

Appendix 2: Strategy Sub-group Consideration of Comments

Question: General Comments about the strategy content		
Category	Summary of comments	Action or how comment will be addressed
Finance	I think the goal of "self-funding" will damage the potential benefits of using the harbour as an attraction for the town and surrounding area.	Amended AP1 to - Aim to become operationally financially self-sufficient for clarification
	Most of the goals are admirable but could be costly to implement.	Included in AP1 - This will include contributions from external funding sources and grants towards the harbour assets.
	The actions need to be prioritised as some may have to be delayed until funding is available.	Agreed, and this will happen during the delivery of the Strategy. The Strategy is also a live document and can be updated as circumstances outside the control of the harbours change.
	This survey appears to be heading into a massive financial burden, I only hope that the marina users are not the ones footing the bill.	Included in AP1 - This will include contributions from external funding sources and grants towards the harbour assets. It is recognised that fees and charges will not cover all expenses for the harbours. Fees and charges are benchmarked each year to ensure the harbours remain competitive.
	I worry about the plan to get rid of the 1821 agreement which protects the Cobb - this needs external funding from national sources.	Cobb will remain protected as a listed structure and is part of phase 5 coastal engineering works for Lyme Regis
	Keep the fees from rising	Fees and Charges are reviewed annually and benchmarked to determine if reasonable
	Encourage private development and investment and must be wary of squeezing too much from users and visitors.	Harbours will always look to external funding where possible
	Not having a lot up front expenses which take a lot of time and interest to repay.	Included in AP1 - This will include contributions from external funding sources and grants towards the harbour assets.
	SG4 "Become financially self-sufficient. Given the extensive works required to maintain and upgrade the harbour walls in Weymouth is this a practical proposition?	Included in AP4 - It is recognised that external funding will be required for infrastructure developments in response to climate change and maintenance of the harbours.
General Comments about the strategy	The strategy gives the harbours very little new direction, it is a summary of current business reflected by the large percentage of 'on-going' target dates. The way ahead cannot be determined until it is decided what people want out of Weymouth Harbour.	The goals in the strategy were identified through consultation with harbour users. As a Master plan develops for Weymouth there will be additional engagement with harbour users and stakeholders, and this should provide more detail and opportunity for harbour users to voice further opinions.
	The strategy should target the areas of significant and important socio-economic benefit. e.g. tourism and sea angling. The harbours continue to reflect their commercial (over) fishing past. They should	Reason for economic analysis of sectors, but balance is also required as diversity of uses is more resilient, and multiple sectors require harbour facilities to operate with each making a financial and social contribution to the local economy

	look to the future areas of growth noted above.	
	The SWOT Analysis may be better if it remained (in whole or part) distinct for each harbour. it is accepted that there needs to be common working, but the strategy recognises that there are elements that are unique to each harbour. Has the strategy covered all the points in the SWOT Analysis? - probably not and needs to.	Determined by sub-group that the strategy should have one SWOT covering all harbours.
	On page 11 it is questionable that Weymouth Marina takes up most of the Inner Harbour. It is about a 60/40% split in number of berths between Weymouth Marina and Weymouth Harbour.	Weymouth marinas take up the majority or much of the inner harbour. Change to text.
	More needs to be made of the comments on page 12 about North Quay and Commercial Road (and perhaps Westwey Road). These developments are key to the future life of Weymouth Harbour.	Not specific to the Harbours Strategy but should be covered as part of a wider strategy for Weymouth Town.
	From a 24-page document, only pages 17 - 23 are key for the strategy. Can some of the earlier pages be slimmed?	Strategy sub-group felt that there was a need for some background explanation for anyone reading that is not familiar with the harbours.
	The strategy lays out a significant number of points, it is important that these are dealt with in manageable groupings so as not to constrain the overall success by bureaucratic process. I see little in the strategy, specifically, about how the harbours and surrounding areas are maintained; litter, dog mess, protection of the waters themselves from spillages and run of from adjacent properties and business.	Operational issues and would not expect these in a high-level strategy. The issues mentioned are the responsibility of different authorities including the Environment Agency and other teams in Dorset Council
Traditional Harbour/Heritage	I believe the working harbours of Dorset are an attraction and do not need to be made one.	Captured in SG3 AP2 - Identify existing, growing and developing sectors appropriate to each harbour to achieve separate self-sustaining models.
	For all 3 harbours I wish to see the plan respect the traditional fishing/working culture of the activities that ensures this is supported.	Strategy supports all harbour uses and recognises that a diversity of uses is required for the harbours to remain resilience to market changes
	Again, my fear is that with too much focus on marketing and finance and safety that it erodes the cultural character of the harbours. People love these harbours because they are unique not because they adhere to some overall bureaucratic notion of how harbours should be run. Keep Dorset unique.	Captured in SG3 - AP6- Work with others to promote the brand to raise the profile and unique characteristics of the harbours.
	Greater appreciation of the current assets - heritage (Grade II Listed working harbour), fine examples of maritime warehouses,	Captured in SG3 - AP6- Work with others to promote the brand to raise the profile and unique characteristics of the harbours.

	small inshore fishing fleet, unique geological assets (Chesil Beach - cliffs) - Coastal paths, World Heritage Coastline. Etc.	
	I would like the fantastic heritage of Lyme Regis harbour protected.	Reflected in SG5
	Don't lose the character of the place, maintain a mixed economy, don't price people out of the market, don't turn it into a theme park type location. The harbour does not operate in isolation, to make it an attractive destination the rest of the town needs tidying up and making more welcoming.	Captured in SG3 AP2 - Identify existing, growing and developing sectors appropriate to each harbour to achieve separate self-sustaining models.
	Whilst economical strategies are necessary, they should not be the main priority, it should not only be regarded as a business more of a custodian role to make sure that they can offer a positive experience, which in itself would lead to repeat visitation that would bring revenue to local businesses and the council. These are heritage sites that should be managed/maintained for future generations - their impact culturally should not be under-rated.	It is recognised that each harbour is individual in its heritage and culture and that this needs to be considered when planning for the future
Survey feedback	Not sure how much this survey achieves as the questions are difficult not to agree with.	Noted by the Strategy sub-group
	Hard to understand the meaning of a lot of questions.	Noted by the Strategy sub-group
	Questions made easier to understand	Noted by the Strategy sub-group
	Reduce the number of questions. Use plain English. Stop referring to references that those completing the survey have not seen. Produce a simpler and more relevant questionnaire with less governmental committee based officialise. Think about who you are targeting with this survey.	Noted by the Strategy sub-group
	There's an awful lot of "corporate speak", which makes the report quite hard to read and understand.	Noted by the Strategy sub-group
Separate Harbours	Lacks detail and focus on what is actually required for each harbour. Each of the 3 harbours are very different and need to be considered separately.	Detail will be determined in next steps - masterplan for Weymouth and operation/business plan for Bridport and Lyme.
	The strategy lumps the very different harbours together - it is not possible to treat Lyme Regis, Bridport and Weymouth harbours as the same.	This is a high-level strategy which does recognise the different character of the harbours. How the individual harbours develop will be determined through future business and master planning.
	Generally the right direction but accept that the 3 harbours are totally different from each other but share some common problems. They are not Torquay or	This is a high-level strategy which does recognise the different character of the harbours. How the individual harbours develop will be determined through future business and master planning.

	Chichester and lack the natural and economic advantages they have	
Supportive comments	This is a terrific initiative. It's excellent that you are consulting as you are. Thank you. Rightly do you emphasize safety as paramount. Mention should be made somewhere of the RNLI & Coastguard - their integral role and support.	Noted by the Strategy sub-group
	Good to see alignment with flood risk issues. Harbours play a key role in reducing flood risk to the local communities and are under respected by current harbour users and staff	Noted by the Strategy sub-group
Environment	I would like to see the strategy promote marine and tourist activities very much focused on the need to manage the environment from a climate change perspective for instance more sailing, canoeing, paddle boarding, rowing, wind/kite surfing and any activity minimising the leisure use of fossil fuels.	Captured in SG6 - AP8- Encourage and adopt best practice within the harbour communities by raising awareness and enabling facilities to do so, but also in the goal of meeting the DC Climate and Ecological Emergency Strategy
	It is important to maintain and minimize environmental impact.	Agreed
Management	The harbour and surrounding area including highways should be controlled by the harbour master.	Operational - Harbour Masters remit cannot cover everything, but works closely with other services to give harbour point of view
	This is by nature a very high-level document which will need much more development before it is a meaningful framework for the management and operation of the harbours in the near to medium term.	Follow up Master Planning and Business Plans will cover this
Coastal Defence	Good to see alignment with flood risk issues. Harbours play a key role in reducing flood risk to the local communities and are under respected by current harbour users and staff	Noted
	Protect the public with review in all flood defences around the harbours	Covered in SG1 AP7
	They don't address the most fundamental issue of how they are to adapt/be abandoned/be relocated due to rising sea levels.	Flood and Coastal Erosion risk strategies are developing with a long-term view which will consider how defence structures should be maintained, adapted, and built. For the harbours it is recognised that external funding will be required for infrastructure developments in response to climate change and maintenance of the harbours.
Master Plan	SG3 "Develop a Master Plan for Weymouth Harbour ". This is vital for the harbour, however the needs and contributions of the Clubs and other charitable organisations to the harbour need to be acknowledged and protected.	All harbour users will be able to contribute to the future master planning process including the various clubs and associations who use the harbours. Reference to clubs and associations to be added to draft.

	<p>The development of a robust, supported Master Plan as covered in Strategic Goal 3 is imperative and will then lead the strategy. Until there is a level of agreement between the Town Council, Dorset Council and key stakeholders it is difficult to move forward. The Harbours Committee and Council leadership then need to own the plan and defend it, supporting the harbour teams as they do.</p>	Point acknowledged and Master Plan proposed
	<p>There needs to be a working document (business plan, KPIs etc.) with more specifics so that the harbour teams and supporting Council can deliver against a plan.</p>	Business Plans and Master Plan will set out KPI's which will be monitored.
Over-tourism	<p>We should be wary of thinking that all growth is good, and that more and bigger facilities are necessarily good. Lyme is already over-touristed in so far as many tourists have a disappointing experience because the parking, road capacity, accommodation, food outlets etc all fail to meet demand. Increasing supply is not the answer because there are geographical limits imposed by the very attractions of Lyme. There is a serious danger of over-reaching and spoiling the unique character and appeal of Lyme by, for instance, seeking to accommodate ever more boats, or attract ever more tourists. Inevitably, therefore, some potential 'customers' will be disappointed, and revenue may be limited - but that is the price of conservation, and it is worth paying. To be sustainable as a tourist resort, we need to free up space and accommodation for people to live here affordably and be the staff who service the resort. Since demand will grow without any effort, as Lyme increasingly has international fame from films and Jurassic credentials, we must be careful not to fuel demand - and the harbour must play its part in that restraint for the longer term good.</p>	Captured in SG3 AP2 Identify existing, growing and developing sectors appropriate to each harbour to achieve separate self-sustaining models and recognition that each harbour has its own character and heritage.
	<p>There is too much imbalance between tourism and the needs of the local people who support the harbour all year - our views appear to be ignored.</p>	Need clarification here - in what sense is there an imbalance? Other non-harbour related business depend on tourist income which supports the wider town. Many harbour businesses also depend on tourism. It is important to seek a balance across sectors and there will be an opportunity in developing future plans to consider the view presented in this comment.

Businesses	Although some excellent points and strategies to cover all three harbours, as a business owner and resident on Weymouth harbour, I feel that more consideration should be offered to include and support hospitality businesses and local people that are not in the tourism/fishing/marine category but also add to the local economy	Recognised in SG3 AP7 - Help to address seasonality of industries by supporting year-round commercial and leisure activities through provision of facilities
	Identify areas that affect residents and businesses who live and maintain the community and harbour making it both vibrant and a community	The comment is unclear but may be identified in SG3 AP6 - Link to the wider leisure and tourism sector/activities through promotion. If related to impacts on local residents and businesses, improved engagement and development of the master plan may capture these issues.
Enforcement	I would like to see that the rules that are in place are enforced e.g. methods of fishing allowed on the pier in West Bay in particular.	Not for strategy - operational
Car parking	As so much short-term free parking has been removed from the area (Pavilion Car Park, North Quay this should be rectified. The number of businesspeople who have to pop into the town to visit Banks, solicitors, specialist suppliers, etc from outside the town centre i.e., the business estates, as well as the elderly and handicapped and who are not probably expected to be more than not 30 minutes or so should be catered for. The overall view of the town should not be focussed on the few who trade along the harbour.	DC Highways issue.
Consultation	The test will come when proposals for development or inappropriate marine activities jeopardise safety or environmental considerations, or local character. It is therefore essential that consultation on such proposals is effective and timely and that the purported benefits of proposals are measured against the policies in relevant plans (including the Dorset Local Plan, relevant Neighbourhood Plans, Conservation Area Appraisals, Management Plans for the Dorset Area of Outstanding Natural Beauty (AONB), the Jurassic Coast World Heritage Site and the Lyme Bay Marine Protection Area) as well as against ALL the Objectives of the Harbours Strategy.	Noted

Question: How would you like to see the strategy evolve during its lifetime?

Category	Summary of comments	Action or how comment will be addressed
Consultation	A working harbour that has full cooperation and consultation with the community and works for everyone not just tourism.	<i>SG2 To strengthen relationships with harbour users and stakeholders and work in partnership to achieve common goals.</i> Outlines a number of actions which should improve cooperation and consultation. Development of more detailed plans for the harbours will require more engagement with harbour users in their development.
	Ideally an annual progress report will be published, and an opinion survey used to identify any changes that could be beneficial. If any aspect is not working, there needs to be a way to adjust the goal rather than being rigid and generating local hostility to the plans.	Progress on delivery will be monitored as outlined in the strategy. The strategy is a live document as are the actions it contains, and these will be adaptable. Issues can be raised directly and through the harbour Consultative Groups.
	Consult local user groups and actually listen to what they say.	Recognised in SG2 AP3 - Improve consultation and engagement on developments through the consultative groups and associations and wider stakeholders
	Listen and act don't just do consultation then steamroll things through.	Recognised in SG2 AP3 - Improve consultation and engagement on developments through the consultative groups and associations and wider stakeholders
	Questions made easier to understand	The survey represented the Strategic Goals and Action Points from the strategy and therefore had to be worded in a similar way. It is understood that some of the terminology around harbour legislation and operations is not known to everyone and where possible we will aim to make future documents more accessible.
	Reduce the number of questions. Use plain English. Stop referring to references that those completing the survey have not seen. Produce a simpler and more relevant questionnaire with less governmental committee based officialise. Think about who you are targeting with this survey.	The survey represented the Strategic Goals and Action Points from the strategy and therefore had to be worded in a similar way. It is understood that some of the terminology around harbour legislation and operations is not known to everyone and where possible we will aim to make future documents more accessible.
	The strategy should have a clear vision as to how the harbour specific and dependent activity should evolve	Strategic vision - specifics in Master Plan and business plan

	To be less complex, less vague and have more focus on the marine activities.	Strategic high-level document sets out direction of travel for the harbours overall. Business and master planning will pick up more detail on marine activities
	Carefully and with proper consultation with a wide and fully representative group.	Captured in SG2 AP3 - Improve consultation and engagement on developments through the consultative groups and associations and wider stakeholders
Environment/ Climate Change	A general trend to ever increasing environmental sensitivity and harmony.	Covered in SG6
	It must keep pace with environmental developments and ensure there is a consistent balance between the needs of the watercraft users, both commercial and leisure. Undoubtedly there will be a move to introduce greater electric powered vessels and those will require suitable marine charging facilities, similarly visitors to the harbour will, and already do, expect charging facilities for vehicles.	Part of meeting Climate and Ecological Emergency Strategy
	In the present uncertain climate, it's vital that it remains proactive and adaptable. It mustn't become something to look back to, but something to look forward with. Commercial viability in terms of economic sustainability is unpredictable at the best of times, but in the current climate it is precariously uncertain. We needed to be both focused and courageous in protecting our assets, whilst remaining wisely circumspect to risk a radical change of direction when necessary. I hope it goes well for you.	Action points for each SG keeps it a proactive and forward-thinking document with timescales for each AP. Strategy is also a live document which can and will be adapted to account for new trends in the maritime sector and developing technologies
	Increased focus on the environment and achieving net zero operation.	Covered in SG6
	In an ideal world, the harbour would move away from the use of fossil fuels back to sail and electric motors - but it won't happen.	It can't happen in the short term as visitors will have a certain level of expectation. Operations at the harbour will move from fossil fuels to electric in line with DC aims, and as technology develops and central government policy comes into play harbour users will also
Monitoring	By monitoring the quality of service our harbours provide for existing users, and anticipating factors which might impact that quality	Service monitoring through the Consultative Groups and general feedback to the harbour office and Committee. Also covered in SG2 - <i>Consult regularly through the relevant groups, recreational clubs and committees as well as other harbour users, residents and Town Councils to ensure that everyone's opinion is taken into consideration</i>

	The strategy needs to cover how it is going to be kept alive and how targets are going to be reported on.	Outlined in final draft of document
	Continuous assessment of the performance of the strategy by set reviews each year considering a limited number of targeted KPIs and transparent reporting of same.	Short-term can put strategic goals in their reports and then more details in the longer term.
	Open, transparent communication that encompasses a common goal which is monitored and if necessary updated.	Captured in SG2 AP3 - Improve consultation and engagement on developments through the consultative groups and associations and wider stakeholders
Cautiously	Cautiously. This assumption of staycation increase is possibly misplaced.	Strategy needs to remain adaptable and also reliant on a diversity of uses not only visitors
	With review and caution on long term views.	Monitoring and review now outlined in draft strategy
	Carefully and with the general consensus of the wider LOCAL community and not be decided by the few elected representatives in many cases people who have no idea of what goes on a daily basis 365 days of the year in the town.	Recognised in SG2 AP3 - Improve consultation and engagement on developments through the consultative groups and associations and wider stakeholders
	Carefully and with proper consultation with a wide and fully representative group.	Recognised in SG2 AP3 - Improve consultation and engagement on developments through the consultative groups and associations and wider stakeholders
Community	A working harbour that has full cooperation and consultation with the community and works for everyone not just tourism.	Recognised in SG2 AP3 - Improve consultation and engagement on developments through the consultative groups and associations and wider stakeholders and proposed comms plan
	For the benefit or both the local and wider community.	As above
	Evolve whilst maintaining//protecting current local community as it is.	Captured in SG3 AP2 - Identify existing, growing and developing sectors appropriate to each harbour to achieve separate self-sustaining models
Quickly	Less talk and more action?	Timeframes outlined in document - earlier delivery will be strived for where possible
	quickly and meaningfully	Timeframes outlined in document - earlier delivery will be strived for where possible
	Quickly	Timeframes outlined in document - earlier delivery will be strived for where possible
Development	Expand to include marina.	Marina included

	<p>To provide a specific direction towards developments that will actually make a difference in the next two decades. They are currently worded so widely that they do not provide any real direction but merely create a huge vehicle for officials to talk about but action very little. It needs to be more focused and take into account the experience and observations of those who work and use the harbours and implement these into improvement developments. Current plans for developments surrounding Weymouth Harbour do not take into account the impact that these developments will have upon the harbour. Dorset Council need to realise how the areas, operations and infrastructure around Weymouth Harbour and the town integrate, as recent activities demonstrate a lack of understanding and reports of the Weymouth Town Council and Harbour Users Committee not being consulted. Removal of parking availability and access being another example of Dorset Council changes having a negative impact upon the harbour. The town and the harbour are integrated, developments within the town centre will have an impact upon the harbour and improvements to harbour facilities will lead to an improvement to the town.</p>	<p>Agreed and will become clearer in more detailed plans</p>
Balance	<p>The right balance between leisure and commercial activities is always difficult to achieve but the success of both is intrinsically linked. West Bay faces two problems. Firstly, it is not a natural harbour although the river Brit has reached the sea there and has provided a haven for a very long time. Secondly, it is a 'lee shore' offering difficult entry/departure in the prevailing SW wind. Strategy must evolve to address these immutable facts and ensure that a safe haven is always available in Lyme Bay, between Start Point and Weymouth. This could mean that sacrifices have to be made in the future. A difficult decision might be Lyme Regis or West Bay but not both.</p>	<p>Noted</p>
	<p>To maintain a balance of usage between leisure users, commercial users, residents and visitors.</p>	<p>SG2 AP4 includes - This will ensure a coherent approach across harbours' business and that developments and activities near to the harbours can be considered together and advantage can be taken of any opportunities which may arise through joint working. This will also reduce potential for conflicting activities or developments</p>
	<p>Balance of benefit for paying users and the enjoyment of visiting public.</p>	<p>As above</p>
Communication	<p>Most definitely regular communication instead of cloak and dagger meetings followed by announcements would be a great start!</p>	<p>SG2 AP2 - Develop a Communications Plan</p>

	Open, transparent communication that encompasses a common goal which is monitored and if necessary updated.	SG2 AP2 - Develop a Communications Plan
Separate Harbours	More recognition of the individuality of each harbour and more consideration for local residents and mooring holders. Harbours are primarily about watercraft, not car parks, not chandlery stores, not film sets. I appreciate that these things help address budget deficiencies but what's the point if watercraft become unable to use their own facility as space becomes limited by other factors.	Added more emphasis on separate harbours
	We need a harbour master for Lyme only. Not shared between West Bay and Lyme.	Noted
	This needs to be developed with more specific considerations for each harbour. In the case of Lyme Regis this needs to include details of how the mooring plot will be managed to meet the requirements of commercial and leisure users, how the crumbling Cobb structure will be restored, and how increasing numbers of pedestrian visitors to the harbour area can be safely managed. It also needs to address the vexed question of PWC usage, a question which seems to have been ducked in the previous consultation exercise.	Added more emphasis on separate harbours, but also more detailed plans for the harbours will address the points being made here
Safety	The purpose of a harbour is not to make money, but to provide a haven overnight and during bad weather and to provide commercial and private boats to safely unload their catch. Priority should be the provision of the haven over making money beyond breaking even. With demand greatly exceeding available permanent moorings and waiting list many years long, plus concerns over ever rising fuel prices, towing with electric vehicles and the environmental impact of powered craft, many are turning to kayaks to get out on the water and it is growing fast. Increased facilities to launch and recover kayaks, the beaches can be used, but during holiday times it can cause upset dragging a 13' kayak through someone's picnic, would be of advantage, as would parking space to remove/place kayak on the car roof.	Operational issues not appropriate for strategy but can be picked up through the consultative groups or directly with harbour office.
Access	To maximise Weymouth's harbour potential the lack of decent road and rail connections needs to be taken into account and the Harbour Committee need to put their full weight behind getting better ones. Poole has a dual carriageway leading into it and has a fast and late-night rail connection to London. meanwhile the A31/A35 Trunk Road has had no major improvement for over 15 years and is mainly single carriageway around Weymouth and Dorchester while the Weymouth Relief Road comes to a stop at the merge in turn at the top of Ridgeway.	Beyond remit of the strategy

Question: Is there anything you would like to add or change to these strategic goals? Please specify

Category	Summary of comments	Action or how comment will be addressed
Management	Build a better relationship with the commercial harbour users. Have more of a presence on the Cobb itself.	Recognised in SG2 AP3 - Improve consultation and engagement on developments through the consultative groups and associations and wider stakeholders and proposed comms plan
	The £10 parking charge for mooring holders who have already paid hundreds of pounds in annual fees is excessive and should be reviewed. Surely boat owners should not be treated like the general public when they are already contributing so much?	Operational issue not for strategy
	More security is needed for pontoon berth holders.	Operational issue not for strategy
Community	Whilst appreciating that the county needs to keep its head above water financially, I believe that we have reached limits of capital growth and need to find other creative models of fiscal management which prioritize environment & community.	Included in AP1 - This will include contributions from external funding sources and grants towards the harbour assets. It is recognised that fees and charges will not cover all expenses for the harbours. Fees and charges are benchmarked each year to ensure the harbours remain competitive. This issue is also Captured in SG3 AP2 Identify existing, growing and developing sectors appropriate to each harbour to achieve separate self-sustaining models and recognition that each harbour has its own character and heritage.
	Recognising its role as a residential area and looking after the interests of residents.	Recognised in redrafted SG2 AP6
	The needs an amenity of residents needs greater consideration and emphasis. This is particularly so for those residents living in the busy harbour catchment	Recognised in redrafted SG2 AP6
Car parking	Whilst parking for boat users could come under several strategic goals, it desperately needs some specific consideration	Operational issue not for strategy
	Maintain the Weymouth change away from being a free car park towards parking for boats only	Operational issue not for strategy
	Parking permits for residents	Operational issue not for strategy
SG6	Goal 6 makes no sense unless you commit to banning petrol and diesel use in the harbour. Such an action would severely damage the implementation of goal 1, 2 and 3.	Eventually it is likely that petrol and diesel engines will be replaced by electric/hydrogen but this will fit with the CEE strategy timeframe

	Strategic Goal 6. Does “best practice in environmental management” go far enough in light of climate change? Strategically, a more proactive objective to achieve net-zero operation of the harbours would be more environmentally responsible.	This is covered in meeting the CEE strategy
Finance	Great to see all harbours flourishing and paying for themselves and not a drag on ratepayers. Also looking at various ways to make them pay on top of what is already being achieved.	Noted
	Having a balanced budget does not preclude the need of willingness to have debt (loans or finance arrangements) necessary to achieve the greater goals of the strategy. It is important not to think that development must be financed from income.	Included in AP1- This will include contributions from external funding sources and grants towards the harbour assets.
Consultation	There is little or no reference to the clubs, associations, voluntary sectors in the harbours.	Now reflected in SG2 AP3 included - Consulting regularly through the relevant groups, recreational clubs and committees as well as other harbour users will ensure that everyone’s opinion is taken into consideration
	Take into consideration and actively respond to the needs of local residents and organisations who support the harbour all year.	As above
Traditional Harbour	Part of the charm of each of these harbours in my opinion is the way that they are run on a personable and common-sense approach without them becoming overly corporate informality to them without too much bureaucratic.	Noted. This should continue.
	Please do not over develop the Lyme Regis Harbour and surrounding area. It is almost perfect as it is.	Redraft SG3 AP2 to - Identify existing, growing and developing sectors appropriate to each harbour to achieve separate self-sustaining models
Environment	Encourage aquaculture and servicing wind/tidal energy. Embrace the potential of more all-year tourism, diving, leisure fishing. Ban bottom trawling.	Reflected in SG3 AP - Be responsive and open to new opportunities through horizon scanning and providing a mechanism in place to act quickly
	Whilst appreciating that the county needs to keep its head above water financially, I believe that we have reached limits of capital growth and need to find other creative models of fiscal management which prioritize environment & community.	Changed SG3 AP2 to - Identify existing, growing and developing sectors appropriate to each harbour to achieve separate self-sustaining models
Ferry	W&PBC mismanaged the resource of Weymouth Harbour and allowed it to fall into disrepair. and consequently, lost the historic ferry link to the Channel Islands.	The feasibility of this is currently being investigated by WTC.

	This needs to be looked into as the CI has lost so many visitors and Poole does not fit the bill	
SG4	Weymouth will not function as a commercial harbour unless serious investment (Goal 4)	Covered in SG4 AP4 - Explore external funding opportunities

Strategic Goal 1: To maintain safe working harbours and provide high quality infrastructure and facilities.

Question: Are there any specific actions for Strategic Goal 1 you would like to add or change? Please specify		
Category	Summary of comments	Action or how comment will be addressed
Safety	Safety ladders on pontoons needs looking into i.e. not having to dive under pontoons to reach ladder or swim 50 meters to reach one	Operational matter not for strategy
	The conflict between commercial operations and alcohol-based leisure facilities needs addressing to ensure health and safety targets are met. Banning off licence drinking along the harbour would be a step in the right direction.	This is outside of the remit of the harbour.
	The Port Marine Safety Code only covers the on-water aspects of safety. There should be reference to the wider Health and Safety Regulations that apply.	Health and safety around the harbours is of the utmost importance and this is emphasised in Strategic Goal 1 not only on the water but also the environment around the harbours. This includes having appropriately trained staff and the promotion, and enforcement of safety
Coastal Defence	Flood and erosion management cannot be the responsibility of harbour management teams. The subject requires specialist consideration.	Coastal Defences is the responsibility of the FCERM team and covered in the FCERM Strategy
	Define how rising sea levels will affect the harbours, what will be given over to the sea, and what will be retained.	Coastal Defences is the responsibility of the FCERM team and covered in the FCERM Strategy
Car parking	Threats identified refer to demand for parking exceeding existing facilities. Development plans for North Quay and Peninsula are to reduce available parking - surrounding development plans must take into account the effect they have on the harbour	Operational - part of master planning for Weymouth
Consultation	True engagement with residents and businesses on the harbour, including representation on harbour committee	Dorset Harbours Committee is a public open meeting. Also covered in SG2 AG3. Harbour users can feed issue into the Consultative Groups through their representative

Development	Our harbours are amazing, and their facilities can always be improved. However, they are finite resources and there is a limit to how far they can be utilized/developed.	Covered in SG3 AP2 - Identify existing, growing and developing sectors appropriate to each harbour to achieve separate self-sustaining models
Management	The staff are the face of Weymouth and Dorset Council, and training should be given to maximise Weymouth's appeal.	Noted and covered in SG 2 actions

Strategic Goal 2: To strengthen relationships with harbour users and stakeholders and work in partnership to achieve common goals

Question: Are there any specific actions for Strategic Goal 2 you would like to add or change? Please specify		
Category	Summary of comments	Action or how comment will be addressed
Consultation	Recognise that not everyone seems to have a voice in consultations and work in the community to make sure this does not occur and residents and people who operate small businesses whether marine related or not are considered.	Emphasis on the mechanism on how people can be involved and who their lead is on the consultative group is to be defined in the Comms plan. Also covered in SG2 AP3. Improve consultation and engagement on developments through the consultative groups and associations and wider stakeholders
	Don't just consult, actually listen and take on board suggestions, don't just bulldoze through your own decisions.	Noted
	To utilise budgeted funding on actually making physical improvements. Listen to your own harbour workforce and user committees and follow up on their comments instead of spending huge amounts on external consultants	Noted
	Strategic goal 2: on relationships, there is an action to work with Dorset Council services on issues that affect the harbours. The relationship with Town Council tier and the services that it delivers at West Bay, Lyme Regis and Weymouth should also be referenced.	Now incorporated into SG2 AP3
	Brief description – Ensure that harbour residents are consulted and engaged in decisions affecting their amenity	SG2 AP3 included - Consulting regularly through the relevant groups, recreational clubs and committees as well as other harbour users will ensure that everyone's opinion is taken into consideration
	Last Action Point – key stakeholders, add "including harbour residents".	Updated
	True engagement with residents and businesses on the harbour' including representation on harbour committee	Dorset Harbours Committee is a public open meeting. Also covered in SG2 AG3. Harbour users can feed issues into the Consultative Groups through their representative

	Engagement with and participation of local residents, and not just the West Bay Community Forum should be sought	The consultative group model is set up in such a way there is one representative and substitute for each relevant sector. Members of the community in West Bay can bring issues to light through this representative or directly with the harbour office.
Management	Don't allow commercial vessels into the harbour that are too large. And suddenly finding that there is a mysterious new 10m mooring when we were told there weren't any for two years!	Operational not for the strategy
	Don't just listen to complaints from harbour users, act on them. Rearrange moorings to ensure berth holders are treated fairly and equally. If a boat needs a different location, move it!	Operational not for the strategy
Communication	Agree re communications. The Harbour balance sheet should include the money generated by people who enjoy the harbour whether walking or using cafes restaurants or sitting alongside it. Visiting tall ships should be encouraged & be open to the public.	Recognised that the harbours are attractions in their own right
	Communications need to be on both sides of harbour not just one as it is currently	Noted although not clear on the reference. If related to non-harbour Dorset Council services such as highways this can be highlighted with them.
Car parking	Car parking facilities	Operational not for the Strategy
Access	To facilitate and encourage harbour access for Residents	Noted
Swanage	Where does Swanage fit in to this plan? A pseudo harbour with little governance is a potential source of issues for Dorset Council unless gripped.	Managed by competent and relevant authorities - no remit for DC to do this, no harbour authority for the area.
Separate Harbours	Implement a customer service approach specific to the different needs of different harbours. For example, Weymouth, Bridport & Lyme Regis are very different harbours and cannot be compared	Covered in Introduction - This strategy ensures that all three harbours have a clear direction and are aligned under the management of Dorset Council while recognising their unique qualities and local communities and will continue to be operated as three separate harbours.
Customer Service	Action point 1. Consistency of service is important but achieving high customer service standards when benchmarked against other harbours would be better.	Noted, good point and added

Strategic Goal 3: To be a premium destination by supporting existing and developing leisure, tourism, and commercial sectors, making a significant contribution to the local and blue economy.

Question: Are there any specific actions for Strategic Goal 3 you would like to add or change? Please specify		
Category	Summary of comments	Action or how comment will be addressed
Over-tourism	Bridport and Lyme Regis harbours are already used to capacity in season, they don't need any promotion or brand building.	Captured in SG3 AP2 - Identify existing, growing and developing sectors appropriate to each harbour to achieve separate self-sustaining models.
	Harbours do not always fall into easily identifiable area suggested by planning and development. They are at present mixed use and it should not be all given over to tourism	Captured in SG3 AP2 - Identify existing, growing and developing sectors appropriate to each harbour to achieve separate self-sustaining models.
	Support the needs of local users/residents over those of tourists	Balance required - harbours need to sustain themselves and have an open port duty
	BRIDPORT harbour is already at full capacity in the height of the season. Parking and access are already a problem, the new increase in parking charges have added a large sum to are yearly costs.	Balance required - harbours need to sustain themselves and have an open port duty
	The attraction is the sea. It's already overcrowded in Summer, we don't want 'attractions' to bring more people to harbours that don't actually want to use them but fill up car parks and block the way strolling about gawping at them. Don't advertise.	Captured in SG3 AP2 - Identify existing, growing and developing sectors appropriate to each harbour to achieve separate self-sustaining models. There are also a number of harbour and non-harbour related businesses that depend on tourist visitors
Businesses	Also support small businesses on both sides of the harbour, as one sided at the moment even though we employ local people and add to the economy	A wider economic regeneration issue which will involve a number of Dorset Council services but also the private sector. The harbour can support harbour related businesses by the provision of berths etc. but other requirements may fall outside the strategy.
	It is all well and good pampering to the business holders along Weymouth Harbour, but if tourism is taken into consideration, it is not only those harbourside businesses who should be looked after, take into consideration of whole community's requirements.	A wider economic regeneration issue which will involve a number of Dorset Council services but also the private sector. The harbour can support harbour related businesses by the provision of berths etc, but other requirements may fall outside the strategy.
Goal 3 feedback	Identify specific value drivers required before trying to build a Brand.	Noted
	Assessing the economic viability of the harbour is necessary but what is the plan if the answer is result is negative? The big picture is that it is a safe haven for leisure	We have an open port duty and would have to make it work

	transmitting Lyme Bay and provides income from known activities. Keep it open.	
	To clearly delineate between harbour specific activity and peripheral commercial activity	Noted
Separate Harbours	Our harbours are unique assets. They cannot only be viewed from a commercial perspective. They differ in terms of limitation. e.g., It's good that Lyme and West Bay are used for filmmaking. But mooring catamarans would be best at Weymouth. not LR/WB.	Operational not for the strategy
	Development of a "brand" should not compromise the unique character and local distinctiveness of individual harbours.	Covered in SG3 AP6 - Work with others to promote the brand to raise the profile and unique characteristics of the harbours.
	Harbours do not always fall into easily identifiable area suggested by planning and development. They are at present mixed use, and it should not be all given over to tourism	Covered in SG3 AP2 - Identify existing, growing and developing sectors appropriate and sensitive to each harbour to achieve separate self-sustaining models
Heritage & Culture	To maintain to heritage, culture and mixed economy nature of the harbour	Covered in SG3 AP6 - Work with others to promote the brand to raise the profile and unique characteristics of the harbours.
	The West Bay 'brand' is obvious. It is a unique, small working harbour which has remained relatively unchanged. Once lost it can never be regained. It should not become a theme park!	Covered in SG3 AP6 - Work with others to promote the brand to raise the profile and unique characteristics of the harbours.
Monitoring	Yearly review of berths to ensure boats are in the best position for them for example commercial moorings should be given to active commercial operations. Some commercial vessels never move yet take premium mooring spaces.	Operational not for the strategy
Fees	The current cost of mooring is becoming inhibitive to local boat ownership which should be the right of local taxpayers and not totally cater particularly to "new trends in the market"	Balance required not enough local boats for all moorings so open market
	Policies on car parking charges should consider appropriate relief/exemptions for key workers, volunteers and local businesses in the harbour area	Parking services issue as harbours follow car parking policy
Master Plan	The completed by dates of 2024 are too late and need to tie in with the Master Plan work.	Noted, good point and updated
Development	Proposals for additional marine-based activities (e.g., jet skis, power boat racing) must not compromise safety standards and/or environmental considerations set out in relevant plans (including the	Noted

	Dorset Local Plan, relevant Neighbourhood Plans, Conservation Area Appraisals, Management Plans for the Dorset Area of Outstanding Natural Beauty (AONB), the Jurassic Coast World Heritage Site and the Lyme Bay Marine Protection Area).	
	The Peninsula development gives the opportunity to create a Maritime History Centre which would provide a wet weather/out of season attraction. Doors could open to a visiting tall ship moored alongside to go on or eat on.	Masterplan will consider options for the peninsula
Survey	Don't understand meaning of most of these questions needs putting in layman's terms	It is a strategic document that must make reference to other policies and strategies. It is recognised that some of the terminology around harbour legislation and operations is not known to everyone. Where possible we will aim to make future documents more accessible.
Bus service	Strategic goal 3: on leisure and tourism, it would be useful if the actions included working with Dorset Council and bus operators to improve the bus service at West Bay (and probably at Lyme Regis and Weymouth too).	Not within the direct remit of the harbours

Strategic Goal 4: To have a balanced budget whilst building the ability for investment into the harbours.

Question: Are there any specific actions for Strategic Goal 4 you would like to add or change? Please specify		
Category	Summary of comments	Action or how comment will be addressed
Fees	Not all harbour users are rich!	Noted
	As Harbour fees are unlikely to go down, it will be important to demonstrate tangible benefits/improvements to facilities before they are raised, and this may only be appropriate after particular projects over two to three years or more?	Fees benchmarked against other harbours with similar facilities or with more and then adjusted to compensate for reduced facilities
	An annual review of fees will inevitably lead to increase charges for Harbour users. You must not price people out of the market. There is little justification for increasing fees without increasing services e.g., berth holders' toilets are disgraceful	Improve facilities is covered in SG1 AP2 also see above.
	Don't price out local people and local small businesses, in favour of temporary	Fees and Charges benchmarked - required mix of local and visitor

	visitors, otherwise they will become ghost harbours during the colder seasons.	
	No experience of Bridport or West Bay, but Weymouth must match users' expectations to berthing costs. This will not happen without major investment into the infrastructure.	Added to SG4 AP1 - This will include contributions from external funding sources and grants towards the harbour assets.
	If the harbour must be an extended food culture, then the beneficiaries should pay a contribution relative to the area they are claiming.	This is outside of the harbour jurisdiction and remit
	The current cost to harbour users managed properly should be more than enough to finance upkeep and safety considerations. If this money is used to make the harbour a tourist attraction (which it is anyway) that should not come from the money collected	At Weymouth, some of the income is used for R & M and improvements to encourage additional use. Fees and charges will not cover the full costs of harbour walls going into the future and we will be reliant on external funding. Currently Bridport and Lyme Harbours are subsidised by Dorset Council.
	To ensure that surpluses achieved from harbour operations are reinvested / ring fenced into the harbour and to ensure excessive council overheads are not inappropriately allocated to the harbours. Ensure that harbour income is applied efficiently.	Income to the harbours is ring fenced
Business plan/ KPIs	The target date of 2032 for becoming financially self-sufficient is far too late. The business plans and KPIs need to be developed alongside this strategy as they will measure success.	Will be done as part of Business Plan. 2032 may be required if having to cover cost of harbour wall replacement
	Action point 6. Accepting that the strategy is high level, however, with the exception of Weymouth, there is insufficient recognition at strategic level of Lyme and West Bay. To develop a business plan, some high-level strategic aims could be added.	More detailed business plans are to be developed, but no indication from this respondent what high level strategic aims could be added
	Re KPI, apparently the last Harbourmaster's KPI was based on visiting yachts number while ignoring other aspects of the harbour such as permanent moorings, so the KPI should mirror the full extent of his/her duties.	This is not the case. KPIs always included berths, commercial berth etc not only visiting yachts
Coastal Defences	Focus on horizon scanning for quayside works alongside future flood risk activity and resulting upgrades	Noted
	It's unrealistic to expect them to be financially self-sufficient, particularly the dredging, reinforcement, repairs etc. At some point the sea will devour the harbour.	Included in AP4 -. It is recognised that external funding will be required for infrastructure developments in response to climate change and maintenance of the harbours.

Digital technology	Invest in digital technology for safety but please be very careful with development.	Noted
Leisure activities	We need to safeguard the opportunity to develop water sports for our youth and those who are less well off. It would be tragic if the Portland sailing academy were the only place in the county where youngsters could sail.	Noted

Strategic Goal 5: To celebrate each harbour's natural and cultural heritage by integrating the harbours into the community and linking with the wider natural and cultural offer.

Question: Are there any specific actions for Strategic Goal 5 you would like to add or change? Please specify		
Category	Summary of comments	Action or how comment will be addressed
Heritage & Culture	The harbour creates our natural cultural heritage. The working port element needs to be protected to ensure this culture continues. If other cultures take priority over the working operations of the harbour the cultural heritage will be lost	Covered in SG5 AP3
	This section is most important. West Bay has thrived on its heritage and its unique environment. This should be respected and preserved. Ditto earlier question. Once lost it can NEVER be reinstated- a loss to not only West Bay but to all Dorset	Covered by all APs in SG5
Tourism	Weymouth & Melcombe Regis have a rich maritime history and the discovery of local shipwrecks over the years allows that story to be told hence why a Maritime Centre/Museum needs to be built. Poole has magnificent maritime centre but less history than us.	Noted, covered by all APs in SG5
	The Working harbour is a tourist attraction as is evident and that environment does not need to be sanitised for land based commercial/tourist interests	No proposal to change the 'working harbour' indeed the strategy supports all sectors
Commercial activity	To clearly delineate between harbour based and peripheral non harbour commercial activity	Noted and likely to be covered in economic analysis
Leisure activity	Representation is possible at the moment. The Harbourmaster is available. It's a shame he doesn't permit kayaks	Operational

	inside the harbour, but I respect his authority as it's probably for safety.	
Access	Again remember residents and business owners need access and are entitled to retaining their ordinary lives. Many feel overlooked!	Outside Harbour remit HM cannot control highways but can communicate the concerns of harbour users
Local Plans	Strategic goal 5: it would be useful if the text about the natural and cultural heritage, plus links with the community, cited both the Dorset Local Plan and the Bridport Area Neighbourhood Plan.	Added to SG5 AP3 - To ensure development opportunities align with the heritage and culture of each harbour to carry out consultation with the community and town conservation groups/officer in response to potential developments.

Strategic Goal 6: To protect Dorset's natural capital by operating best practice in environmental management of the harbours

Question: Are there any specific actions for Strategic Goal 6 you would like to add or change? Please specify		
Category	Summary of comments	Action or how comment will be addressed
Environment	Great to work to an environmental agenda as long as costs do not spiral.	Noted
	It would be useful if there was specific recognition of the value of the natural environmental context for West Bay harbour, sited - as it is - among an AONB, World Heritage Site coast and Marine Protected Area. This context should inform the approach to all development at the harbour.	Maps to be included for each harbour showing the harbour limits and habitats/ MPAs etc.
	'Meet the targets of the Dorset Council Climate and Ecological Strategy. Not sure if these go far enough given the speed of change, we are encountering?	The Climate and Ecological Emergency Strategy dates have been considered at length and have been set with consideration of feasibility in terms of technology, finances and central government policy required for timely delivery. If the CEE Strategy can be delivered earlier it will be, and the harbours will follow this timetable.
Master Plan	A target date of 2040 seems a nonsense in a 10-year plan. The environmental impacts need to be developed with the Master Plan.	Although the strategy spans ten years, over that period action will be delivered that take us closer to meeting the 2040 date for carbon neutrality.
MPAs	Press for real marine protection zones. NO TAKE. A short-term loss of a declining	No take fishing zones are outside the harbour's jurisdiction. But if in place will support the relevant authorities if required.

	fishing resource would lead to a permanent increase in stocks.	
Activity	To clearly identify harbour related activity for cultural and community activity	The harbours will continue to support projects, initiatives and events which celebrate our natural environment and culture as outline in SG6 AP 7 & 8