



PORTLAND HARBOUR
AUTHORITY



HARBOUR MANAGEMENT PLAN



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INTRODUCTION

Following from the Portland Harbour Revision Order (HRO), which formally established Portland Port, now Portland Harbour Authority Limited, as the statutory Harbour Authority for Portland Port, The Portland Harbour Management Plan was produced to outline the management strategy as defined in the Order.

Whilst there is no statutory requirement for a harbour authority to produce a Management Plan for the area under its control, Portland Harbour Authority have made such a commitment in recognition of the importance of Portland Port in terms of recreational usage, nature conservation and environmental protection and the need to take consideration of these issues with respect to the development of the commercial port at Portland.

The Harbour Management Plan was produced in 1998 with the intention that it would be reviewed in 2003 and thereafter every three years. Members of the Portland Harbour Consultative Committee were invited to comment on the review process as a result of which this Revision has been produced.

THE PORTLAND HARBOUR REVISION ORDER 1997

Portland Port now Portland Harbour Authority Limited, became the statutory Harbour Authority for Portland Harbour and its surrounds following the adoption of the Portland HRO on 1 January 1998.

The Portland HRO is an extremely significant document and conveys upon Portland Harbour Authority all powers necessary for the purposes of carrying on its harbour undertaking. The explanatory note provided within (although not part of) the Portland HRO provides a valuable definition as to the purpose of the Order. This merits quoting and is as follows:

'This Order provides for the development and for the safe and efficient operation of a commercial port; for harbour conservancy and maintenance; for the management and encouragement of recreation and commerce; and for the conservation of the natural beauty of the harbour and its flora and fauna.'

The Portland HRO is therefore the most important document in the future management of Portland Port and is closely linked to the Portland Harbour Management Plan. Specifically, the Management Plan is a non-statutory document, which represents only a small part of the HRO. The Management Plan therefore needs the statutory mechanisms as defined in the HRO to enable the management objectives established in the Plan to be implemented.

ROLE OF THE MANAGEMENT PLAN

Coastal management is a complex subject involving many organisations and a range of often-conflicting activities. Within the coastal zone powers tend to be duty specific, for example English Nature and their role of nature conservations protection, the Environment Agency and their role in maintaining water quality and Harbour Authorities such as Portland Harbour Authority Ltd and their role in the efficient management of port and harbour facilities. The importance of these difference organisations is reflected on the Portland Harbour Consultative Committee. In addition, there are many other users/interest groups whose activities are directly relevant to the future management of Portland Harbour. These are essentially activity based, for example, recreational and other activities. Although without statutory powers these smaller groups are an important consideration and exert an influence on the Harbour.

Given the complexity of issues and number of organisations, both statutory and non-statutory with an interest in Portland Harbour, this Management Plan is seen by Portland Harbour Authority Limited as a broad statement of management, which establishes the principles for the future management of Portland Harbour and surrounds. It is not seen as a document that stipulates detailed management practices, as these are essentially included within other documents specific to a certain activity. Likewise it is considered that the specific inclusion of all possible activities and their management within Portland Harbour in a single management plan document would detract from the purpose of the overall purpose of the Management Plan.

OBJECTIVES OF THE MANAGEMENT PLAN

The broad objectives of the Management Plan are essentially defined within the HRO. Within the Order, there is a requirement of to *'formulate and publish a management plan in relation to the maintenance, conservation, operation, management and improvement of the harbour undertaking'*. It does not in any way define the long term plans or intentions of the Company. The main function of the Company (Harbour Revision Order Part I 2 (1)) is as an industrial and commercial port operator.

The Management Plan essentially describes an overview of the Harbour and the activities that presently take place in the various areas.

As defined in the HRO, there are five objectives to be considered in the Management Plan as follows:

Maintenance

Maintenance refers to the duty that Portland Harbour Authority Limited has as the statutory Harbour Authority to maintain the port and harbour facilities at Portland Port and the means by which this is achieved.

Conservation

Conservation related to the long-term management and maintenance of the harbour facilities. There are many aspects to this and conservation refers not only to the port facilities but also relates to the conservation of other harbour assets such as the nature conservation interest of Portland Harbour.

Operation

Operation refers to the day-to-day running of the commercial port and is essentially related to the working philosophy of and the mechanisms, procedures and controls that are in place in undertaking the operation.

Management

Management is essentially involved with the safe and effective operation of a commercial port facility at Portland Port. This process is already being implemented and the HRO defines the mechanisms by which this management will be effected. There are also management issues relevant to water bodies that lie outside the area of control defined by the HRO. This is particularly the case for the Chesil and the Fleet Special Area of Conservation (SAC) and management issues relevant to this marine SAC as they relate to are included within the Management Plan.

Improvement

Improvement is relevant to all aspects of the future management of Portland Harbour and its surrounds. Again, the HRO is central to this as is the other legislation that Portland Harbour Authority Limited, as the statutory Harbour Authority, is bound to comply with. This process is already being implemented within the harbour area and management and control is now more stringent than at any time in the former history of the Port, leading to knock on benefits in all aspects of the harbour's operation and associated interests.

AREA OF THE MANAGEMENT PLAN

Outer Harbour

The Outer Harbour (that part of the harbour, which lies outside the Breakwater) includes within it, a safe anchorage area and clear approaches to the North and East ship Channels.

The Northern edge adjoins Weymouth Harbour. QinetiQ Ltd presently maintains a Degaussing Range off Nothe Point which is marked by 3 buoys and a Noise Range off Grove Point which is marked by 4 yellow buoys. Any marine activities including anchoring in the Outer Harbour area is regulated by the Harbourmaster.

Inner Harbour

The Inner Harbour (that part of the harbour which lies within the Breakwater) includes a clear area of deep water, shallowing to the north and westward shores.

The existing commercial berths are laid out in the southern part, including Portland Harbour Authority's proposed new berth. The north western and western areas of shallow water are presently occupied by local sailing club moorings and marine leisure activities with the boatyard to the south side of Ferrybridge and fishing stores to the north side. The south western part of the Harbour is being developed as the Weymouth and Portland National Sailing Academy.

The principal commercial activities take place in the southern part of the port. The water area around the berths is an 'unauthorised navigation prohibited area' and the permission of the Harbourmaster must be obtained to enter this area.

The South Ship Entrance is closed to navigation; Shipping enters and leaves via the North Ship Entrance or East Ship Entrance only.

Land Holding

Portland Port has significant land holdings to the south of the harbour area. These areas are mostly utilised for the purposes of the harbour undertaking though there is a more extensive land holding which includes other uses together with areas that are not developed and will be managed for nature conservation. These areas are not included within the Management Plan.

DEFINED LEVEL OF DETAIL

It is not the purpose of this document to provide an exhaustive and definitive Management Plan for the area under the control of Portland Port as it is considered that the potential value of such a document would be lost with excessive levels of detail. Rather, the role of this document is to record the broad management principles adopted by Portland Harbour Authority Ltd in their role as the Statutory Harbour Authority and with respect to the complexity of activities and issues within the Harbour including nature conservation, industrial and recreational activities. Many of the management objectives are defined within the HRO or are driven by legislation. Others are related to other management documents. Perhaps most importantly, the Management Plan must be an evolving document which needs to be flexible and able to adapt to changing economic, legislative or other circumstances.

LINKS WITH OTHER MANAGEMENT DOCUMENTS

There are a number of other management documents which deal with both specific and general management in and around the coast of Portland. These include the Portland Bill to Durlston Head Shoreline Management Plan and the Ferrybridge Management Plan. In addition there are other management documents which are linked to the operation of Portland Port, for example, the evolving management of the Chesil and the Fleet proposed Special Area of Conservation (cSAC). At the more detailed level, all harbour user groups, whether recreational or business based have their own management objectives and the Management Plan will be important for these harbour users.

Specific to the port operation, the Management Plan is inherently linked to a range of other documents specific to the operation of the port by Portland Harbour Authority Limited. These include the emergency and contingency procedural documents which essentially establish the specific detail for those management issues introduced within this Management Plan.

A Nature Conservation Plan is being developed with English Nature for the protection and enhancement of the nature habitat value of the Harbour.

A Heritage Conservation and Management Plan is also being produced, to be agreed with English Heritage and Weymouth and Portland Borough Council.

GENERAL MANAGEMENT OF PORTLAND HARBOUR

The Portland HRO provides for the *‘development and for the safe and efficient operation of a commercial port; for harbour conservancy and maintenance; for the management and encouragement of recreation and commerce; and for the conservation of the natural beauty of the harbour and its flora and fauna’*. And is therefore very much a statement of management intent. Likewise, the important links between the HRO and the Management Plan, particularly with regard to the implementation of the Management Plan objectives have already been identified.

Consultative Committee

Whilst it is not government policy to oblige all harbour authorities to provide for formal consultation arrangements, Port Harbour Authority has a commitment within the HRO to provide for a consultative committee. The committee has an important consultative role in the management of the Harbour and as such Portland Harbour Authority will:

Consult (except in a case of special urgency or where it would be detrimental to the commercial interests of Portland Harbour Authority to do so) on all matters substantially affecting the conservation, protection, regulation, management and improvement of the harbour and its navigation.

The Committee includes representatives of organisations such as Weymouth and Portland Borough Council, Dorset County Council Emergency Planning Function, English Nature, the Royal Yachting Association, Weymouth and Portland National Sailing Academy, the Southern Sea Fisheries Committee, the Chamber of Shipping as well as representatives of other commercial interests within the harbour, local conservation groups and local fishing interests.

MANAGEMENT AND REGULATION OF THE HARBOUR

The Harbour is managed and regulated specifically by the Harbour Master. His statutory powers include issuing and enforcing Special Directions and the enforcement of General Directions and Bylaws, issued by the company, for the promotion of efficient management, safety and the regulation of the harbour and harbour premises.

There are three principal plans for the management of defined issues in the Harbour area, and these are:-

1. EMERGENCY PLAN

An Emergency Plan has been created to deal with incidents of any nature including fire, explosion, collision and leakage that takes place close to or on board a vessel in the Harbour.

2. OIL SPILL CONTINGENCY PLAN

A comprehensive Oil spill Contingency Plan exists which deals with the necessary response in case of an oil spill within the Harbour

3. WASTE MANAGEMENT PLAN

In compliance with the '**Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003**' a Waste Management Plan has been prepared. This Plan informs port users of the facilities which are available for the reception of all types of waste.

These 3 Plans are regularly reviewed having regard to new legislation and controls and to future development in the Port.

NATURE CONSERVATION

Introduction

Portland Harbour and its surrounds, including adjacent areas outside of the control of Portland Harbour Authority Ltd provides a diverse range of marine and terrestrial habitats of local, national and international importance. These include the following:

Portland Harbour

Portland Harbour represents a semi-artificial deep water tidal basin, enclosed by breakwaters and with tidal exchange to three areas through the breakwaters and also at Ferrybridge where a channel links the Harbour and the Fleet. The tidal range within the Harbour is small and in the order of 1.5-2.5m. The restricted water exchange leads to elevated water temperatures which accounts for the presence of several marine species beyond the typical northern limits of their range, Tidal flow within the Harbour is anti-clockwise, sweeping away from the Fleet, through the Port area and through the South Ship Channel.

Marine ecological interest includes species beyond the northern limits of their typical range. These include black-faced blenny *Tripterygion atlanticus*, red-band fish *Cepola rubescens*, the sea slug *Aeolidiella alderi*, burrowing anemone *Scolanthus callimorphus* and the polychaete worm *Sternaspos scutata*. Other significant species include several species of sea anemone including trumpet anemone *Aiptasia mutabilis* and imperial anemone *Aureliana heterocera*.

A further important ecological aspect of the Harbour is the sediment communities and the molluscan fauna. Molluscs include a number of rare or local species including the turrids *Magelia nebula* and *M. brachystoma*, tusk shell *Dentalium vulgare* and the bivalves *Pandora albida*, *Loripes lucinalis*, *Lucinoma borealis*, *Tellina squalida*, *Solecurtus chamasolen*, *Thracia convexa* and *Notirus irus*.

The Harbour bed consists of clay with localised areas of coarser substrate. Rock occurs in the north where the intertidal ledges extend into the harbour. The breakwaters are constructed of limestone blocks, and although man-made, have developed an interesting ecology, with turf communities of bryozoans, hydroids, ascidians and sponges. In the vicinity of the Harbour entrances between the breakwaters, the constricted tidal flow causes strong currents with localised areas of scour and a resulting Harbour bed, which consists of bedrock and coarse sediment. The Harbour entrances provide a further distinct marine community.

The Harbour is also an area of ornithological interest. Of value to breeding birds due to a lack of suitable habitat, the north-eastern breakwater has locally important breeding bird population, which include oystercatcher, *Haematopus ostralegus*, great black-backed gull *Larus marinus*, herring gull *Larus argentatus*, rock pipit *Anthus petrosus* and common tern *Sterna hirundo*. The principal ornithological interest is, however, with regard to wintering populations, and in particular, sea ducks and divers. As such, the Harbour represents one of

the most important sites in the south of England for wintering species such as red-throated diver *Gavia stellata*, black-throated diver *Gavia arctica*, great northern diver *Gavia immer*, slavonian grebe *Podiceps auritus* and black-necked grebe *Podiceps nigricollis*, all of which are regularly recorded in small numbers during the winter period.

Habitats Directive

Given the international nature conservation importance of the Chesil and the Fleet SSSI, Ramsar site, SPA and cSAC there are significant legislative requirements which need to be fulfilled. Of particular importance is Council Directive 92/43/EEC on the conservation of natural habitats and of wild flora and fauna, commonly known as the Habitats Directive. In the UK, the implementation of these Directives has been translated into UK legislation by “the Conservation (Natural Habitats, &©) Regulations, 1994, referred to as the Regulations. Articles 6(2) and 6(3) of the Directive are particularly relevant. Article 6(2) states that:

“Member states shall take all appropriate steps to avoid in the Special Areas of Conservation (and SPAs), the deterioration of natural habitats and the habitats of species as well as disturbance of the species for which the areas have been designated, in so far as such disturbance could be significant to the objectives of this Directive”

Article 6(3) states that:

“Any plan or project not directly connected with or necessary to the management of the site but likely to have a significant effect thereon, either individually or in combination with other projects, shall be subject to appropriate assessment of its implications for the site in view of the sites conservation objectives, In the light of the conclusions of the assessment of the implications for the site and subject to the provisions of paragraph 4, the competent national authorities shall agree to the plan or project only after having ascertained that it will not affect the integrity of the site concerned and, if appropriate, after having obtained the opinion of the general public”

Portland Harbour Authority Ltd as the statutory harbour authority for Portland Harbour recognises the need to fulfil the requirements of the Habitats Directive and with respect to any development which could be perceived as representing a risk to the adjoining Fleet Lagoon, will:

Demonstrate that there has been no deterioration of the natural habitat and the habitats of species as well as disturbance of the species within the area of the Chesil and the Fleet cSAC.

In doing this, Portland Harbour Authority Ltd will:

Undertake appropriate assessment of the implications of development either individually or in combination to ascertain that any proposal will not affect the integrity of the Chesil and the Fleet cSAC.

English Nature, have a duty under the Regulations to advise on operations which may cause deterioration to habitats and/or disturbance to species and their habitats. This could apply to operations which occur within Portland Harbour. On this basis, Portland Harbour Authority Ltd will:

Consult with and seek guidance from English Nature with respect to future development plans within Portland Harbour which could be considered as representing a potentially damaging operation.

Portland Harbour Shore Site of Special Scientific Interest

Portland Harbour Shore is designated as a SSSI primarily on the basis of geological importance. In addition to the geological features, there are some areas of ecological importance. Specially, this is the south-western shore of the harbour, which is bordered by maritime grass land, and salt marsh vegetation which includes species such as the nationally scarce shrubby seablite *Suaeda vera* and Portland spurge *Euphorbia portlandica*, as well as other more common maritime species. This part of the SSSI has also been included within the Chesil and the Fleet cSAC.

Chesil and the Fleet Site of Special Scientific Interest

Chesil Beach and the Fleet lagoon are designated as a SSSI on the basis of their geological and ecological importance. In addition to this, the Fleet is designated as a Special Protection Area (SPA) under EC Directive 79/409/EEC on the Conservation of Wild Birds, and a Wetland of International Importance under the Ramsar Convention (1971). Likewise, within the boundary of the SSSI are the Fleet Sanctuary Nature Reserve and the Dorset Wildlife Trust West Bexington Reserve. The site has also been recommended as a cSAC in accordance with the Conservation (Natural Habitats, &c) Regulations (1994).

Chesil Beach is a linear storm beach that links the Isle of Portland to the mainland. The beach also has an important floral composition on its stable landward side, which includes the nationally rare little robin Geranium purpureum, and nationally scarce sea pea *Lathyrus japonicus*, sea kale *Crambe maritima*, shrubby seablite and Portland spurge.

The Fleet lagoon is more relevant to the operations of Portland Harbour Authority Limited, given the link at Ferrybridge between the Fleet and Portland Harbour. The Fleet represents the largest tidal lagoon in Britain, with a surface area of approximately 490 hectares at high tide. The lagoon is of particular importance for its aquatic plant communities with nationally significant colonies of the nationally scarce dwarf eelgrass *Zostera noltii*, narrow-leaved eelgrass *Z. angustifolia* and spiral tasselweed *Ruppia cirrhosea*. The Fleet is of further importance for wintering wildfowl and waders, with a particularly important population of up to 7500 wigeon *Anas Penelope* representing more than 1% of the north-west European wintering population. Other interests include very important invertebrate populations, with a number of species with severely restricted distributions in Britain.

LEGISLATIVE REQUIREMENTS

As the statutory Harbour Authority, Portland Harbour Authority Limited has a commitment to compliance with the range of environmental protection legislation relevant to Portland Harbour and its surrounds. Given the importance and complexity of habitats in and adjacent to Portland Port, these legislative requirements are significant.

With respect to the Harbour area, whilst the whole of the Harbour is recognised as being of nature conservation importance, Portland Harbour Authority Limited recognises that certain parts of the Harbour are of more importance than others. With this in mind, Portland Harbour Authority Limited will:

Give consideration to those parts of the Harbour of greatest conservation importance and within these areas provide for additional measures to control and protect such features of importance. It is envisaged that this policy will be most relevant with respect to the recreational and leisure usage of the harbour.

A particularly important aspect of the HRO is that provision is made for Portland Harbour Authority Limited to make byelaws as considered necessary for the management and regulation of the harbour and harbour premises. Specific to nature conservation there are a large number of user groups within the Harbour which could present a threat through damage or disturbance to nature conservation interest. Whilst Management and control with respect to industrial activities tends to be strictly controlled by the relevant legislation, recreational activities could represent a threat. On this basis, Portland Harbour Authority Limited will:

Give consideration to and establish byelaws to control leisure and recreational activities within Portland Harbour where these are considered necessary for the conservation and protection of the Harbour's flora and fauna.

The power to establish byelaws relates to the whole of the harbour or to the harbour premises or to any part thereof.

CONTINGENCY MEASURES

Whilst all activities within Portland Harbour and its surrounds will be undertaken with the utmost diligence, Portland Harbour Authority Limited recognised the need to have in place contingency procedures in the event of an accident or emergency with the harbour area. Whilst reasons for such contingency measures are primarily on health and safety grounds, there is also an important nature conservation element to this.

On this basis, Portland Harbour Authority have implemented the *Portland Port Oil Spill Contingency Plan* which established the formal procedure which is to be adopted in the event of receiving notice of an oil spill in the harbour or at sea, or of oil pollution on the shores.

In addition, Portland Harbour Authority have implemented the *Portland Port Emergency Plan* which establishes the procedures to be adopted and measures to be taken in the event of any incident or emergency within the Harbour or on the Harbour premises.

These plans are regularly reviewed.

Management of the Chesil and the Fleet cSACs is a further important consideration and one which is provided for within the Habitats Directive, specifically, Regulation 5 of the Habitats Directive defines the relevant authorities for a European marine site, These include ‘*a harbour authority within the meaning of the Harbours Act, 1964*’.

Regulation 34 of the directive states that ‘*the relevant authorities, or any of them, may establish for a European marine site a management scheme under which their functions (including any power to make byelaws) shall be exercised so as to secure in relation to that site compliance with the requirements of the Habitats Directive*’

Specific to the implementation of such management schemes, English Nature have started the process of developing and implement such a scheme for the Chesil and the Fleet cSAC. As such, the Management Group has been established and as the first stage in the definition and implementation of the management scheme.

As one of the relevant authorities for the Chesil and the Fleet Marine SAC Portland Harbour Authority Limited, are as a part of the Management Group and in being part of the Group, will:

Support, contribute to, and play an active role in the activities of the Management Group, particularly with regard to the implementation of the management objectives for the marine SAC.

In addition, Portland Harbour Authority Limited is the only significant commercial/industrial interest within the Chesil and the Fleet Marine SAC Management Group and considers that it is important that all such interests are given the opportunity to participate in the wider

management of the marine SAC and in their capacity as a member of the Management Group
Portland Harbour Authority will:

Seek to represent the interests of other industrial and commercial interest, particularly those which utilise the Harbour premises for their business activities. In this capacity, Portland Harbour Authority see their role as one of relaying the views of their industrial and commercial interests to the Management Group and of disseminating relevant information back to these users.

MANAGEMENT AND CONTROL

With regard to management and control of Portland Harbour this responsibility lies wholly with Portland Harbour Authority Limited as the statutory Harbour Authority. The HRO requires Portland Harbour Authority Limited to comply with the relevant environmental legislation. Whilst management and control rests wholly with Portland Harbour Authority Limited, it is envisaged that the consultative committee and particularly English Nature will have an important advisory role. As such, Portland Harbour Authority Limited will:

Consult with the Consultative Committee on all matters which could represent a significant consideration with regard to the management and control of Portland Harbour and the Harbour's nature conservation and environmental interests.

ASSESSMENT OF ENVIRONMENT EFFECTS

Portland Harbour Authority Limited is committed to the development of a successful commercial port operation at Portland Harbour. The process of development has continued since purchase of the former Naval Base. As with any commercial port, port development cannot be defined and therefore has to be undertaken in a staged manner and dictated by customer demand. With regard to the development of the Port, Portland Harbour Authority Limited acknowledges the importance of establishing the environmental impacts of such proposals and will:

Establish the environmental impact of proposals, where there is a requirement to do this under relevant legislation such as the Town and Country Planning (Assessment of Environmental Effects) Regulations, 1988 or the Harbour Works (Assessment of Environmental Effects) (No2) Regulations, 1988.

In addition, for development not provided for by relevant legislation, Portland Harbour Authority Limited will:

Give consideration to the environmental implications of that development proposal where this is considered beneficial to the development of the port, or where there are considered to be potentially significant environmental effects.

In complying with the relevant environmental assessment legislation Portland Harbour Authority Limited will:

Provide all those involved with the decision making process with the necessary environmental impact assessment and associated environmental statement as required by the legislation.

OTHER ENVIRONMENTAL CONSIDERATIONS

Water Quality

Portland Harbour is designated as European Union Shellfish water. Suitability of the water for shellfish gathering for human consumption is monitored throughout the year. Current information about the designation can be obtained from the Food Standards Agency, CEFAS or Weymouth and Portland Borough Council Environment Health Section. Classification as Grade A for farming shellfish, meaning that shellfish can be sold direct for human consumption without any purification treatment is the desired objective, and is currently available for scallops from 1 April to 30 September. Many of the ecological attributes discussed above are as a result of the high water quality. Portland Harbour Authority Limited is committed to environmental protection and the various policies established within the Management Plan are inherently linked to the protections of water quality. Portland Harbour Authority Limited is:

Committed to the maintenance of the water quality of Portland Harbour, facilitating this through the relevant Articles of the Portland HRO, as well as other best-practice procedural documents such as the *Portland Port Oil Spill Contingency Plan* and *Portland Port Emergency Plan*.

LEISURE AND RECREATION

Baseline Description

Portland Harbour is an important recreation and amenity resource and is of considerable importance for a range of water and land-based activities, with the following being the most important:

- Angling
- Bird watching
- Canoeing
- Power boating
- Sailing
- Sailboard and Kite boarding
- Sub-aqua
- Walking
- Water Skiing

Of the above activities, the Harbour is considered to be a nationally important location for sail boarding, dinghy sailing and sub-aqua. With regard to sail boarding, the shallow water along the western shore provides ideal conditions. Large numbers of people use this part of the Harbour for sail boarding and the Harbour has held international speed competitions. The Harbour is established as an important competition venue for sailing, including local, national and international events with the Weymouth and Portland National Sailing Academy under development. This venue will play host to the London 2012 Olympic Games sailing and sail boarding events. Sub-aqua is an important leisure activity within Portland Harbour with enough interest throughout the year to support several local diving businesses. The sheltered nature of the water, clarity and existence of a number of accessible wrecks make the Harbour one of the best sites in the UK for diving. The remaining activities listed above although important are less prevalent. All do, however, take place to varying extents, illustrating the considerable importance of Portland Harbour as a recreation and leisure resource.

GENERAL LEISURE USAGE

Portland Harbour Authority Limited acknowledges the importance of Portland Harbour as a leisure and recreational facility and the contribution which the harbour makes in this role to the local economy, and as such Portland Harbour Authority Limited wants this to continue and develop. One of the guiding principles of the HRO was that it would seek to change the previous arrangements for managing the harbour as little as possible and with this in mind, Portland Harbour Authority Limited will:

Seek to accommodate the various leisure and recreational users within Portland Harbour and its surrounds.

There are, however, inevitable changes when a harbour passes from military to civilian control. In particular, the recreational usage must not be to the detriment of the safe and efficient operation of a commercial port at Portland and as such, Portland Harbour Authority Limited will:

Control leisure usage within Portland Harbour and its surrounds, using their powers and controls as the statutory harbour authority to ensure that recreational activities are sufficiently controlled in terms of safety, user numbers, geographical location, timing etc. in the interests of both the commercial port operation and safety.

In addition, the potential direct and indirect effects of recreational activities on the nature conservation interests within Portland Harbour and its surrounds are an important consideration and such activities must not be to the detriment of such usage. In order to ensure that recreational usage is not in direct conflict with nature conservation Portland Harbour Authority Limited will:

Review leisure and recreational usage within Portland Harbour its surrounds in terms of potential effects on nature conservation, including, where appropriate implementing controls and using their powers as statutory harbour authority to ensure that recreational activities are undertaken in a controlled manner and not to the detriment of any nature conservation interest.

As an acknowledgement of the importance of Portland Harbour for leisure and recreational activities, provision has been made within the HRO to give such interests groups the opportunity to be part of the consultative committee. As such Portland Harbour Authority Limited has:

Made provisions within the HRO for one representative of local conservation groups and up to four additional representatives interested in the harbour to be included on the Portland Harbour Consultative Committee.

MANAGEMENT AND CONTROL OF LEISURE USAGE

The Role of the Portland Harbour Revision Order

The Portland HRO establishes a number of key considerations with respect to the control and management of leisure activities within Portland Harbour in addition to representation on the consultative committee as discussed above.

A particularly important aspect of the HRO is that provision is made for Portland Harbour Authority Ltd. to make byelaws and general directions as considered necessary for the management and regulation of the harbour and harbour premises. As such, it is envisaged that Portland Harbour Authority will:

Give consideration and establish byelaws as considered necessary for the control and management of leisure activities within Portland Harbour. The power to establish byelaws relates to the whole of the harbour or to the harbour premises or to any part thereof.

RESPONSIBILITY

The responsibility for recreational control within the Harbour area lies wholly with Portland Harbour Authority Limited as the statutory harbour authority. In fulfilling this role, Portland Harbour Authority Limited will:

Consult with the consultative committee with respect to any recreational or leisure issue considered to be substantially affecting the conservation, protection, regulation, management, maintenance or improvement of the harbour and its navigation.

In addition, whilst assuming overall control for leisure usage Portland Harbour Authority Limited will by definition rely upon all leisure and recreational users within the harbour to undertake their activities in a safe and efficient manner and in doing this Portland Harbour Authority Limited will seek:

The support and cooperation of all user groups to have due regard to Portland Harbour and its surrounds. This will involve giving due regard to all activities undertaken within Portland Harbour including other leisure and recreational users, nature conservation and environmental protection and the commercial port operation.

Where such support and cooperation is not forthcoming, Portland Harbour Authority Limited will:

Implement whatever controls necessary including the establishment of byelaws, withdrawal of permissions, or any other power given to Portland Harbour Authority as the statutory harbour authority.