisation plans address the significant environmental concerns related to increased footfall and development in an Area of Outstanding Natural Beauty (AONB)?**
2. **What specific measures will be implemented to manage increased traffic and maintain the tranquillity and safety of the harbour area?**
3. **How can the revitalisation process be more inclusive and transparent, ensuring that all stakeholders, especially local residents and caravan site owners have a meaningful say in the plans?**
4. **What are the contingency plans for managing the economic and environmental risks associated with the revitalisation, particularly concerning flood risk and insurance issues?**

### **Summary**

125. Responses to Question 10 reinforce the community's strong desire for a revitalisation strategy that is environmentally sensitive, economically viable and socially inclusive. There is a significant emphasis on the need for detailed planning, comprehensive stakeholder engagement and a balanced approach to development that preserves the unique characteristics of Southwold Harbour while enhancing its functionality and accessibility. These insights should guide a development strategy that respects both the heritage and the future aspirations of the Southwold community.

**Question 11 Idea 1:** "What methods or approaches would you suggest to ensure effective local engagement in the ongoing process involving a broad and representative spectrum of the community? Please provide a maximum of three options/ideas."

## Overview of Responses

126. Responses to this question provide a variety of suggestions aimed at enhancing local engagement in the revitalisation process for Southwold Harbour. These ideas focus on ensuring that the consultation reaches a diverse and representative group of community members, using both traditional and innovative communication methods.

## Key Themes

### Diverse Communication Channels

127. **Digital and Social Media.** Respondents suggest using email, social media platforms, and online feedback forms to reach a broader audience and facilitate easier access to information and feedback mechanisms.

128. **Traditional Media and Direct Mail.** The use of local newspapers, newsletters, and mail drops are recommended to reach community members who may not be active online. This includes placing visioning plans and consultation information in prominent locations within the community.

### Inclusive and Transparent Consultations

129. **Open Meetings and Forums.** Many responses highlight the importance of holding town hall meetings, public forums, and consultation days at times convenient for the majority of residents to ensure maximum participation.

130. **Stakeholder-specific Engagement.** Suggestions include forming consultative committees that include representatives from all stakeholder groups, such as caravan owners, local businesses, and residents, ensuring that these groups are not only informed but actively involved in the decision-making process.

### Targeted Outreach and Education

131. **Educational Workshops and School Engagements.** Engaging with schools and local clubs to educate younger residents and integrate their views into the planning process.

132. **Specific Outreach to Underrepresented Groups.** Efforts to involve those who may be less likely to participate in standard consultations, such as through targeted workshops or specialised outreach initiatives, ensuring that the voices of all community segments are heard.

### Positive Aspects and Constructive Suggestions

133. **Utilisation of Existing Data.** Leveraging the contact information of survey respondents to continue gathering feedback and keeping the community informed of progress and changes.

134. **Regular Updates and Honest Information.** Committing to transparency through regular updates about the development process, including challenges and changes, which could help in building trust and managing expectations.

135. **Collaborative Decision-Making.** Establishing a framework for ongoing dialogue and negotiation, where community input is genuinely considered and integrated into the planning and execution stages.

### **Critical Questions Raised**

1. **How can the consultation process be structured to ensure that it is not only broad in reach but also deep in engagement, allowing for meaningful discussions and not just superficial feedback?**
2. **What measures can be taken to ensure that the consultation process is accessible to all, including those who may not have easy access to digital platforms or who require information in different formats?**
3. **How can the diverse opinions and needs within the community be balanced to reach decisions that are equitable and beneficial for the majority?**

### **Summary**

136. The feedback on effective local engagement methods highlights a strong community desire for a comprehensive and inclusive approach that utilises multiple communication channels and ensures transparency and active participation. These suggestions provide a valuable foundation for developing a robust engagement strategy that could foster a sense of ownership and support among all stakeholders for the revitalisation plans. This approach would be crucial in building consensus and ensuring that the revitalisation of Southwold Harbour aligns with the broader interests and values of the community.

**Question 11 Idea 2:** "What methods or approaches would you suggest to ensure effective local engagement in the ongoing process involving a broad and representative spectrum of the community? Please provide a maximum of three options/ideas."

## Overview of Responses

137. The responses to Question 11 Idea 2 provide a variety of suggestions aimed at enhancing local engagement in the revitalisation process for Southwold Harbour. The suggestions are focused on ensuring transparency, inclusivity and effective communication throughout the engagement process.

## Key Themes

### Transparency and Access to Information

138. **Accurate and Detailed Information.** Respondents emphasise the importance of providing clear, detailed, and honest information about the costs, plans, and expected impacts of the revitalisation. This includes using simple, jargon-free language accessible to all community members.

139. **Full Disclosure.** There is a strong call for full transparency in sharing all proposals, financial details, and potential impacts with the community to foster trust and ensure informed participation.

### Diverse and Inclusive Engagement Methods

140. **Varied Communication Platforms.** Suggestions include using social media updates, email newsletters, local newspapers, and physical notice boards to reach different segments of the community effectively.

141. **Community Meetings and Workshops.** Setting up regular community meetings, open house sessions, and workshops at times and locations convenient for a broad audience, including weekends and evenings, to accommodate different schedules.

### Stakeholder-Specific Engagement

142. **Inclusive Stakeholder Groups.** Respondents suggest forming working groups or committees that include a wide range of stakeholders, such as caravan owners, local residents, business owners, and other community members, ensuring that all voices are heard and considered.

143. **Targeted Outreach to Underrepresented Groups.** Specific efforts to engage groups that might be less likely to participate in standard public consultations, such as through targeted outreach initiatives or stakeholder-specific forums.

### Positive Aspects and Constructive Suggestions

144. **Utilisation of Modern and Traditional Media.** A balanced use of both modern (social media, email) and traditional (local newspapers, mail drops) communication methods to ensure broader reach.

145. **Interactive and Visual Tools.** Development of interactive tools such as physical models or virtual tours of proposed changes to help the community visualise potential outcomes and engage more effectively.

146. **Regular Updates and Feedback Loops.** Establishing regular update mechanisms and feedback loops through community newsletters or online platforms to keep the community informed and involved throughout the process.

### **Critical Questions Raised**

1. **How can the engagement process be structured to ensure that all community members, regardless of their familiarity with revitalisation processes or local government operations, can participate effectively?**
2. **What specific measures can be taken to ensure that the engagement process respects and incorporates the views of diverse community groups, including those who may have historically been underrepresented in such discussions?**
3. **How can the revitalisation team ensure ongoing and sustained engagement throughout the revitalisation process, rather than one-off consultations?**

### **Summary**

147. The feedback on effective local engagement methods underscores a community desire for a transparent, inclusive, and well-communicated engagement strategy that utilises a mix of modern and traditional methods to reach and involve all segments of the community. These suggestions provide valuable insights into developing a robust engagement strategy that can foster a sense of ownership, trust and collaboration among all stakeholders in the revitalisation of Southwold Harbour.

**Question 11 Idea 3:** "What methods or approaches would you suggest to ensure effective local engagement in the ongoing process involving a broad and representative spectrum of the community? Please provide a maximum of three options/ideas."

## Overview of Responses

148. Responses to Question 11 Idea 3 focus on specific methods to enhance engagement and ensure that the revitalisation process for Southwold Harbour is transparent, inclusive, and considers the community's diverse needs and opinions.

## Key Themes

### Transparency and Information Sharing

149. **Clear Communication of Plans and Costs.** Respondents emphasise the need for open communication regarding the financial and structural aspects of the revitalisation. This includes providing accurate costings and detailed descriptions of proposed changes to help the community make informed decisions.

150. **Regular Updates and Accessible Information.** Suggestions for using online platforms like dedicated websites or social media to post regular updates and detailed presentations of meeting content ensure ongoing communication.

### Inclusive Engagement Strategies

151. **Diverse Forums for Interaction.** Community meetings, open days at the site, and virtual meetings are proposed to accommodate various schedules and preferences, ensuring more stakeholders can participate.

152. **Targeted Outreach.** Engaging with specific groups such as caravan owners, local businesses, and residents through tailored communication channels and meetings to gather a wide range of perspectives.

### Community Participation in Decision-Making

153. **Stakeholder Committees and Working Groups:** Setting up committees that include a representative mix of stakeholders to participate actively in the planning and decision-making processes.

154. **Feedback Mechanisms.** Establishing clear and straightforward feedback mechanisms, including surveys, suggestion boxes at local venues, and interactive online forums, to gather and respond to community input regularly.

### Positive Aspects and Constructive Suggestions

155. **Visual and Interactive Tools.** Using CAD images, models, or interactive displays at local venues to visually communicate the potential impacts of the revitalisation, helping stakeholders better understand the proposals.

156. **Open and Honest Discussions.** Facilitating open discussions and workshops that allow for honest exchanges between the community and the developers or council, ensuring all concerns and suggestions are considered.

157. **Focus on Local Needs and Sustainability.** Ensuring that the revitalisation plans align with the needs of the local community and adhere to sustainable practices, reflecting the community's values and long-term interests.

### **Critical Questions Raised**

1. **How can the engagement process ensure that all voices, especially those of less vocal or less represented groups, are heard and considered in the revitalisation plans?**
2. **What specific steps can be taken to maintain ongoing engagement and communication throughout the revitalisation process to avoid misinformation and foster community trust?**
3. **How will the community's feedback be incorporated into the final decisions, and what mechanisms will be put in place to ensure accountability and responsiveness from the developers or council?**

### **Summary**

158. The feedback on effective local engagement methods underlines the community's desire for a transparent, inclusive, and well-communicated approach to the revitalisation of Southwold Harbour. Implementing these suggested methods would likely increase community trust and cooperation, leading to a revitalisation process that not only meets technical and financial goals but also respects and enhances the social and environmental fabric of Southwold.

**Question 12:** "Do you have any other comments?"

## Overview of Responses

159. Responses to Question 12 are focused on perceived shortcomings in the consultation process, with respondents expressing concerns over the lack of detailed, honest, and accurate information. Many suggestions revolve around improving transparency and inclusivity in engagement efforts.

## Key Themes

### Transparency and Accuracy of Information:

160. **Demand for Detailed Information.** Respondents frequently mention the need for full and honest disclosure of plans, costs, and potential impacts associated with the harbour revitalisation. There is a call for the consultation materials to provide more precise details to enable informed decision-making.

161. **Concerns Over Bias and Misinformation.** Several comments suggest that the consultation process is biased or manipulative, lacking neutrality in presenting options or outcomes.

### Environmental and Infrastructure Concerns

162. **Flood Risk and Sustainability.** There is significant concern about the environmental sustainability of the proposed changes, especially regarding flood risks and the management of natural resources like water and sewage.

163. **Alternative Eco-friendly Options.** Suggestions include incorporating green technologies, sustainable drainage systems, and low-impact living solutions like solar electricity and composting toilets, which could align the revitalisation with modern environmental standards and appeal to eco-conscious visitors.

### Community Involvement and Stakeholder Engagement

164. **Inclusive Stakeholder Engagement.** Respondents emphasise the importance of involving a broad spectrum of stakeholders, including those who may not have been sufficiently engaged, such as certain groups of caravan owners or local residents.

165. **Utilising Various Engagement Platforms.** Ideas range from open days and local meetings to digital platforms that facilitate broader participation and continuous feedback.

### Economic and Social Impact

166. **Concerns About Commercialisation:** There is a notable apprehension about over-commercialising the area, which could detract from its charm and lead to a loss of community value.



167. **Equitable Economic Contributions.** Suggestions include reevaluating the economic contributions expected from different stakeholders, such as comparing fees between yacht owners and caravan owners, to ensure fairness and proportionality.

### **Positive Aspects and Constructive Suggestions**

168. **Enhanced Communication Strategies:** Proposals for more frequent updates through local media, newsletters, and social media to keep the community informed and engaged.

169. **Community-Centric Development Plans:** Developing plans that genuinely reflect community needs and values, incorporating local opinions in every step of the planning process.

170. **Exploration of Innovative Economic Models:** Considering alternative income-generating ideas that do not rely heavily on increasing costs for existing stakeholders but rather explore new avenues for revenue.

### **Critical Questions Raised**

1. **How can the consultation process be improved to ensure all information provided is comprehensive, unbiased, and transparent?**
2. **What specific measures can be implemented to ensure environmental sustainability and effective management of natural resources in the revitalisation plans?**
3. **How can the revitalisation plans be adjusted to ensure they do not disproportionately impact one group of stakeholders over others?**
4. **In what ways can the engagement process be made more inclusive to genuinely capture and consider the views of all community segments, especially those previously overlooked?**

### **Summary**

171. The feedback from Question 12 highlights a strong desire for more transparent, detailed, and inclusive consultation processes concerning the Southwold Harbour revitalisation. Respondents call for a more balanced approach that considers environmental sustainability, equitable economic impacts, and genuine community engagement. These insights are crucial for refining the consultation approach to ensure it is comprehensive, fair and aligned with the community's long-term interests.

**Question 13:** "Do you have any other comments?"

## Overview of Responses

172. Responses to Question 13 offer a range of critical feedback concerning the consultation process and the specific proposals for the revitalisation of Southwold Harbour and its caravan site. Many respondents express concerns about transparency, the adequacy of information provided and the potential environmental and community impact of the proposed changes.

## Key Themes

### Transparency and Information Concerns

173. **Adequacy of Information.** Many respondents feel that the consultation lacks sufficient detail for them to make informed decisions, particularly regarding the cost and feasibility of proposed changes.

178. **Timing of Information Release.** There are complaints about the timing of when certain information, such as concept designs, was released, which many felt was too late in the consultation process.

### Environmental Concerns

179. **Sustainability and Environmental Impact.** Respondents emphasise the need for sustainable development practices, particularly concerning sewage management, flood risks, and the overall environmental impact of increased tourism and infrastructure.

180. **Preservation of Natural Beauty.** There is a strong desire to maintain the natural aesthetics and biodiversity of the area, with suggestions for rewilding and less intrusive infrastructure.

### Community Impact and Involvement

181. **Stakeholder Engagement.** Concerns are raised about the level of engagement with all stakeholder groups, particularly caravan owners who feel underrepresented in the consultation process.

182. **Impact on Local Life.** Respondents are worried about the potential changes making the area less safe and less enjoyable for residents, particularly children, due to increased traffic and commercial activity.

### Proposals and Alternatives

183. **Criticism of Proposed Layouts and Infrastructure Changes.** Many are critical of the proposed layouts for caravan parking and road changes, citing safety, aesthetic and environmental concerns.

184. **Alternative Accommodation Options.** There are suggestions for more eco-friendly and less disruptive alternatives, such as using solar panels, composting toilets and promoting the site as an off-grid holiday destination.

## Positive Aspects and Constructive Suggestions

185. **Need for Comprehensive Environmental Plans.** Calls for detailed environmental studies and sustainable infrastructure plans to ensure any development is responsible and considers long-term impacts.

186. **Community-Centric Development.** Proposals for using the revitalisation as an opportunity to enhance community facilities and ensure that any economic benefits are balanced with preserving the site's character.

187. **Enhanced Communication and Engagement.** Suggestions for more proactive and inclusive communication strategies, such as regular updates and consultations with all affected parties.

## Critical Questions Raised

1. **How can the consultation process be improved to ensure that all relevant information is provided in a timely and accessible manner?**
2. **What specific measures can be implemented to minimise the environmental impact of the revitalisation, particularly in terms of managing flood risks and preserving local biodiversity?**
3. **How can the views and needs of all community stakeholders, especially those who feel currently overlooked, be better incorporated into the revitalisation plans?**
4. **In what ways can the proposed changes be adjusted to ensure they enhance rather than detract from the community's quality of life and environmental integrity?**

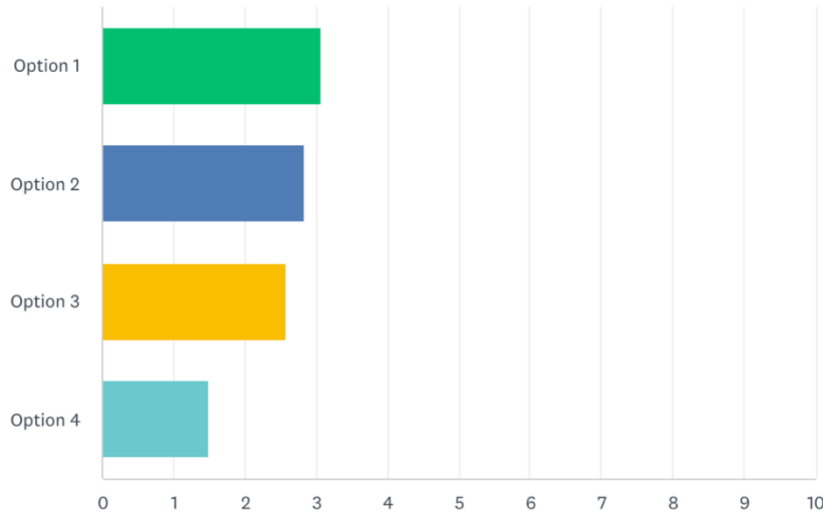
## Summary

189. The feedback from Question 13 highlights significant concerns about the transparency and adequacy of the consultation process for the revitalisation of Southwold Harbour. Respondents call for greater inclusion of community views, more responsible environmental management and clearer communication of the proposals' details and impacts. These insights are crucial for revising the consultation approach to ensure it effectively addresses the community's concerns and aspirations for the revitalisation project.

## Question 14

We are consulting on four operational models for the site, noting that any future change of the site will involve future engagement and consultation with the current static owners. Please rank these options in order of your preference.

Answered: 118 Skipped: 164



190. The bar chart displays community preferences regarding operational models for Southwold Harbour, it's clear that while a portion of the community supports maintaining the status quo (Option 1), a significant combined majority supports alternative operational models (Options 2, 3, and 4). This indicates a broad appetite for change and can be strategically utilized to support the development intentions for the site.

### Strategic Insights

#### Community Openness to Change

191. The aggregate length of the bars for Options 2, 3, and 4 surpasses that of Option 1, signalling a substantial community willingness to explore new operational models beyond the existing status quo. This is a strong mandate for change that aligns with development plans aimed at improving and evolving the site's operations and services.

#### Preference for Diverse Operational Models

192. The preference for multiple new operational models suggests that the community values flexibility and innovation. Each of these options likely offers different benefits, such as improved management practices, enhanced community engagement, or increased economic benefits, which resonates with a broad segment of stakeholders.

## Leveraging Community Support for Development

193. The community's inclination towards alternative models should be emphasized in stakeholder communications and public engagements. Highlight how the proposed changes align with community preferences, demonstrating a responsive and community-focused development approach.

## Addressing the Status Quo Supporters

194. For those who prefer the status quo, it's important to communicate the benefits of change clearly and empathetically. Explain how new models can preserve valued aspects of the current system while offering necessary improvements that ensure sustainability and resilience.

## Incorporating Flexibility in Future Plans

195. Given the varied support for different models, consider a flexible approach in the redevelopment plan that allows for aspects of several models to be integrated. This could maximize satisfaction and utility for a broader range of users and stakeholders.

## Strategic Comments

196. **Community Engagement.** Continue to engage with the community to refine and adapt proposed models based on ongoing feedback. This ongoing dialogue will not only enhance community trust but also ensure the final operational model is robustly supported.

197. **Highlight Benefits.** Clearly articulate the specific improvements and benefits each new operational model will bring. Whether it's enhanced economic opportunities, better environmental management, or improved user experience, detailing these benefits will help garner support from hesitant stakeholders.

198. **Risk Mitigation.** Acknowledge and plan for potential risks associated with transitioning from the status quo. Develop risk mitigation strategies that address potential disruptions or dissatisfaction among current users.

199. **Transparent Transition Planning.** Ensure that the planning and transition process is transparent, with regular updates and clear explanations of each step. This transparency will help in managing expectations and reducing resistance to change.

## Summary

200. The analysis of community preferences clearly supports a strategic shift towards new operational models for Southwold static caravan site. By aligning development plans with the demonstrated appetite for change, the project can effectively leverage community support to implement transformative improvements that enhance the site's value as a community asset, tourist destination, and economic hub. This strategic approach will facilitate a successful redevelopment that aligns with both current user needs and future aspirations.

**Question 15:** "Do you have any other comments?"

## Overview of Responses

201. Responses to Question 15 from the consultation provide feedback on the proposed options for the revitalisation of Southwold Harbour and its caravan site. Respondents express a variety of views, highlighting preferences for minimal changes, concerns about environmental impacts, and the need for detailed, practical solutions to infrastructure needs.

## Key Themes

202. **Preference for Minimal Changes.** Many respondents express a strong preference for keeping the site as close to its current state as possible, citing the value of its simplicity and low-impact on the environment. They advocate for options that involve minimal restructuring and maintain the existing community ethos.

## Infrastructure and Environmental Concerns

203. **Sustainability.** There is a recurring emphasis on sustainability, with suggestions for incorporating solar panels and maintaining communal facilities rather than extensive upgrades that might increase the ecological footprint.

204. **Flood Risk.** Concerns about the flood risk are prominent, with many questioning the wisdom of substantial investments in areas prone to flooding and requesting detailed flood mitigation plans.

205. **Financial and Operational Transparency.** Respondents request more clarity on the financial and operational aspects of the proposed options, including the cost implications of changes and the potential for increased fees. There is a call for transparency about how the increased revenues will be used and whether they justify the proposed changes.

206. **Engagement and Communication.** There is dissatisfaction with how the options were presented and communicated during the consultation process. Respondents feel that not all options were given equal consideration, and some options were presented late in the process, limiting meaningful feedback.

## Community and Accessibility

207. **Inclusivity.** Comments reflect a desire for the revitalisation to be inclusive and considerate of all current users, including those who may not afford significant fee increases.

208. **Accessibility.** Concerns are raised about the accessibility of the consultation documents and the clarity of the presented options, indicating a need for more straightforward and accessible communication.

## Positive Aspects and Constructive Suggestions

209. **Modular Changes.** Some respondents suggest modular or incremental changes that can be adjusted or reversed based on ongoing community feedback and environmental monitoring.

210. **Community-Driven Development.** Proposals include creating a development plan that is more community-driven, involving caravan owners and local residents in crafting solutions that align with their values and needs.

211. **Eco-Friendly Solutions.** Ideas such as using renewable energy sources, enhancing local biodiversity, and promoting eco-tourism are highlighted as ways to enhance the site's appeal while maintaining its environmental integrity.

### **Critical Questions Raised**

1. **How can the proposed changes be adjusted to ensure they do not adversely affect the site's character and environmental value?**
2. **What specific measures will be taken to address the concerns about flood risk and ensure the long-term sustainability of the site?**
3. **How will the consultation process be improved to ensure all stakeholders have access to complete and unbiased information about all available options?**
4. **In what ways can the revitalisation plans be made more transparent, especially concerning financial details and the expected impact on current users?**

### **Summary**

212. The feedback from Question 15 indicates a community concerned with maintaining the integrity and simplicity of Southwold Harbour and its caravan site. There is a strong call for minimal changes that respect the environmental, social and economic context of the area. The community seeks greater transparency and involvement in the decision-making process, emphasising the need for sustainable and inclusive revitalisation strategies.

## **Summary of SurveyMonkey Responses to Question 16**

**Question 16:** "Do you have any other comments?"

### **Overview of Responses.**

213. Responses to Question 16 reflect significant concerns from the caravan owners and other stakeholders regarding the proposed revitalisation options for Southwold Harbour. Key themes include the need for transparent communication, preservation of community values, and environmental sustainability.

### **Key Themes**

#### **Transparency and Miscommunication**

214. Respondents' express dissatisfaction with the clarity and timing of information regarding revitalisation options. There is a notable concern that some options presented during consultations were not being seriously considered or were misleading.

215. The necessity for clear, accessible explanations of the costs, potential fees, and terms of any new leases or changes to the current arrangements is emphasised.

#### **Environmental and Sustainability Concerns**

216. Many respondents are worried about the environmental impact of proposed developments, particularly in terms of flooding and the sustainable management of local natural resources. There's a call for developments to incorporate green technology and infrastructure that mitigates flood risk and enhances biodiversity.

217. Concerns are also raised about the potential increase in noise, light pollution, and general disruption to the quiet, family-friendly atmosphere of the site.

#### **Community Impact and Loss of Character**

218. The potential transformation of the caravan site into a more commercial, high-traffic area is a major concern. Stakeholders value the current low-key, community-oriented nature of the site and fear that significant changes could disrupt this balance.

219. Responses indicate a strong desire to maintain the site's unique character and to ensure that any revitalisation does not detract from the quality of life for both long-term residents and visitors.

#### **Economic Considerations and Site Management:**

220. There is scepticism about the financial viability of certain revitalisation options, particularly concerning the return on investment and the economic pressures they could impose on caravan owners.



221. Critiques point out the lack of reinvestment in the site despite considerable income generated from fees, questioning the management and allocation of these funds.

### **Positive Aspects and Constructive Suggestions**

222. **Modular Infrastructure Enhancements.** Suggestions include introducing sustainable enhancements like solar panels and better waste management systems to modernise the site without extensive physical restructuring.

223. **Community-Focused Development.** Proposals call for development plans that focus on enhancing community amenities, maintaining affordable access, and promoting environmental stewardship.

224. **Enhanced Stakeholder Engagement.** Respondents request more robust and genuine consultation processes, with better representation of all stakeholder views, particularly those of current caravan owners.

### **Critical Questions Raised**

1. **How will the council ensure that all revitalisation options are communicated transparently and considered equally in the decision-making process?**
2. **What specific measures will be implemented to protect the site from environmental risks, particularly flooding, and to ensure sustainable management of the area's natural resources?**
3. **How can revitalisation plans be adjusted to better reflect the values and needs of the current caravan community while still achieving necessary economic improvements?**
4. **In what ways can the council improve the management and reinvestment of the income generated from the site to benefit both the caravan owners and the broader community?**

### **Summary**

225. The feedback from Question 16 underscores significant concerns about the proposed revitalisation plans for Southwold Harbour. There is a clear demand for more transparency, better environmental planning and a development approach that maintains the site's community feel and environmental integrity. These insights are crucial for shaping a revitalisation strategy that respects the community's values and addresses the practical and environmental challenges facing the site.

## WRITTEN CORRESPONDENCE

### SCOA Response to the Rural Solutions Optimisation Report

226. The SCOA Response to the Rural Solutions Optimisation Report details several key issues and concerns from the Southwold Caravan Owners Association regarding proposed changes to their site. Here's a summary of the primary themes and questions raised in their response:

#### Key Themes

227. **Community and Historical Value.** SCOA emphasises the caravan site's long history and its cultural significance to the community. They highlight the deep-rooted connections that many owners have with the site, some lasting over 50 years.

228. **Environmental and Flooding Concerns.** Significant emphasis is placed on the site's environmental sensitivity, located within an Area of Outstanding Natural Beauty and a Flood Sone 3 area. SCOA raises concerns about the potential impact of revitalisation on local ecology and the practicality of investing in areas prone to flooding.

229. **Opposition to Over-Commercialisation.** The response critiques the notion of transforming the caravan site into a more commercial operation. SCOA members value the site's tranquillity and simplicity and express a strong desire to maintain its current character.

230. **Infrastructure and Services.** There is a call for modernising infrastructure responsibly focusing on sustainability and carbon neutrality. SCOA opposes drastic changes like the addition of a clubhouse or extensive hardstanding areas suggesting that any updates should enhance rather than diminish the site's natural appeal.

231. **Economic Considerations.** Concerns about fee increases and the financial accessibility of the site are prevalent. SCOA challenges the council's management of the site's finances, particularly the non-reinvestment of profits which could have been used for necessary upgrades.

232. **Governance and Representation.** SCOA stresses the importance of representing all caravan owners' interests and being actively involved in any discussions about the site's future. They express frustration over a perceived lack of engagement from the council and a desire for more inclusive and transparent decision-making processes.

#### Critical Questions Raised

1. How will the council ensure that revitalisation does not compromise the environmental integrity of the site?
2. What steps will be taken to involve SCOA in the planning and execution of any changes to ensure that caravan owners' interests are adequately represented?
3. How can the council justify potential increases in site fees given the lack of historical reinvestment in infrastructure?
4. What assurances can be provided that the site's revitalisation will consider the risk of flooding and include appropriate mitigation measures?
5. How will the council respond to SCOA's suggestions for sustainable development practices, including the use of renewable energy sources and water conservation measures?

## Summary

233. SCOA's response underscores a clash between current owners' desires to preserve the site's character and the council's potential plans for commercial development. The document illustrates a community connected to its locale, advocating for preservation over profit and highlights the need for careful consideration of revitalisation impacts on both the community and the environment.

## Written Response to Community Proposals and Visions

### Introduction

234. As we move through the consultation process for the redevelopment of Southwold Harbour and the adjacent caravan site, it is imperative to consider the diverse perspectives and innovative ideas put forth by our community members. Recent submissions, notably the "Southwold Harbour - An Alternative Vision" and a vision statement from a local caravan owner, have provided insightful proposals that align with our goals of enhancing the site as a flagship destination for sustainable tourism.

### Community Engagement and Proposals

235. We received a detailed concepts document entitled "Southwold Harbour - An Alternative Vision," crafted by a group of dedicated individuals with strong ties to the harbour. Their vision emphasises sustainable tourism, ecological preservation, and economic diversification, aiming to transform the harbour into a model of sustainable development. Key proposals include:

- Utilising the fast-growing sector of sustainable tourism to enhance the harbour's appeal.
- Engaging the community through comprehensive planning processes to ensure all voices are heard and integrated into the development strategy.
- Diversifying revenue streams to reduce dependence on the caravan site, thereby ensuring a more sustainable financial model.

236. Additionally, a passionate proposal from a long-time caravan owner offers a personal perspective on the potential impacts of redevelopment plans on existing community members. The proposal emphasises maintaining the ecological and aesthetic integrity of the site, highlighting concerns over proposals that could lead to increased concretization and reduced green space.

### Strategic Alignment and Considerations

237. Both submissions underline the community's desire for development that respects the natural beauty and historical significance of Southwold Harbour while fostering economic growth and sustainability. These contributions are invaluable as they provide:

- **Sustainable Development Insights.** The focus on environmental sustainability aligns with broader regional and national goals, advocating for practices that ensure long-term viability and resilience against environmental risks, such as flooding.
- **Community-Centric Planning.** The emphasis on community involvement and transparent planning processes resonates with our commitment to inclusivity and stakeholder engagement.

- **Economic Diversification:** Proposals to diversify revenue streams through innovative tourism and community-oriented projects can help stabilize the harbour’s financial footing without over-reliance on any single source.

## Response and Next Steps

238. In response to these thoughtful contributions, the following steps are proposed:

1. **Incorporate Sustainable Practices.** Integrate sustainable tourism practices and green infrastructure into the redevelopment plans, ensuring that economic development does not come at the expense of environmental integrity.
2. **Enhance Community Engagement.** Establish regular workshops and feedback sessions to continue gathering and integrating community input. This will ensure that the redevelopment process remains transparent and inclusive.
3. **Review and Adapt Proposals.** Conduct a detailed review of all community-submitted proposals to identify feasible initiatives that can be integrated into the master plan. This includes assessing the feasibility of suggested ecological technologies and community planning strategies.

## Summary

239. The community's active participation through these proposals has provided a view of organic caravan community ideas that enrich our strategic planning for Southwold Harbour, Caravan and Campsite. By embracing these insights and continuing to foster a collaborative approach, we aim to develop a harbour that not only serves as a sustainable economic asset but also as a cherished community space that reflects the values and needs of all its stakeholders.

## Facebook

240. The feedback from the Facebook page of the Southwold Caravan Owners provides a rich narrative about the community's sentiments regarding the proposed changes to the caravan site. A summary of key themes and questions raised is outlined below:

### Key Themes

250. **Emotional Attachment and History.** Many caravan owners share deep emotional ties and cherished family memories associated with the caravan site. They emphasise the site's role in their family traditions and the community spirit it fosters.

251. **Concerns About Financial Accessibility.** Many express concerns about the affordability of the new proposed changes, particularly the shift from annual licenses to potentially expensive 20-year licenses and the requirement to purchase new caravans every ten years.

252. There is fear that these changes will price out long-term, lower-income families and alter the site's inclusive nature.

253. **Environmental and Practical Concerns.** The site's vulnerability to flooding and the lack of flood insurance pose significant risks. Owners are worried about the feasibility of investing in new, expensive caravans on a flood-prone site.

254. Proposals seem to lack consideration for environmental sustainability despite the community's preference for low-impact living.

255. **Resistance to Over-Commercialisation.** There is a notable preference to maintain the current community-focused character of the caravan site. Owners value the site's current low-key, community-focused character and fear that extensive revitalisation could destroy this.

256. **Desire for Transparent and Genuine Consultation.** Feedback indicates a perception that the consultation process might not be genuine or transparent with decisions already made or skewed towards less favourable options.

257. There is a call for more honest and open communication regarding the revitalisation plans and their implications.

### Critical Questions Raised

1. **What are the specific financial implications of the proposed changes for current caravan owners?**
2. **How will the council address the significant flood risk and the associated lack of insurance options?**
3. **Can the revitalisation plans incorporate more environmentally sustainable practices that align with community values?**
4. **How will the council ensure that the caravan site remains accessible and affordable for a diverse range of users?**
5. **What measures will be taken to maintain the site's community spirit and character in light of commercial pressures?**

## Summary

258. The feedback from the Facebook group highlights a community deeply connected to the caravan site, not just as a location but as a significant part of their lives and histories. There is a clear call for revitalisation plans that are financially feasible, environmentally sustainable and respectful of the site's community ethos. The council needs to consider these aspects carefully to maintain trust and support from the caravan owners and other stakeholders.

## Nextdoor

259. The feedback from the Nextdoor social media platform concerning the proposed revitalisation of the Harbour caravan site in Southwold highlights several critical themes and concerns among the caravan owners. A summary of key themes and questions that emerged from the discussions are outlined below,

### Key Themes

260. **Financial and Accessibility Concerns.** Caravan owners are worried about the potential financial implications of the revitalisation plans, particularly the shift to 20-year licenses and mandatory purchases of new caravans every 10 years.

261. Concerns about the affordability of these options, which might exclude current owners due to high costs, were frequently mentioned.

262. **Mismanagement and Transparency Issues.** There is significant distrust regarding the management of funds generated from the caravan site. Owners question why previous profits have not been reinvested in site improvements.

263. Caravan owners criticise the lack of clear and honest communication from East Suffolk Council, particularly about financial details and planned infrastructure upgrades.

264. **Environmental Risks.** The risk of flooding is a major concern, especially given predictions about increased flood risk and the current impossibility of obtaining flood insurance.

165. Owners question the wisdom of investing in an area that is likely to experience severe flooding, emphasising the irresponsibility of using public funds for such investments.

266. **Perception of Deceptive Consultation.** There is a strong feeling among caravan owners that the consultation process is flawed, potentially misleading and does not genuinely consider the input of current site users.

267. The changing information and perceived pre-determined outcomes contribute to frustration and anxiety among the community.

268. **Community and Cultural Value.** The caravan site is seen as a vital part of the Southwold community, with generational ties and significant local economic contributions.

269. Owners express a strong desire to maintain the site's low-key, community-focused character against more commercial revitalisation plans.

## **Critical Questions Raised**

- 1. Where have past profits from the caravan site been allocated, and why hasn't there been reinvestment in the site's infrastructure?**
- 2. What are the specific plans for infrastructure upgrades, and how will they affect current site fees and accessibility?**
- 3. How does East Suffolk Council justify the financial and environmental risks associated with the revitalisation plans in a flood-prone area?**
- 4. What steps will be taken to ensure that the revitalisation will not disrupt the existing community and cultural fabric of the caravan site?**
- 5. How can the council improve transparency and genuine engagement in the consultation process to address the community's concerns effectively?**

## **Summary**

270. The feedback from Nextdoor illustrates a community deeply concerned about the future of a cherished local asset. The caravan owners' feedback highlights the need for East Suffolk Council to address financial, environmental and community concerns transparently and responsibly in their revitalisation plans. Ensuring open communication and truly incorporating community feedback are essential steps to move forward constructively.



## Synthesis of Feedback

271. **Community Insights and Engagement.** Throughout the consultation process, there was a high level of community involvement, especially from caravan owners who are deeply affected by the proposed changes. Various feedback channels indicated both conservative desires for minimal changes, preserving the existing site's character and low fees, and progressive views that support thoughtful revitalization to enhance local amenities and economic viability.

## Major Themes

272. **Transparency and Communication.** There was a unified call across diverse opinions for more transparent, detailed, and timely communication about the revitalisation plans, their costs, and expected impacts.

273. **Environmental Concerns.** A significant portion of feedback focused on sustainable development, emphasizing flood risk management, protection of local biodiversity, and the incorporation of green technology.

274. **Infrastructure and Adequacy.** Concerns were noted about whether current infrastructure could support the proposed developments, particularly in terms of traffic and safety management.

275. **Economic Impact:** Stakeholders expressed interest in ensuring the revitalization is economically beneficial without unfairly burdening any particular group, with clear calls for financial transparency.

## Opportunities for Consensus

276. **Enhanced Community Facilities.** There was broad support for upgrades that benefit the community, such as improved communal areas and infrastructure, reflecting a desire for direct benefits from the revitalization efforts.

277. **Balanced Development Approach.** Feedback showed a preference for a development approach that harmonizes economic development with environmental preservation and maintaining community values.

278. **Inclusive and Comprehensive Planning:** Stakeholders advocated for a planning process that involves all community members, ensuring that diverse views are considered in substantive decision-making.

## Strategic Recommendations

279. **Inclusive Engagement Strategy:** Develop and implement a comprehensive strategy using varied methods to ensure all community segments can contribute their views. This should include digital platforms for broader reach and targeted workshops for in-depth discussions.

280. **Transparent Revitalisation Plans:** Provide detailed visual and written descriptions of proposed changes to facilitate informed community feedback. Regular updates should be communicated clearly to maintain community trust.

281. **Sustainable Development Focus:** Prioritize sustainable practices in the redevelopment plans, ensuring they address environmental concerns raised during the consultation. This includes flood mitigation, energy efficiency, and green infrastructure.

282. **Economic and Social Benefit Analysis:** Conduct detailed analyses of the economic impacts of various revitalization options. Ensure these plans are economically viable and consider the social impacts, particularly in maintaining the community's character and accessibility for all income levels.

## Summary

283. The consultation revealed a complex landscape of opinions but also a clear pathway toward a revitalisation strategy that respects environmental, economic, and social factors. By integrating these insights into a balanced and inclusive development plan, the Southwold Harbour and Caravan Site revitalisation can achieve a transformation that is not only economically beneficial but also enhances the community's environmental and social fabric.

## Question 6 - Is there anything missing from this vision and, if so, what should be included?

The flood issue has not been included anywhere despite flooding predictions. There is no mention or genuine consideration of the caravan community.

22/05/2024 23:32

Sustainable details for caravan site plans. What you will do when it is flooded. How a holiday let business is viable when flooding regular and insurance invalid. Whether town can sustain a constantly full/let caravan site.

22/05/2024 21:11

The static caravan site does require considerable investment, as does the harbour but it has to be done sympathetically to the community within them. There is very little practical information given for any of the four models ie. costings, how they would be implemented etc. The model that I thought had been voiced all these years does not seem to have been included which is: 5. Continue as is - annual license but invest the revenue in the site with plumbing throughout for all caravans & the option for electric hookups for all sites. Given everyone's high focus on all things ESG (Environmental, Social and Governance), I would have thought it would be an ESC consideration to develop the site as a minimally as possible. Running water for all would be a great addition & grants for caravan owners to set up their caravans with solar panels so that the site was a flagship site for green energy. There is also no mention of the flood risk - given the vision is 2035, but the government flood predictions show the site under water due to rising sea levels somewhere between 2030 & 2040 this seems like a huge omission. Caravan owners are no longer able to insure against flood risk. This poses two questions - how can you ask caravan owners to have caravans under 10 years old which are uninsurable & also if ESC move to one of the renting models how are you able to sign off the liabilities of investing in new caravans but not being able to insure them? There was also years gone by discussions of proper drainage for the site - last year in August, the heavy rain alone caused major flooding which was sufficient enough for my children to be paddle boarding out the front of our vans... There is no reference in the vision to the existing caravan community, a lot of whom have decades of memories in Southwold & on the site. For example, I have been going to the touring site since i was 9 & my mother got a static caravan in 2008, which was passed onto me last year. I had my name on the waiting list since i was 15! In the planning timelines, there is no mention that caravan owners are stakeholders. Surely an omission? Or are we deemed local residents? I think most of us feel like we are locals so perhaps we fall under that but it is unclear. Either way, actual local residents do not seem to have been properly informed of this consultation process. How do ESC intend to go about 'enhancing traditional fishing activities and fostering artisan entrepreneurship', does this mean there will be investment into local businesses along the harbour? Where will the money come from for this? Is the extent of the work needed to the harbour known? Is there an indication of investment or time required? Is the income from the static caravan site going to be funding this & therefore really impacts which model is chosen? ie. the most lucrative for ESC?

22/05/2024 20:29

Flood. There is no protection for businesses, and caravan owners from the predicted flood level rise. Improving the environment for the many bird species and other wildlife that make this area so special.

22/05/2024 18:50

It should include an environmental plan for the area. It should include plans for managing flood risk.

22/05/2024 18:07

The understanding that the caravan and campsite sit on a level 3 flood plain. There is no consideration of this at all. Putting new caravans and infrastructure, spending public money on this site, needs proper consideration of this major risk. There is also no proper consideration of environmental impact or enhancement, its a missed opportunity to do something actually visionary in an ANOB and conservation area. No reference to the existing caravan community, which has been in Southwold for 50 years and many for 5 generations, very fearful of being priced out in order to support the financing of repair to the harbour.

22/05/2024 17:29

Green solutions!

22/05/2024 16:54

There should be much more emphasis on sustainability and eco solutions

22/05/2024 16:42

It is light on detail, particularly on the caravan site; some more tangible goals for the harbour area might have been more useful than a vision.

22/05/2024 15:52

The vision does not take into account the unique character of Southwold and its surrounds. It seems to wish to create a commercial hub out of keeping with the area and its traditional feel, which is what makes it so attractive to visitors and boosts its economy.

22/05/2024 15:21

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22/05/2024 15:21

The Society feels that more detail is required before it can assess the objectives and core vision elements properly. We consider that more detail on what needs to be done to protect the area should be included.

22/05/2024 14:49

No mention of real flood threat to the entire area over the next few years. ESC should make it clear that they would indemnify caravan owners as currently there is a total lack of insurance cover for caravan owners.

22/05/2024 14:38

There is no detail on the overall impact for existing caravan owners. I am very supportive of upgrading the site and the need to protect the harbour (and the town) from the threat of rising sea levels. I like the look of designs 1 & 2, but without more detail it is very hard to make an informed decision.

22/05/2024 13:53

Missing? Heart. Included? Fisherman should be included.

22/05/2024 08:30

It doesn't mention any details of how it will impact the caravan community or anything about the very likelihood of flooding and how this will impact the vision.

21/05/2024 21:49

The 'charm' of the harbour area is the unexpected range of existing businesses that organically developed over a very extended period. I am worried that having a relatively rapid development (10 years) of commercial and other facilities will lead to an overly planned Disneyfication of a tourist attraction style harbour. I see that walking along the top of the concrete flood protection dyke opposite the The Voyager hut is now considered too dangerous. Is this the start of removing the character of the place. Playing that forwards, will the harbour road be Tarmacked in the future as it is a trip hazard. Is the heavy machinery used to move boats around compatible with more tourists?

21/05/2024 21:20

Costs are missing. Issue of flood risk insurance is missing. The possibility of making money from the whole harbour is missing eg. why not create businesses along the harbour? why is all the profit having to come from the caravan site? Given that staycations are declining and Southwold holiday lets in town are decreasing, this is not the best economic strategy either. Build on what you have - a strong community committed to staying and caring for the caravan site. how about developing community, arts, leisure and eco spaces at the site and harbour as a way to build community at the same time as making money? I have seen the Vision document produced by Helen Renshaw and Archie Bashford and I think it has brilliant alternative ideas that could also enable the caravan community to afford to stay on the site.

21/05/2024 21:14

I think consideration for the people who will be visiting and staying there is missing. The vision will inevitably involve hugely increasing costs for caravan owners. This will mean having a caravan is unaffordable, for my family and many others. This will diminish the sense of community there as it will drive out the people already there and reduce the site to a profit driven business. I think full transparency on these costs is hidden and it doesn't provide any sense of security to the people on the site or on the waiting list. It leaves me feeling as if the costs will continue to increase and increase with no limit. The suggested 'improvements' are unnecessary and not based on the people's desires. The waiting list is already long (I've been on it 17 years), there is clearly no need for changes to be made to attract more people. So why are they being proposed?

21/05/2024 21:06

The harbour and campsite consultation does not talk about the threat of flooding and the impact this will have in the future. No reference to the existing caravan community, which has been in

Southwold for 50 years and many for 5 generations. The contribution they have made to the community and environment is not discussed. The caravan owners /occupiers are presented as a problem that needs to be fixed in order for 'progress' to be made. Which is then conflated with the funding for improvements to the harbour. There is no indication of income requirements for the works to the harbour or costs of works, nor timescale. It feels like plan that is ill thought through and nonviable.

21/05/2024 19:54

i.FLOOD RISK: In the paper 'Harbour Vision 2035' the stated aim is for the caravan site to be a 'premier coastal holiday destination'. The word FLOOD does not appear at all in the document, yet government flood predictions show the caravan site under water and Southwold surrounded by floods between 2030 to 2040. So this is a proposal to invest substantial public money on a flood plain where currently caravans cannot be insured against flooding. ii.Options for the harbour: Why aren't there also options for the harbour? This is supposed to be a vision paper for both.

iii.Community: The Harbour Vision paper does not mention the current long standing caravan community, many families there for 20, 30, 40 or in some cases 50 years, who fear being be priced out by the proposed development. Is there a special vision to maintain the existing community, or is this all about commercialisation? (see the stories section at the end of this link (see the stories section at the end of this link <http://www.southwoldcaravanowners.co.uk/index.php/ct-menu1-item2/caravan-park-redevelopment> iv.Climate change: It is shocking that a Green Party led council can put out a vision with no attempt to address climate change in structural ways, through up to date installation of green electricity, water and green sewage, nor to address the potential adverse impact, through the proposed rental fleet, of hugely increasing footfall and traffic and pollution in this quiet part of Southwold

21/05/2024 19:03

The Vision is not represented in the proposal coming forward. The points set out in the vision itself are good, but the result being a modernised caravan site falls way short.

21/05/2024 18:24

Understand caravan site options 1 & 4 are non-starters. Options 2 & 3 include main requirement of caravan owners e.g. mains water electricity etc. but not enough financial detail to see if is viable for us to remain on site.

21/05/2024 16:57

The effect of climate change may cause an enhanced risk of flooding

21/05/2024 16:27

Any mention of flood plain projections.

21/05/2024 15:26

Flood insurance

21/05/2024 15:23

Insurance against flooding

21/05/2024 15:10

No mention of Flood risk - and we can't get insurance for flood damage for our caravans. There is no costings for the works to the harbour works, nor any timescale, therefore expressing an

opinion is extremely difficult. Commercial plan seems to ignore any acknowledgement of 'community' of caravan owners who have been resident through family generation's for 50 years.  
21/05/2024 13:05

The existing flood risk and likelihood of it increasing as sea levels rise have not been factored into consideration of future options. Insurance against flood risk is not possible. Greater emphasis should be placed on the obvious conflict between retaining the attractive, uniquely chaotic character of the boats and huts etc. and introducing 'modern functionality'.

21/05/2024 12:56

It ignores the existing caravan owners & by introducing renting would lose totally the appeal of Southwold & create serious problems controlling the site with strangers constantly arriving & leaving. The introduction of longer leasing is ageism as far as many of the existing caravan owners are concerned. Additionally the rising sea levels & flood risk do not make it viable.

21/05/2024 11:32

The options and vision include things such as 20 year leases, but no mention is made about the flood risk to the site. Caravan owners cannot obtain any insurance, so this suggestion is not feasible. No mention of amount of money invested on a flood plain. The proposals do not include any clear figures, so it is hard to vote on them. Caravan community has also not been considered - the site has 5 generations of families who have loved and contributed to the local community and businesses.

21/05/2024 11:20

There is a lack of detail and costings throughout. No mention of the flood threat (2030 to 2040) to the site. A lack of clarity about plans for the Harbour and relationship of caravan site to Harbour. I understand whilst SCOA has representation on the HMC they do not have a vote on decisions taken. This in principle does not suggest a co operative relationship.

20/05/2024 21:52

Securing the long term viability of the harbour is very desirable. But it needs to be seen in the context of the development of Southwold as a whole. The harbour vision seems to be a stand alone document and does not acknowledge this need.

20/05/2024 14:28

Costings. You mention that the harbour 'requires considerable improvement' but do not say what needs doing, what that is going to cost or where you hope to get the money from.

20/05/2024 10:23

I am extremely concerned about the plans for the caravan site and the harbour area, both of which are unique and will be spoiled if the wrong actions are taken

19/05/2024 13:06

There are no costings and no detail. Nothing is said about the flood risk and about not being able to ensure any caravans - old or new against flood risk. Government flood predictions show the caravan site and Southwold surrounded by floods around 2030/2040. But a large financial investment is still planned in a flood plain. There is no mention of the AONB surrounding the caravan site and how to maintain/increase biodiversity, beauty and the tranquillity which is currently a huge attraction. There is no mention of the current caravan community, many of whom have had caravans here for several generations. Caravan owners are not listed amongst stake holders in the consultation documents. There is no description of income requirements for the

works to the harbour or costs of works, nor timescale, so expressing an opinion is extremely difficult.

19/05/2024 11:27

Proposed high density caravan park is unsightly and will attract a different mix of people who may not be as interested in the community aspects of the site as present today. Particularly when seeing some options to buy/sell leases, which will lead to financial driven leaseholder decisions, not community related. The concept of the council owing 30% of the site will undoubtedly lead to more financial exploitation of leasehold caravan owner as is common practice in social housing with a mixed ownership. Finally, on the plus side is the brutal honesty of the council to use the caravan site as the sole/primary cash cow for funding the harbour improvements. My question is - what is the harbour operation itself contributing to the site improvements?

19/05/2024 10:23

On the environmental side, the omission of any mention of the word flood and any flood-related provision or discussion is concerning. The Southwold caravan park is in a high-risk flood area and the issue of flood mitigation and insurance is a major concern. The long-established community of caravan owners is not listed as a stakeholder group, which is unreasonable given how they would potentially be impacted by the proposals. The caravan owner community has collectively paid a substantial amount in site fees in the caravan site over a long period of time and have a vested interest in what happens to the caravan site location. This oversight seems intentional, given the council is aware of the concerns of the site owners but does not want to engage with the group in an authentic way. The vision and proposals seem focused on maintaining the tranquillity and historical preservation of the harbour, but only in the collections of monies from the caravan site.

18/05/2024 19:05

Question 6 omits 'strategic direction' as per top title. I hope to include my thoughts about strategy here. Acknowledge the significant risk from global warming and rising sea levels and increased flooding as jeopardy to doing nothing AND to any development plans. To have goals which are measurable rather than woolly meaningless statements such as 'a cornerstone for economic growth'. To include the south side of the river ie Warbleswick harbourside and businesses. To include changes to sailing fraternity.

16/05/2024 15:48

The vision makes no mention of maintaining the community of caravan owners, which is important to me and many others. There is no mention, or allowance for the likelihood of flooding which needs to be factored into the planning. There is no indication of how much money is required and therefore it is difficult to make an informed decision on options.

16/05/2024 14:04

Road use and traffic control.

15/05/2024 17:32

Clear text with specific deliverables rather than management/planning conceptual statements.

15/05/2024 14:13



THE VISION DOES NOT TAKE INTO ACCOUNT THE FACT THAT THE CURRENT CARAVAN OWNERS BRING A LOT OF TRADE INTO THE AREA AND ARE NOT BEING CONSIDERED AT ALL DURING THIS PROCESS. AT PRESENT THE SITE IS VERY SUSTAINABLE WITH MOST CARAVANS RUNNING ON SOLAR POWER. 140 UNITS CONNECTED TO THE MAINS IS NOT SUSTAINABLE  
14/05/2024 22:18

I'm surprised that the vision does not reflect the fact that the caravan site is at high risk of flooding. This means caravans can't be insured, so it seems strange to focus on a plan that involves investing lots of money - both for infrastructure etc and for upgrading caravan on a project that may only be short term, and puts both the council and the caravan owners at risk of losing money due to lack of insurance cover. It's also hard to form a view on the vision as it contains no information about how much it will cost. There are lots of gaps in the information.  
14/05/2024 20:09

Inclusion of new holiday caravans and infrastructure which could bring in lots of income for the site  
14/05/2024 20:08

I agree with the vision but would like more detail about how the Harbour can be enhanced to achieve the optimistic objectives.  
14/05/2024 17:23

I understand the need for attention to the harbour infrastructure, but I do not think the strategic direction, so far as it relates to the caravan site has been sufficiently scoped. I fear that some of the potential options could have exactly the opposite effect to that which is intended. Namely, that potential leaseholders or renters will stay away due to unfavourable terms and conditions and uninsurable assets and rendering an economy from the site negligible or nil.  
14/05/2024 14:36

The Vision does not deal with details, nor consider the impact of climate change and change in sea levels.  
14/05/2024 12:26

No  
14/05/2024 11:02

The Vision document is all words and no substance. It provides no details or examples of what it wants to do. It also provides no definite link to what is proposed for the caravan site, e.g. what would the changes at the caravan site allow to happen within the harbour. Would it finance the repair of South Pier?  
13/05/2024 23:25

Recognition of the damage caused by over-enthusiastic "vision" and commercialisation when self-interest entrepreneurs are let loose  
13/05/2024 09:49

The vision seem to focus on changing the caravan site to maximise income to spend on the harbour? That's how it reads. I'd like to know how we as caravan owners will benefit? It seems we have the upheaval for the benefit of others  
12/05/2024 07:52

The provision of some chalets on the caravan site  
11/05/2024 20:23

The inclusion of green alternatives. The consultation with organisations or bodies that have successfully achieved something similar to what the vision plans to achieve. Learning lessons from successful schemes  
10/05/2024 17:09

There is too much reliance on the Caravan site subsidising the harbour at great expense.  
07/05/2024 11:09

The quiet traditional fishing-related and maritime uses are what I would like to see continued. I don't think new artisans and food markets would enhance this. My vision is that people will walk along Blackshore Harbour as they do now.

The vision does not clarify what needs to change to fulfil the ambition  
03/05/2024 13:13

Local opinion. Opinions of users of the caravan site over many years. There seems to be no design concept for the Harbour or costings/ management plan, just vague reference to development and business.

There is nothing about Flooding or generations of caravan owners . There is no indication of income requirements or timescale of the foreseeable costs.  
30/04/2024 22:37

More thoughts about children and their needs, play equipment, sports equipment for youth  
30/04/2024 09:21  
Why change it.. lack of money.. from caravan & camping site? Floods anyway

There is no mention of Walberswick within the vision, yet Walberswick shares the harbour with Southwold. This is a very concerning omission as the plans would have severe negative effects on Walberswick's unique character.  
29/04/2024 09:44

The caravan owners who have been there for 50 years are not included as stakeholders; we are a vital part of the community and many of us have been visiting for generations  
28/04/2024 20:13

Flood mitigation does not appear to have been considered. The caravan owner community are not mentioned as stakeholders in the redevelopment plans of the consultation. Caravan owners should be listed as stakeholders, given some of the pitches have been in many generations of families for over 50 years, contributing each year in site fees. There have been no detailed or reasonable redevelopment plans for the caravan site, no flood prevention measures have been put forward just very vague proposals for the redevelopment. East Suffolk Council have engaged very poorly with caravan owners. Please can ESC have clear, open, dialogue, and work with the local community who have been on site for many generations to create a positive outcome for all. The lack of willingness of ESC to engage the caravan owners' community, the caravan community has had to initiate engagement with ESC to obtain future proposals for the caravan site. ESC has

alienated the caravan owners by not keeping caravan owners (who should be listed as stakeholders) informed. ESC should engage with those caravan owners and their families who have invested financially and emotionally in the caravan site for many years. Tranquillity, biodiversity, and affordability are all factors to be considered in such a fragile environment.

no mention of flood risk, no mention of any costs either to caravan owners nor ESC. no mention of existing site community. difficult to express an opinion.

28/04/2024 17:10

I strongly believe that the importance of preserving the unique, timeless uniqueness of the Blackshore, Both Southwold and Walberswicks' side Should be stated as a priority.

26/04/2024 11:24

With improved harbour facilities how will the increased car traffic be dealt with. What are the planned logistical changes for the area to cope with additional traffic and parking.

25/04/2024 17:26

What does this mean >>."a beacon of heritage-rich, economically vibrant, and community-focused development."

Should include Southwold supporting a healthy local natural environment integrated within the wider natural environment of the Suffolk Coast

25/04/2024 11:17

Flood risk on the site impacting any investment and security of income, cost of the harbour works and timeline, anticipated timeline to upgrade the caravan site, sustaining caravan community and support for southwold, response to climate change

25/04/2024 07:16

Need to avoid turning it into a Disney like toy town pastiche

24/04/2024 18:15

Clarity on how important the caravan site is to funding the redevelopment

24/04/2024 14:03

Would prefer to see the simplicity of Southwold harbour maintained

23/04/2024 20:00

As a caravan owner who is already unable to insure my caravan against flood risk on the site, it is an extraordinary omission that the word FLOOD does not appear on the vision paper for 2035. Government flood predictions show that the caravan site will be under water and Southwold surrounded by floods by 2030 - 2040. Any proposal to invest substantial public funds on a level 3 flood plain seems like a very poor use of public money, and business models that require the investment of substantial sums on uninsurable caravans (either from public funds or from individuals) seem doomed to failure. Furthermore, there is so little detail in vision that it is pointless to ask for feedback. How can caravan owners (or anyone) give informed feedback to such vague proposals? The impression given throughout this process has been that ESC's primary goal is to raise money. But there are no details or costs for any option? How much will rent go up? How often will caravans have to be replaced? Will owners be able to buy them on the open market or

will it have to be through ESC's preferred supplier at marked-up prices? Will there be year-on-year rental caps? Will owners be able to opt out of supplied electricity and have their own solar? What other hidden costs (electricity, maintenance etc) will face leaseholders? As it stands, asking for feedback on this detail-light vision is like asking someone if they're interested in buying a car, but without telling them how much it costs, what model it is and how many miles it has on the clock.  
23/04/2024 14:46

No  
22/04/2024 09:56

little content or facts provided in Vision documentation  
21/04/2024 09:27

Provision for ordinary people who visited southwold long before it became so desirable that local people could no longer live there  
20/04/2024 13:31

Consideration of how it will affect the current residents of the caravan site who have been there for many years.  
19/04/2024 11:38

There should be an option for a renters management committee and input.  
19/04/2024 07:22

Exactly what the vision is for the static caravan park It is not very clear what the vision is and how this will impact on the owners of the caravans.  
19/04/2024 06:14

It doesn't really have the actual detail of what will sit behind the vision so it's very hard to say and answer the above Q properly  
18/04/2024 21:08

I think this vision statement should acknowledge the present run down condition of property and access provision.  
18/04/2024 21:06

As a caravan owner its difficult to complete at this time. At no stage have I seen any reference to Insurance against flooding! That is THE major concern for existing caravan owners and for any new potential investors if you can insure against flooding?  
18/04/2024 19:49

An unnecessary greedy approach that intends to milk a local treasure to fund an underperforming council authority.  
18/04/2024 10:07

Improvement to berthing facilities - particularly replacement of the staging with pontoons, and providing toilet and washing facilities  
18/04/2024 08:33

Images would be a good idea

17/04/2024 08:19

It should include maintaining the unique way the site works whilst proving utility connections. The harbour would benefit from funding spent on up grading the road, introducing a modernised cafe and fish stalls plys reibstrate a smoke House and fish and chip shop. Enable the boat owners to carry out their work with improved mornings etc.

16/04/2024 22:38

far more consideration of the caravan owners' views

16/04/2024 19:00

I believe that one problem which needs be looked in the plan is travel links such as do there need to be more bus services and road improvements such as the flooding at Potters Bridge.

15/04/2024 17:18

Over the years the Harbour has always been seen as 'the poor' end of the town and never seen the investment that it has needed. Perhaps this is what is needed now at least from the Harbour point of view. However from the Caravan site, the last thing this needs is a complete redevelopment. The paper talks about Heritage and charm of the area, yet turning the site into what tantamount into a Park will destroy the history and heritage of the area.

15/04/2024 14:17

The 'vision' is both very poorly defined and the business plan totally unrealistic.

15/04/2024 13:35

I'd love to see at least one or two caravans that could be rented to people on low income or with life difficulties to allow them to have a break in Southwold, an area that normally takes a high income to afford, perhaps even for the many who work in Southwold but couldn't afford to stay there (and def can't afford to live there)

15/04/2024 09:15

It needs to be left as is

15/04/2024 08:21

Harbour has opportunity to be leisure activity, arts and food hub of Southwold and Walberswick by encouraging entrepreneurial chefs, hospitality leaders and activity organisers to 'cluster' in the harbour buildings Consider including the sandy/dune shoreline along Ferry Road as part of the Plan to connect to the town and provide other facilities and opportunities along that stretch to may the Plan appealing to the next generations

14/04/2024 16:32

How much options would cost for caravan owners

14/04/2024 15:13

Dredging the canals

14/04/2024 05:44

Reference to the environmental capacity of the harbour area to achieve the wide range of ambitious objectives

13/04/2024 23:30

An express commitment to connect caravans to mains water and drainage and not to keep delaying it, as has happened until now

13/04/2024 13:00

A motorhome and campervan overnight parking site? Similar to a French 'Aire de Service'

12/04/2024 16:19

The facilities for visiting yachts are very poor and very expensive. A modern floating pontoon and more mooring is critical

12/04/2024 14:56

The vision is contradictory: on one hand promising preserving the harbour's historical and cultural uniqueness- which brings in the many visitors we already have - while also proposing redevelopment that is 'modern', to make it a 'fiscal powerhouse' with the aim of helping Southwold economy. Real danger of killing off the golden goose - getting a redevelopment that is like everywhere else and certainly no longer unique

12/04/2024 11:06

Provide proper daytime and overnight facilities for motorhome and campervan visitors, (known as motor caravans) in the form of an aire. Aires are parking areas for motor caravans for overnight visits and usually have marked spaces for a small fee (£5 if basic area or £10 with water and waste facilities). These are all across Europe and facilitate tourists to stay local in towns and villages and spend money locally.

11/04/2024 21:57

How does it affect the Warbleswick side of the harbour? Are there any improvements proposed for pilotage into the harbour?

11/04/2024 18:57

Perhaps some more illustrative visualisation of what the enhancements would look like.

11/04/2024 16:28

Money. While the caravan site is clearly an under-utilised asset, capable of generating more funds than at present, it will only fill part of the funding gap - whether in private or public hands.

11/04/2024 15:37

Amy structure or content that could give an indication of the direction these changes might take.

11/04/2024 15:28

As you say, considerable external funding would be needed to safeguard the future of the caravan site in which case I think the caravan site should be re-developed into a new marina with modern pontoons, restaurants and surrounding flats and shops. That would bring in yachtsmen and women from here and abroad who would spend money in the local community, use the bars and restaurants and spend in the shops. It would also be an attractive place for visitors to spend time in. One only has to look at how successful places like the ipwsich water front has become and how many visitors it attracts by boat and road.

11/04/2024 11:48

The main worry I have is the focus on increased footfall. The harbour already feels overcrowded on a sunny weekend and is at its most charming in January, when the birdlife can be heard.

11/04/2024 08:15

Provision for touring motor homes, with basic facilities for overnight parking, drinking water supply and waste water and toilet disposal for a reasonable charge, similar to the French aires.

10/04/2024 22:29

The vision doesn't say anything it is so vague.

10/04/2024 19:29

Provision for visiting using motorhome, not a campervan. An Aire type facility for limited overnight, eg 2 nights maximum, and include waste, cdp (chemical disposal point) and water.

10/04/2024 19:19

Motorhome stopovers

10/04/2024 19:01

As a retired couple who spent months touring in our motorhome through Europe and UK, we suggest a Motorhome Park - hardstanding parking/overnight places off-road and close to walk into town centre to visit hospitality and tourism businesses. We only require 24 hours and level ground. If Services (waste disposal points and fresh water top ups) are available all year round at the campsite that's good, but we need access every 3/4 days so only one Service Point in town is required to enable a stream of motorhome tourists to come and spend good money in town. Spaces for 5-10 vans may soon not be enough due to popularity of Southwold so extra space eg beyond the Pier Car Park would be ideal. Charges to stay at £5/night has brought almost £26,000 in '22/'23 to Flertwood council near Blackpool, and it's estimated that the local economy benefitted by over £268,000 in that 12 months from motorhomes and campervans alone.

10/04/2024 17:52

Club house on site

10/04/2024 17:33

Today caravans are not the only way people visit the area many being motorhomes which do not need ask the facilities caravans do. Access to a motorhome aire or somewhere to park a motorhome overnight would increase footfall.

10/04/2024 17:04

Provision for overnight parking of motorhomes. Similar to Aires which are very popular and well used on the continent.

10/04/2024 16:52

Now a days the popularity of motorhomes is significant. The revenue they bring to the areas that they stay in is very high. It's been proved that the addition of a motorhome stop is an excellent input to the viability of the area.

10/04/2024 15:55

Although there is a need for commercial involvement, the joy of the static caravan park is the lack of amenities & facilities. The caravan users use the local, independent shops & services that contribute to Southwolds economic life

10/04/2024 11:14

The harbour is fundamentally a place for boats of all types to use/ visit. The plan should therefore have this as a central point, with other issues being secondary.

10/04/2024 09:54

Details of what exactly will be happening.

10/04/2024 09:04

Consideration for existing caravan owners

09/04/2024 20:04

I think keep it for some of the fisherman and stop trying to make money on large rental

09/04/2024 19:13

More opportunities for people to own caravans

09/04/2024 18:14

Practicality and common sense. The needs of the local people and the businesses working there

09/04/2024 16:38

Leave it as it is

09/04/2024 16:21

The vision document doesn't actually explain anything of substance, just management buzzwords. What's missing: fix the road and pot holes. Make it pedestrian only for public unless or commercial harbour vehicles or customers etc. replace public toilets. Don't go all modern where it's not needed. Allow crabbing back again. More pop up huts for small businesses towards the rnl end of the harbour area. Don't allow caravan area to be elite, make it accessible and short term.

09/04/2024 15:39

-

09/04/2024 15:17

I hope all can use this caravan site in the future ie the hiring of static caravans, and will be nice to see the harbour developed we love it down there space for a lot more things there

09/04/2024 14:18

Improvements definitely required..try to keep the charm though and not over development of harbour rd..might become too busy with traffic

09/04/2024 14:06

It seems a bit vague overall, difficult to agree or disagree

09/04/2024 13:51

It's all very vague concerning the harbour and marine activities (fishing, recreational boating etc). More info on what is to be provided e.g. sheds, stages and what may be taken away or lost. Plenty



of vision on how to extract money from the caravan site, which given past WDC behaviour will be spent anywhere but Southwold and harbour.

09/04/2024 13:25

Global warming is wiping out the harbour and road.

09/04/2024 13:09

I do not agree with the precept that development is required and that as much money as possible is extracted. You will eliminate the very reason why the harbour is so special. Making it a through road was a mistake and the over development of the present fish and chip shops has spoilt what was once a truly remarkable location for the locals.

09/04/2024 08:40

The main issue for the future of the harbour is flooding which will become worse with sea level rise and the silting up of the floodplain areas. Plans to raise river walls will shorten effective life of the harbour

09/04/2024 08:38

Much needed work on toilet block

08/04/2024 20:45

Although tourism has been thought about in southwold. The vision needs to help local independent businesses all year round.

08/04/2024 20:32

Need to keep the Same felling of untouch fisherman hunts and local fisherman run business

08/04/2024 18:58

The current plan is vague management consultant speak. You need to be much more specific about what will be preserved and any innovations.

08/04/2024 17:42

The parking will be a problem as there is already insufficient parking in the Harbour and Town even before the new improved Harbour. I feel you need to provide residence parking permits (remember we will support these new businesses all year round) as well as increased parking spaces and then we will be in full support of generating artisan businesses providing the history and charm of the harbour will remain

08/04/2024 14:51

Visitor mooring facilities. Proper floating pontoons required for convenience and safety reasons.

08/04/2024 14:49

I can see no mention of a much needed upgrade of the access roads to the harbour.

08/04/2024 11:44

x

08/04/2024 11:12

There are key fundamental details missing from the options - long term leases "Potential up to 20" option two for example. How are we meant to comment on this appropriately when there is a complete lack of detail.

08/04/2024 10:44

## Question 7 - Do you have any other comments?

It is not clear what the actual proposals are regarding the changes to the harbour. There is mention of artisan shops and markets - this will cause significant issues with traffic, congestion and pollution. There is not sufficient consideration to sustainability and environmental factors.

22/05/2024 23:32

The detail will be crucial in terms of site fees, services, lease length etc so impossible to respond meaningfully at this stage. Planning concepts must be careful not to invest heavily with public money in a site which floods especially when interest in UK holidays is waning. Ideally the rustic nature will be retained for long-standing van owners, and the offering will be affordable despite the flood risk and long term insecurity of the site due to being on a flood plain. Over development will make the site unattractive for those who choose Suffolk for holidays.

22/05/2024 21:11

Since the start of these conversations around the development of the static caravan site over a decade ago where has the income generated from the site been spent? I have not seen it being spent on the site. Part of the charm is that it is rustic, but I'm pretty sure amongst other things that open drains in the toilet blocks shouldn't still be allowed. Also due to the ongoing council indecision around what may or may not happen to the site, there has been considerable loss of revenue over the years given the HUGE waiting list & the large number of empty pitches on the site.

22/05/2024 20:29

Plans to commercialise the site through the introduction of holiday lets and/ or commercial caravan park-style leases for caravan owners, there is a very real chance that the existing community of caravan owners will be destroyed. I have been brought up on this site. And the thought that this poorly thought through proposal will ruin what is a peaceful special place. Many caravan owners have deep-rooted connections to Southwold and the surrounding area, and care deeply for the place in ways that cannot easily be replaced. The vision states that the caravan site will be 'a premier coastal holiday destination' by 2035. This suggests a large weekly rental site which will increase footfall, traffic, pollution, noise and be detrimental in an AONB. It will undermine the existing holiday rental market in town (which is currently in decline and discounting rates) and be a blight on a beautiful and tranquil part of Southwold .

22/05/2024 18:50

Making the area into a commercial hub goes against the whole atmosphere of the harbour. People come to this area precisely because it is not commercialised and is not a shopping destination. Southwold town already fulfils that function. People come for the birds, the working harbour for fish.

22/05/2024 18:07

The consultation doesn't have much detail so it is difficult to comment. The vision of a commercial hub in what is a quiet area of an otherwise busy tourist town is concerning without proper detail.

22/05/2024 17:29

I think we should have an ecological filter 's for all considerations

22/05/2024 16:54

This is an opportunity to do something very exciting and green! There is a fantastic community at the caravan site which needs to be preserved. Ecologically sound solutions like solar energy and much more choice about how we get energy are needed - it's a very outdated old fashioned plan  
22/05/2024 16:42

There has been a lot of uncertainty about future plans and this is impacting the Static Caravan site as the list for caravan spaces is closed and new static caravan owners paying annual rent has been lost and less people are benefitting from the experience of Southwold Caravan and Camping Site  
22/05/2024 16:15

There are significant number of variables and unknowns at this stage, it rather precludes comment. See below.

22/05/2024 15:52

Whilst the vision says that "the essence of the harbour will be preserved", that clearly isn't true if some of the changes to the caravan site are approved, as it is part of the harbour. The vision talks about the "quintessential charm" of the harbour remaining a source of pride for generations to come, but it seems to be at the expense of the quintessential charm of the caravan site, which it appears will be set aside in order to turn it into a money-making asset for the harbour and the Council as a whole.

22/05/2024 15:21

The document contains a number of worthy aspirations but without further details it is hard to comment further other than to reiterate the importance of maintaining the character and feel of the area as a working harbour and the importance of any monies from increased revenue being being ring fenced for the Harbour lands.

22/05/2024 14:49

You have not truly considered the deep involvement of the caravan community. As a family, we have had a caravan at Southwold for almost fifty years and four generations of our family have enjoyed the peaceful, safe, sustainable and low-key bolt-hole. We anticipate the entire nature of the site and area will be irreparably damaged by commercialisation. After all this time we, sadly, expect to have to leave.

22/05/2024 14:38

The current site is liable to flooding, these plans don't seem to acknowledge that.

22/05/2024 13:53

My family and I grew up in Southwold dating from the mid 19th Century. Please keep a functioning harbour. I am for change and rejuvenation though. Clearly the council feel there are issues. Pollution from caravan park and aging boats? Please make these known so we as a wider community can address them. Five members of my family live in Southwold today.

22/05/2024 08:30

The vision talks about increasing footfall/visitors to the harbour/southwold and there are already more visitors than southwold/local restaurants can cope with.

21/05/2024 21:49

If the harbour wall needs attention it should be fixed if there is a duty for the council to keep the harbour in a safe condition for the vessels using it, irrespective of any development plan. If a local road was unsafe due to say, an imminent land slip, it would be fixed PDQ to avoid a potential tragedy. Why not the harbour wall? Different budget? What consideration is there for flooding

along the harbour road for the new commercial developments? Assuming they will be required to be built on stilts to get planning go ahead and insurance, how could a small hut selling artisan nic-naks incorporate an access ramp or would there be a raised board-walk in front of a group of businesses?

21/05/2024 21:20

The reason I put 'very poorly' is because I am really anxious that the changes proposed will put up prices too much so that myself and the community there will have to leave. I have been coming every year since my daughter was a toddler, staying with friends, and as a single parent it was the only place where my daughter could be free, learn to ride a bike, have outdoor space and where I got the support I needed from others on the site. We have both built a community on the caravan site. I am very worried that having waited nearly 20 years for a caravan I am not going to be able to afford it, especially as I received an email saying I would have to buy a one-year old caravan and on top of that maybe via the site at inflated costs. Personally I have no need for on-tap electric, water etc. I like meeting others at the communal washing-up areas. But if it does have to change then can slightly older caravans be bought (eg 5 or 10 years) and MOT'ed every 5-10 years - and bought independently not via the site management with a mark-up?

21/05/2024 21:14

If the vision goes ahead, I will not be able to accept a caravan if I am offered it. I do not trust the price will not continue to increase. And I do not want to be on a site that has no sense of community.

21/05/2024 21:06

There is essentially nothing wrong with the caravan site. it is a perception from the caravan site that it needs to be 'improved' and money must be made from it, to support wider projects. The site for the caravans and the camping is fine and unique. It treads lightly on the earth and the tourists seem to visit the area for its beauty and authenticity for its authenticity not a boring, overly designed identikit resort from a top down approach.

21/05/2024 19:54

i.Flood risk:The paper talks about needing to raise £11m for the south harbour arm, but the Haskonen report says clearly this will not mitigate flood risk. (aside: Also how would the proposed LIONlink cable and buildings proposed for Walberswick beach affect the South Harbour Arm? Will this change the proposal for the harbour?) . ii.Speculation: Redevelopment of the caravan site on a level 3 flood plain, where currently caravans cannot be insured against flooding, looks a risky speculative proposal, and particularly so if using public money. This is not addressed. iii.Alternative options: The paper focuses on the caravan site as the cash cow, to supply the money for the council to be able to raise and repay a public loan from the government. (it doesn't say how the harbour itself might contribute). However, there are alternative examples elsewhere where community and public sector have worked together and levered in huge amounts of grants for appropriate sensitive and complex development. This approach is missing. iv.David Beavan said in one of the meetings, 'This end of Southwold and the beach is underdeveloped.' Would his constituents agree? That is precisely its charm and attraction. How would more cars and people affect it?. (noise, footfall, traffic, pollution, congestion, environmental damage?) Also the harbour itself is a working boatyard with a narrow road along it, and narrow roads accessing it at both ends. This end of Southwold is quiet, marshland and beach. People come to Southwold for its

peace and undeveloped nature. I don't like the vision paper wanting the harbour to be a 'commercial and cultural hub', when it is in a conservation area, and AONB.

21/05/2024 19:03

There must be a considered long term vision for the harbour that does not solely rely on the caravan site. The opportunity is there, it would be incredibly shortsighted not to take a step back and develop and plan that addresses long term needs more holistically and with genuine community engagement.

21/05/2024 18:24

Caravan site desperately requires the mains facilities, but should not be at expense of turning it into a purely money making project and losing a valuable part of the Southwold community.

21/05/2024 16:57

Rather soulless proposed layouts of the caravan site. More community/breakout areas required at the ends of the rows.

21/05/2024 16:27

There is no doubt that the council needs more money but why have the caravan owners been put at the front of the queue. The town is awash with second/ holiday/ rental homes, in short, some of the most desirable properties in Suffolk bought as investments by people or companies with very deep pockets. Surely when gathering taxes/ revenue these are the people you should be looking for.

21/05/2024 15:26

The huge capital cost of redeveloping the Caravan site in no way demonstrates 'Fiscal Prudence' approach. The present arrangements guarantee a revenue stream, with or without enhancement. Will big Capital outlay significantly enhance revenue long term?

21/05/2024 12:56

From the view of council tax payers consideration should be given to the cheapest solution to the site to support the harbour by ensuring the vacant sites are occupied thus maximising the return from the site.

21/05/2024 11:32

Environmental impacts have not been assessed as well as I think they should be - suggestions such as replacing your caravan every 5-10 years is, in my opinion, an absolute tragedy and completely unfeasible. People love Southwold because it's NOT been overly developed, and some of the proposals would lead to this.

21/05/2024 11:20

Implications of all proposed options implies increased costs which I fear, though not clear in any of the documentation, that we will no longer be able to afford keeping our caravan on site. A site we have been involved with first as campers, then as friends of the SCOA community and then with a plot and caravan almost 10 years ago.

20/05/2024 21:52

Taking the point above, if the intention is to increase visitor numbers and footfall for Southwold, the development of the harbour needs to be accompanied by a clear secretary for managing that increased footfall and road traffic. At the moment, the current infrastructure struggles to meet high points of demand in summer. This would point towards some sort of park and ride scheme for the town and harbour using car parking outside the town. It might also require some improvements to the structure and integrity of the York Road access to the harbour.

20/05/2024 14:28

- The R Haskoning Report deals with the effects upon the harbour of not repairing the South Arm. Is this the only thing necessary to "save the harbour from falling into the sea" (to quote David Beavan)? - What will this cost? - If more work than this is needed, what is it, exactly, and what will that cost? - Finally, who will be paying for these improvements? Given that the main beneficiaries of an improved and 'saved' harbour will be those many and diverse businesses along the Blackshore (one of them an international multi-million pound concern) it seems logical that they should be making a significant contribution to these repairs. All we have been given so far is that the Static Caravan Site will have much-increased fees to 'save the harbour'.

20/05/2024 10:23

Any dramatic changes to the caravan site will have a detrimental affect on the harbour area

19/05/2024 13:06

The consultation is faulty, without detail and without weighting to caravan owners. The initial consultation meeting with caravan owners was cancelled at the last minute and instead Councillor Beavan met with a few of us on a different day in an inaccessible caravan that did not fit us in. He did not have any council officers with him and he did not show us the proposed new layouts for the caravan which were shown at a later meeting. The consultation has changed as it has gone along and people who filled in this survey earlier in the process did not have documents which were revealed later on. The proposals and this official survey are based on four models: Participants are invited to give their preference from these. But in meetings with David Beavan he stated verbally that options 1 and 4 had been discounted. This invalidates the survey results. How can people state a preference between options and have their responses counted as part of the consultation outcome, when they do not know which of them are the real options? ESC are missing a trick. Greater income could be generated with a forward-looking, sustainable model matching the outlook of visitors to and residents of Southwold. The current vision is yesterdays vision - an 80s style caravan site which will neither excite nor attract new visitors to Southwold Harbour. Since the flood risk also makes it a very risky investment, planning needs to be visionary and convert this weakness to a strength: Southwold will attract those seeking eco and off-grid holiday alternatives and a vision which exploits these options will produce a greater income. The plans indicate that the revenue to be raised for the harbour will come almost entirely from the caravan site, without a wider vision for the role of the harbour itself. Increased weekly rental caravans (30% in option 3) The published vision for the harbour includes markets and artisan shops. These will increase congestion in the area, destruction to wildlife and the environment and radically change the caravan site and this part of Southwold. There is no mention of AONB. The top priorities should be: forward looking and sound public investment, environmental sustainability, community asset, historical preservation and operational harbour.

19/05/2024 11:27

Proposed high density caravan park is unsightly and will attract a different mix of people who may not be as interested in the community aspects of the site as present today. Particularly when seeing some options to buy/sell leases, which will lead to financial driven leaseholder decisions, not community related The concept of the council owing 30% of the site will undoubtedly lead to more financial exploitation of leasehold caravan owner as is common practice in social housing

with a mixed ownership. Finally, on the plus side is the brutal honesty of the council to use the caravan site as the sole/primary cash cow for funding the harbour improvements. My question is - what is the harbour operation itself contributing to the site improvements?

19/05/2024 10:23

The proposals for the caravan site are completely at odds with the views of the caravan owners. The long-term leases and replacing of caravans on a 10-year cycle are concerning. Some, but not all, caravan owners at the Southwold site are at or over retirement age. The prospect of committing to a long-term lease present myriad issues, including the concerns over such a long commitment, the financial penalty imposed if for any reason the owner has to leave the site during the period. The beauty and charm of Southwold is that it has remained relatively unchanged and has not been overdeveloped. I have been visiting the site for over 25 years and my wife has been visiting the caravan site since she was a young child. Although the simplicity of the site is a major attraction for caravan owners, the need for general investment is needed; however, as a caravan owner, it is concerning that although the fees rise each year, the investment in the caravan site has been woeful considering the amount of income made from the fees charged to caravan owners. The site itself has been allowed to deteriorate, which, given the site has been shown to potential site developers, one could see this approach as cynically tactical in terms of presenting a much-loved site as down at heel and in need of great change. We have wanted to make improvements and upgrade our caravan, but were told that it would be best to wait to see what the outcome of the consultation would be. At this point, this seems to support the cynical approach that could be seen as being taken by the council. The long-term agreements for caravan owners appear to be selected due to them being unfavourable. A shorter term agreement (perhaps five year periods) seems far more agreeable and would benefit both groups. In terms of caravan age, insisting on a 10 year churn seems at odds with the need for society to stop consumerism at such speed. If a caravan is unsafe at 10 years of age, then it seems reasonable to request the caravan is made fit, replaced or removed, but if a 10 year-old caravan is sound, it does not seem reasonable or sensible to replace them. One must also consider the economic environment: asking people to tie into long-term agreements with a need to make substantial monetary outlays every 10 years with large buy-out fees, in addition to the yearly site fees being raised on a yearly basis could be considered as an unethical thing for the council to do. The proposals change the very nature of the site, removing the community aspect and turning it into a cash cow while risking the things that make up the very essence of Southwold: the environment, biodiversity, tranquillity and community.

18/05/2024 19:05

The priority should be to maintain and develop a working and commercial environment.

15/05/2024 17:32

The attached documents, possibly with the exception of the Royal Haskoning report explain nothing making this consultation meaningless.

15/05/2024 14:13

THE CARAVAN SITE HAS ALWAYS BEEN USED A CASH COW BY WAVENY DISTRICT COUNCIL AND ESC EVER SINCE IT WAS GIVEN TO THEN IN 1974. SINCE THEN NO SIGNIFICANT INVESTMENT HAS BEEN MADE IN THE SITE DESPITE THE HUGE AMOUNTS OF MONEY TAKEN FROM US ALL IN SITE



FEES. AT A ROUGH ESTIMATE ABOUT 12 TO 15 MILLION POUND WHICH SHOULD HAVE GONE TO SOUTHWOLD TOWN. (SEE THE BEQUEST FROM WILLIAM GODYLL)

14/05/2024 22:18

I have been coming to Southwold and staying in our family caravan all my life. If the costs become extortionate, there is no way me or my family would be able to afford a plot. I think this will apply to lots of people on the site, so the vision risks changing the whole character of the caravan site, and destroying a community. If the footfall increases drastically, it will disrupt the whole harbour, which is already busy and I feel that the residents of Southwold and other harbour users will not appreciate this.

14/05/2024 20:09

No

14/05/2024 17:23

An opportunity appears to be being lost to trial, for example, a small number of plots on the site retained and leased. This would serve to 'test the market' for at least two of the four options proposed in the consultation.

14/05/2024 14:36

It depends on how much any changes up-stream will affect the harbour

14/05/2024 12:26

No

14/05/2024 11:02

What might readily be undertaken would be restoration of the harbour mouth.

13/05/2024 09:49

I like it just how it is now. We have 4 generations of van on site owners and are more than happy for it to stay exactly as it is

12/05/2024 07:52

The emphasis on increased footfall is not always compatible with retaining and ensuring the " the harbours natural beauty is preserved for future". Greater footfall results in increased pollution across the board. This will have to factored in.

10/05/2024 17:09

The caravan owners need to pay a commercial rent

09/05/2024 17:02

Where did the proposition that there was little opportunity for visitors to come to the site? There is no evidence for this and the camping site has very many motor homes tourers and tents.

07/05/2024 11:09

What are the plans for protecting against high tides. This seems fundamental to any discussion of revitalisation of the harbour.

05/05/2024 17:35

The vision should include the principal issues that will need to be addressed to realise the objectives

03/05/2024 13:13

The charm of Southwold resides in its relaxed, low-key atmosphere linked to age-old local fishing businesses, eateries and pubs.

03/05/2024 10:57

There has been no details consulted with SCOA members, It is unclear whether its the harbour or caravan site .

30/04/2024 22:37

The unique nature of the harbour, which is shared between Walberswick and Southwold, is the result of a centuries old effort to preserve its fundamentally unspoilt character, however the

proposal to turn it in to a commercial powerhouse is entirely inconsistent with this historic site and would ruin the character, appeal and natural harmony of the Blackshore. Whilst it is essential that repairs be undertaken on the piers, a major commercial revamping of the Southwold side of the Blackshore would destroy the traditional symmetry, harmony and homeostasis which exists between the two shores and negatively effect its unique appeal to both residents and visitors. Walberswick is intentionally a 'dark village' meaning that it avoids street lighting, the impact of 'taverna' style external lighting already existing at the Sole Bay Fish Company already demonstrates the negative effect of light pollution on the tranquility of the harbour. The Walberswick Ferry service, one of very few small boat river ferries in the country and a beloved attraction to visitors, is only able to exist whilst the traffic into the harbour is manageable, substantially increasing moorings on the river would lead to a significant increase to river traffic and jeopardise the safety of this vital service. Commercial infrastructure should be limited to the caravan park, it is not suitable to place this within a traditional harbour which has long been characterised and identified with the fishing industry and all things relating, to convert it to a retail area would harm not only the appeal of the area but interfere with the all the wildlife (including seals, birds and otters) which finds sanctuary in this peaceful area.

29/04/2024 09:44

Options 1 and 4 are not being considered, there is insufficient detail in the plans

28/04/2024 20:13

The location of the Southwold caravan park is a high-risk flood area, and unless the council can provide a flood insurance solution asking people to invest in a new caravan with a 10-year churn is wholly unreasonable, given the main risk on site is 'flood' with both frequency and severity of high tidal waters, providing flood insurance solution is very important. We disagree with all the proposals put forward by ESC for the caravan site. None of them work. The existing model is perfectly reasonable, and I am confused as to why ESC is putting forward such unattractive proposed models. This caravan site has existed for many decades and is loved by those who subscribe to it, the caravan owners' community are all heavily invested in the site, respect its biodiversity, and love all that Southwold Caravan Site offers. The under-investment in the caravan site in recent years could be perceived to be tactical in nature. In recent history the site appears to have been left to become run down, certainly in the last few years pitches were not being released for let when owners leave, and allocation of the income derived from the site does not appear to be invested back into the caravan site as expected. Renting out caravans to other independent parties could disturb the tranquillity of the caravan site. Noise is a big concern, along with antisocial behaviour. Long leases of 15 years + are quite hostile from an affordability stance, there is a proposed release from contract fee which is very high, Although not identified as stakeholders, caravan owners should be, given they have been located on the caravan site for many years. They have invested in the area for years, both in fee income via the caravan pitch charges and contributing to and supporting the local economy by buying locally. Can the council be fully transparent about their site investment decisions? Please offer reasonable proposals, and work with those stakeholders (caravan owners). Caravan owners would like to know exactly how the site fees are apportioned to the harbour area, so they can understand where the site fees collected by the council are being used, and where they are being used concerning the caravan site. Caravan owners want clear, concise communication, and transparency of proposed plans, including how the money from the caravan site fees are used and will contribute to the protection of the area and the harbour's future. Right now, the redevelopment proposals put forward by ESC for the caravan site are so broad, without any detail, are unworkable, are unreasonable, and are unattractive. Should any of those proposals be put into action it would have detrimental effects on those caravan owners who have contributed financially to the area, and the harbour for many years, enjoying the site, especially for their affordability and the area's tranquillity.

28/04/2024 17:21

the consultation is flawed and lacking in detail. options 1 & 4 appear to be fictional.

28/04/2024 17:10

It is essential that the uniquely peaceful and unspoilt Nature of the Black Shore should be preserved. The harbour has remained free of nocturnal illuminations and Overdevelopment for centuries, to disrespect this would be to ruin the unique Natural beauty of the area. Unfortunately, the Sole bay fish company have already been allowed to install Taverna style external lights which has interfered with the 'dark' village status which Walberswick enjoys - if this infringement is magnified by similar schemes the harbour will lose its unique nature and its historic significance. Similarly over commercialisation of the fisherman's huts etc will Irrevocably damage the timeless appeal of One of Britain's great beauty spots.

26/04/2024 11:24

What are the plans for the caravan site? There are lots of grand 'words' in the vision but no actual detail.

25/04/2024 17:26

The word commercial is seen to often. There is no mention of the caravan site or SCOA. This is a community that has been there for over 50 years! And also no mention of flooding form the harbour which is imminent.

25/04/2024 16:58

The order of projects. The static caravan owners get a poor deal now. There is a lack of customer service and the way the site is run is archaic and has not kept up with the times. There is no detail for caravan owners to be able to properly understand. Also a timeline of 2035 is way too long. Most caravan owners with be in their 70s or 80s so won't get the benefits and due to the options laid out, we would not be able to transfer to our children.

25/04/2024 16:29

In 'Core Vision Elements' d. Environmental stewardship and cleanliness should include supporting a healthy natural environment and ecosystems.

25/04/2024 11:17

The consultation is not clear - without any detail it's impossible to comment and options 1 and 4 we believe has been ruled out by HMC

25/04/2024 07:16

Lots of aspirational PR , but very short in detail

24/04/2024 18:15

Ensuring the links to Walberswick are understood

24/04/2024 14:03

If the council presses ahead with a plan to commercialise the site through the introduction of holiday lets and/ or commercial caravan park-style leases for caravan owners, there is a very real chance that the existing community of caravan owners - many of whom have been connected to the site for 50 years, through several generations - will be destroyed by the introduction of a poorly thought through and deeply flawed proposal, that will not even succeed in achieving the council's statedgoal of generating increased revenue. The caravan owners have deep-rooted connections to Southwold and the surrounding area, they care deeply for the place in ways that cannot easily be replaced. We are not stuck in the past and accept that some upgrading is necessary, but none of the options identified offer this in a forward-looking, sustainable way. The vision states that the caravan site will be 'a premier coastal holiday destination' by 2035 (when Southwold is projected to be at flood risk). This suggests a large weekly rental site which will increase footfall, traffic, pollution, noise and be detrimental in an AONB. It will undermine the existiing holiday rental market in town (which is currently in decline and discounting rates) and be

a blight on a beautiful and tranquil part of Southwold - and for what? A huge loss for a very less than certain gain.

23/04/2024 14:46

Vision didn't actually explain what the council intend to do.

23/04/2024 03:25

No

22/04/2024 09:56

Very little content regarding caravan site which is odd considering its pivotal role within the harbour lands

21/04/2024 09:27

The face of southwold has changed completely in the 40 plus years that I have had a caravan.

20/04/2024 13:31

Does Southwold really want a caravan site that will end up looking like Yarmouth and many of the over developed resorts

19/04/2024 11:38

This site has been badly managed and neglected over many years. I have rented a static caravan since 2013 and was on a 'waiting list' since about 1999. The way in which spaces were managed was very opaque and subject to abuse. Since 2019, the site had been allowed to deteriorate with little investment. There is also a false narrative that has been created - that the primary purpose of the site has been to fund the harbour. The costs of the harbour should be met through local tax revenues and the caravan site should be self-funded and to a high standard.

19/04/2024 07:22

As a caravan owner I'm keen to understand what the 'vision' is for the site

18/04/2024 21:08

It will be difficult for ESC to encourage long term investment/expenditure unless they underwrite the insurance for major caravan exchange schemes. Purchase or Lease.

18/04/2024 19:49

This project will damage the local fabric of the area and unnecessarily affect the environment

18/04/2024 10:07

Good luck

18/04/2024 08:33

Maintain the character with sensitive renovations and up grades.

16/04/2024 22:38

the caravan owners have been promised water & electricity to all the plots for many years now. That and the right to enjoy a beautiful and peaceful Southwold holiday location is all we really want as caravan owners. We have been promised an update for many years but now ESC councillors & staff who know very little, or indeed anything, about the site are proposing changes which are not wanted. The caravan site has made a considerable amount of money for ESC over the years, very little of which has been re-invested in maintaining or improving the site.

16/04/2024 19:00

Important to maintain the attractiveness of the harbour for visiting yachts. Such visiting yachts help make the harbour entrance attractive to other land-based visitors and the yachtsmen tend to spend heavily in the immediate environs ( Pub, Cafes, Chandlery) as well as in the town itself.

16/04/2024 17:03

It will be good to see a sensitive refurbishment of the area

15/04/2024 22:38

I believe the harbour and campsite have the potential to key to future of Southwold with careful planning and investment and increased infrastructure.

15/04/2024 17:18

The vision should be to update the facilities in keeping with the area so people can enjoy it as it is, without destroying the area's natural beauty.

15/04/2024 14:17

The 'Plan' whilst not stated is simply to monetise the Caravan Park and maximise the short-term revenue for East Suffolk. It takes no realistic account that by monetising the Harbour will actually destroy the attractiveness of the area.

15/04/2024 13:35

There is a significant campaign by owners against the project, my role is to work with the residents and I'm keen that the development works for them first and foremost. Residents need year round facilities, community activities that counter the ghost town effect in winter, places to park, reasonable prices and opportunities

15/04/2024 09:15

Act faster; 2027 for implementation is too long Consider energy opportunities eg tide, solar, wind to lead net zero transition for Southwold and educate young generations

14/04/2024 16:32

Difficult to make a comment on proposals without more detail

14/04/2024 15:13

Greater use of plain language and clear explanation might encourage more understanding

13/04/2024 23:30

The possible idea of removing existing caravan owners is monstrous and would be challenged via judicial review

13/04/2024 13:00

The harbour in its current state, is an attraction for locals and tourists already. There is no need to try and attract more visitors. Fill in the pot holes, add decent toilets, history information boards and maintain what is already there. There is such a thing as over modernising something. Where the original historic attraction disappears and it becomes another over modernised place. No more food or drink sites. Return the cafe back to its traditional ways and menu.

12/04/2024 14:38

We need an idea of the scale of potential redevelopment. Some sensitive development could work but not large scale commercial which would kill the area's beauty and attraction Secondly, Walberswick also depends on the harbour for its tourist economy and should be specially included in any future plans

12/04/2024 11:06

Whilst appreciating the Council's need to make the area commercially viable, I think the plans will ruin the unique nature of the Blackshore area. It will change it from a working harbour into another tourist area. Most of Southwold is already very geared towards tourism and the Blackshore area is one of the last areas that is more for the local people who work in Southwold, (although even now it is becoming more crowded). There needs to be some part of Southwold that is allowed to remain genuine and unique and not become even more of a pastiche. I believe the proposals will push out most of the fishermen and locals from the one area of Southwold that is truly a working harbour.

12/04/2024 09:13

I think the caravan park needs to be brought into the 21st century, it's really not up to standard. Having had relatives staying here, I think that the addition of mains water, sewerage and electricity would be a very positive thing.

12/04/2024 08:15

I have visited Southwold in my motorhome in February but the campsite nearest the centre was not open so we could only park in the daytime and had to leave the area for the evening. We

therefore were unable to eat out or visit a pub that evening in Southwold as we had hoped and went elsewhere. An aire would have been perfect in the town.

11/04/2024 21:57

The harbour area is already in far better shape than not too many years ago. It should remain as a working harbour; for fishermen, leisure sailors and visitors alike. Too much improvement could lead to Disneyfication and the loss of what it makes it so special in the first place. Tidying up the road, the riverside path on the Walberswick side and keeping the rest of the area tidy, would probably be sufficient.

11/04/2024 15:37

It is hard to think of any possible future development that the vision either rules in our rules out. It is very high level so no real ability to feed back at this stage.

11/04/2024 15:28

no

11/04/2024 11:48

The upgrade to the actual harbour facilities around 10 years ago was done well, respecting the harbour's quaintness and history. I do not think the harbour would benefit from any attempt to squeeze in more vessels.

11/04/2024 08:15

We have visited Southwold in our motorhome but have not stayed overnight as the campsite is not very good and there are no other motorhome facilities. We would stay longer and spend more locally if there was a good standard site or facilities

10/04/2024 22:29

Given the huge rise in motorhome ownership in the UK it is disappointing to see that no provision has been made for motorhome users in the plans. Other councils are offering aire type facilities as parts of regeneration works.

10/04/2024 19:50

Southwold town is packed during a few summer months a year, during this time the supermarkets cannot keep up with the demand and there are not enough restaurants pubs available to dine. The harbour itself is full of tourist cars which are dangerous there should be more parking outside of the harbour only allowing working or workers vehicles in the harbour to keep the harbour as a working harbour. All the statements about safe clean and sustainable should be already in place. There has been no investment from the council for years I don't know how many but maybe 30. There is a mention of footfall in the town, the town only struggles in the winter because you have allowed so many holiday homes so guest houses have closed and sold up to become holiday homes. Absolutely no investment in the caravan site therefore although it is open in March until the end of November the caravans are not habitable during the colder months without electricity. The site have easily put electricity into the camping area so even camper vans are better off. If the investment in electricity had been made 10 years ago when they were talking about it the caravans would be more usable. Instead they made it available until end of November when you can't use them and charge more.

10/04/2024 19:29

Rallies for motorhomes are held annually on rugby grounds and cricket grounds across the country and there's no trouble from them at all, and they spend a lot too.

10/04/2024 17:52

The statics need running water. Flushing toilets and power

10/04/2024 17:33

The campsite needs to be accessible 12 months in the year to allow off season visitors to stay in the area

10/04/2024 17:04



Thanks for listening!

10/04/2024 16:52

There is a group called CAMpRA who are actively working with councils, National trust all over the country. They can help with setting up a site with all the information you would require . We are put off visiting Southwold due to no parking for a motorhome. We all travel all seasons so a year round source of funds being spent in the area. Put in properly a site say for 5vans can only enhance the area.

10/04/2024 15:55

To encourage the community spirit of the static caravan site,the restriction of ' not to let ' should continue

10/04/2024 11:14

Your outline has given no clear details or financial implications of exactly what or how you will be changing the caravan site and surrounding area. I know that 4 vague ideas have been outlined but there has been no talk of how the infrastructure of the roads leading to the harbour would be updated, surely a more 'parkdean/hoseasons' style caravan site would create many more cars travelling through the town itself as well. Another consideration that has not been discussed is that the caravan site is on a flood plain, last year when we were staying, it rained so intensely and flooded so rapidly that my children could paddleboard between the vans. How would this situation be sorted? I have camped at southwold all my life. My parents signed up for a caravan when we were young and waited for about 15 years to be given a van plot in May 2009. My dad sadly, suddenly died in Dec 2009 so only enjoyed their van for a year but fell in love with the site. My mum continued to use the van as this is what dad would have wanted. I also signed up for a van plot when I was 18! 24 years later, in the July of 2021 my van was put onto the site next to mums van. At the time, mum was fighting cancer for the third time. Sadly in the August of 2021 she also died but knew that my dream of a van had come true. Mum had already signed her van over to my sister and we now both continue to enjoy the vans together with our friends and families knowing that this is what our parents would have wanted. This is only my story, I'm sure if time had been taken to consult other owners there would be many more similar stories of why we all love the site so much. We all pay our fees and love and enjoy the beautiful, calm and quiet of the site. Yes, it doesn't earn as much as it potentially could but in this day and age it seems so unfair to destroy such a beloved place. Southwold is full of houses that are unaffordable to most, the site allows normal, hardworking (or retired!) people an opportunity to their own little haven! No doubt you'd say all the vans would need removing and go to landfill, when we're constantly thinking of ways to protect and save our planet, this doesn't make sense. The site should be left as it is for the people to enjoy. Locals feel the same as it's been like this for so many years. You have asked us to complete a very basic survey and asked our opinions of very vague proposals with no finances being discussed which seems ludicrous and unfair.

10/04/2024 09:04

The caravan park is lovely how it is and no change is needed apart from keeping the essentials updated. Asking people to put brand new vans on to rip out toilets is silly. As long as they are kept well it shouldn't matter.

09/04/2024 19:13

Who writes this drivel, it is obviously not a harbour user/ boat owner or anyone that understands the local area. The whole area is within flood zone and with ongoing climate change and continued lack of investment over the last 50 years, is likely to be underwater by the time this comes to fruition. I think it is what is known as 'kicking the can down the road'. It must say that this is the most disappointing report, with little background knowledge or research. Many local people have far better knowledge, and could have been approached prior to this being released.

09/04/2024 18:09

This is not a suitable site for Artisan shops etc as the building there are flooded at least once or twice a year. It should remain a working harbour

09/04/2024 16:38

No

09/04/2024 16:21

-

09/04/2024 15:17

Caravan site. An eye sore at the moment, plus the toilets and showers desperately need updating/increase number of showers (lose the temporary ones). We used to stay in Southwold a lot (only live in Pakefield) but the state of the whole camp is now just not worth the money. A shame as the surrounding area is great.

09/04/2024 14:06

Whatever is proposed will inevitably be very expensive for users, both local and visiting.

09/04/2024 13:25

Climate change is not being addressed and any development plan that ignores it is bound to fail.

09/04/2024 13:09

Tidy up of all the unused boats.

09/04/2024 10:56

The focus should be on preserving what we have against flooding and creeping commercialisation. People visit the harbour for its historic nature, not to get a costa coffee.

09/04/2024 08:38

No

08/04/2024 20:45

The most important thing with the development is that southwold harbour does not lose its rustic, historic edge. The appeal of southwold harbour is its authentic, working harbour character in contrast to the more touristy areas in southwold, such as the pier. Its this difference that attracts a wide range of visitors and so it would be important to not lose that. A point for consideration is that it would be great to get Mrs Ts back! If investment is being made into the area, helping to get them back up and running would be a great way to show a willingness to embrace the existing charm of the harbour. There's huge support online for Mrs Ts, so I'm sure that an investment in them, would really help to get community support.

08/04/2024 20:17

My biggest concern is that the appeal of the harbour is its old time charm, and too much modernisation could negatively impact that. However if the alternative is the harbour struggles to function I can understand that some redevelopment is required. As new businesses and opportunities are floated, i would be keen to keep aware to see if they fit the right mould. If the authority wanted to invest in a prime bit of harbour history for example, getting Mrs Ts fish shop back on their feet after last years fire would be a good start

08/04/2024 20:16

The whole harbour area needs tidying up and modernising.

08/04/2024 14:49

x

08/04/2024 11:12

We are currently a "resident" as you refer to us in the consultation on the static caravan site and have been for many years. However, not once have we been directly asked what we think should happen or even our ideas.

08/04/2024 10:44



## Question 9 - Is there anything missing from this list of priorities and, if so, what should be included?

The fact that this is an area of outstanding beauty should be of paramount importance.

22/05/2024 23:39

It is not quite clear what 'the harbour' is. Plans are somewhat reminiscent of a coastal theme park for transient visitors. What is more meaningful are sustainable jobs all year round for local people and a reliable and manageable source of income from caravan owners already invested in the area and with historical connections.

22/05/2024 21:13

Some of the above priorities work hand-in-hand with each other. Others are detrimental to each other as they are competing priorities (increased volume of tourists down the harbour impedes actual operational BAU etc)

22/05/2024 20:29

Flood protection. Environmental protection plan.

22/05/2024 19:11

Retaining the unique environment.

22/05/2024 18:13

Flood Mitigation

22/05/2024 17:46

Flood mitigation.

22/05/2024 17:16

An eco approach

22/05/2024 17:00

Again the green solution! Where is it? It needs to be in all thinking.

22/05/2024 16:55

See below

22/05/2024 16:46

Sustainability and emphasis on reusing materials and assets - not landfill for caravans which are perfectly good

22/05/2024 16:45

Maintaining its quintessential charm and preserving its essence. I'm surprised that this is not in the list as it is included in the vision statement.

22/05/2024 15:25

Flood mitigation. Consideration of current caravan residents who will be seriously affected.

22/05/2024 14:41

It doesn't reflect the existing caravan community and the economic impact we provide every year to the town. I'm fifty and I've been coming to Southwold regularly all my life, as my children do now also. I'm very supportive of upgrading the harbour and caravan site so future generations and the local community can continue to enjoy, and, as such, would value more detail on the plans.

22/05/2024 13:57

Heart Sensitivity to the existing fishing community. After all it's a harbour. Flood prevention  
22/05/2024 08:38

Flood risk. Also what does 'community asset' mean here?  
21/05/2024 21:37

Recreational and leisure space. Family friendly. Affordability.  
21/05/2024 21:20

Affordability. Different ways that income might be generated - especially those that do not threaten existing communities teg fishermen, caravanners

community led design decisions and suggestions. Affordability. Economic inclusivity Views of future generations  
21/05/2024 20:07

i. Sustaining community: There is no reference to the existing caravan community, which has been in Southwold for 50 years and many for 5 generations, very fearful of being priced out in the rush to commercialisation. The long standing caravan community has paid its fees for decades to Waveney / ESC but received very little in return. Caravan owners are not included in list of stakeholders in the consultation documents. Development without community is simply commercialisation. Public sector development should take a wider view than just profits.  
ii. Mitigation of flood risk iii. Addressing the flood insurance problem It is not clear if this is about the harbour, or the caravan site, or both. Harbour proposals include markets and artisans. Option 3 suggests up to 30% could be weekly rental caravans. Markets and a large number of rentals would cause congestion (traffic, noise, pollution, crowds) in the area, destruction to wildlife and the environment and radically change the caravan site and this part of Southwold (which is included in the Area of Outstanding Natural Beauty and is a Conservation Area).  
21/05/2024 19:11

Flood defences need to be installed to protect the caravan site and the harbour  
21/05/2024 16:27

The harbour cannot be redeveloped, its life as a harbour is so short and the cost so great it would be complete and utter madness to mislead people into thinking otherwise.  
21/05/2024 15:37

Conservation Area Status/ Historical Continuity  
21/05/2024 12:56

It is essential to maintain the uniqueness of Southwold. No idea how to nominate priorities.  
21/05/2024 11:39

Flooding risk  
21/05/2024 11:24

Flood mitigation  
20/05/2024 21:59

Please see previous answer about the need for any harbour development to be integrated with the needs of the town as a whole

20/05/2024 14:29

See below.

20/05/2024 10:32

Care needs to be taken not to overdevelop the harbour area

19/05/2024 13:15

The consultation is faulty, without detail and without weighting to caravan owners. The initial consultation meeting with caravan owners was cancelled at the last minute and instead Councillor Beavan met with a few of us on a different day in an inaccessible caravan that did not fit us in. He did not have any council officers with him and he did not show us the proposed new layouts for the caravan which were shown at a later meeting. The consultation has changed as it has gone along and people who filled in this survey earlier in the process did not have documents which were revealed later on. The proposals and this official survey are based on four models: Participants are invited to give their preference from these. But in meetings with David Beavan he stated verbally that options 1 and 4 had been discounted. This invalidates the survey results. How can people state a preference between options and have their responses counted as part of the consultation outcome, when they do not know which of them are the real options? ESC are missing a trick. Greater income could be generated with a forward-looking, sustainable model matching the outlook of visitors to and residents of Southwold. The current vision is yesterdays vision - an 80s style caravan site which will neither excite nor attract new visitors to Southwold Harbour. Since the flood risk also makes it a very risky investment, planning needs to be visionary and convert this weakness to a strength: Southwold will attract those seeking eco and off-grid holiday alternatives and a vision which exploits these options will produce a greater income. The plans indicate that the revenue to be raised for the harbour will come almost entirely from the caravan site, without a wider vision for the role of the harbour itself. Increased weekly rental caravans (30% in option 3) The published vision for the harbour includes markets and artisan shops. These will increase congestion in the area, destruction to wildlife and the environment and radically change the caravan site and this part of Southwold. There is no mention of AONB. The top priorities should be: forward looking and sound public investment, environmental sustainability, community asset, historical preservation and operational harbour.

19/05/2024 11:28

Flood mitigation.

18/05/2024 19:19

with the vision for increased footfall please state where all the cars will be parked and how the cars/vehicles will navigate the tiny roads. How will the delivery trucks/lorries access the 'new' businesses, unload and avoid blocking traffic/access.

16/05/2024 15:51

flood mitigation (would impact a few of the above list)

16/05/2024 14:10

CURRENT CARAVAN OWNERS VIEWS AND NEEDS AND RETENTION OF COMMUNITY SPIRIT THAT CURRENTLY EXISTS

14/05/2024 22:24

It is not clear how any of the above relate to the issue of flooding.

14/05/2024 20:13

Maintenance of River banks above the Bailey Bridge

14/05/2024 17:34

That plans for the caravan site are properly scoped out and trialled before options are implemented.

14/05/2024 14:47

It depends on how much any changes up-stream will affect the harbour

14/05/2024 12:26

The views of stakeholders (such as SCOA) should be paramount.

14/05/2024 12:26

Income to keep harbour operational

14/05/2024 11:06

Flood and coastal erosion protection

13/05/2024 23:28

The option of avoiding "redevelopment" is not mentioned. The assumption underpinning the "priorities" is the mistaken one of assuming that redevelopment is the only option.

13/05/2024 09:54

Information about how the caravan site changed benefit us as owners

12/05/2024 07:56

Aesthetically pleasing

11/05/2024 20:24

Continued consultation and consideration with all stake holders regarding the detail and time scale of the plans for redevelopment of both the harbour and campsite.

10/05/2024 17:27

Controlling high tide, storm surges and sea level rise affecting the harbour.

05/05/2024 17:38

The harbour road needs major repairs and is not accessible by all vehicles

30/04/2024 22:45

sustainability of the Walberswick ferry

29/04/2024 09:47

Flood mitigation Preservation of the caravan site as separate from the harbour - peace and quiet

28/04/2024 20:16

Not clear if this refers to harbour/ caravan sit or both. Could cause more traffic congestion and disturbance to an AONB.

28/04/2024 18:12

Flood mitigation. Community engagement. Ensuring the legacy of those invested in the caravan site is consulted in the project. Carbon neutrality.

28/04/2024 17:27

Mainly the harbour rd to be kept in good condition

26/04/2024 08:35

The caravan site ... yet again as a holiday community that supports the town and other local businesses.

25/04/2024 17:01

There needs to be deliverable tangible outcomes during the 2024 - 2035 period. Regardless of the governance and leasing structure, the improvements need to start at the caravan site without any more delays

25/04/2024 16:34

I have not ranked the priorities 2-8 but put Environmental Sustainability at no.1 as this is essential for underpinning the Vision to deliver on its other key priorities and objectives.

25/04/2024 11:23

Flood risk The site is uninsurable

25/04/2024 07:33

Facilities for caravan site. E.g. running water and electric

23/04/2024 22:46

Again, no reference is made to flooding. The Haskonen report commissioned by ESC says that the works will strengthen the harbour wall but not prevent flooding.

23/04/2024 14:57

No

22/04/2024 09:58

Local traders have been priced out of southwold because of expensive rent increases. Inclusivity will not exist and nor will the southwold I know if it is sacrificed to the gods of money and Commercialism.

20/04/2024 13:46

Balance of local community & tourism, Southwold town is out of sync now it would be a same for the harbour to go the same way - it needs to work for all

18/04/2024 21:11

Protecting long cherished site for owners and local people and maintaining affordability

18/04/2024 10:10

the adequate maintenance of both harbour & caravan site while decisions are being made

16/04/2024 19:17

The views / preferences and interests of Southwold Residents.

15/04/2024 13:40

There needs to be some realism about what is achievable given available resources

13/04/2024 23:34

A recognition that long-suffering owners ( who were on the waiting list for up to 20 yrs) have been given many false dawns in the past - especially about site improvement.

13/04/2024 13:09

Keep the character and past and present atmosphere

12/04/2024 14:40

Provision of berths for visiting boats rather than "tourist attraction"

11/04/2024 19:04

Space for incubator innovation. Local start ups. Artisan industries.

11/04/2024 16:31

no

11/04/2024 11:51

Facilities for self contained touring vehicles

10/04/2024 22:31

Safety and reduce tourist traffic

10/04/2024 19:33

Support for hospitality businesses to reduce high cost of meals out for tourists

10/04/2024 17:58

Tourists include those who live in Norfolk and Suffolk and visit for day trips or just a couple of days often outside main holiday season. Don't forget them

10/04/2024 17:07

Security having motorhomes on site all year round . This has also been prove to help

10/04/2024 15:59

Prevention/restriction of Chain Retail outlets that would mean the Harbour looked like everywhere other Harbour ,large&small

10/04/2024 11:19

Remain a harbour for shelter.

09/04/2024 18:12

leave it as it is

09/04/2024 16:22

Harbour and associated activities too-new opportunities for boating.

09/04/2024 15:40

-

09/04/2024 15:17

I think there should be things there for all not just a certain sector

09/04/2024 14:21

Fewer empty properties. More need to be lived in regularly, weather by renters or otherwise. It's a ghost town out of season.

09/04/2024 14:11

Role in connecting Walberswick/Dunwich and Southwold and wider areas

09/04/2024 13:54

A comprehensive plan of ongoing repairs and maintenance to ensure its viability, as opposed to letting things fall into disrepair with major restoration then needed.

09/04/2024 13:31

Viability given climate change

09/04/2024 13:10

Economic development should not be a criteria. The precept that it has to pay for itself is not realistic. For example it is a harbour of refuge and site of the lifeboat. Other national funds should go towards maintenance of the harbour for people's safety.

09/04/2024 08:49

Resilience against flooding - eg restricting the width of harbour entrance (reduces flooding), raising paths over time, do not raise the river walls too much as it will make flooding in harbour worse.

09/04/2024 08:43

Ensuring that the current community benefits from any changes

08/04/2024 20:18

Visiting boats need better facilities

08/04/2024 14:52

x

08/04/2024 11:13

## Question 10 - Do you have any other comments?

I am hopeful that this consultation will really influence the decision making in a positive way. People come to the harbour because of its unique beauty- any changes should be minimal to reflect the desire to preserve this uniqueness.

22/05/2024 23:39

Will you publish these results, how will the results be used? All stakeholders will have differing priorities so how will ESC recognise & manage this in a collaborative manner?

22/05/2024 20:29

The calm peaceful harbour is already a tourist attraction. Trying to improve on it might mean ruining it.

22/05/2024 19:11

Tourism is already well established here. The harbour businesses are very busy at certain times of year and the beach is packed on sunny days. Better management of the caravan site ie no empty pitches, collection of fees from harbour properties, management of parking etc could bring in more income.

22/05/2024 18:13

T

he list is not independent priorities but are interlinked eg economic development and tourist attraction in an Area of Outstanding Natural Beauty will work against environmental sustainability without careful planning. An operational harbour and tourist attraction may not be compatible, particularly in Southwold's narrow harbour road which is also a working boatyard.

22/05/2024 17:46

In a professional context, it's important to note that these priorities are interconnected rather than standalone. For instance, economic development and the creation of a tourist attraction within an Area of Outstanding beauty could potentially conflict with environmental sustainability objectives without meticulous planning. Furthermore, the coexistence of an operational harbour and a tourist attraction might present challenges, especially in Southwold's narrow harbour road, which also functions as a working boatyard. These complexities underline the need for a comprehensive and balanced approach to redevelopment planning.

22/05/2024 17:16

This is an outdated and near sighted plan which seems to solve nothing and cause disruption and cost a lot of money

22/05/2024 16:55

By adopting 'industry-standard' practices, which are commonplace in the private sector, the council is introducing major policy-changes with little regard to the likely outcomes. The new rule that caravans of only up to 2 years old will be allowed on the site will be counter-productive. It will transform the character of site as the £35-40k entry cost will make it unaffordable for many on the waiting list. The high cost will deter existing caravan owners from renewing their caravans and -

together with the rent rises proposed- make the option of owning a caravan at Southwold unaffordable for all except relatively wealthy (usually older) people - who tend to visit relatively infrequently. The new policy is regressive and at odds with the council's progressive agenda. A better option would be to allow vans on the site up to 12 years old; this would encourage investment & enable owners to take advantage of the glut of 10-12 year old vans available (due to owners elsewhere being obliged to dispose of them) ; they should then be allow them to remain on site indefinitely, subject to MoT-type assessments. Other thoughts: access to the Sailing Club bar should be made open to caravan owners; the club could use the business and it would foster a community spirit across harbour area users. The council should be very careful before investing in facilities to rent; as well as changing the character of the site, it is not clear there is a market outside the school holidays. The privately-owned and rented cabins on Walberswick beach -where people can sleep overnight; could offer a model.

22/05/2024 16:46

Creative thinking here about moving forward could be ground breaking let's not miss the opportunity

22/05/2024 16:45

The same priorities of maintaining its quintessential charm and preserving its essence should apply equally to the caravan site.

22/05/2024 15:25

If you prioritise tourist attraction and income generating, they will almost certainly counteract the environmental and historical priorities. Southwold is attractive simply because it isn't overwhelmed by traffic, tourists and commercial interests. We, like many others, would no longer enjoy the environment that is currently loved, nor would we feel welcome. I was once a governor of a successful and popular school that considered enlarging. It would bring in welcome funds, but we chose not to because it would have spoiled the treasure that we had and parents valued. You are in grave danger of killing your golden goose. Currently the caravan owners are a settled community who care for the site. If caravans were rented out it could well lead to disruption, noise, lack of care and consideration for the site and others.

22/05/2024 14:41

Please keep the community informed and hopefully on side. Please tread carefully. Thank you for addressing the issues in this part of Southwold. Please make true issues known.

22/05/2024 08:38

The working harbour is not really the place for generating new businesses. The parking is already a nightmare for us owners of fishing sheds. The many people walking don't think they are walking in a road, they just think they are walking along a general footpath, too many pedestrians.

21/05/2024 21:54

Southwold Harbour is lucky to still be a real working harbour as well as a harbour for leisure boats. I don't think this means it should become a museum piece. The facilities added for fishing boats adjacent to the Lifeboat Station show how things can be developed without killing the charm of the place that visitors come to see close up.



21/05/2024 21:37

Have you considered inviting the caravan owners and people on the waiting list to help you develop your vision, as a collaboration that genuinely takes into account their opinions?

21/05/2024 21:20

Needs to mitigate climate crisis as much as possible eg not forcing people to get rid of good working caravans and buy new, retain as much of existing site as possible eg current road, being careful not to encourage too many cars into harbour.

21/05/2024 21:19

The consultation process is flawed in presenting four scenarios of which 2 & 3 are really on the table. This came to light in the public consultation where council representatives made it clear that 1 & 4 were peripheral. The list is not independent priorities but are interlinked. Economic development and tourist attraction in an Area of Outstanding Natural Beauty will work against environmental sustainability. An operational harbour and tourist attraction may not be compatible, particularly in Southwold's narrow harbour road which is also a working boatyard. They are mutually incompatible and as I have said before the place works, incremental maintenance is needed not whole sale structural change.

21/05/2024 20:07

These priorities are not independent but are interlinked eg economic development and tourist attraction in an Area of Outstanding Natural Beauty will work against environmental sustainability without careful planning and consideration of numbers. An operational harbour and tourist attraction may not be compatible, particularly in Southwold's narrow harbour road which is also a working boatyard, and the access roads to it. Tourist attraction and economic development will likely be in conflict in an area like Southwold where the attraction is its undeveloped nature. In addition spending public money on a flood plain is surely against the 2022 public sector risk amendment to the Public Loans Board.

21/05/2024 19:11

**BE HONEST WITH THE COMMUNITY**

21/05/2024 15:37

Harbour is a focus and centre for visitors, cyclists, walkers and birdwatchers to the wider area - Walberswick, Blythborough and the Estuary not only Southwold.

21/05/2024 12:56

The whole situation has arisen because previous councils have failed to ring fence income & expenditure of the harbour lands with constant excesses of income being spent elsewhere.

21/05/2024 11:39

I understand the need for economic development to ensure the upkeep of the site and harbour lands, but that can't be at the detriment to ruining an area of outstanding beauty and meaning

Southwold loses it's "appeal". It is, by nature, a tourist attraction because it hasn't been overdeveloped.

21/05/2024 11:24

Over commercialisation of the caravan site and harbour site would lose an historical charm and aesthetic which is part of the locations beauty and why people come there and keep returning.

20/05/2024 21:59

Whilst 'environmental sustainability' is mentioned above, nowhere have the Harbour Management Committee laid out their plan to mitigate the damage to local fauna and flora; damage to local biodiversity, increased noise and light pollution will be the inevitable consequence of the 'increased footfall' hoped for (and actually planned for in 2 of the 4 'options' for the economic models for the future running of the Static Caravan Site). What are the plans to eradicate or offset these unwanted effects?

20/05/2024 10:32

All 8 priorities and objectives are important and one leads to another so I am concerned about the reasons why they are being ranked

19/05/2024 13:15

An operational harbour and traditional style tourist attraction may not be compatible, particularly in Southwold's narrow harbour road which is also a working boatyard. The caravan site is currently a quiet, tranquil, sensitively lit space surrounded by AONB with dark skies at night. This is why people spend their holidays here. They will change their minds when the currently unmade up harbour road becomes a busy, congested tarmac road, when the soft grassy lanes in the site where vehicles HAVE to drive slowly and allow children to play safely, have become tarmac roads and when the site and surrounding area is full of motor traffic, air pollution, litter, noise and insensitive lighting. The consultation process itself needs a rethink: Create collaborative discussion with all stakeholders through supply of FULL and HONEST information including costs (and voting rights) Time must be allowed for all ideas and possibilities to be openly discussed and evaluated. Full, honest and lengthy discussion will allow ALL stakeholders to agree to adjust their position to accommodate, and also to put forward alternative options which may not have seemed appropriate or obvious beforehand.

19/05/2024 11:28

The list of terms does not have context or explanation. The term "tourist attraction" for example is open to interpretation. Southwold is a tourist attraction. What is attractive is that Southwold remains unchanged. The views I saw 25 years ago and the views my wife saw as a child remain as beautiful as they did on first sight. This historical preservation and sympathetic approach to development and process is essential to maintain the attractiveness of Southwold for the residents of the town, caravan owners and tourists alike. The natural environment must be maintained and cared for at all costs.

18/05/2024 19:19

different stakeholders will have different priorities. All information should be shared and openly discussed to understand each others' perspective

16/05/2024 14:10

I understand that it is important for the council to raise money, but it seems that the only focus is on the caravan site in order to do this. Perhaps there are much more creative, sustainable ideas for raising money that have not been considered.

14/05/2024 20:13

Ensure there is continuity of management from ESC, investment budgets and ringfencing of all income.

14/05/2024 17:34

If the harbour redevelopment is intended to benefit the whole community then the whole community should be within scope to make some level of contribution to the redevelopment.

14/05/2024 14:47

I want the very best for Southwold and Reydon, which is (literally) my home from home and continue to follow the fortunes of the Caravan Site. I would be happy to participate in the ongoing discussions for the future.

14/05/2024 12:26

No

14/05/2024 11:06

See above. There is no need to redevelop the harbour and doing so would be a failure of "vision".

13/05/2024 09:54

As I've said the caravan owners seem to be the ones paying the price for the changes. Quite literally with paying financially for the development of the harbour with changes to the site we don't want

12/05/2024 07:56

The categories are too general and without detail are difficult to rank

10/05/2024 17:27

Open and honest consultation with Southwold people and caravan community

03/05/2024 11:13

All caravan owners to have full and honest information as we are the people paying for the work to be carried out

30/04/2024 22:45

Flooding is going to be a major problem in coming years due to our soft rapidly eroding coastline. This appears to be being ignored. The insurance companies are way ahead on this. Quite how ESC are going to stop the harbour from "falling into the sea" has not been explained.

28/04/2024 18:12

Ensuring the legacy of those invested in the caravan site is consulted in the project. These priorities are not independent but are interlinked from economic development and tourist attraction to environmental impact to an Area of Outstanding Natural Beauty will work against environmental sustainability without careful planning

28/04/2024 17:27

It's important that the harbour remains operational but not at the loss of historic and environmental benefits that the harbour and surrounding area bring to Southwold.

25/04/2024 17:26

In a protected area of AONB this has to be paramount in all plans and does not sit well with a commercial enterprise.

25/04/2024 17:01

Some of the list are a given. The issue I have is that the council see the caravan site as limiting income. Well, the improvements that have been made in the 20 years we have been there can be counted on the fingers of one hand.

25/04/2024 16:34

The caravan park could certainly be upgraded to reflect the harbour and facing architecture at Walberswick with a mixture of privately owned, rentable and a touring site.

25/04/2024 13:16

The potential for the other priorities and objectives to impact on environmental sustainability must be considered so that the measures designed to achieve these support environmental

sustainability. For example, managing the environmental impacts of increased tourism and footfall.

25/04/2024 11:23

There needs to be full and honest consultation with the stakeholders which is not apparent currently. Properly set up and planned ahead with a timetable to reach alignment on a way forward. It is ill advised for ESC to invest in caravans that cannot be insured on a flood plain and the staffing to clean and maintain them is not available - ESC would be walking into creating an embarrassing costly white elephant. By all means upgrade the site, bringing services to the site but be sensitive to the needs of today and the future. Allow for caravans to choose to be off the grid, generate solar from the roofs, be an exemplar for sustainability with van passing a MOT after 10 years to stay on the site. To retain the guaranteed secure income from the caravan owners there is a simple solution - 'share the detail of some real options for the future' that are realistic and take account of the flood risks, impact on the environment the need for upgrading the services, energy generation, lease term, costs, MOT plan

25/04/2024 07:33

The rustic , traditional qualities must be retained . We dont want a money making theme park

24/04/2024 18:18

Can the site be expanded into neighbouring field. Lack of clarity on cost impact of changes to caravan owners which are an important factor in decision making.

23/04/2024 22:46

It is not clear from this survey, whether the above priorities relate to the Harbour redevelopment as a whole, or the caravan site in particular. If the outcome of the vision is vastly increased holiday rentals and/or increased footfall to artisan stalls etc developed along the harbour, the outcome will be increased congestion, danger to wildlife and biodiversity, and the undermining of an AONB. It is also hard to see how such developments are compatible with a working harbour/boatyard.

23/04/2024 14:57

No

22/04/2024 09:58

Consultation in .y experience usually means a decision has already been made

20/04/2024 13:46

The caravan park is affordable for many

18/04/2024 21:11

Southwolds charm is that its a Victorian seaside town. We completely understand that it needs bringing up to date but nothing should move it away from the "Southwold charm" as that is the resorts major selling point.

18/04/2024 19:56

This scheme is atrocious and must be scrapped. Southwold Caravan site is perfectly functional as it is and should not be used as a commercial cash cow to prop up its local authority. The grounds for which it is based is harbour land and long disputed in its ownership

18/04/2024 10:10

Listen to individuals who use the harbour.

16/04/2024 22:43

Listen to the people who currently use the area - they know it best. Seems to me people who have come up with these ideas are not listening.

15/04/2024 14:20

The default list of priorities has been set to favour Economic Development and Income Generating. This betrays bias in the consultation.

15/04/2024 13:40

Look at communities like Looe where a working fishing harbour and holiday activities thrive Look at harbour and beach facilities at attractive resorts for the younger generation who could then be engaged with Southwold harbour and town for the next 20+ years

14/04/2024 16:33

I do not agree with some people who think that a 20 year Lease/commitment is too long - especially if the Lease could be assigned/ transferred

13/04/2024 13:09

The harbour should not be a milk cow for commercial interests and not seen as a “potential fiscal powerhouse” .

12/04/2024 11:16

While I understand the economics of making it a tourist attraction the potential for attracting coach loads would severely detract from the charm of the harbour.

11/04/2024 19:04

The distance from the town limits the ability of the harbour to be a tourist destination without the kind of cornerstone development that many residents would find unacceptable. As a result it would be best to prioritise the community asset and decline of the harbour. There is potential economic benefit from improving these facilities

11/04/2024 15:33

no

11/04/2024 11:51

Please avoid radical change, this place benefits from gentle handling

11/04/2024 08:21

Love Southwold but the campsite is poor

10/04/2024 22:31

If staying for more than 1 or 2 nights in my motorhome I would check into the campsite, though it is regarded as being expensive, is not open half the year (Oct to Easter) with soggy unsuitable ground conditions, requires advance booking, check in during office hours ... and needs a separate motorhome area from static caravans which have reduced numbers of touring spaces.

10/04/2024 17:58

Full details on the CAMpRA site

10/04/2024 15:59

Keep the facility to 'crab' on the Harbour walls. Generations have loved the pastime & it is part of Southwolds history&heritage

10/04/2024 11:19

Please do not change the quaint beauty of such a special place. It should not be turned into a tourist attraction! This is not what such a naturally beautiful place needs. Listen to what the locals and caravan owners actually want and not what you think it needs to make more money

10/04/2024 09:08

-

09/04/2024 15:18

Tourist trade is already established. Southwold needs to become more alive. Also, improve access via the two roads.

09/04/2024 14:12

Stop wholesale developments, especially those requiring retrospective permissions.

09/04/2024 13:32

The plan is high risk.

09/04/2024 13:10

Protect against flooding, Improve the caravan facilities and renew the public moorings on the Southwold side. Do not further commercialise the harbour - that goes against its historic value.

09/04/2024 08:43

Will we receive feedback from our comments

08/04/2024 14:53

x

08/04/2024 11:13

**Question 11 Idea 1 What methods or approaches would you suggest to ensure effective local engagement in the ongoing process, involving a broad and representative spectrum of the community? Please provide a maximum of three options/ideas.**

Weekend consultations

22/05/2024 23:50

Flyer homes and businesses.

22/05/2024 21:17

More ideas to discuss instead of general terms that don't mean much.

22/05/2024 19:18

Create collaborative discussion with all stakeholders through supply of full information including costs

22/05/2024 18:19

Create collaborative discussion with all stakeholders through supply of full information including costs

22/05/2024 17:53

Allocate sufficient time for open discussion and evaluation of all possibilities.

22/05/2024 17:20

A new sustainable vision

22/05/2024 17:00

Some surveys

22/05/2024 16:57

Ecologically viable solutions

22/05/2024 16:47

continue to use different forums to consult in person and on line

22/05/2024 16:33

Follow up surveys at each stage of the process.

22/05/2024 15:30

multiple in-person information sessions in accessible venues and at different times of day

22/05/2024 14:57

All stakeholders should have equal say.

22/05/2024 14:42

A committee should be established with representatives of all harbour stakeholders - business owners, fishermen, caravan & campsite owners and workers, members of the local community and council - to work together and ensure all views are heard and understood.

22/05/2024 14:03

Involve older, wise, experienced generations.

22/05/2024 08:41

Sharing full and honest information with all stakeholders including caravan owners

21/05/2024 22:04

Have engagement events at the weekend when more people can attend.

21/05/2024 21:43

Open meetings with caravan community to develop the vision

21/05/2024 21:28

Invite all caravan users and harbour workers to help develop a community plan

21/05/2024 21:27

Voting rights for caravan owners on the harbour committee

21/05/2024 20:28

Create honest and collaborative discussion which only happens when there is time and a full and honest supply of all types of information including potential costs

21/05/2024 19:16

Workshops with community stakeholders to develop a vision for the harbour as a whole, not only the caravan site

21/05/2024 18:30

Transparency in discussion/decisions made

21/05/2024 16:27

Listen to local people

21/05/2024 15:48

Ensure all parties directly involved are clearly advised of all steps taken

21/05/2024 15:34

Public meetings with ALL costs and clear proposals

21/05/2024 13:09

Annual Fish Food Fair Centred on the Harbour

21/05/2024 12:56

Detailed and honest information and costings with the proposals

21/05/2024 11:30

Transparency of process

20/05/2024 22:13

Use e-mail addresses of survey respondees to gather further views

20/05/2024 14:31

Conduct an honest and open Consultation.

20/05/2024 11:04

greater publicity for the general public



19/05/2024 13:19  
Real, informed stakeholder engagement - sound survey methods  
19/05/2024 11:33  
Development of other income generating ideas for the harbour  
19/04/2024 07:25  
Newspaper articles  
18/04/2024 21:10  
social media  
18/04/2024 17:35  
Consult scoa heavily within process  
18/04/2024 10:12  
Local Newsletter  
17/04/2024 08:21  
harbour & caravan site users must be part of the decisions  
16/04/2024 19:19  
Consider additional options for caravan owners  
18/05/2024 19:28  
please note that not all caravan owners are SCOA members so any communication must reach out to all owners not just via SCOA  
16/05/2024 16:15  
full sharing of information  
16/05/2024 14:16  
The main Trust committee should be aligned with Southwold Town, Reydon and Walberswick parish councils  
15/05/2024 17:37  
INFORMATION LEAFLET DROP TO ALL RESIDENTS IN SOUTHWOLD  
14/05/2024 22:34  
Invite additional ideas for raising revenue from the local community, including caravan owners and all other stakeholders.  
14/05/2024 20:44  
Forum for business and resident  
14/05/2024 20:13  
Further consultation with detailed proposals  
14/05/2024 17:37  
ESDC to ensure renters can insure their caravans.  
14/05/2024 15:09  
engagement with stake holders that is full, not just a sop.  
14/05/2024 12:29  
Consider the Harbour and Caravan Site independently where possible.  
14/05/2024 12:29  
Option chosen needs selling  
14/05/2024 11:52  
Explain the impact of do nothing approach  
13/05/2024 23:33  
Survey the caravan owners for opinions  
12/05/2024 07:59  
Transparency  
11/05/2024 20:26  
Arrange consultation times that are at times when the maximum number of people can attend

10/05/2024 17:27

Communicating to everyone about local meetings.

05/05/2024 17:42

Form a consultative committee representing interested parties

03/05/2024 13:57

Put up visioning plans somewhere prominent with links to consultation - ie in harbour and on caravan site

03/05/2024 11:17

Flood risk

30/04/2024 22:52

Mail consultation

30/04/2024 09:23

Local news updates

29/04/2024 11:46

Ensuring that the Walberswick community have equal say and representation in the proposed developments

29/04/2024 09:52

Compulsory consultation with stakeholders

28/04/2024 20:18

full and honest disclosure

28/04/2024 18:12

Please engage with the caravan site community and give honest information

28/04/2024 17:34

Equal participation from Southwold and Walberswick

26/04/2024 11:29

Town Hall Events

25/04/2024 17:26

honest discussion

25/04/2024 17:04

Communicate with all caravan owners, not just SOCA

25/04/2024 16:37

Local involvement- choice of say 2 3D versions

25/04/2024 13:30

A well thought out consultation plan and timeline agreed with SCOA

25/04/2024 07:38

Involvement of existing harbour businesses in the process

24/04/2024 18:26

Consolation sessions with local people

24/04/2024 14:0

Notices in town

23/04/2024 22:49

Collaborative discussion with all stakeholders based on FULL AND HONEST information, including costings, financial projections etc and a genuine desire to find a creative solution that works for all stakeholders

23/04/2024 15:29

Being clear and honest with plans

23/04/2024 03:27

Greater involvement with stake holders such as caravan owners

21/04/2024 09:30

Openness from ESC and governing bodies.

21/04/2024 08:40

Speak to real local people not second home owners

20/04/2024 13:57

involve the current residents of the site in meetings SCOA

19/04/2024 11:38

Development of other income generating ideas for the harbour

19/04/2024 07:25

Newspaper articles

18/04/2024 21:10

social media

18/04/2024 17:35

Consult scoa heavily within process

18/04/2024 10:12

Local Newsletter

17/04/2024 08:21

harbour & caravan site users must be part of the decisions

16/04/2024 19:19

Community consultation days

15/04/2024 17:25

Local Produce

15/04/2024 14:21

Inclusion of the views of Southwold Residents.

15/04/2024 13:41

Talk to people at Southwold foodbank and Reydon pantry, these are the local people that are struggling

15/04/2024 09:24

Listen to the community

15/04/2024 08:23

Open meetings for budding entrepreneurs to share their hopes and needs

14/04/2024 16:32

Involve the locals

14/04/2024 05:49

Form a Harbour uses Trust/ Committee

13/04/2024 13:14

Attend local clubs eg WI to explain and listen to views.

12/04/2024 14:46

Walberswick as well as Southwold Parish Council

12/04/2024 11:24

An active website

11/04/2024 19:07

A local contest for ideas for neighbourhood innovation.

11/04/2024 16:33

Form a stakeholder working party.

11/04/2024 15:40

engage with businesses that would be willing to invest

11/04/2024 11:52

Consult current tenants

11/04/2024 08:24

Referendum on Key options

10/04/2024 22:32

Visits to and work with local schools

10/04/2024 21:26

Local planning meeting

10/04/2024 20:04

Deliver questionnaires to businesses in the harbour

10/04/2024 19:39

Local media news/social media followers

10/04/2024 18:00

Publicity with Norfolk and Suffolk

10/04/2024 17:09

Open meetings

10/04/2024 16:04

Information easily available for comment

10/04/2024 11:22

Talking to locals

10/04/2024 09:09

Lower rentals for trades

09/04/2024 19:23

A stall in the centre of town asking opinions

09/04/2024 18:17

Sailing Club and boat users

09/04/2024 18:16

Don't do it we do not want this

09/04/2024 16:23

Ask people to sign up if interested

09/04/2024 15:41

Static let's for public

09/04/2024 14:23

Questionnaire to be given to people staying at campsite/ emailed when booking

09/04/2024 14:17

Town meetings

09/04/2024 13:55

Detailed proposals for all available in writing

09/04/2024 13:35

Town hall meetings

09/04/2024 13:13

Speak plain english

09/04/2024 08:53

See Q11

09/04/2024 08:48

Inclusion of the people to the community

08/04/2024 20:34

Twitter or Instagram

08/04/2024 20:19

Online feedback forms

08/04/2024 20:18

Lots of of meetings, not chaired by councillors or developers

08/04/2024 17:46

Advertisement of meetings in advance

08/04/2024 14:55

Talking to people using the harbour area

08/04/2024 13:05

Local population

08/04/2024 12:18

Quarterly meetings

08/04/2024 11:45

x

08/04/2024 11:13

Full transparency to everyone

08/04/2024 10:46

**Question 11 Idea 2 What methods or approaches would you suggest to ensure effective local engagement in the ongoing process, involving a broad and representative spectrum of the community? Please provide a maximum of three options/ideas.**

Run call-outs in local media for views.

22/05/2024 21:17

More involvement from the people who care about the area. People in Southwold and Walberswick were not properly informed about the consultation.

22/05/2024 19:18

Allow plenty of time for full community engagement and development of ideas.

22/05/2024 18:19

Allow plenty of time for full community engagement and development of ideas.

22/05/2024 17:53

Provide accurate, fact-based information and strictly avoid conflicts of interest.

22/05/2024 17:20

Positive advertising about community on the site

22/05/2024 16:57

Community engagement

22/05/2024 16:47

share information clearly and in a timely way

22/05/2024 16:33

Ensure that respondees to this survey are kept up to date with the process,

22/05/2024 15:30

online information that is detailed, easily accessible and well sign-posted

22/05/2024 14:57

All stakeholders representatives to have voting powers.

22/05/2024 14:42

Consult first home owners

22/05/2024 08:41

Take everyone's opinions into account and give them the consideration they deserve

21/05/2024 22:04

Consider making minimal changes

21/05/2024 21:28

Hold regular meetings to do this - online and in person to allow maximum engagement

21/05/2024 21:27

Community land ownership of the site.

21/05/2024 20:28

Investigate examples from elsewhere of community and public sector working together to lever in a variety of grants , including some large sums, for complex development.

21/05/2024 19:16

Co-design with schools and stakeholders of public realm projects

21/05/2024 18:30

Informing stakeholders without delay of problems and progress

21/05/2024 16:27

Please be honest and fair

21/05/2024 15:48

Be honest & open

21/05/2024 15:34

Everyone to have a vote

21/05/2024 13:09

Annual Race & Regatta to attract visiting Yachtsmen/persons

21/05/2024 12:56

Allow all stakeholders views to be heard and actually listened to

21/05/2024 11:30

Caravan owners need a voting representation on the SHMC

20/05/2024 22:13

Provide accurate costings for the things that you are expecting participants to 'vote' for.

20/05/2024 11:04

a stall in the market place to gather opinions/ideas

19/05/2024 13:19

Honesty about flood risk and risky investment

19/05/2024 11:33

Allow further discussion and add caravan owners as a stakeholder group with voting rights.

18/05/2024 19:28

early, open and honest discussion with all stakeholders

16/05/2024 14:16

SOCIAL MEDIA UPDATES.

14/05/2024 22:34

Work on a proper community plan that considers the whole harbour

14/05/2024 20:44

Consultation with local parish council for benefit for community

14/05/2024 20:13

Setting up a working party including caravan owners

14/05/2024 17:37

If you can't get insurance you're breaching ESDC T's & C's

14/05/2024 15:09

to try to keep the 'feel' of the caravan site

14/05/2024 12:29

Determine what capital is available for investment and advise costings..

14/05/2024 12:29

High level of Public Relations activity

14/05/2024 11:52

Need some mock ups of what is being thought about

13/05/2024 23:33

Survey visitors to the area

12/05/2024 07:59

Alternative plans considered

11/05/2024 20:26

Put all consultation in language that is accessible to all people, especially those unfamiliar with local government speak.

10/05/2024 17:27

More publicity

05/05/2024 17:42

Consider making some facilities a community asset

03/05/2024 13:57

Allow enough time for people to understand, process and respond to what is being proposed

03/05/2024 11:17

Informed information of engagement

30/04/2024 22:52

Email consultation

30/04/2024 09:23

phone-ins on local radio

29/04/2024 11:46

Ensure that the needs of the Walberswick Ferry has priority

29/04/2024 09:52

Compulsory taking into account of stakeholder feedback

28/04/2024 20:18

plenty of time for discussion and evaluation

28/04/2024 18:12

Please engage with the caravan site community about the cost implications and the financial impact for future enjoyment

28/04/2024 17:34

Full disclosure of all proposals

26/04/2024 11:29

Newsletter

25/04/2024 17:26

hearing what the people say and responding to them . The caravan owners for example know what is best for the site

25/04/2024 17:04

Share proposed plans to enable caravan owners to visualise

25/04/2024 16:37



Realistic costing

25/04/2024 13:30

Increase involvement of local people, non politicians

24/04/2024 18:26

Open house sessions

24/04/2024 14:05

Emails to caravan owners and other interested parties

23/04/2024 22:49

Citizen's Assembly to discuss creative solution(s) which is widely advertised and based on realistic timelines

23/04/2024 15:29

Not making it too corporate.

23/04/2024 03:27

Social media updates as and when they happen.

21/04/2024 08:40

Speak to heritage coast

20/04/2024 13:57

arrange meetings with the residents of Southwold

19/04/2024 11:38

A number of places reserved for local residents at subsidised rates

19/04/2024 07:25

Inviting comment at all stages

18/04/2024 21:10

regular visits during popular times ie weekends

18/04/2024 17:35

Regular arranged local discussions in the community

18/04/2024 10:12

Item in EADT

17/04/2024 08:21

Harbour and Campsite open days

15/04/2024 17:26

Local Workers

15/04/2024 14:21

Admit that East Suffolk and Waveney Councils have mismanaged the harbour in the past.

15/04/2024 13:42

Talk to local community groups, VHC, the school, The Old Hospital etc

15/04/2024 09:25

Don't try and make it like London

14/04/2024 05:50

Remember SCOA does not represent all owners

13/04/2024 13:14

On site drop in sessions eg in a gazebo,

12/04/2024 14:46

Walberswick Lands Trust Charity

12/04/2024 11:24

Greater responsibility/obligation for second home owners to economically/materially/financially contribute to the infrastructure and facilities of the town

11/04/2024 16:33

Engage with national caravan and motorhome organisations.

11/04/2024 15:40

engage with locals on how the area could be improved

11/04/2024 11:52

Change to longer term leases

11/04/2024 08:24

Social media

10/04/2024 20:04

Meetings with public involvement

10/04/2024 18:00

Promoting to incoming tourists

10/04/2024 17:09

Working with organisations use to setting up facilities

10/04/2024 16:04

Paper information in shops & library

10/04/2024 11:22

Including caravan owners at all stages

10/04/2024 09:09

Only workers cars able to drive down the harbour/pedestrian

09/04/2024 19:23

Representations at county shows

09/04/2024 18:17

Engage with RYA, Cruising Club to understand what leisure boat users require.

09/04/2024 18:16

Local should include people who regularly visit

09/04/2024 15:41

Accessible community cafe meeting area

09/04/2024 14:23

Active canvassers around town taking views

09/04/2024 14:17

Online consultation

09/04/2024 13:55

Representation forum of all interested parties/organisations

09/04/2024 13:35

Say what it is you are planning to change

09/04/2024 08:53

Writing to local residents

08/04/2024 20:19

Public forums

08/04/2024 20:18

Physical models exhibited somewhere accessible

08/04/2024 17:46

Hours of meetings to suite those who work

08/04/2024 14:55

Harbour users

08/04/2024 12:18

x

08/04/2024 11:13

An easy an open way to communicate with those impacted



**Question 11 Idea 3 - What methods or approaches would you suggest to ensure effective local engagement in the ongoing process, involving a broad and representative spectrum of the community? Please provide a maximum of three options/ideas.**

Discussion and listening to stakeholders and community. Not just businesses.

22/05/2024 19:18

Round table discussions based around alternative visions.

22/05/2024 18:19

Round table discussions based around alternative visions.

22/05/2024 17:53

Thorough, honest discussions enable stakeholders to adjust their positions, fostering collaboration and bring to light alternative, potentially unanticipated solutions.

22/05/2024 17:20

A new green vision for the site

22/05/2024 16:57

Acknowledging the value of the caravan community

22/05/2024 16:47

work together with representatives of the community

22/05/2024 16:33

Make the the website is continually updated.

22/05/2024 15:30

extensive use of social media, local chat forums, local press

22/05/2024 14:57

Honest and transparent, and genuine communications.

22/05/2024 14:42

Include access to harbour stakeholders

22/05/2024 08:41

Put each change up for community vote

21/05/2024 21:28

Take seriously the Vision document by Renshaw, Bashford & Starling

21/05/2024 21:27

consultation without preexisting models, choices or options

21/05/2024 20:28

Use the variety of expertise available among caravan owners, friends and relatives and local people

21/05/2024 19:16

Set up a community advisory board / steering group with representative people to help guide the vision

21/05/2024 18:30

Opportunity to make amendments to proposals before implementation

21/05/2024 16:27

Face to face meetings

21/05/2024 15:48

Ensure decisions made are fair & equitable

21/05/2024 15:34

Annual Shanty/Folk Song Festival

21/05/2024 12:56

True collaboration with all stakeholders

21/05/2024 11:30

Full discussion and collaboration of all stakeholders

20/05/2024 22:13

Be open about what is needed to 'save the harbour' and its cost.

20/05/2024 11:04

correspondence to local households

19/05/2024 13:19

Engage with forward-looking ecological visions which capitalise on need for low impact, low risk investment.

19/05/2024 11:33

Consider the investment (financial and community-based) that the caravan owners have contributed to Southwold over a long period.

18/05/2024 19:28

openness to new ideas

16/05/2024 14:16

OPEN DAY ON SITE FOR LOCALS TO VIEW THE SITE AND TALK TO CARAVAN OWNERS

14/05/2024 22:34

Involve the whole community and stakeholders in decision making

14/05/2024 20:44

Consult with businesses on possible investment and return for funding

14/05/2024 20:13

Improve publicity

14/05/2024 17:37

ESDC to communicate their insurance findings with renters.

14/05/2024 15:09

Maintain community

14/05/2024 12:29

Drop-in sessions are an important part of the consultation.

14/05/2024 12:29

STC, ESC, Harbour Committee & Stakeholder Group aligned

14/05/2024 11:52

Survey local home owners

12/05/2024 07:59

Affordable

11/05/2024 20:26

Have online meeting/ recorded meeting for those who can not attend in person

10/05/2024 17:27

Explaining future protection for the Harbour to a wide audience

05/05/2024 17:42

Publicise in local press and radio

03/05/2024 11:17

Protect the environment

30/04/2024 22:52

Community meetings

30/04/2024 09:23

updates on this website

29/04/2024 11:46

Keeping both the Southwold and Walberswick fully informed of the plans including a presentation and consultation of plans at Walberswick village hall

29/04/2024 09:52

Including caravan owners as stakeholders

28/04/2024 20:18

acceptance of alternative options

28/04/2024 18:12

Please provide flood mitigation plans, costs, and the long terms future and sustainability of the area.

28/04/2024 17:34

Effective Communication of all plans

26/04/2024 11:29

Zoom/YouTube presentations of all meetings

25/04/2024 17:26

transparency form the council especially financial ...

25/04/2024 17:04

Set up a dedicated 'website/community' that can be accessed by all.

25/04/2024 16:37

Onsite tours of proposals

25/04/2024 13:30

Avoid process being dominated by ESC/SCC councillors

24/04/2024 18:26

Social media updates

23/04/2024 22:49

All due process - planning permissions, environmental surveys etc - followed and due diligence on commercial plans, legal implications etc, undertaken

23/04/2024 15:29

Listening to harbour user's opinions.

23/04/2024 03:27

Listen to the Southwold residents.

21/04/2024 08:40

Ask caravaners whether running water and sewage connection is necessary when we haven't had any for 50 years.

20/04/2024 13:57

What are the views of Southwold business owners

19/04/2024 11:38

Create an on-line presence and include opportunities for comment

18/04/2024 21:10

regular conversations with the harbour workforce for ideas

18/04/2024 17:35

People who were born and brought up in the Town

15/04/2024 14:21

Define exactly what 'infrastructure' improvements you propose.

15/04/2024 13:42

Stall on seafront in high season

15/04/2024 09:25

Cut down the number chip shops as they cause congestion

14/04/2024 05:50

Beware those who always hate change

13/04/2024 13:15

Ask for volunteers for a local sub committee whom live or work in the work.

12/04/2024 14:46

Reduction in car access to harbour road

11/04/2024 16:33

Produce some CAD images of what it will look like.

11/04/2024 15:41

Upgrade facilities

11/04/2024 08:24

A local display with ideas and options

10/04/2024 20:06

Prizes and incentives from businesses

10/04/2024 18:01

Wide distribution of planning applications

10/04/2024 11:22

Listen to views of all

10/04/2024 09:09

Caravan site left as it is.

09/04/2024 19:23

Can the site be made larger and include public facilities

09/04/2024 14:23

With respect, try to concentrate on local's opinions and not too much on those with second homes

09/04/2024 14:17

Posters

09/04/2024 13:55

Do not overdevelop

09/04/2024 08:53

Inviting residents to in person meetings

08/04/2024 20:19

Presumption against change unless there is a clear majority in favour

08/04/2024 17:46

Southwold council

08/04/2024 12:18

x

08/04/2024 11:13

## Question 12 - Is there anything missing from this vision and, if so, what should be included?

How ESC will generate funding from elsewhere - walberwsick, Alborough, other Suffolk sites.

22/05/2024 21:17

As stated in my response to Question 5 - a lack of indicative commercial data regarding the likely lease & license costs of the various options for caravan owners as well as indicative investment costs to achieve the various models (whether static caravan site & harbour together or both separately) renders this initial consultation fairly redundant. What is the outcome ESC are hoping to achieve from this?

22/05/2024 20:30

Community engagement. Flood Risk. Protection of the unique environment.

22/05/2024 19:18

How to retain the unique working harbour while maintaining the conservation area and enhancing the ANOB.

22/05/2024 18:19

Flood risk. Community engagement. Honest appraisal of where the money is coming from for the improvements. Different options for find the money needed for the harbour wall.

22/05/2024 17:53

The consultation process for the redevelopment has been flawed due to insufficient stakeholder engagement, inadequate publicity, and delayed communication with caravan owners by East Suffolk Council. The first meeting with the SCOA occurred three weeks into the consultation, further highlighting these issues. Successful consultations require early and comprehensive stakeholder involvement to ensure balanced and inclusive outcomes.

22/05/2024 17:20

A new green exciting vision promoting hope and sustainability

22/05/2024 16:57

More emphasis on ecologically sound solutions

22/05/2024 16:47

The need to see the operation of the caravan site as more than a commercial venture. Income generated from the caravan site should be used to enhance for users, rather than being used as an easy income source for the Council's other projects and obligations.

22/05/2024 15:30

As previously stated, more detail is required before the proposals can be assessed.

22/05/2024 14:57

"Caravan site Revitalisation" is very vague and worries those who will be affected. The site has been deliberately neglected over several years and ESC has taken thousands of pounds from caravan owners and not reinvested it in site improvements.

22/05/2024 14:42

More detail on sustainability features and the costs to current residents.



22/05/2024 14:03

The wider infrastructure. Involving Walberswick residents.

22/05/2024 08:41

How the unique environment will be protected. How flood risk will be dealt with. Stakeholder engagement.

21/05/2024 22:04

Another local stakeholder are the power generation and transmission companies working in the area, including off shore wind and landfall infrastructure plus Sizewell C. Can't these mega projects be tapped up to contribute to protect our harbour?

21/05/2024 21:43

It is important that great care is taken to not gentrify the caravan site, as this will diminish the history and shows lack of respect for the existing community.

21/05/2024 21:28

It is vital that this plan is developed with the community, and especially caravan users, harbour users and harbour workers who are those most affected. However, all local residents should also be invited to be involved. Audit their skills and develop working groups to support a community plan (eg environmental group; planning group; caravan site group; harbour workers group etc.)

21/05/2024 21:27

A vision that is 21st century that realises the economic, environmental and social issues that present us today. The high density caravan site plans look like something out of Levittown from the 1950's. The landscape of sand dunes, grassland and coast is forgotten. Ecology, renewable energy, organic growth and harmony should be the factors for discussion.

21/05/2024 20:28

Citizens assembly: David Beavan mentioned a Citizen Assembly . a Citizens Assembly can be very successful, but only if properly and accurately and widely informed and expertly serviced with FULL and HONEST information. If there are competing interests these must be recognised, and accounted for in information supplied, and fully discussed by all stakeholders in a collaborative manner. All stakeholders must be there on an equal basis. A citizens assembly needs to take as much time as it needs to reach decisions (days/weeks) Only time, and FULL , Honest and lengthy discussion, will allow stakeholders to agree to adjust their position to accommodate, and also to put forward alternative options which may not have seemed appropriate or obvious beforehand

21/05/2024 19:16

- community / place plan to determine and agree key projects with community - more intelligent use of council assets such as moorings, car parks and other council owned land

21/05/2024 18:30

Southwold harbour does not need a vision , it needs sympathetic management by local people who know what works. Not faceless committees whose leaders have to justify their extortionate salaries.

21/05/2024 15:48

Consider the option of limited investment to reduce capital expenditure thus saving council funds but ensure vacant plots are filled.

21/05/2024 15:34

CONTEXT - Future direction for the larger economic area embracing the Town, Walberswick, Reydon. Blythborough Estuary communities. Fountain's Way Industries etc.

21/05/2024 12:56

Flood risk is not mentioned. Environmental protection of area of outstanding beauty.

21/05/2024 11:30

Community engagement. Flood Risk. Protection of the unique environment.

20/05/2024 22:13

This consultation does not give those taking part accurate and honest information upon which to make their decisions. The options need to contain accurate and full information if they are to be seen as anything other than biased.

20/05/2024 11:04

LOTS is missing from the vision. 1. Alternative sewage management plans: There are multiple risks associated with laying on sewerage in flood zones. More people will mean more sewage and ESC need to be sure this can be managed effectively in a high flood risk area, as the consequences of exposing the environment to flood water containing human sewage has serious implications for both environmental and human health. What are the alternatives? 2. Running water: Running water in the caravans would, of course, be convenient. But there are many advantages to using fresh water from the standpipes and the communal service blocks. It is simple, social and efficient in water consumption. The disadvantages of running water in caravans include the risk of burst pipes, of bacterial infection and less efficient water consumption. 3. Solar electricity on site: There is a need to consider this carefully - It may not be possible/wise to build electrical infrastructure on a flood plain and it may make most sense to site solar panels on top of caravans, as the roofs are the highest thing on the site. 4. Sustainable drainage systems - needed for development on a flood plain: Amongst other things, these may include green roofs, permeable surfaces, and purpose built ponds and wetlands. 5. planning for efficient heating and power consumption. This could include air source heat pumps, infra red heating panels, maintaining communal showers and toilets, composting toilets. 6. Capitalising on promoting the site as an eye-catching green holiday destination: Some of the site would be promoted as remaining off grid. This is an attraction to many Southwold visitors as digital detox breaks become increasingly fashionable, it saves money and it promotes the site as forward looking and environmentally aware. Rather than using statics linked to grid/ mains sewage etc for their holiday lets, ESC could make the off-grid nature of the site a virtue – these types of holiday destinations are growing in popularity and would be likely to attract the kind of visitors Southwold would welcome. They could be totally or partially off-grid. Examples: glamping pods, yurts, shepherd's huts, glamping domes, safari tents, bell tents, tipis and wigwams, gypsy caravans. These are all increasingly popular alternatives to static caravans and the income generated in this longer term vision would be greater than from old-fashioned models. Other statics currently on the site could be updated. 7. Areas of the site could be rewilded/left as meadowland. Biodiversity is in crisis and people want to be close to nature on holiday. The current practice on grass verges and farmland is to leave areas wild for biodiversity. The same should be true on the site. 8. There is an opportunity here for ESC council to set an inspirational example of planning for future sustainability, to invest wisely in something which will increase income, is truly green, environmentally sound and socially responsible -something that could win awards and be looked back on in the future as an ambitious and visionary programme which put economic realism, climate change/flood plain considerations and genuine green principles first. I do not want ESC to waste this opportunity.

19/05/2024 11:33

Please detail the harbour operation contribution itself. It is entirely lacking and the business plan appears to be focused exclusively on an appr 50% inches in caravans with no concern what this would mean for the current community.

19/05/2024 10:27

The inclusion of the caravan owners as a stakeholder group. The discussions have not engaged this group in a satisfactory way up to this point. The community has had to be engaged by the Southwold Caravan Owners Association, when the caravan owners should have been actively engaged by the council.

18/05/2024 19:28

to increase charges for overnight stay/mooring fees to yacht owners - their boats cost significantly more than a caravan yet there is no mention of them being cash cows too - their fee should go up pro rata to any increase to static caravans.

16/05/2024 16:15

Protection of AONB Early sharing of information in a standard and timely way, to ensure all stakeholders remaining equally and fully informed. Clear and open communications to avoid it looking like some or being sidelined.

16/05/2024 14:16

OPENESS IN ALL COMMUNICATION AND NOT WITHOLDING THE FACTS REGARDING THE HARBOUR LANDS

14/05/2024 22:34

The caravan owners and other stakeholders have many ideas as to how the site could be improved, and revenue could be generated outside of simple ramping up costs for caravan owners which seems a short term and outdated approach

14/05/2024 20:44

no

14/05/2024 17:37

Please ensure that the value the site brings to those who use it is incorporated within any proposed plans. Otherwise there is a risk that value will be measured in monetary terms alone. And this presents a risk that all stakeholders will lose what they most like about Southwold and its unique identity.

14/05/2024 15:09

See my previous comments.

14/05/2024 12:29

No

14/05/2024 11:52

Any concrete ideas

13/05/2024 23:33

The mistaken starting point is that the harbour area needs to be commercialised to raise money to pay for essential engineering work to the harbour mouth. The vision is therefore blinkered.

13/05/2024 09:58

Thought and regard given to the caravan owners who have provided the income for decades

12/05/2024 07:59

Big restaurant in harbour / make harbour food hub

09/05/2024 17:04

I only heard about this consultation via NextDoor Southwold despite being a resident of Blackshore. Nothing came through the door.

05/05/2024 17:42

11The vision lacks clarity of purpose and is too vague and aspirational without setting out the means of achieving it. Needs to reflect what is possible and what resources are available to achieve it

03/05/2024 13:57

Recognition that Southwold has charm as a low-key old fashioned resort, where people and families and young people feel they are not part of a pressurised, modern business driven world.

03/05/2024 11:17

Caravan owners have not been contacted by ESC about the proposals

30/04/2024 22:52

The environment agency are said to be in managed retreat (in threat from the sea) this appears to be being ignored. Also the options seem short on sustainability.

28/04/2024 18:12

Real informed stakeholder engagement. Flood Risk, mitigation measures and future protection of the area. Protection of the unique environment, sustain the protection of an area of outstanding beauty and create a legacy for future generations to enjoy.

28/04/2024 17:34

people's honest views. The caravan owners care about the site and its location. Why has the Rural Solutions survey been negated

25/04/2024 17:04

A good way of merging tourist and local appeal would be a venue to stage music, arts, theatre events (see Kidogo Arthouse, Fremantle, WA) facing in the direction of the sunset.

25/04/2024 13:30

East Suffolk Council has a statutory duty to enhance biodiversity. Supporting biodiversity enhancement through the delivery of the Vision for Southwold Harbour should be integrated into the Vision's objectives and delivery plan.

25/04/2024 11:29

See comments above

25/04/2024 07:38

Details on cost impact and revenue targets. Details on proposed rules changes and enforcement

23/04/2024 22:49

It is my understanding that SCOA has supplied feedback from caravan owners to years ago in the form of a survey about what caravan owners want for the future of the site. This information has been completely ignored in the current vision, and the most popular option for the future of the site - an unobtrusive and environmentally-friendly upgrading, some certainty for the future, and a realistic and capped increase in fees to reflect improved facilities - has not been included as an option. Trust has sadly been damaged as a result.

23/04/2024 15:29

Some things are left unchanged. Nature always wins in the end. Can the council justify spending millions of pounds on a site that is regularly flooded and will eventually be under water.

20/04/2024 13:57

Keep the feel of Southwold harbour - this is a place that has historically been working / for all needs to keep that ID

18/04/2024 21:13

Southwold has a great reputation for simplicity and "quaintness" the tourists love the natural beauty, dogs allowed on the beach, wooden beach cafes, local produce, not night clubs and late nights, please try to maintain the traditional whilst making any changes.

18/04/2024 17:35

The entire scheme should be scrapped

18/04/2024 10:12

Keep the caravan / camp site and no beach huts second homes

14/04/2024 05:50

To answer 10 one needs to define what is meant by "representative spectrum of the community"  
How does it involve national, regional and local regulatory and funding organisations, representatives of business, residents, visitors etc etc

13/04/2024 23:43

An aire for motor caravan tourists who are badly catered for. They are not tent or caravan visitors who can only stay on a campsite. Motorhomes are self contained and just need to empty waste and refill water every 3 or 4 days so these facilities are easy to use on an aire. Look at CAMBRA website and Facebook for guidance and advice to assist in setting up an aire.

11/04/2024 22:02

Some indication of what would not be in the vision, or would not be an acceptable outcome

11/04/2024 15:35

The vision is missing information on what is actually planned for the harbour and caravan site.

10/04/2024 19:40

-

10/04/2024 18:01

Access to overnight parking/ camping in a motorhome - require less facilities just fresh water and somewhere to drop waste water and toilet waste.

10/04/2024 17:09

Transport to the Harbour & parking.

10/04/2024 11:22

See previous comments

10/04/2024 09:09

Keep it old

09/04/2024 19:24

Plenty

09/04/2024 18:16

-

09/04/2024 15:18

A few more shops in town that are affordable for locals to rent and operate from. Lots of the same national stores...like most tourists coastal towns

09/04/2024 14:18

Some idea of budget or cost benefit analysis.

09/04/2024 13:36

Serious safety concerns with coastal erosion

09/04/2024 13:13

The vision is I am sure well meaning but it lacks any concrete details / examples so its difficult to give meaningful feedback - eg "Improving the harbour's financial performance through strategic enhancements and diversified revenue streams" is very difficult to say whether this is to be supported or not. In terms of community engagement you have to ask for feedback on concrete proposals - eg should we allow retail shops in the harbour (no is the answer BTW).

09/04/2024 08:48

x

08/04/2024 11:14

### Question 13 - Do you have any other comments?

I would like to see more reference to environmental considerations eg I would like considerations given to the idea of an MOT for caravans which would be a more sustainable and environmentally friendly option.

22/05/2024 23:50

Why is the question on the most effective method of local engagement being asked when the process has already begun?!

22/05/2024 20:30

SCOA has supplied feedback from caravan owners two years ago in the form of a survey about what caravan owners want for the future of the site. This information has been completely ignored in the current vision, and the most popular option for the future of the site - an unobtrusive and environmentally-friendly upgrading, some certainty for the future, and a realistic and capped increase in fees to reflect improved facilities - has not been included as an option.

22/05/2024 18:19

So far community engagement has been poor. However I am glad that you have agreed to further consultation and have made some amendments to the survey form based on feedback.

22/05/2024 17:53

We have been told that the four options given for the caravan site are in fact only option 2 and 3 as 1 and 4 are not being considered.

22/05/2024 17:20

This all needs rethinking

22/05/2024 16:57

We need to preserve the unique nature and atmosphere of the caravan site - we don't need brand new caravans all pushed together

22/05/2024 16:47

The Council has allowed the harbour to fall into disrepair and it is neither right nor fair to expect the caravan owners (either present or future) to fund improvements to the harbour. The caravan owners on the site now have remained loyal to the site, despite little investment in it and this is a shabby way to repay them.

22/05/2024 15:30

It is not the responsibility of caravan owners to again bale out a council that has consistently neglected us and used us as an easy cash-cow. Your current models are examples of limited group-think. You should be imaginative in your approach to income generation and not focus entirely on caravan owners who have little to do with the harbour anyway. Look elsewhere to raise your funds without harming the current environment. How about increasing harbour mooring etc. rates, parking fees for traffic clogging the harbour, rent/rate increases for the businesses on the harbour - who will probably benefit from improvements, increase beach-hut rents, increase town retail rates. Look to the local community to contribute to an area that they will own and benefit from. Have you approached the major business - Adnams? They have a pub on the harbour and a contribution from them could help, and the harbour could be a promotional area for the company e.g. the Adnams moorings? Just be a little more imaginative and less threatening to a single group.

22/05/2024 14:42

Thank you for considering these comments.

22/05/2024 08:41

There has been a huge lack of engagement with stakeholders. There are flaws in the consultation. No publicity regarding this vision. Caravan owners have not been contacted directly by ESC about this vision. The first meeting with SCOA was 3 weeks after consultation started.

21/05/2024 22:04

The community currently feels very alienated from the plans.

21/05/2024 21:28

This development could be a stand-out eco visionary exemplar with the right input.

21/05/2024 21:27

This consultation is flawed and has not properly engaged with stakeholders. The dates are wrong on the website and the public consultations difficult for all ages to attend. There has been little or no publicity through the caravan office. Caravan owners have not been contacted directly, it has been a word of mouth campaign.

21/05/2024 20:28

The paper needs a vision of a sustainable and long term approach to mitigating the effects of climate change. The wonderful environment in and around Southwold and its harbour needs protection

21/05/2024 19:16

TALK TO US

21/05/2024 15:48

It is important in view of the limited life of the site due to rising sea levels to maximise the return with limited expenditure.

21/05/2024 15:34

Policies need to be enshrined in a Statutory Local Plan.

21/05/2024 12:56

The 4 options appear partially formed and only 2 and 3 relevant and of serious intent for the caravan site.

20/05/2024 22:13

You mention 'enhancing the quality of life' in the introduction to the consultation. Who's are you referring to ?

20/05/2024 11:04

The three proposed potential layouts for the redeveloped site ('Concept designs' A,B and C): 1. These were only shown to people half way through the consultation. Many people will already have submitted their consultation responses by then, and therefore have been prevented from commenting on these layout plans. 2. Designs A and B include 'visitor/extra carparking' areas. There is no need for these and attracting additional cars to the site is extremely unwise. There will be increased traffic through the site, it will be ugly and children playing will be less safe. If these



are considered necessary because caravans will be closer together than at present, visitors to caravan owners can park in the two public car parks adjacent to the site - the council could make an arrangement with these car parks. 3. In designs A and B the far corner of the site is a designated car parking area. This area currently has a caravan on it (my caravan) and the view from this caravan across the AONB is breath taking. The area is green and lush and rich with birdsong and other wild life. No one in their right minds would change this to a car parking area. In the words of Joni Mitchell - 'They paved paradise, and put up a parking lot' 4. In designs B and C the road has been rebuilt. This is expensive, unnecessary and environmentally damaging. The last thing the site needs is more concrete. In B and C the road is two way. This means it will be wider, uglier and will have greater environmental impact. 5. The current low impact grassy paths for getting cars to caravans beyond the road area are perfectly adequate and ensure slow, safe driving whilst children play and people walk. 6. in A and B caravans are either entirely or partially unstaggered. This means that caravaners are looking out on another caravan. 7. In C there is a footpath between caravans and the black shore. This is a peaceful part of the site and currently caravaners here pay extra for their view of the AONB. Under this layout, their area will be busy with people walking to and from the campsite or the proposed parking areas - see points 4 and 5. 8. The trees are a nice idea, but not if these plans go alongside removing the mature and bird-rich trees already on the site. Have planners considered sunlight direction and whether caravaners will complain that the trees are shading them? Have ecologists been consulted on the most appropriate type of trees to plant for climate change resilience, for optimising biodiversity, and for growing close to caravans? 9. The photos next to each of the plans are disingenuous. They are just copied from other places. They bear no relation either to the actual plan on the page or to the geography of the site at present. Eg, in C, one of the photos shows the caravans in a ring with a lake in the middle. The plan has nothing resembling this on it. In A. the 'gabion wall landscape feature' shows meadowland next to it, but in the plan the wall will simply be between the road and a line of caravans. 10. There is no communal toilet block or wash room. See my points in question 12 about the disadvantages and cost of every single caravan having it's own sewage/running water/electricity. Many caravaners do not want all of these services in their caravan and especially the bother and responsibility of their own toilet. Washing up together is communal and efficient with big sinks and ample shared hot water. Abandoning these shared facilities altogether is short-sighted. 11. The layout of the site at present does not need changing. It needs the wilder areas to be left/ increased- this covers the 'green infrastructure enhancements' suggested on the plans. This will be cheaper, will support biodiversity net gain and will be more attractive. There is nothing creative or visionary about these plans with their serried rows of caravans and additional concrete and nothing here to promote Southwold Harbour as a forward-looking holiday destination. So leave it as it is - there's no net gain in any of these plans.

19/05/2024 11:33

There is concern that not all options are being considered.

18/05/2024 19:28

if caravan owners cannot get full insurance due to the likelihood of flooding BUT they are forced to buy new(er) caravans they will be in breach of terms and conditions of renting on the site. At an open event the councillor spoke of 10% biodiversity net gain from new developments; this needs to be spelt out clearly in the strategy ie how will it be measurable. The Green agenda includes not using fossil fuels, recycling of ancient caravans etc How will this be written into the project? Any strategic plan linked to a vision statement needs to be alongside financial workings - it is impossible to make decent comments on this work to date without knowing what the bottom line is for the work required on the harbour/over how many years is this major funding required, when



does the initial investment turn to maintenance funding, what are the sources of funding beyond the caravan site given the site requires major funding to reposition each van, add sewerage and water supplies etc (Hopefully no electricity as solar panels are far more eco friendly). In the Planning Timelines the 2nd bullet point in No. 2 talks of Leverage Funding - my understanding is that 'leverage' is borrowed money which in itself is a risky source of funds.

16/05/2024 16:15

Engagement is incredibly important and needs hard work!

16/05/2024 14:16

Governance should be more transparent

15/05/2024 17:37

If the caravan site ends up being run in the same way as a commercial caravan park, many of which are notorious for being rip-offs that exploit people, it would be a terrible shame for both the existing caravan community and for Southwold.

14/05/2024 20:44

no

14/05/2024 17:37

Listen carefully to all stakeholders. Although their views may differ superficially, the thread of what many people on the caravan site seem to be saying is the same. People are accepting of necessary change but wish that changes will not lose the unique character of the site and surrounding area. It is what all of us value so much.

14/05/2024 15:09

Not at the time.

14/05/2024 12:29

No

14/05/2024 11:52

A rethink is needed. For the caravan site, option 1 is the appropriate one.

13/05/2024 09:58

Personally I dislike all the proposed plans because the site to me is perfectly fine as it is

12/05/2024 07:59

No

05/05/2024 17:42

No caravan owner should incur additional cost . We do not want to see a 'Hoseason 'type development on this coast .

03/05/2024 22:31

The vision should set out a SWAT analysis to establish strengths and weaknesses to inform the vision

03/05/2024 13:57

There is little consideration of environmental issues both in development and ongoing management.

03/05/2024 11:17

It is hard to believe that ESC is (and asking us) to invest huge amounts of money in something that has a very uncertain future. The effects of climate change , in our case coastal erosion and flooding, cannot be ignored.

28/04/2024 18:12

This consultation is not extended to all members of the community and has not properly engaged with stakeholders, including caravan owners. The dates are wrong on the website. There has been

little or no publicity for the consultation and its potential impact on the existing community. Caravan owners have not been contacted directly by ESC. The first meeting with Southwold Caravan Owners Association members was on 26th April 2024, three weeks after consultation started.

28/04/2024 17:34

Through our Chair, SCOA has tried to support the council in a working solution but WE HAVE NOT been listened too

25/04/2024 17:04

I think it's important to retain the ethos of a working harbour and make the campsite an effective income generating model to fit visually with the local landscape. It looks cheap and rundown currently.

25/04/2024 13:30

See comments above

25/04/2024 07:38

Concern that this is seen as a money making exercise by ESC , with views of locals being disregarded . Possibly leading to a Butlins theme park mass tourism outcome that will destroy the nature of the harbour in pursuit of money for the Council. Concern that as ever , these consultations are a meaningless sham. With decisions already taken behind the scenes- lack of credibility in the mind of many people

24/04/2024 18:26

Would be interested to understand recession making process and weightings being given to different criteria. Currently being in limbo is difficult as a caravan owner as unable to make plans.

23/04/2024 22:49

Unfortunately, despite assurances to the contrary, a widely held perception exists that this consultation merely exists to pay lip service to other views, and that the council has already decided the basic outline of the future of the caravan site - ie a mix of rental caravans and leaseholds based on a commercial caravan park style model. This impression has arisen due to the evasive nature of communication with ESC in recent years, and a lack of direct communication with caravan owners.

23/04/2024 15:29

Vision seems to be well layered in corporate jargon that doesn't actually explain what is intended only that they intend to do "something"

23/04/2024 03:27

No

20/04/2024 13:57

It would be great to have sustainable facilities

18/04/2024 21:13

We have just upgraded our caravan to conform with the caravan sites rules but new caravans require some basic services to be able to run such as electricity, could this be looked at with some urgency, this would encourage those with modern caravans to make use of them for longer in the year thus extending the season by quite a few weeks.

18/04/2024 17:35

I am a caravan owner and local Solicitor who would like to volunteer to be active in the process of moving forwards

13/04/2024 13:15

Listen, to local views. Do not do things just because you think the tourists would like them. They are only their for a day or two. It's the people whom visit regularly that needs to be listened to.

12/04/2024 14:46

The need to protect the harbour is one thing but the need to raise money to do so shouldn't be seen as a reason to significantly develop and change the area. It's attraction to its many visitors is precisely because it is unchanged and been left alone

12/04/2024 11:24

Social media engagement is inevitable but in my opinion is not businesslike or professional.

11/04/2024 19:07

Again, gentle change, not radical

11/04/2024 08:24

No

10/04/2024 18:01

Speak to campra.co.uk about creating a motorhome aire

10/04/2024 17:09

The whole of the countries community views that wish to visit Southwold should be considered and they should work alongside residents and traders .

10/04/2024 16:04

Thank you for your time.

10/04/2024 09:09

Build your local population up so you have a town and it's not full of second home owners

09/04/2024 19:24

-

09/04/2024 15:18

Glad to see improvements are due but in particular, the campsite is desperate for an update.. needs to this year

09/04/2024 14:18

Infrastructural improvements are essential. Sea walls, groynes, sluices must be improved and maintained

09/04/2024 13:13

We need to address the elephant in the room (flooding) else the harbour will not be viable in 50 to 100 years

09/04/2024 08:48

x

08/04/2024 11:14

## Question 15: Do you have any alternative suggestions?

Caravan owners who have been on the site for generations should be given priority considerations on consultations and future caravan. There is not enough conversation about all the ways in which solar/wind etc could be harnessed on the site and how investments in environmental sustainability should be a priority.

22/05/2024 23:59

I have not chosen an option as they are impossible to pick from. There is no detail. No costs. No details of services to be improved. No environmental details.

22/05/2024 21:24

5. Continue as is - annual license but invest the revenue in the site with plumbing throughout for all caravans & the option for electric hookups for all sites. Given everyone's high focus on all things ESG (Environmental, Social and Governance), I would have thought it would be an ESC consideration to develop the site as a minimally as possible. Running water for all would be a great addition & grants for caravan owners to set up their caravans with solar panels so that the site was a flagship site for green energy in keeping with it's location in an AONB. Our caravan hosts a couple of oyster catchers once a year around this time of year, where they nest & hatch their young. Caravans should not be given a lifespan to end up in landfill just because of a random number of years deemed fit - they should be maintained respectful to their environment & within owners financial limits.

22/05/2024 20:30

I have not chosen any of the options due to a lack of clarity on detail and costs. Maintaining the caravan site for owners only would prevent potential anti-social behaviour that might arise if subletting or renting were allowed. This approach would contribute to a respectful community environment, as the owners have a vested interest in maintaining the current peace and order within the site. The vacant pitches should be filled and electric, water and sewage connections added, with fees brought in line accordingly. A lease agreement, more agreeable and shorter than the suggested 20 years, should also be considered but the decision to replace caravans should be grounded in their physical condition rather than their age. This approach aligns with our ecological commitment by preventing unnecessary waste and promoting sustainability.

22/05/2024 19:50

None of these options are what caravan owners have said they want. Where is the upgrade that some, but not all, want? My suggestion is a very limited upgrade of some of the site. A few caravans or other more environmentally friendly huts/yurts/pods to be weekly rentals to see how ESC manage them and to increase revenue and footfall. Filling empty pitches so that younger families on the waiting list join the site. No long leases needed. No new caravans needed causing waste of perfectly decent vans. Some reasonable increase in fees if the site has utilities connected.

22/05/2024 19:32

None of the above options suitable or what caravan owners have asked for. I believe there is the opportunity for ESC to create a forward-looking, sustainable site fit for the future, with little or no CO2 footprint that includes natural flood defence mechanisms and supports wildlife and

biodiversity. It could be a flagship project the council could be proud of, and include many worthwhile initiatives - one idea could be offering caravan owners the opportunity to opt in to a scheme allowing their caravan to be used for two weeks in the year by children in care, or those suffering life limiting conditions - ie going back to the caravan site's original objective, that everyone should have the chance to enjoy wonderful Southwold, not just the cash-rich.

22/05/2024 18:24

For a real discussion, the council needs to explain to caravan owners and harbour businesses and users what money is needed for what, then we can have a real discussion about different ways of getting there. The current options risk pricing many of us off the site, so that ESC loses even more money. The caravan site could be a forward looking, environmentally sustainable site that Southwold and the ECS could be proud of. Where caravans are not renewed for the sake of it, electricity is generated from solar power, caravans are not sited on concrete standing and planting is suitable for the many bird species that visit the site. Sustainability is the best approach.

22/05/2024 18:01

I didn't rank these. Options because there are no costing and none are suitable

22/05/2024 17:00

I don't think any of these solutions is what we need so I haven't ranked them at all. Also how much are they going to cost

22/05/2024 16:58

I have not ranked these I cannot do this without costings. None of these options is in any way an improvement and as they haven't been costed I cannot even begin to comment - I need much more information or this is a pointless exercise. Keeping the roads as they are - they work perfectly well and it would save a lot of money and damage and destruction. Doing the minimum and filling the empty spaces

22/05/2024 16:50

The options need to have more details and costings to East Suffolk Council and to Static Caravan owners now and in the future

22/05/2024 16:42

There is another option of extending Option 1 by increasing the annual fees to fund improvements to the site and its facilities, but maintaining the licence scenario. The considerations are not insurmountable. The limited security is not an issue because, as stated, there is a waiting list so the Council would not have empty sites. As long as the fees are paid, whether the caravans are occupied or not is irrelevant, which is not the case with any rental scenario. If improvements are made to the site, the caravans are more likely to be occupied more frequently and for longer periods.

22/05/2024 15:48

Option 1 is the closest to our choice. But we would not like any of them in their entirety so have not placed them in any order whatsoever. If you do eventually get around to improving the caravan site, then solar generated power would help along with improved toilets and washing facilities. We don't ask for much - just a peaceful, environmentally protected, sustainable and safe place for current and future generations to enjoy. There still needs to be some genuine, honest and real listening on your part. The current impression is that you've made up your minds and will push through come what may.

22/05/2024 14:48

The caravan site could be a forward looking, environmentally sustainable site that Southwold and the East Suffolk Council could be proud of. Development appropriate to the AONB. Where caravans are not renewed for the sake of it, where electricity is generated from solar power, caravans are not sited on concrete standing and planting is suitable for the many bird species that visit the site.

22/05/2024 14:06

No

22/05/2024 08:42

I don't really like any of these options as they are stated. My preferred alternative would be to have electricity/sewage/plumbing/water. A shorter lease would be preferable or the best option would be to keep the 1 year licence as it is now.

21/05/2024 22:12

In the same way the houses along Ferry Road and many of the huts along the harbour are built on stilts, could the pads that the caravans sit on be built up above the predicted flood levels to protect them. Or could the whole caravan site be built up above flood levels by using sand and gravel dredged up from the local sea bed. Dredging for sand and gravel does happen within site of the harbour.

21/05/2024 22:01

I have seen the Vision document sent by Renshaw, Bashford and Starling and I think this is a fantastic alternative vision that can frame the development. I am not averse to change if it means existing caravan users and those who have been on the waiting list for over 15 years can afford to stay. I think their vision document offers ideas for other ways to make the money needed to help pay for the harbour wall in keeping with the current strong community culture on the site.

21/05/2024 21:36

I like the idea of it staying the way it is. But if it is to change then a focus on environmental sustainability and harbour based arts and leisure attractions would be welcome.

21/05/2024 21:36

Do nothing to the site, reflect on where the money we have all contributed over the years has gone and then start a consultation that includes community from the outset.

21/05/2024 20:40

1. Savings on costs: A huge amount of expenditure could be saved by leaving the layout as it is, and caravans in place, rather than a complete reorganization. The roads are good, we don't need parking for visitors, there is a huge car park on the harbour. The Campsite doesn't need a separate road, and the proposal would destroy an existing small wood next to the pond which is usually reserved for walkers or bikers with small tents. If a new entry is needed, open up the existing track from Ferry Road. Infill the vacant static pitches with people who have been on the waiting list for years and want to come here. Rethink the requirement to buy new caravans, which depreciate immediately much like cars. Much more sustainable to buy second hand caravans in good condition. Install electricity (that's the main thing caravan owners want, for heating, lighting etc) and maybe water (although the current standpipes are fine). Charge caravan owners a bit more. Ensure current caravan owners get an affordable deal. Rethink whether to invest in sewage, which would be a huge expense, and especially with the new SUDS planning requirements. Also sewage installation on a flood plain is a serious problem, as flooding could float sewage into fields and drinking water etc. So leave the toilet and shower blocks in situ., and investigate alternatives eg

the various forms of composting toilets for caravans or even for communal use. Investigate alternatives to rental caravans, since investing in new caravans for rental is a huge outlay. This scenario would give ESC a stable income which together with the income from the campsite would produce about £900,000, enough to pay the £700,000 to service the £11m loan for the harbour wall. Funding to develop the harbour would have to come from somewhere else. The caravan site cannot provide all the money. 2. Deep breath!: Most important, take a deep breath, recognize the opportunity that this site offers to do something up to the minute, and splendid, with sustainable green principles addressing climate change. Go back to the drawing board, discuss and work seriously with the skills and knowledge available in the caravan and wider community. Investigate examples of community/public sector joint planning elsewhere which have levered in large amounts of varied grant funding. Plan to create something innovative that Southwold can be proud of.

21/05/2024 19:19

Understand caravan site options 1 & 4 are non-starters. Options 2 & 3 include main requirement of caravan owners e.g. mains water electricity etc. but not enough financial detail to see if is viable for us to remain on site.

21/05/2024 16:58

These options are a joke. PLEASE TALK TO US ABOUT EVERYTHING ALL THE TIME

21/05/2024 15:56

Caravan owners were told options 1 and 4 are not now on the table - so why are they listed here? I have not ranked them. Without indication of costs to caravan owners, and site layout plans, caravan owners cannot opt for any of these.

21/05/2024 13:12

Largely retain existing layout. upgrade power, water and sewage to individual sites, offer short term leases to existing residents. [Revise Access as suggested to Camp Site]

21/05/2024 12:56

These Options do not give anywhere near enough detail for me to make a fully informed decision. With what I have in front of me, I would vote for a mix of Option 2 and 3, WITHOUT the stipulations for 20 year leases (this is not feasible with the lack of flood insurance). The site has had no shortage of people wanting to move on (over 250 on waitlist), so ESC do not need to lock people into such long leases. A lot of the site users are in their later years of life and the lease would outlive them! I also wholly disagree with an arbitrary age of caravans - if they pass an 'MOT' then they should be able to stay on. Getting rid of your caravan every 5/10 years is not environmentally or economically sustainable. I also think 30% leases is quite high - the caravan site is a wonderful peaceful place with community feel, but with a high number of leases the site and town would be negatively affected. I do want to see better services - water, sewerage, electricity and I understand the need for more money to be generated, but these options don't really give me enough detail to make an informed decision.

21/05/2024 12:50

None of the options are good options. All options risk pricing many of us off site resulting in loss of revenue from a very committed and supportive community. Without indication of costs to caravan owners, and site layout plans, caravan owners cannot opt for any of these. For a real discussion,



the council needs to explain to us (and harbour businesses and users) what money is needed for what, then we can have a real discussion about different ways of getting there.

20/05/2024 23:12

I have placed your 'options' in this order as this is the nearest to what is needed; however, none of them reflect what the current Static Caravan Owners wish to see, and have been requesting for at least 5 years. What I would like to see is mains water and 240v electricity supplied to each caravan. This is a relatively cheap thing to install and will not require mass-movement of caravans, laying of concrete plinths or the digging-up of the whole site to install unnecessary mains sewage. This would satisfy 90% of current owners.

20/05/2024 11:11

I can understand the desire to have more income from the caravan site and I am certain that most caravan owners will accept a partial redevelopment and increase in fees. I would suggest looking at introducing solar panels to all caravans with the solar power feeding into the national grid so that even when owners are not at their caravan power is being generated. I understand that having greater occupancy at the caravan site will generate more income in town but I am concerned at what cost. Greater strain on the infrastructure such as sewage could have a very detrimental affect. This will need to be managed very carefully and perhaps partial redevelopment is the key. I for one would be happy to still use the shower/toilet block facilities even if it meant I could not stay for longer periods. I would suggest that I probably stay at my van more than anyone else on the site. As you are aware we cannot get flood insurance and the proposals regarding new caravans is financially and ecologically flawed. If ESC have vans for rental this is something tax payers may be very concerned about. Also, will you attract customers and will you be able to employ staff?

19/05/2024 13:38

During the consultation process some of us were told that actually the only options were 2 and 3. We were told that 1 and 4 were 'off the table'. So why are we being asked to rank all four options? How will the responses be processed if people rank as highest, options 1 and 4, not knowing that their preferred option has already been eliminated? I would like the site to stay as close to it's current state as possible, with an increase in areas to support biodiversity. These plans make unimaginative and expensive changes which in no way guarantee increased income. I would be prepared to pay a bit more to have far less infrastructure and development than is proposed in this vision and these plans. It is more valuable for me to have a peaceful, low-impact, low-tech, environment-rich site, leading the way in eco-holiday design than to have a concrete/hardstanding-rich site evoking the 1980s.

19/05/2024 11:33

Current model but with - longer tenancy term of 5 years, something that people on average incomes can plan for - commit current caravan tenants to pay and install solar panels on their roof to improve the site without costing the council money

19/05/2024 10:34

Option 3 and 4 are completely unacceptable from a caravan owners perspective. Option 1 is the best option. Option 2 is too long a lease period. There seems to be too great a gap between Option 1 and 2, an alternative should be considered and put forward. Is Option 1 even being considered by the council? If revenue creation is the key driver, a more realistic option should be discussed. A 5 year lease would give certainty to the council in terms of revenue and would greatly reduce the pressure on caravan owners.

18/05/2024 20:14



I do not agree with option 2 nor 4. impossible to decide without seeing budget predictions and financial strategy The arguments for Option 1 are invalid - it doesn't have to keep the licence holder fees low. 2 months notice: how frequently does this happen therefore what is the ask? If caravans are not fully occupied the council still gets the full rent. Many people who rent AirBnB or similar will take their own food with them therefore not generating income for local shops and this could be replicated in Southwold if caravans were open for bookings as per AirBnB. Option 2: full leasing model - site reconfiguration is needed for Option 1 to as spacing between vans is very variable now - I do not have enough space to get an average sized caravan as my plot is so small and my neighbour has a miniscule plot

16/05/2024 16:29

My preference would be somewhere between 1 and 2. where the facilities are brought to a sensible standard and an annual licence continues, or possibly a shortish lease arrangement. There should not be an option to sub-let as this will completely change the existing vibe and community feel.

16/05/2024 14:31

OPTION 1 WOULD BE IDEAL FOR CURRENT CARAVAN OWNERS OPTION 2 WOULD BE ACCEPTABLE WITH SHORTER LEASES (5 OR 10 YEARS) FOR CURRENT OWNERS

14/05/2024 22:49

I have answered the question above, but do not think any of the options are suitable. It would be better to go back to the drawing board, consider some more creative options and come up with a proper community plan.

14/05/2024 20:49

Can't see the options

14/05/2024 20:14

see comments below

14/05/2024 17:38

As I have specified already - please consider testing the market first before implementing one of the four options that have been tabled.

14/05/2024 15:34

These options are lacking in detail. 1 is the best options, but this needs change as I acknowledge that services need to be provided and some more money made. 3 and 4 would have huge problems with people renting

14/05/2024 12:33

Option 1 & 2 are a no for us. Option 2 needs further work to develop it as an option, likewise option 3. For both options see comments below.

14/05/2024 11:55

The reconfiguration of roads (apart from new access road to camping field) seems unnecessary work and cost

13/05/2024 23:38

No. My only opinion is for the site to continue as is. That's why it's been so popular for so long and why the waiting list has always been full.

12/05/2024 08:09

The reconfiguration of roads (apart from new access road to camping field) seems unnecessary work and cost

13/05/2024 23:38

No. My only opinion is for the site to continue as is. That's why it's been so popular for so long and why the waiting list has always been full.

12/05/2024 08:09

Reduce the lease period on caravans and do 125 year leases on chalets/log cabins

11/05/2024 20:35

We have not completed the above preference section as we were told at a consultation meeting that these were only broad ideas and that the consultation would generate an actual model that would then go out for further consultation

10/05/2024 17:42

Upgrade the caravan site to meet current model standards. Provide electricity, water and foul drainage Provide owners with security of tenure and allow subletting if more visitors are sought. Clearly fees would have to rise but that is fair if the offering is better than now.

07/05/2024 11:18

I haven't ranked these - there only seem to be three concepts A B and C. Are these 1, 2 and 3 and is there a 4th?

05/05/2024 17:43

No explanation of how the options configure towards the vision. No analysis of relative costs and likely income between the options

03/05/2024 14:01

Fill caravan site to full capacity on current model to generate income. There have been spaces over many years.

03/05/2024 11:20

I've guessed the above as i cant find the options

30/04/2024 23:11

Full exploration of other possible sites in Southwold.

29/04/2024 09:55

I have not chosen an order as I believe all of the options will price out current caravan owners which is unfair An environmentally sustainable approach which takes into account those families who have invested for years is important

28/04/2024 20:20

I have chosen none of the above ,I quite like the site just as it is. I would be quite happy though to upgrade my caravan but we should be allowed to recycle older (15 year old?) caravans which have been forcibly removed from less environmentally concious sites.

28/04/2024 18:15

Given the lack of consultation with the caravan owners, none of the options put forward are acceptable.

28/04/2024 18:06

Show us how Southwold caravan site compares with other sites. How do these other UK sites operate? Show us what 'good' looks like.

25/04/2024 17:54

We have been told that the four options given for the caravan site are in fact only option 2 and 3 as 1 and 4 are not being considered.

25/04/2024 17:05

Cannot comment on the option s as understand 1 and 2 discounted by David Beavan and not enough information / consultation in relation to 2 and 3

25/04/2024 07:41

Could you expand the site into the other fields?

23/04/2024 22:53

In my view none of the above options are fit for purpose. Yes, I do have alternative suggestions but that is a big question. Personally I believe there is the opportunity for ESC to create a forward-looking, sustainable site fit for the future, with little or no CO2 footprint that includes natural flood defence mechanisms and supports wildlife and biodiversity. It could be a flagship project the

council could be proud of, and include many worthwhile initiatives - one idea could be offering caravan owners the opportunity to opt in to a scheme allowing their caravan to be used for two weeks in the year by children in care, or those suffering life limiting conditions - ie going back to the caravan site's original objective, that everyone should have the chance to enjoy wonderful Southwold, not just the cash-rich.

23/04/2024 16:04

If leasing model, reduce term to 10 years with option to renew, but no large fees

23/04/2024 10:42

No

22/04/2024 09:59

5 year lease is more inclusive than a 20 year lease. A 20 year lease will clearly discriminate against older caravan owners

21/04/2024 09:37

Deal with the white elephant first and foremost. Flooding as we keep being told is the real problem moving forward. Address this and investors can then make a logical choice.

21/04/2024 08:47

I don't think my preference will make any difference yo what the council has already decided.

20/04/2024 14:01

With option 1, share costs for electricity and water with static owners - give residents options to connect to electricity and water at a cost

19/04/2024 07:27

The above just has the options labelled as options not Qs so can't comment

18/04/2024 21:15

None of the above

18/04/2024 10:12

I have no preference for the option that is used

17/04/2024 08:24

Going with option 2 but allowing the leaseholders to rent out there caravans, possibly to be managed by an onsite team.

15/04/2024 17:30

Only potential options is to split Option 1 & 2 as there are families who have had Caravans on this site since its inception. To change now would make things unfair and possibly too expensive for some.

15/04/2024 14:29

The options should be derived from the proposals for the site and harbour when these are defined,rather than be dealt with in isolation

13/04/2024 23:45

Allow current caravan owners to rent their caravans short term for a MINOR part of the year so they can recoup some of the annual cost to them - not so as to 'cash in'.

13/04/2024 13:24

No idea what the above options relate to.

12/04/2024 14:48

Sell lodges on industry standard terms. Needs infrastructure but pays its way. Lease caravan plots on industry standard terms - including age of caravan, market rents etc. Have a mix of static and tourist pitches on the touring fields - statics for short-term rent.

11/04/2024 15:47

Remove caravan site altogether and re-develop entire area to bring it in line with modern needs and wants for the community and tourism

11/04/2024 11:57

5 year lease might be more agreeable especially as flood insurance is not available on the site.

10/04/2024 19:57

Please remind me of these options at this stage in the survey

10/04/2024 18:03

I cannot find the details of the 4 operational models. Please email to me at

[carolpratt51@hotmail.com](mailto:carolpratt51@hotmail.com)

10/04/2024 11:24

The site facilities are upgraded and all current caravan owners are offered the option to stay, with their current caravans (if possible- in this day and age we should not be scrapping perfectly good caravans at 10 years old).

10/04/2024 11:21

What are the options?????

09/04/2024 19:24

Where are the options ?

09/04/2024 18:17

where are the options? I have not completed the above as I cannot find the options

09/04/2024 16:46

NONE

09/04/2024 16:23

This is not clear what it means

09/04/2024 15:41

I couldn't read/ find what the options were for no 13

09/04/2024 14:19

Be reasonable with the current caravan owners

09/04/2024 09:00

Increase the area available for camping in the summer subject to STC allowing the use of the extra land

09/04/2024 08:51

Can't comment as do not own a static caravan

08/04/2024 15:00

Option 1 and 2 I would fully support - however for option 2 we would need details BEFORE on the length of lease, buy out costs, etc.

08/04/2024 10:49

## Q 16 - Do you have any other comments?

It is all rhetoric. And adjectives. There is no actual factual basis for any of it. Or meaningless detail to evaluate and respond to. Cramming in caravans, pouring in concrete to a non draining flood plain, no consultation for owners and townspeople, no sustainable planning, it doesn't seem to have been thought through by people who love Southwold or enjoy spending time in it.

22/05/2024 21:24

Southwold has always been like stepping back in time & that is the beauty of it. Any development needs to be in keeping with that & not a money grabbing exercise.

22/05/2024 20:30

On a more personal note, my gran, Mabel **Rice (nee Standard)** was born on Constitution Hill, moving onto 5 Pinkeys Lane - where my Dad lived with her for a while. My uncle, Arthur **Standard**, was a drayman for Adnams brewery. Due to these links, generations have been camping in Southwold and now make use of the caravan, thanks to my parents. We have spent many a good year visiting Southwold, going on walks, and enjoying the local restaurants, shops and pubs. We still visit as many times a year as we can, sharing the caravan with my sister, brother, and their families - another 2 generations falling in love with Southwold. It is a welcome break from the working week, where we can come to a lovely part of the country, leave our cares at home, and enjoy the walks and fresh air. It is sad that this is now being threatened in the name of progress, and we hope that the progress will see that we are not just moaning for moaning's sake but trying to keep this special place within our grasp. The site's apparent decline raises questions about whether this is a strategic move to facilitate a specific option. The ongoing non-renewal of vacant plots contradicts the revenue generation objective, resulting in an annual income loss of £90k per annum. Additionally, if we are paying, as stated by a local councillor on social media, £10/day, that equates to £300/pcm, comparable to Southwold's council tax for a reasonably sized house, but without the luxury of running water, sewerage or electricity. Given the lack of site investment thus far, these financial aspects warrant further investigation. The introduction of electric hookups for caravans, mirroring successful implementations at the campsite, would be a welcome improvement. Ideally, this should be complemented by a regulated solar panel installation on caravans (most caravans already have these), feeding back into the site transformer, enhancing cost-effectiveness. Discussion of caravan compliance should only begin once the amenities are in place on the caravan site. Introducing a new, fully equipped caravan on the site without these amenities would be inappropriate. The expectation that well-maintained caravans will be discarded due to age contradicts our ecological commitments. While some caravans indeed require repair, others should be preserved. The requirement to purchase replacement caravans from a specific provider, potentially at an inflated cost due to additional commission, raises concerns. This, coupled with the inability to secure flood insurance, could indeed make it a risky investment. Are East Suffolk Council prepared to provide blanket flood insurance for all caravans purchased for the site? It's crucial to ensure that any redevelopment of the caravan site aligns with the unique character and natural surroundings of this part of Southwold. Modernisation, if not done thoughtfully, can transform the site into a commercial holiday camp, potentially leading to noise pollution, maintenance issues, and other problems. Overcrowding and congestion could detract from the charm of this part of Southwold, leading to regrets about overlooked environmental considerations. It's important to balance development with preservation, particularly at a time when environmental issues are at the forefront of public consciousness. This approach will help maintain the quaint and unique outlook of the area while ensuring its sustainability for future generations. I hope that the current ESC is remembered for developing something environmentally splendid, potentially award winning, and socially responsible to a long standing community and not a financially disastrous white elephant.

22/05/2024 19:50

Why has the site been left so rundown with so many empty pitches? What benefit are leases to caravan owners? Only if you are going to make us buy new vans (which we can't afford) and then you use the Parkdean style rundown lease do I see any use in them and then that is all for your benefit. It looks like you have taken a model from commercial caravan parks that offer lots of amenities. The beauty of Southwold is that these amenities are not needed as the natural environment is what is attractive and what I have loved from when I first came here as a small child.

22/05/2024 19:32

It seems that ESC intends to use the caravan site as a cash cow, with revenue superceding all other concerns. In the absence of more creative, forward-looking solution, I believe a compromise solution (possibly based on a model in which a limited number of caravans are used as holiday lets to generate revenue with reasonable leasehold terms, and minimal impact upgrading, for existing owners) could be achieved if negotiations were based on full, open and honest disclosure of costings, financial forecasts. The caravan owners are currently contributing around £300k annually to ESC and have received very little in terms of facilities or investment on the site in return. I suspect that any major commercialisation of the site, change in the character of the place, or unreasonable lease terms will result in the current loyal and devoted caravan community voting with their feet, and ESC struggling to replace them due to flood risks and decreasing demand. Demand for static caravans is already in decline, as is demand for staycations (evidence for this can be provided if required), and I think ESC risk destroying something valuable and not be making the money they envisage.

22/05/2024 18:24

Caravan owners have been promised an upgrade of the site for many years including electricity, water and sewerage connection. The council gets £300,000 annual income from caravan owners (and more from campsite). The site has become run down and empty pitches have not been filled, losing approximately £90,000 a year income. The caravan site is a long term community of people, many of whom have connections to Southwold going back 4 or even 5 generations. We are invested in Southwold and the local area. We want to come to a good solution in proper consultation with all stakeholders. Asking for ideas from us, when we do not know what you need to gain from the caravan site is tricky. From what I have read it is not known if works to the south training arm will have the desired affect . I do not think the vision is visionary enough.

22/05/2024 18:01

Without costs the ranking would be pointless there's a big bit of this plan missing!

22/05/2024 16:58

Communal washing up and toilet facilities promote community - this option should be preserved.

22/05/2024 16:50

I am concerned about the amount of borrowed money is anticipated to build a part council owned Static caravan/cabin site when the likelihood of more flooding is high and insurance does not cover flooding so borrowing is very risky. There will be more participation from static caravan owners during the school holidays when they are more likely to be on site.

22/05/2024 16:42

Please note that I have not ranked the Options as I believe the only fair and workable option, whilst maintaining the character of the site and the area, is Option 1, possibly extended to allow for higher fees to be charged in order to fund improvements to the site. Introducing a 20 year lease would be detrimental to, and discriminatory against, current caravan owners, many of whom are older and would not be able to commit to

such a long lease. Any option with an element of short term renting would completely change the nature of the site and be detrimental to the "quintessential charm" of the harbour area that the Council professes it wishes to retain. There has been talk of a minimum age of caravan, regardless of condition. This would cause unnecessary expense to, and again be discriminatory against, many of the existing caravan owners. It would also be completely at odds with any environmental and sustainability standards the Council has. Why scrap a caravan purely due to age, regardless of condition? With regard to the concept designs, more consultation on them should be carried out when a decision has been made on the future of the site. However, my initial thought is that it is unrealistic to allow only one car by each caravan when they have 2,3,4 bedrooms. In that case, the extra car parking suggested is woefully inadequate.

22/05/2024 15:48

We do not feel able to rank the four options in order of preference as we do not believe that there is sufficient detail in the consultation documents to enable us to do so. We would comment on the options as follows: • Option 4 – we do not consider this option to be viable or appropriate • Option 1 – this option would not be appropriate if it continues to result in insufficient investment and a failure to provide basic services to the site. We do not see why this option should result in a “long waiting list for a site” – our understanding is that there are currently some 30 vacant plots on the site (resulting in a substantial loss of income) • On balance, therefore, options 1 and 4 should be discounted • Options 2 and 3 – we do not feel that there is sufficient detail or information to enable us to give an informed response to these options. We have many questions and concerns, for example; how long would the term of the proposed lease be? what are the notice provisions? what are the proposals for caravan ‘replacement’ and could these be overly onerous? how does this more expensive model fit with the fact that the caravan site is in a designated flood zone (flood zone 3) such that caravan owners are unable to obtain flood insurance? We cannot see any reference to the risk of flooding in the proposals We are anxious that the existing site users, many of whom have been on the site for generations, should not be priced out of the site. Whilst the annual charges may have to increase if additional services are provided to the site, we would not want to see an overly onerous financial burden placed upon them. The majority of the cost of installing the services and otherwise improving the site should surely come from the substantial income that the site generates annually (we understand the figure to be in the region of £300,000 to £330,000 from the caravan site alone). We note that the Harbour Vision document refers to the caravan and campsite as “a potential fiscal powerhouse for harbour operations” with “Fiscal strategies...leveraging the synergy with the Caravan and Campsite”. Should the income generated by the site not first be applied for the benefit of the site itself? We are concerned that there is no mention of environmental sustainability in the proposals.

There is so much that you can improve with your current thinking because you seem to be ignoring the most crucial elements, namely the people who are currently on the caravan site and who have shown love and commitment for generations. It looks like we will be forced out because of costs and especially the terms and conditions that you would impose. For example, on both economic and environmental grounds, we strongly disagree with disposing of any elderly but well maintained caravan. It is both environmentally wasteful and morally wrong. Nor can we agree to the suggestion that caravans can only be sourced through one designated company. This is an unacceptable commercial monopoly that takes away our choice and control in the purchase and adds a significant cost that we could not tolerate in these economically difficult times. In addition, as older owners we cannot contemplate more than a five year lease. And do remember that we are unable to get insurance for flood damage as the site is clearly on a flood plain which is predicted to get worse in the near future. We would really love to be able to remain on the site, and would upgrade our caravan if the site terms and conditions remained similar, with some upgrades of facilities and utilities. However the current uncertainties have prevented us from doing this. We believe that the caravan site could be a uniquely forward looking and environmentally sustainable site that Southwold and the ESC could be proud of. The undeveloped site offers you a rare opportunity to do something environmentally amazing, potentially award winning, and socially responsible for a longstanding and loyal community. With some creative thinking, this is your chance to set an inspirational precedent in planning. All you need to do is to have consideration for the people involved, for environmental sustainability, for tranquillity, for aesthetics, and for a biodiversity



net gain. By doing this you will be maintaining community and local stakeholder harmony. This could be a beacon site in the UK for sustainable holiday planning. Don't let Southwold and the caravan community down.

22/05/2024 14:48

Waveney and then ESC have for years taken an annual income of £300,000 from caravan owners, plus more than that from the campsite, and not even installed electricity for caravan owners. In addition, poor management has left empty pitches unfilled, losing the council approximately £90,000 a year income. I would like to see the site better managed in the future and profits reinvested in the harbour and surrounds.

22/05/2024 14:06

No

22/05/2024 08:42

Any sub letting by caravan owners or the council would completely change the feel of the site. I don't understand why it's necessary to change a caravan every 10 years, it's not good for the environment, more sustainable to keep them longer. Without any detailed costs/terms and conditions to us it's impossible to make an informed decision.

21/05/2024 22:12

With the high flood risk at the caravan site meaning that getting flood damage insurance is not a possibility, how are caravan owners expected to spend say £50k on a new van via the council when it could be washed out to sea the following winter. If the council decide to run say 40 caravans as a rental business alongside the leased plots. How could they justify the spend on caravans and infrastructure if they could be destroyed overnight. Surely not a good use of public money.

21/05/2024 22:01

Please don't destroy our community. Caravan sites were originally created for working-class people to afford holidays, Southwold is already a highly gentrified town, it is crucial that this does not also happen to the caravan site.

21/05/2024 21:36

I think caravan sites should pride themselves in being accessible to those who cannot afford expensive holidays, and should keep this integrity rather than appealing to those who can pay more.

21/05/2024 21:36

We believe that in the long term, the gain will be greater if plans are based on ecology and community and forward thinking environmental practices in planning design, building and construction. Who gains if the site ends up looking like so many other scorched earth caravan sites around the country? People will look back and say, 'what a lost opportunity', 'Why on earth were environmental considerations ignored, precisely when everybody knew how vital they were? The structural issues with the harbour wall are separate to the caravan site and there is little possibility of income from this site off setting the development of this infrastructure project. Models of economic self sustainability and community ownership would encourage a shared vision and future.

21/05/2024 20:40

This section is headed revitalisation, but the proposals are actually complete redevelopment I have not ranked these options because it is not possible, because in the consultation meetings, ESC officials and councilor said that options 1 and 4 are not being considered. Option 4 meant no static caravans, only rentals. Options 2 and 3 include static caravans both rental and owned. Without details of the financial deal, it is impossible to choose any option. What I and other caravan owners want is a reasonable and affordable deal to enable us to stay on the Southwold caravan site. David Beavan stated in one meeting that he doesn't want anyone to leave,



however many current long standing caravan owners will be forced to leave if the annual fees are increased too much and they are forced to buy new caravans.

21/05/2024 19:19

The options cannot be viewed in isolation and so should not be consulted on. This is not good practice for community engagement

21/05/2024 18:30

Caravan site desperately requires the mains facilities, but should not be at expense of turning it into a purely money making project and loosing a valuable part of the Southwold community.

21/05/2024 16:58

The upgrading of the caravan site to meet model standards is, no doubt, the future. The costs, upheaval and uncertainty will have a considerable effect on the present caravan owners many of whom will leave and their community will be lost. New owners will come and enjoy the fruits of the upgrade which, in order to recreate that community, should be done in a responsible and environmentally sustainable way. A caring and sensitive management system will attract caravan owners and holidaymakers.

21/05/2024 16:31

Our caravan is our refuge, safe space, family retreat and we consider ourselves so fortunate to be the current custodians. PLEASE DO NOT RUIN IT

21/05/2024 15:56

To truly maintain the uniqueness of the area it is essential not to move to sub letting

21/05/2024 15:40

For a real discussion, the council needs to explain to us (and harbour businesses and users) what money is needed for what, then we can have a real discussion about different ways of getting there. The current options risk pricing many of us off the site, so that ESC loses even more money. The caravan site could be a forward looking, environmentally sustainable site that Southwold and the ECS could be proud of. Where caravans are not renewed for the sake of it, electricity is generated from solar power, caravans are not sited on concrete standing and planting is suitable for the many bird species that visit the site.

21/05/2024 13:12

All of the 4 illustrative layouts are over elaborate expensive and not well designed. For example the existing well established hard roadways are obliterated The illustrations are unrealistic and would not be achieved. So much in all of them is not Satisfactory. I am a retired member of the Royal Town Planning Institute BA(Hons Town and Country Planning) MA(Conservation Policy) with design experience.

21/05/2024 12:56

Why have options 1 and 2 even been included when we were told at the caravan owners meeting that these are essentially red herrings and not being considered? The site plans include lots of regimented rows of caravans with additional (concrete?) roads - I really think great care and consideration needs to be given to maintaining the uniqueness of the site and I would like to see the least amount of the site covered in concrete as possible. On another note - I worry this consultation is disingenuous. A worker on the site told a family member that the decisions were already made and this consultation was just being offered to keep people 'calm'. I also think some of the attitudes of ESC towards SCOA and members has been pretty disheartening to see. Caravan owners are a group of passionate people who just want to ensure the place they have loved and supported for decades, is not ruined by ill thought-out plans. The impression is that the council would prefer the caravan owners to go quietly. I have been coming to my caravan since I was 2 weeks old, spent all my childhood holidays here and many more as an adult. It is somewhere that is very important to me and think it could continue to be for many generations to come. If ESC take this opportunity to really think about the community and environmental aspects, the site can continue to economically provide for the harbour lands and be somewhere many future generations can enjoy.

21/05/2024 12:50

It is understood that in the long term, the financial gain will be greater if plans are based on ecology and community and forward thinking environmental practices in planning design, building and construction. We believe that in the long term, the financial gain will be greater if plans are based on ecology and community and forward thinking environmental practices in planning design, building and construction.

20/05/2024 23:12

Any scheme which increases short term receipts from the site needs to ensure that those receipts are ring fenced to invest in the site and/or the local town infrastructure. Otherwise, this is simply a new form of local taxation.

20/05/2024 14:37

1. The 'options' you offer, above, contain 2 very obvious 'untruths'. At Option One, there is NO mechanism to eject caravan owners from the site with 2-months notice, in the way that you suggest. Also, at Option 3, on the figures provided by the Campsite Office, at least 13 current caravan owners will be forced to leave if ESC are to hire out 30% of the site's caravans. This are warped options and the public are being asked to chose options which contain blatant errors. 2. One of the things strictly forbidden to current caravan owners (on pain of ejection from the site, with no refund) is the sub-letting of caravans. Yet, at Options 3 and 4, ESC propose to do that very thing themselves! Having short-term holiday-makers on the site will completely alter the quiet, family ambiance of the site leading to more noise, rowdiness and light pollution; this is why ESC do not allow it. 3. Consultees are offered the option of up to 20-year leases; yet nowhere do you make clear the cost of these, or the cost of getting out of one. 4. Nowhere is the age of caravans coming onto site, or the age at which they must leave mentioned. This is vital information for caravan owners. Of note, I understand the a letter has gone out to all those on the caravan plot waiting list, telling them that if they do come on site, their caravan must be 'less than one year old'. Despite ongoing discussions, this matter has clearly been pre-judged by ESC. 5. Compliance with 'Industry Standard' rules is mentioned; however, nowhere does it say what these are, so how can consultees be expected to accept or decline these options? 6. Finally, the Environmental Agency survey shows that much of the caravan and camp site will be regularly flooded by 2035. (Nothing to do with the harbour arms). Why are you seriously considering investing a huge amount of Council money in a site which has such a future? Caravan owners are unwilling upgrade as they cannot get flood insurance for their current caravans, never mind a 'less than one-year old' caravan.

20/05/2024 11:11

Whatever ESC decides the area will flood, we cannot escape climate change and coastal erosion. In the meantime you have caravan owners willing to pay an annual fee which will bring in a sizable income. I have attended most harbour lands committee meetings and although I do not understand the different ideas regarding the south trading arm and/or dredging I am aware that no one has come up with a cast iron solution and millions could be spent on something that doesn't work. I do not know the solution but ruining the caravan site is not the answer and many local people feel the same way. I am a regular visitor, I play tennis at the tennis club, I litter pick and I pet sit locally. Please remember you are a green/ lib dem council and use this opportunity to put your principals to great effect

19/05/2024 13:38

There is an opportunity here for ESC council to set an inspirational example of planning for future sustainability, to invest wisely in something which will increase income, is truly green, environmentally sound and socially responsible -something that could win awards and be looked back on in the future as an ambitious and visionary programme which put economic realism, climate change/flood plain considerations and genuine green principles first. I do not want ESC to waste this opportunity. I am a long standing caravan owner and I love Southwold, its harbour, wild beaches and green spaces. The current Southwold caravan site is a long standing community, some caravanners have been here for 4 or even 5 generations. ESC has opened a short consultation which has not been widely publicised. There is little detail in the proposals, little time for

real consultation, and some very worrying suggestions - worrying both to caravan owners and to Southwold residents, business people, visitors and all who love this place. I urge you to consider the issues which I have listed below:

1. What worries me in these proposals:
  - I am very worried about the proposal for a large development of the harbour - to include markets, artisan shops etc in an area which is currently a working harbour and boatyard
  - I am very worried about the proposal for installation of a large fleet of weekly rental caravans onto the caravan site, which to date has been a quiet static site.
  - I am very worried about the stated aim in the ESC paper 'Southwold Harbour Vision 2035' is for the Caravan site to be 'a premier coastal holiday destination' by 2035 and through this, for the caravan site to provide funds for harbour development. My vision for the site and harbour as a prime holiday destination is very different - it is economically sounder and based on progressive, creative holiday ideas for environmental sustainability.
2. What are the threats?
  - Impact: The proposals above will hugely increase footfall and traffic in an area within AONB and Suffolk Coastal, with narrow roads, sand dunes and peaceful beaches along a wild and beautiful coastline full of wildlife. Footfall and car traffic will increase hugely through a working harbour and boatyard. Estimate from caravan rental fleet alone, an additional 300 to 1000 individuals per week (depending on number of rental caravans). With this increase will come more air, noise and light pollution in an area of outstanding natural beauty with narrow roads and limited car parking
  - Flood risk: the site is on a flood plain. It is still unclear how the current plans are taking this into consideration. There is an urgent need for as little concrete and hard standing as possible to maintain drainage. But also, if everyone on site is made to buy an expensive new caravan and much of the area is taken over for caravans to be let out by the week, how will any of this be insured for flooding?
  - Competition with existing holiday rentals in Southwold and Walberswick: Peak demand for accommodation is in summer school holidays, but the rest of the year there is plenty of accommodation available to rent in the local area. Would the huge ESC investment in a fleet of rental caravans, be a viable use of public money, unless the weekly price seriously undercut the price of a local cottage or flat?
  - Effect of weekly rental caravans. Weekly renters will not have the same respect for the area as annual static owners.
  - Risks to environment: We are hearing from the council that the caravan site must be a money maker for the Harbour, should pack in as many units as possible, increase the fees enormously, and require caravan owners to replace their caravans every 10 years (sending perfectly viable caravans to landfill) in order to earn more money by making us buy caravans from the council at a hugely inflated price. And in the redevelopment process, destroying the shingle bank (a flood plain) and the local flora and fauna, some of which is rare.
  - The AONB is not mentioned in the plans
3. What is to be gained - green financial opportunities to seize: The undeveloped Southwold caravan site offers a rare opportunity to do something economically beneficial, environmentally splendid, potentially award winning, and socially responsible. With some creative and visionary thinking, this is a chance to set an inspirational precedent in planning - for environmental sustainability, for tranquillity, aesthetics. For biodiversity net gain and for maintaining social community.. I would like to see a plan which centres on community and the ecology of the site. This could be a beacon site for the Green agenda in holiday planning in UK. The tide is turning across the country and with it the financial gain for councils. ESC will gain far more with something matching the national zeitgeist. People now realise that we cannot afford not to put climate and biodiversity priorities first. Wellbeing and mental health concerns coincide with the climate and ecological crisis. People need nature and a feel of the wild, when they are on holiday, just as urgently as nature itself needs to be preserved.
4. Environmental priorities and necessary first steps: Both the construction process and final product will need to make environmental sustainability the first priority. A thorough biodiversity survey combined with planning to increase this, must be the basis of the plan. Sustainable power sources, green roofs, composting, recycling and low impact waste disposal needs to be built into the plan as well as the need to retain and increase wilder areas on the site, tree cover, and quiet, undisturbed areas for plant and animal species to flourish. The small but much enjoyed area thoughtfully set aside currently by a gardener on the site, for caravan owners to grow and pick their own herbs and vegetables could be expanded. Concrete, plastic and plastic-based products would be kept to a minimum. The long term plan for retaining or replacing the caravans themselves would have to put environmental concerns as well as the concerns of lower-income families first.
5. The worrying alternative - putting short-term financial considerations first: We know that some of the current thinking only sees the site as a cash provider for the rest of the harbour. The land was bequeathed for people to enjoy peaceful time away from the city without vast expense. It was not bequeathed to provide an income for the

harbour. We believe that in the long term, the financial gain will be greater if plans are based on ecology and the community. Who gains if the site ends up looking like so many other scorched earth caravan sites around the country? People will look back and say, 'what a lost opportunity', 'Why on earth were environmental considerations ignored, precisely when everybody knew how vital they were?'

19/05/2024 11:33

The caravan owners make a considerable monetary investment (£300,000 per annum) and are not seeing the fees invested back into the caravan site or their views considered. The site has been allowed to deteriorate over a number of years and Options 3 and 4 are disdainful. Why have the caravan owners not been included as stakeholders given the "options" affect them so greatly? As a group, the caravan owners have invested large sums of money over a long period via fees. In addition, they are active members of the Southwold community and spend money with local businesses and the local community each year on an ongoing basis. A weekly rental model would not only change the caravan site itself, but would change the town and put stress on the local infrastructure. The eviction of caravan owners and the destruction of such a long established community would be detrimental to the town. Canvassing the views of non-caravan owners who do not have a vested interest in the site ignores the response from the Southwold Caravan Owners Association to the Rural Solutions report. Seeing the caravan site developed as an area of natural beauty, with a focus on sustainability, as opposed to turning it into a heavily commercial cookie cutter caravan site is a valuable opportunity for the council, caravan owners and the local community. We would welcome additional options to be discussed with a view to achieving harmonious progress while maintaining the unique beauty of the location.

18/05/2024 20:14

Any new model must have a 'test the market' trial. I would agree to 6 lodges being established for trial to explore impact on staff, cost of extending utilities, cost on 24hour availability of oncall staff for emergencies, cost of marketing and effectiveness of marketing etc. These will erode profit margin and need more staff for admin, cleaning, bookings etc Evaluate for 2 years. Lodges need to be above flood water line. Why are Southwold and Warbleswick towns seen as source of additional funding - street and carpark charges (exemptions for local residents - not for 2nd home owners)

16/05/2024 16:29

The caravan site needs to be environmentally friendly and sustainable. Replacing caravans at a set number of years is definitely not environmental, but more capitalistic. The vans should be allowed to remain as long as they meet health and safety regulations. There is no level of useful detail for caravan owners (site layout, costs, T&Cs), so a preference in options is impossible to make in an informed way. A huge amount of revenue has been raised over the years by the caravan site fees (and a great deal lost due to bad management - empty sites etc) without any reinvestment in the site. It now feels like the caravan owners are being made to pay that price. Caravan sites are currently suffering decreased short term lets which would make an investment in council owned caravans for such a purpose a risky strategy. Non-caravan owners would have very little insight into what these options mean for the caravan community - how will their relatively uninformed responses be tempered when analysing the survey results?? The caravan owners should have clear input as detailed plans are produced - site layout, lease lengths, etc.

16/05/2024 14:31

OPTIONS 3 AND 4 WOULD NOT BE VIABLE AS THE SITE NEVER FULL AND LETTING OUT UNITS OWNED BY ESC WOULD NOT GENERATE ENOUGH INCOME FOR THE HARBOUR LANDS. IN MY OPINION NO FINANCE HOUSE IS GOING TO LEND THE MONEY TO ESC SO THEY CAN PURCHASE (40 UNITS IN OPTION 3 OR 140 IN OPTION 4) THAT CANNOT BE FULLY INSURED DUE TO THE FACT THAT THE SITE IS ON A FLOOD PLAIN.

14/05/2024 22:49

I think that ESC may be missing a trick - there may be many more sustainable ways forward for the harbour that take the flood risk into consideration.

14/05/2024 20:49

no

14/05/2024 17:38

Some of the consultation documentation negatively references caravans not always being fully occupied. It should be remembered that fees have been paid - so no loss of revenue and less pressure on the facilities and services on site. Please consider supporting the transfer to renewable sources of energy on site, such as solar and wind. Many owners have gone to some significant expense already to do this. Please consider other options to increase the green/wild/biodiversity of the site such as leaving green patches to aid wildlife and cut emissions (many council's are doing this already). Consider an environmental impact assessment where species present on site are identified and counted. If, at least some transfer of this kind is made the Council can achieve its obligatory 10% biodiversity net gain. There is a real opportunity in the site to make it a beacon of innovative environmental thinking and action. A small field in a vulnerable position next to the North Sea that people are trying to safeguard in the best possible way.

14/05/2024 15:34

There needs to be much more detail, but after fuller consultation.

14/05/2024 12:33

Southwold Town Council recognises the cost and difficulties of maintaining the harbour and understand the need for funding to keep the harbour operational. Changes to the existing model on the caravan site to help achieve this funding is understood and desirable. The low key nature of the current site in some way should be retained with facilities & amenities only for local support not high level holiday entertainment plus style activity. This implies that the options proposed specifically 2 & 3 need to find a happy medium to achieve this objective and therefore needs further work to arrive at this position. We are not in support of option 4 but recognise option 1 is no longer supportable. Any medium to long term changes need to take cognisance of the existing caravan site licence holders and not be taken as an opportunity to totally refresh those already on the site. We also believe existing caravan licence holders retain their status quo if they choose, albeit within a mix of leaseholders. Irrespective of the outcome the site sewerage issues need to be resolved. Finally insurance unavailability due to flood risk needs a solution.

14/05/2024 11:55

Options 3 and 4 are altogether unsuitable.

13/05/2024 10:00

It's a shame you overlook the fact that the reason the caravan site has been successful in generating income for so long and with so many owners having been there for many generations is because it's loved for what it is now and how it operates now. So many of the long term families will not want to stay if all these changes happen and it's a really sad thing that you are doing. Simply allowing current owners to rent out their vans would mean the site would be fully occupied full time. That's one thing you say you want but have failed to allow. No doubt that would have meant the site could have generated more income for many years and because you've denied that for so long you've missed out on massive income. No owners I have spoken to want your planned changes. You will lose the current owners in droves. Those who have loved and supported for generations for decades, and a new type of owner will emerge changing the whole dynamic of the place. Those who love it for what it is and always had been will leave. You will be responsible for that and for the new style of site and owner you attract. May as well go to any other caravan anywhere as the uniqueness and quintessentially southwold appeal will be gone forever

12/05/2024 08:09

Is the section of the campsite which belongs to the Harbour Lands being considered for development as an area for static rentable caravans? The design of the caravan site should include areas of recreation, not a playground, for children to play. Without this ball games will be played in the road. Maximise profits by having an onsite coffee/snack shack run by the Harbour Lands/ Campsite. Have pop up visiting food outlets regularly on the site during peak periods who pay a fee to the Harbour lands/campsite. Use the third field for a monthly car boot sale, fees to the Harbour lands and campsite. Run events quiz's, barn dances etc to raise funds, encouraging the campsite visitors and harbour users to get to know each other, creating a joint community.

10/05/2024 17:42

If there is to be an age limit on caravans allow leeway with some sort of "mot" for older vans. Do not make purchasers have to buy vans through ESC. This would fall foul of competition rules in any event.

07/05/2024 11:18



I think this is for the caravan owners' comments to have priority.

05/05/2024 17:43

The plans appear to require the removal of Some like it But and no obvious replacement. This will leave the Touring Camp site with inadequate facilities notwithstanding an increase in use by moribund that might have their own facilities on board

03/05/2024 14:01

Has flood / climate emergency/ changing sea levels/ Sizewell development been considered in plans/ visions?

03/05/2024 11:20

The rest of the site need a really good tidy up as its disgraceful as it currently is with old unused caravans ,rusty old bikes and neglected surroundings

30/04/2024 23:11

For many years the caravan site and harbour have been poorly managed and a great deal of money earned has gone elsewhere. Now we are being viewed as a resource to be mined. An opportunity is being missed to create, with visionary thinking, a unique environmentally sustainable site. More and more people now want to connect with nature....not Pontins!

28/04/2024 18:15

Over the years, Waveney and subsequently East Suffolk Council have derived significant revenue, in recent times this is totalling over £300,000 annually from caravan owners and additional proceeds from the campsite yet have failed to provide electricity for all permanent pitched caravan owners. Moreover, it appears inadequate management has resulted in unoccupied pitches, translating to an approximate annual income loss of £90,000 for the council. Consequently, it is concerning to note that caravan owners are omitted from the list of stakeholders to engage, while the strategy includes "leveraging funding from caravan and campsite redevelopment." The viability of investing in caravan weekly rentals is now in question given the decline of 'staycation' economics post-Covid, with holiday and caravan rentals decreasing nationwide. Is this an opportune moment for ESC to allocate public funds that might not yield a satisfactory return, especially considering the inability to insure against flood risk and the likelihood of flooding by 2030 as per government projections? Seeking opinions on these matters from non-caravan owners undermines the perspectives of caravan owners and disregards the response from the Southwold Caravan Owners Association (SCOA) to the Rural Solutions report from two years ago. The caravan site represents a longstanding community with deep ties to Southwold spanning four or even five generations. Caravan owners are deeply invested in Southwold and its local area and seek to arrive at a viable solution through comprehensive consultation with all 'stakeholders'. The discontent arising from this survey has spurred constructive discussions among caravan owners and others, exploring costs and possibilities. There is a promising opportunity for well-organised and substantive discussions among stakeholders to arrive at a collaborative solution. However, this can only succeed if the council abandons its current approach and embraces a more collaborative, informed, and inclusive stakeholder engagement process. ESC is overlooking a significant opportunity. The undeveloped Southwold caravan site presents a rare chance to undertake an environmentally splendid, potentially award-winning, and socially responsible project for a longstanding community. Through innovative and visionary thinking, we can establish an inspirational precedent in planning—emphasising environmental sustainability, tranquillity, aesthetics, biodiversity, and the preservation of social and local stakeholder harmony. This site could become a beacon of sustainable holiday planning in the UK. The tide is turning nationally, with increasing recognition that prioritising climate and biodiversity is imperative. Wellbeing and mental health concerns align with the climate and ecological crisis, emphasising the urgent need for nature experiences during holidays. We firmly believe that long-term financial gains will be maximised by basing plans on ecological principles, community involvement, high level stakeholder engagement, and forward-thinking environmental practices in planning, design, and construction. Who benefits if the site ends up resembling countless other barren caravan grounds across the country? What if this part of Southwold becomes congested and loses its tranquil, rural character? Future reflections might lament missed opportunities and question why environmental considerations were sidelined when their importance was widely acknowledged. For caravan owners facing the prospect of losing generations of experience with the Southwold caravan site, these discussions are profoundly challenging. Conversations with harbour stakeholders suggest a reluctance for radical upgrades akin to those in Lowestoft or Ipswich, which do not

align with Southwold's quiet and rural image. Therefore, we are confident that if ESC engages with the stakeholder and the caravan owner community, through genuine and informed discussions, a collaborative compromise can be achieved. Work with us ESC. ESC, this is your opportunity to do the right thing and work with the local community, including the caravan owner's community, to create a mutually agreeable and sustainable vision, with an environmentally friendly legacy, to be delivered for and enjoyed by future generations of the caravan site and the local community of Southwold, and the nearby community at Walberswick.

28/04/2024 18:06

The caravan site has been popular for many years with little amenities for caravan owners. Keep it simple. If there is a waiting list why are there so many vacant plots?

25/04/2024 17:54

AS Above and we would need far better detail to make a considered opinion

25/04/2024 17:05

There is a need to allow sites to be handed down to children. If the historical perspective is what is needed, the caravans have been occupied by families for generations.

25/04/2024 16:38

I have not answered this question as it falls outside of Suffolk Wildlife Trust's charitable remit.

25/04/2024 11:30

Further consultation and information required to make a meaningful way forward

25/04/2024 07:41

The site currently does look pretty tatty and isn't a good advertisement for the town

24/04/2024 18:27

What is the risk of flooding and how could this impact on owners over a 20 year horizon? The current site is charming with each caravan being unique, need to be mindful of making significant changes and pricing people out who have waited years for a place. Would also be good to be able to fish in the harbour again!!

23/04/2024 22:53

In view of the perception that ESC intends to use the caravan site as a cash cow, with revenue superceding all other concerns, I recognise that the above vision may be regarded as a pipedream - a shame because ESC will be missing a trick. In the absence of more creative, forward-looking solution, I believe a compromise solution (possibly based on a model in which a limited number of caravans are used as holiday lets to generate revenue and reasonable leasehold terms, with minimal impact upgrading for existing owners) could be achieved if negotiations were based on full, open and honest disclosure of costings, financial forecasts etc. The caravan owners are currently contributing around £300k annually to ESC and have received very little in terms of facilities or investment on the site in return. I suspect that any major commercialisation of the site, change in the character of the place, or unreasonable lease terms will result in the current loyal and devoted caravan community voting with their feet, and ESC struggling to replace them due to flood risk and decreasing demand, so it will all be in vain. Demand for static caravans is already in decline, as is demand for staycations (evidence for this can be provided if required), and I think ESC risk destroying something valuable and not be making the big bucks they envisage.

23/04/2024 16:04

whatever happens, the site must be updated with water & electricity for all plots. This has been promised for years now and until done will prevent most owners from committing to newer caravans

23/04/2024 10:42

No

22/04/2024 09:59

Due to the inability to obtain flood insurance for a caravan on this site, how does the council propose to provide insurance or unwrite the insurance provider in the event of flood damage.

21/04/2024 09:37

Please re send the options

18/04/2024 21:15

Some consideration should be made to appreciate those who have supported and used the caravan site for many previous years, these owners should be given priority and first refusal on pitches and offered favourable terms.

18/04/2024 17:44

The Caravan Site itself falls well below current standards. The pitches are very small, the ground is waterlogged and the toilet/shower facilities are in desperate need of updating.

17/04/2024 08:24

It appears as though Money is the driving factor - yes the area does need investment and updating, at the cost of who or what? Totally changing the site could have a detrimental effect on the area and the Town itself, it has become very expensive over the years and some families can only afford to holiday on the site, especially for the families who have had caravans on this site since the fifties.

15/04/2024 14:29

Existing caravan owners ( like me) must accept that if facilities are to be upgraded then they must contribute to the cost - which could be partly defrayed by allowing a small amount of short term renting out

13/04/2024 13:24

Would like to be able to read the options.

12/04/2024 14:48

I'm not a caravan holder so can't comment

12/04/2024 11:25

What are the options??

11/04/2024 19:08

The site is constrained by its size. It is not large enough to become a major source of revenue. Consider long-term rental to a private operator, with infrastructure and improvement covenants.

11/04/2024 15:47

The options for this are in the document titles as background information, which many people will not read as its not clear it has this content in it, and the irons above are not described . Do watch out if you get lots of 1-2-3-4 responses as that may just mean that people skipped this page

11/04/2024 15:39

You state the caravans are not occupied that often again this is due to the lack of investment and not having electricity in the caravans. There are more camper vans on the camping field during the colder months as they have electricity. Again Southwold catering businesses are working at maximum capacity during the summer months and they are unable to recruit staff with no housing in the town. There is a much bigger picture here to look at to help the town through the winter months. The town does not need more footfall in the summer, there are days coach trips arriving in the town which fill the pubs.

10/04/2024 19:57

No

10/04/2024 18:03

I would rate the option if I knew what they were ???

10/04/2024 16:06

As a caravan owner on the site I am very worried that I will have to leave if one of options 2-4 are implemented. I really want to stay and was told when i moved on to the site that services were to be installed eventually and obviously rent would go up, which is fine, but I would be able to stay and there would be some rearrangement if caravans. I can't see this option anywhere. I can't pick any other option than 1 because there is not enough information on the other three. We are paying rent of approximately £3000 each per year. This is more than a lot of households pay in council tax. I appreciate that the caravan site is a business but feel that the owners are not being treated fairly considering our financial contribution to Southwold.

10/04/2024 11:21

Unable to read options

10/04/2024 07:29

Very poor survey

09/04/2024 18:17



Providing the caravan site does not have entertainment and generate the wrong type of tourist I am happy for improvement of the site

08/04/2024 15:00

What are the options

08/04/2024 12:19

For option 1, you refer to long waiting list and caravans not always fully occupied. Does it matter how much people use their caravan if they are paying their fees? I presume not. Also, there have many several empty spots for a considerable number of years, this is down to management and not an issue for caravan owners who do not stay every weekend. Option 4 I do not support in the slightest, We have made our caravan home from home, spent many weekends here over the last few years and feel we are being unfairly treated.

08/04/2024 10:49



# Southwold Harbour

MANAGEMENT COMMITTEE

Agenda Item 8

ES/1990

SOUTHWOLD HARBOUR MANAGEMENT COMMITTEE	
<b>Date</b>	12/06/2024
<b>Subject</b>	Revisions to the Harbour Management Committee Working Groups
<b>Report Author/Head of Service</b>	Kerry Blair Head of Operations <a href="mailto:kerry.blair@eastsoffolk.gov.uk">kerry.blair@eastsoffolk.gov.uk</a>
<b>Director</b>	Kate Blakemore Strategic Director <a href="mailto:Kate.blakemore@eastsoffolk.gov.uk">Kate.blakemore@eastsoffolk.gov.uk</a>
Is the report Open or Exempt?	OPEN
Category of Exempt Information and reason why it is <b>NOT</b> in the public interest to disclose the exempt information.	N/A

## Purpose/Summary

To note a revision to the constitution of working groups of the Southwold Harbour Management Committee (HMC)

## Recommendation(s)

That the HMC:

- Notes revisions to the number and remit of working groups of the Southwold HMC

## Strategic plan

How does this proposal support Our Direction 2028?

<b>Environmental Impact</b>	The HMC must act in the best interests of the Port, which includes ensuring its long term sustainability and success. Environmental factors will be taken into account in the decisions which the HMC will make.
<b>Sustainable Housing</b>	Click or tap here to enter text.
<b>Tackling Inequalities</b>	Click or tap here to enter text.
<b>Thriving Economy</b>	Click or tap here to enter text.
<b>Our Foundations / governance of the organisation</b>	The reasons for the establishment of the HMC and Advisory Group have been agreed in previous reports to the Southwold Harbour Lands Joint Committee. The creation of Working Groups will allows for consideration of various matters to be undertaken, with recommendations made to the HMC for further consideration and debate.

## Justification for recommendations

### 1. Background

- 1.1. The HMC has a Work Programme, which is included on the agenda and considered at every meeting.
- 1.2. The Work Programme has highlighted a number of significant pieces of work that need to be progressed by the HMC. In order to progress these pieces of work, in 2021 a number of Working Groups were created to look at items in detail and then make recommendations to the HMC.
- 1.3. The working groups set up at that time were as follows:
  - Compliance Working Group - with responsibility to oversee compliance with the Port Marine Safety Code (PSMC) and other Health and Safety legislation
  - Caravan Site Working Group – with responsibility to consider plans for the redevelopment of the Southwold Caravan and Camping Site
  - Working Harbour Working Group – with responsibility to consider improvements to harbour facilities and amenities
  - Southwold Harbour Investment Plan (SHIP) Working Group – with responsibility to consider and implement the findings of the Royal Haskoning report into harbour infrastructure
- 1.4. Following a change in administration at East Suffolk Council in May 2024, membership of the HMC has changed, and the new administration has asked officers to consider revisions to these working groups. This report sets out the reasons for those changes, and proposes a new arrangement.

### 2. Introduction

- 2.1. At a meeting on 2 May 2024, officers and HMC members considered changes to the current working group structure. It was felt that – whilst some working groups had an important role in providing focus on areas of important activity, others had been frustrated by lack of progress. In part, this had been due to lack of staff resource to address the issues that the working groups had been set up to address.
- 2.2. It was also considered that since the creation of the working groups in 2021, a number of changes had occurred in the staffing structure locally that had brought additional resources into the harbour. It was hoped that in some areas – for example, the delivery of improvements to harbour facilities and amenities (the focus of the Working Harbour group) – these changes meant that issues that were previously considered ‘projects’ should now be delivered as part of a ‘business as usual’ plan for the harbour, set out in annual capital and maintenance plans held by East Suffolk Council.
- 2.3. The staffing changes that have been implemented since the establishment of the original working groups are as follows:
  - The appointment of a Harbour Manager – providing full time, on the ground management of the harbour and the caravan site.
  - Bringing the harbour operation into the East Suffolk Council’s Asset Management team. This includes the Harbourmaster and the caravan site team. This provides better access to surveyors, maintenance and capital works teams, and brings the harbour into the council’s budget setting process in a more joined-up way than was previously the case.

- The appointment of a Coastal Engineer to support of the delivery of work related to the Royal Haskoning Report
- 2.4. In addition, other teams in the council are able to provide support for areas of work such as the development of a response to the Royal Haskoning report. The Coastal Partnership East team, who commissioned the report, are best placed to consider it's findings and recommend next steps, including identifying funding. This was the remit, under the old structure, of the SHIP working group.
- 2.5. At the meeting on the 2 May, these facts were considered – and as a result it was felt that two working groups were now no longer necessary, as their objectives were delivered by other teams. These were: **Southwold Harbour Investment Plan Working Group**: whose objectives are now brought into the work of the CPE team and coastal engineer. **Working Harbour Working Group**: whose objectives are now delivered by the ESC Asset Management team and the Harbour Manager
- 2.6. The group proposed the establishment of two standing groups – and one task and finish group, to take the place of the four original groups. Those groups are:
- **The Compliance Working Group (CWG)** – whose role is to oversee the marine operation with oversight of landside and HRO compliance. The oversight role of this group includes ensuring that the findings of the ABP Mer compliance audit are being actively managed and delivered.
  - Membership: the CWG's proposed membership consists of David Gledhill, Alastair MacFarlane, David Beavan and Mike Pickles.
  - Officer Support: Nancy Riddell, James Milnes
  - **Caravan Site Working Group (CSWG)** – whose role is to engage with caravan owners and ensure that issues relating to the day to day running of the site are being addressed, both on a week-to-week basis, and also as part of the annual planning and budgeting cycle of the council's Asset Management function
  - Membership: The proposed membership of the CSWG consists of Jan Candy, David Beavan, and Diane Perry Yates
  - Officer Support: James Milnes, Kerry Blair
  - In addition to these two standing groups – it was proposed that a task and finish group would be established to develop a strategic plan for the harbour. That work would be informed by the Harbour Vision 2035. The Strategy task and finish group – reporting into the HMC – would have the objective of developing the Harbour Vision into a detailed strategy and business plan that would be overseen and monitored by the HMC.
  - Membership of the task and finish group: Paul Ashton, David Beavan, David Gledhill, John Ogden
  - Officer support: James Milnes, Kerry Blair
- 2.7. The two Working Groups have no decision-making powers, however they will make recommendations for the HMC to consider. Any recommendations will be in written format and included as an agenda item at future HMC meetings. The Chairman of each individual Working Group will liaise with the relevant supporting officer in order to convene meetings and each Working Group will meet as often as is deemed necessary by the Chairman. Meetings will usually take place virtually or in person, in private, and

the public will not be able to observe the Working Group meetings. This is standard practise for all of the Council's Working Group meetings. Any changes to the membership of the individual Working Groups will be at the discretion of the Chairman of the HMC.

### **3. Proposal**

- 3.1. The creation of Working Groups will allow the work of the HMC to be completed in an efficient and timely manner, whilst making the best use of the knowledge and experience of the HMC members. The Working Groups will only be able to make recommendations to the HMC, as they will not be decision making bodies.

### **4. Financial Implications**

- 4.1. The HMC is a Committee of the Cabinet. Its costs of administration, including its Working Groups, will be absorbed by the Democratic Services/Members' budget, in the same way as any other Committee of the Council is accounted for. The Members' Allowances Scheme allows Co-opted Members to claim travel and subsidence, as well as the potential to claim transport costs and carers / childcare costs to enable their attendance at meetings.

### **5. Legal Implications**

- 5.1. There are no legal implications of these proposals

### **6. Risk Implications**

- 6.1. The Compliance Working Group will have an important oversight role for the management of risks associated with the operation of the Southwold Harbour. It should be noted that ultimately, this risk sits with the Cabinet of East Suffolk Council as the Duty Holder – and that those risks are managed on a day to day basis through the Head of Operations. In this, the Head of Operations is assisted by the Southwold Harbour Manager, with the guidance of the Designated Person – ABP Mer, who carries out a compliance audit on an annual basis.

### **7. Options**

- 7.1. The option to continue with the current four working groups is possible

### **8. Recommendations**

- 8.1. The recommendations are that the revised working group structure is adopted, because it makes better use of existing resources, whilst providing sufficient oversight and focus on the main areas that the HMC exists to focus on: compliance, strategy and oversight.

### **9. Reasons for Recommendations**

- 9.1. The HMC are asked to note the appointments of the two standing Working Groups, detailed in 2.6 above, and the creation of a task and finish group to develop a strategic plan for the harbour.

### **10. Conclusions/Next Steps**

10.1. If the HMC approves these changes, officers will set up working group meetings as soon as practically possible. Working group chairs will determine the frequency of meetings, and the suggested work programme.

## Areas of consideration comments

### Section 151 Officer comments:

No comment

### Monitoring Officer comments:

No comments

### Equality, Diversity and Inclusion/EQIA:

There are no equality or inclusion issues relating to this proposal

### Safeguarding:

There are no safeguarding issues relating to this proposal

### Crime and Disorder:

There are no crime or disorder issues relating to this proposal.

### Corporate Services implications:

*(i.e., Legal, Finance, Procurement, Human Resources, Digital, Customer Services, Asset Management)*

Officer support will be needed in order to support the working groups, as at present. This includes staff from Operations, the Health and Safety function within East Suffolk Council, and the Asset Management team.

### Residents and Businesses consultation/consideration:

There are no resident or business issues relating to this proposal. Residents and businesses are aware of the work of the HMC and the working groups through the Stakeholder Advisory Group – businesses and residents are standing members of the SAG group.

## Appendices:

<b>Appendix A</b>	
<b>Appendix B</b>	

## Background reference papers:

Date	Type	Available From