

WELSH GOVERNMENT  
PORT POLICY TEAM  
HARBOURS ACT 1964 (AS AMENDED)

PROPOSED SAUNDERSFOOT HARBOUR REVISION (CONSTITUTION) ORDER 2020

STATEMENT IN SUPPORT OF APPLICATION FOR THE ORDER BY  
SAUNDERSFOOT HARBOUR COMMISSIONERS

Table of contents

1. Introduction
2. Saundersfoot Harbour Commission
3. Saundersfoot Harbour
4. Summary of Harbour activities and developments since 2011
5. The Harbours Act 1964 and the Wales Act 2017
6. Need and justification for HRO
7. Conclusion

**Appendix**

Outline of development proposals for Saundersfoot Harbour

## **1. INTRODUCTION**

- 1.1 This statement relates to the application by Saundersfoot Harbour Commissioners (“the Commissioners”) for the proposed Saundersfoot Harbour Revision (Constitution) Order 2020 (“the HRO”). The Commissioners are the statutory harbour authority for Saundersfoot Harbour (“the Harbour”).
- 1.2 The application, made in a letter to Welsh Government dated 18 June 2020 is accompanied by:
  - 1.2.1 a draft of the proposed HRO; and
  - 1.2.2 this statement.
- 1.3 The application is for a harbour revision order to be made in accordance with section 14 of the Harbours Act 1964.
- 1.4 The HRO would make a number of changes to the constitution of the Commissioners and modernise the existing local statutory harbour legislation considered conducive to the efficient and economical operation, maintenance, management and improvement of the Harbour especially taking into account the major investment and development programme being undertaken.
- 1.5 It would enable the Commissioners to make further contribution to the village and community of Saundersfoot as explained in the description of the development proposals referred to in 3 below and included in detail as the Appendix to this statement.

## **2. SAUNDERSFOOT HARBOUR COMMISSIONERS**

- 2.1. The Harbour is a trust port owned and managed by the Commissioners being a body established and governed by its own local legislation of which the latest is The Saundersfoot Harbour Empowerment Order 2011 (“the 2011 Empowerment Order”). The Commissioners are responsible for the administration, maintenance and improvement of the Harbour.
- 2.2. As a Trust Port, Commissioners are appointed under procedures contained in various legislation in line with guidelines by the Department for Transport and Welsh Government. There are no shareholders or owners.
- 2.3. In carrying out their responsibilities the Commissioners observe the standards set out in Government guidelines for trust port governance which deal with accountability and seek to act in an open and accountable way but without compromising commercial confidentiality or legal responsibility.
- 2.4. The Commissioners are committed to complying with the principles of various codes and reports covering corporate governance to the extent relevant to their constitution.

## **3. SAUNDERSFOOT HARBOUR**

- 3.1. The Harbour situated in South Pembrokeshire owes its origins to the coal industry being originally established in 1834 to support the export of coal from the local coalfields. Whilst that industry disappeared some time ago the Harbour has long played an important part in the local economy as a fishing port (currently the second largest in Wales by tonnage of catch landed), is a recreation harbour and a focal point in the local tourism economy.

- 3.2. Saundersfoot Harbour is a small drying harbour located in Pembrokeshire primarily used for leisure craft. The Harbour also supports a fleet of 8 commercial fishing boats together with a small number of other commercial operators offering tourist experiences. In addition, the Harbour supplies a boat racking system and 200 leisure moorings. Storage for up to 55 boats is also available with use of a 16T boat hoist on site. The length of quay is 349m and there are a number of properties in the harbour that are used by local fishing, marine tourism and leisure users. Other spaces and properties are used for retail operations and the harbour also dedicates and supports the use of its space and facilities for a variety of community activities and events.

#### **4. SUMMARY OF ACTIVITIES AND DEVELOPMENTS SINCE 2011**

- 4.1. The Harbour is one of over a hundred trust ports in the UK sharing the common factor that they are run as commercial enterprises by appointed commissioners/board members with a duty to reinvest all surpluses for the benefit of the harbour and its community stakeholders – there are no shareholders or dividends to pay.
- 4.2. The passing of the 2011 Empowerment Order via the devolved powers of the Welsh Government clarified the land ownership and updated some aspects of governance of the Harbour. This established a platform for the Harbour to build on its current classification of a fishing port to look more strategically at how to develop its maritime facilities. In particular, there was an opportunity to determine how to enhance its operations with local, national and international visitors in mind and reflecting Welsh Government's tourism, regeneration and maritime strategies.
- 4.3. The new Commissioners appointed following the 2011 Empowerment Order therefore undertook a detailed strategic review supported by detailed local consultation. This was published in 2012 as the "Sailing Ahead" statement of strategy in which the core mission statement was:
  - 4.3.1. To create and maintain a nationally recognised 'Safe Haven' for local and visiting yachtsmen which will be a centre for excellence in terms of management, welcome and stakeholder communication;
  - 4.3.2. To encourage growth through watersports, in-house marine facilities, training and sustainable tourism to the benefit of the wider business and social community;
- 4.4. The Commissioners identified the way in which this would be achieved in a series of clearly stated ambitions as:
  - 4.4.1. To create a welcoming culture so building a reputation for reliability and friendly service so establishing the Brand of Saundersfoot Harbour;
  - 4.4.2. Not to be afraid of change and to be committed to creating a profitable and sustainable business with modern commercial practices and total financial accountability;
  - 4.4.3. To make the harbour operation viable as a stand-alone revenue stream and to utilise all non-marine activity profit as a Development Fund to enhance the harbour facilities;

- 4.4.4. To be competitive with other harbours/marinas in terms of product delivery and experience;
  - 4.4.5. To create a co-operative ambition for success with harbour, community and business stakeholders on board and delivering mutual benefits to all;
  - 4.4.6. To clearly identify our consumer target audience and adapt and direct our marketing to the appropriate demographic profile;
  - 4.4.7. To be visibly seen as good communicators with the residents and community stakeholders so encouraging 'Ownership' of the Trust Port by its clients and supporters;
  - 4.4.8. To be prudent, responsible and aware of good Corporate Governance practice;
  - 4.4.9. To exceed our client's expectations at all times and in all directions.
- 4.5. A five-year action plan was developed based on the establishment of common agendas with actual and potential partners in the public, community and private sectors which enabled further stakeholder discussions and development of partnership working.
  - 4.6. A costed and phased development plan was drawn up and support and funding obtained and committed to enable the first phases to commence.
  - 4.7. Most development phases have required formal consent from the planning authority, Pembrokeshire Coast National Park and also from other statutory and regulatory organisations such as National Resources Wales and the Crown Estate.
  - 4.8. Details of the phased development and the timescales involved are given in Appendix 1.

## **5. THE HARBOURS ACT 1964 AND THE WALES ACT 2017**

- 5.1. Section 14 of the Harbours Act 1964 ("the 1964 Act") confers powers on the Secretary of State to make an order under that section (known as a harbour revision order) in relation to a harbour which is being improved, maintained or managed by a harbour authority in the exercise and performance of statutory powers and duties for achieving all or any of the objects specified in Schedule 2 to the 1964 Act. For ports and harbours located in Wales (with the exception of trust ports), these powers are devolved to the Welsh Ministers.
- 5.2. Section 14(2) of the 1964 Act requires that written application be made to Welsh Government by the authority engaged in improving, maintaining or managing the harbour in question and section 14(2)(a) of the 1964 Act requires that written application be made to Welsh Government by the authority engaged in improving, maintaining or managing the harbour in question and section 14(2)(b) provides that Welsh Government must be:
  - "satisfied that the making of the order is desirable in the interests of securing the improvement, maintenance or management of the harbour in an efficient and economical manner or of facilitating the efficient and economic transport of goods or passengers by sea or in the interests of the recreational use of sea-going ships."
- 5.3. This is not an application for a harbour revision order which, directly or indirectly, authorises a project (within the meaning of paragraph 1 of Schedule 3 to the 1964

Act), therefore prior notification to Welsh Government under paragraph 3(a) of Schedule 3 to the 1964 Act is not required.

- 5.4. The application for the HRO under section 14 of the Act meets the conditions as set out in that section. In particular, the application meets the requirements of:
- 5.4.1. section 14(1) of the 1964 Act because it is made in relation to a harbour which is being improved, maintained or managed by a harbour authority in the exercise and performance of statutory powers and duties for achieving all or any of the objects specified in Schedule 2 to the 1964 Act;
  - 5.4.2. section 14(2) of the 1964 Act because:
    - i. the application is made on the written application of a harbour authority engaged in improving, maintaining or managing the harbour; and
    - ii. the making of the HRO is desirable in the interests of securing the improvement, maintenance or management of the harbour in an efficient and economical manner.
- 5.5. Schedule 2 of the 1964 Act provides that a harbour revision order may include provision for:
- 5.5.1. reconstituting the harbour authority by whom the harbour is being improved, maintained or managed or altering their constitution (paragraph 1 Schedule 2);
  - 5.5.2. regulating the procedure of the authority or any of its committees (paragraph 2 of Schedule 2);
  - 5.5.3. varying or abolishing duties or powers imposed or conferred on the authority being duties or powers imposed or conferred for the purpose of improving, maintaining or managing the harbour (paragraph 3 of Schedule 2);
  - 5.5.4. imposing or conferring on the authority, for the purpose referred to above, duties or powers, either in addition to or in substitution for, duties or powers imposed or conferred as mentioned above;
  - 5.5.5. altering the limits within which the authority are to have jurisdiction (paragraph 6 of Schedule 2);
  - 5.5.6. securing the welfare of the authority's officers and servants and empowering the authority to provide, or secure the provision of, pensions, gratuities and other like benefits for or in respect of their officers and servants.

## **6. NEED AND JUSTIFICATION FOR HRO**

### **6.1. General**

- 6.1.1. The proposed HRO would modernise the Commissioner's constitution which is considered conducive to the efficient and economical operation, maintenance, management and improvement of the Harbour.
- 6.1.2. The Harbour is managed by the Commissioners for the benefit of all sectors of the Harbour community ("beneficiaries") including:

- i. users of the harbour (owners of cargo, passengers, operators of vessel etc) and others who derive direct benefit from the Harbour (employees, those with a direct commercial interest in the harbour's operation such as traders and their employees); and
  - ii. those with an indirect interest in the accountable and effective operation of the harbour (including the local authority (Pembrokeshire County Council) and the community at large, government, the regional economy, specific interest groups such as environmental, conservation (including Pembrokeshire Coast National Park Authority) and transport).
- 6.1.3. In collaboration with government, local authority and others, the harbour is undergoing significant development of international, national, regional and local interest.
- 6.1.4. Several changes are proposed to the 2011 Empowerment Order in order to ensure that the Commissioners:
- i. are able to comply with its duty to maximise the benefits available to all beneficiaries (existing, potential and future); and
  - ii. operate within a framework of openness and accountability.
  - iii. meet the benchmarks of excellence for all trust ports; and
  - iv. have the commercial expertise and access to funding to operate what will become a multimillion pound business, efficiently.
- 6.1.5. An explanation of, and the need for, each substantive article of the HRO is set out below.

**6.2. Article 4 of the HRO – The Commissioners**

This article removes the specified number of Commissioners, currently eight. The Commissioners wish to have the ability to appoint such number of additional Commissioners with relevant expertise without restriction in order to enhance the skill base and effective function of the Commissioners. This reflects the board effectiveness principles of the Ports Good Governance Guidance ("Guidance") citing the need for boards to be of a sufficient size so that the requirements of the business are met.

**6.3. Article 4 of the HRO – Constitution of Commissioners**

- 6.3.1. This article lays out the future constitution of the Commissioners, specifying that there will be no fewer than eight and no more than twelve Commissioners. The Commissioners will comprise a chief executive officer and (if the Commissioners decide) one other executive officer (who will hold office for so long as they are employed as executive officers), two persons who appear to the Commissioners to have special knowledge or experience of the position of the Harbour in the local community and local economy and such other persons with appropriate skills and abilities to discharge the role of Commissioner.
- 6.3.2. Articles 4(1)(b) and 4(c) set out the process of appointment of Commissioners including the creation of a nominations committee to undertake the process of appointment of Commissioners. The nominations committee will include an independent member and for those positions that are identified to have

special knowledge or experience of the position of the harbor within the local community and local economy a member from either Pembrokeshire County Council or Saundersfoot Community Council.

- 6.3.3. The article reflects the board effectiveness/board membership principles in the Guidance citing the need to have appropriate skills, experience, independence and knowledge to enable the effective discharge of duties and responsibilities and for appointments to be made by a formal, thorough and transparent process.

6.4. **Article 5 of the HRO – Appointments panel**

This article removes the appointments panel which has been replaced by the nominations committee. This is again in line with the current Guidance for trust ports.

6.5. **Article 6 of the HRO – Appointment of Commissioners and term of office**

This article removes arrangements which have been superseded, due to the passage of time, by the incidental provision relating to the appointment and term of office of Commissioners in schedule 2 of the 2011 Empowerment Order.

6.6. **Article 7 of the HRO – Transitional provisions**

This article removes arrangements which are no longer applicable due to passage of time.

6.7. **Article 8 of the HRO – Terms of office of subsequent Commissioners**

6.7.1. Article 8(1)(a) provides for Commissioners who are executive officers to hold office for the duration of their employment as executive officers, which may be more or less than three years.

6.7.2. Article 8(1)(b) removes arrangements that are no longer applicable due to passage of time.

6.7.3. Article 8(1)(c) refers to new arrangements relating to the reappointment of Commissioners as referred to in more detail in paragraphs 6.15 below.

6.8. **Article 9 of the HRO – Casual vacancies**

This article sets out the procedure for appointing casual vacancies. Subject to there being at least eight Commissioners, a casual vacancy may be left unfilled. The Commissioners wish to have discretion whether to fill a casual vacancy, taking into account the composition and skill base of the Commissioners at the relevant time. A Commissioner appointed to fill a casual vacancy will hold office for a period of three years from the date of appointment, rather than for the remainder of the term of the vacated office. The Commissioners would feel that this would be administratively simpler; in addition, a casual vacancy may not be immediately filled.

6.9. **Article 10 of the HRO – General powers**

This article includes further, more specific, general powers reflecting the commercial development of the Harbour and are consistent with the standards of good governance for trust ports and the treatment of general powers for trust ports in recent revision orders for other trust ports such as contained in the Milford Haven Port Authority Act 2002.

6.10. **Article 11 of the HRO – Byelaws as to harbour**

- 6.10.1. Article 11(1)(a) now allows the Commissioners to regulate the activities of vessels which are in transit through the Harbour and which, for example, anchor/beach in order to dump waste.
- 6.10.2. Article 11(1)(b) now allows the Commissioners to regulate or prohibit fishing from vessels at anchor in the Harbour.
- 6.10.3. Both 5.10.1 and 5.10.2 are sought in order to improve the management and regulation of the way in which the Harbour is used based on operating experience over the past few years.

#### **6.11. Article 12 of the HRO – Borrowing powers**

This article increases the limit on borrowing by the Commissioners from £5,000,000 to £10,000,000. The current borrowing powers of the Commissioners are based on the perceived requirements by those involved in running the Harbour in the preparation of the 2011 Empowerment Order. Since that time, new Commissioners have been appointed with different skill sets and a different view than their predecessors as to future prospects for the Harbour, closer working relationships have been established with Welsh Government and Pembrokeshire County Council and a long-term strategy identified for the development of the Harbour. The experience and ambition of the Commissioners have changed and one of the main reasons for the HRO is to reflect the move away from a small, provincial harbour to a thriving, sustainable and outward looking trust port, playing its part in the regional, indeed national, economy; a trust port making best use of its assets and working with Welsh Government, the community and commercial partners in realising its strategy for growth. This requires adequate, secured financing for the long term and the current borrowing limit is insufficient to give the flexibility required to deal with the efficient management of large scale investments for the future of the Harbour. The current £10,000,000+ development programme, whilst significantly funded by grants and facilitated borrowing, has already identified situations when, for a period at least, the ability to obtain commercial borrowing has knocked against current limits. Best practice and guidance suggests that adequate future-proofing for the next 10 – 20 years requires adequate, competitively priced, secure financing. The proposed increase in the current borrowing limit, when set against the balance sheet projected values, represents a responsible level of commercial gearing.

#### **6.12. Article 13 of the HRO - Temporary borrowing**

This article increases the limit on temporary borrowing (overdraft) by the Commissioners from £100,000 to £2,000,000, for the reasons set out in paragraph 6.11.

#### **6.13. Article 14 of the HRO – Adjustment of borrowing limits**

This article provides for any adjustment to borrowing limits to be made on each anniversary of the date of coming into force of the HRO. This will remove the issue of current limits gradually reducing in relative effectiveness over time and requiring episodic and expensive formal updating.

#### **6.14. Article 15 of the HRO - Advisory committee**

- 6.14.1. Article 15(1)(a) sets out the procedure for establishing the advisory committee, reflecting a move in accord with best practice and Guidance from representative and nominated board appointments to trust port boards supported by appropriate advisory committees to reflect the span of stakeholders and interests at any one time. It is intended that the advisory

committee is established by the Commissioners following consultation with Pembrokeshire County Council, Saundersfoot Community Council, the Royal Yachting Association, Pembrokeshire Coast National Park Authority and such others who the Commissioners think are representative of local fishing and boating interests, commercial interests and persons interested in the Harbour for any other reason. Stakeholder engagement is essential, and the Commissioners acknowledge that the role of the advisory committee is helpful given the wide range of commercial, environmental and leisure interests within the Harbour. However, the provisions in the 2011 Empowerment Order are considered too prescriptive and do not reflect the current make-up of the advisory committee or the needs of the Commissioners. The Guidance identifies the expectation of formal consultation with stakeholders on significant decisions and recognises the benefit of establishing a formal stakeholder groups. However the Guidance makes no suggestion that interest groups should have the right to appoint representatives and indeed past guidance has recommended the phasing out of reserved appointments from trust ports most of which have now incorporated such provision in their statutory provision. The same principle is applied here to the Advisory Committee procedure.

**6.15. Article 16 of the HRO - Reappointment of Commissioners**

This article allows Commissioners to serve a fourth consecutive three year term, if so determined by resolution of the Commissioners. The Guidance recommends Commissioners holding office for up to three consecutive terms. However, the Guidance also states that the maximum terms for the chair of a trust port board should be 12 years - an exceptional fourth term would therefore be consistent with this 12 year maximum term. The rationale for the extended term is to ensure continuity of experience, knowledge and expertise of Commissioners during the commercial development of the Harbour which is currently about half way through its planned phasing and which needs to be adequately monitored and managed to fulfil the Commissioners' and stakeholders expectations.

**6.16. Article 17 of the HRO – Reappointment of chair**

This article allows the reappointment of the chair of Commissioners for a fourth consecutive term of three years for the reasons outlined above.

**6.17. Article 18 of the HRO – Remuneration of the Commissioners and Chair**

6.17.1. Article 18(1)(a) permits the payment of reasonable remuneration to the Commissioners. Currently, payment is only permitted to be made to the chair of Commissioners. It is usual for larger trust ports to pay board members something akin to "market-rate" for non-executive directors. It is therefore recommended that the Commissioners be remunerated as determined by a properly constituted remuneration committee, in line with best practice and reflecting the roles and responsibilities of the Commissioners. This would help ensure the commitment of key individuals and assist the Commissioners in achieving an effective balance of skill to meet the operational and strategic needs of the Harbour.

6.17.2. Article 18(2)(a) sets out the process for appointing the remuneration committee.

## **7. CONCLUSION**

7.1. In addition to the specific provisions of Schedule 2 to the 1964 Act, paragraph 17 of Schedule 2 provides that a harbour revision order may include provision for:

“Any object which, though not falling within any of the foregoing paragraphs , appears to the appropriate Minister to be one the achievement of which will conduce the efficient functioning of the harbour.”

7.2. For the reasons mentioned above, it is considered that to the extent that any provision contained in the HRO does not fall specifically within any other paragraph of Schedule 2, the provision of the HRO would be conducive to the efficient functioning of the Harbour and is therefore within the scope of the 1964 Act for them to be included in the HRO.

Dated 19 June 2020

## APPENDIX A

### OUTLINE OF THE DEVELOPMENT PROPOSALS FOR SAUNDERSFOOT HARBOUR AND THEIR PROGRESS

Following the 2011 Empowerment Order a new group of Commissioners was appointed through a Welsh Government process to this small, attractive fishing and leisure harbour – but as the Commissioners soon realised was an ossified, very inward looking business, drawing most of its inadequate revenue from car parking.

Some nine years later the Harbour is very different – no longer just a car park but once more an active working harbour, the beating heart of the local tourism economy and half way through a £10+m investment to completely reshape this fishing and recreational harbour into the Wales International Coastal Centre.

This involves expanding its boat operation, overcoming tidal problems through building a new slipway to allow launching at all states of tide, installing more outer harbour moorings and pontoons and a dry boat racking system ashore. These developments fully support Visit Wales' intent to increase the use of our coastal waters for recreational use.

Harbour property developments will provide overnight accommodation for activity tourists, interpretation of the local heritage, all weather community and retail spaces and through covering over the sluice have already provided an events arena that will in the next phase use the innovative backdrop of a replica "tall ship".

Commercial users benefit from a new inner harbour pontoon allowing safer passenger access on the local tripping boats and the wider operational window.

How was this achieved? Well a number of elements were involved, many relevant to any business even though their mix and intensity will inevitably be different.

The first was self-analysis - openly recognising that the business was underperforming, drifting and with little sense of direction and a declining reputation.

An early identification of a vision was integral to a detailed strategic review from which the commissioners identified their preferred future that had focus, clarity of purpose and unanimity of commitment to achieve. Skilled and enthusiastic management and staff were then recruited to deliver this.

As a trust port it was important for the Harbour to fully engage with all stakeholders including the public sector (Welsh Government and Pembrokeshire County Council) to align with their policies, and locally undertaking detailed and open consultation with harbour users, local businesses and the community.

An investment of over £10m even over a few years is beyond the capacity of a relatively small business such as Saundersfoot Harbour. However, the economic impact of these developments play well beyond the organisation itself and a case has been made and support received for European and public sector funds to add to the Harbour's own funding and borrowing. A real and successful example of the private and public sectors working closely together.

Regulator engagement was also vital especially given that the Harbour is in a Special Area of Conservation (SAC) and also a National Park and of course subject to compliance with relevant scrutiny from Natural Resources Wales.

Having established the vision and the direction of travel it was important to match resources and capabilities and set them into an achievable timeframe – a phased approach.

As a precursor to the start of the developments was an event that took place in January 2015 when First Minister Carwyn Jones visited the village and announced that a project to redevelop the marine facilities had been awarded. He said "The scheme will see the harbour, built 185 years ago, overhauled to improve access but also to ensure its long-term viability"

#### Phase 1

Following the First Ministers visit and announcement most of phase 1 was completed during 2015, included visitor pontoons and moorings, an outer slipway and dry boat racking. This has already benefitted recreational harbour users by overcoming tidal problems through the building of a new slipway, which now allows launching at all states of tide. This has made a positive difference to the harbour workings and supports Visit Wales' intent to increase the use of our coastal waters for recreational use.

A number of elements have contributed to a dramatic increase in water access times for boat users. In addition they have enabled the Harbour to extend its boat operation from 200 to 300+ boats with an overall ambition to extend the seasonal operation period and visitor attractions. These elements have included:

1. Outer Harbour Visitor Pontoon

There is a growing demand for visitor moorings for boats transiting the Bristol Channel, from the southerly approaches of Cornwall / Devon and Ireland. It therefore was the Commissioners' aim to establish a pontoon mooring facility that is afloat at all states of tides that offers a substantial facility for its current mooring holders and visiting boats to moor alongside.

Such a facility, has for the first time, enabled local and visiting boat owners to have an all-state of tide mooring within the Carmarthen Bay area, and with only a handful of such facilities within Wales.

## 2. Outer Harbour Visitor Swinging / Late Tide Moorings

The Harbour has installed 10 visitor swing moorings in 2015 and increased these, in 2016 to 15 and 2017 to 20, as demand has increased. All of which can be booked in advance for up to a two week period so holidaying families can have their boat permanently on water during their stay.

This facility has created a more relaxed approach by visiting boats as they do not need to worry about tides, allowing them to explore the land sites of Pembrokeshire in the morning if the weather is forecasted to brighten up during the afternoon.

## 3. Outer Harbour Slipway

Located at the old J&T site on the Eastern end of the Harbour, the only such facility accessing Carmarthen Bay, giving uninterrupted access to the water line, therefore, increasing water access from the current 2 hours either side of tide to doubling the opportunity to 4 hours which has resulted in only a few hours each day that water access is limited

This facility has been able to give in harbour users and visitor boats the ability of planning their holiday around family needs, not just when the tide is available. Therefore, marketing Saundersfoot as a far more desirable location to stay.

## 4. Dry Boat Racking

The benefit to this system is that a boat is only on water when required enabling, the Harbour to increase its availability to at least 80 additional boat users with the added benefit to the owner of reducing the need to use antifouling paints and significantly lessen wear and tear.

Boats can be launched and recovered by the Harbour team reducing the complexities of owning a boat creating a far more enjoyable experience for the entire family.

Such a facility has, for the first time, enabled Harbour users and holidaying visitors to Pembrokeshire access to Carmarthen Bay via a storage system that maintains the quality of their vessel.

## 5. Inner Harbour Landing Pontoon

The Harbour has installed an access ramp onto a pontoon structure that offers safe access enabling less mobile persons to access leisure vessels and the excellent tripping vessels operated from the harbour.

## 6. The Harbour Deck

Through decking over the old sluice without hampering its operation the harbour has created a valuable community open space that can support open-air events irrespective of the weather, providing a venue to support the current excellent out of season program of events staged by the Saundersfoot Chamber of Tourism.

This is an ideal venue to come and sit and relax or to enjoy a family picnic, with a program of events to be developed creating an atmospheric events diary of music/culture/food and arts.

## Phase 2

Phase 2 is currently underway and will provide the Marine Centre of Excellence (MCoE) housing the Wales International Coastal Centre which will act as the marine tourism marketing gateway to all the coastal facilities of Wales with a pan UK marketing plan.

The investment will also provide three linked, themed visitor attractions one being the Storm Centre within the MCoE, another being the Heritage and Arts Centre as part of the Ocean Square development and an addition to the Events Deck with the Coastal Schooner Centre. In addition the Ocean Square visitor and retail facilities will benefit from an innovative covered outdoor environment giving the village a valuable all year round weather protected asset.

Providing opportunities for new businesses and job creation is fundamental to the investment. The anticipated c100 new jobs will come from the expansion of the Commissioners own expansion of harbour operations and even more importantly from the provision of retail, workshop and activity opportunities for business expansion and creation by others. These will be focused particularly (but not exclusively) on Ocean Square for retail outlets (increasing the retail footprint in Saundersfoot by almost 50%) and in the Marine Centre of Excellence for the marine based workshop and activity operations. The Schooner and part of the Ocean Square development will also provide opportunities for businesses and activities in the art, culture and heritage sector – the value of which to the economy of Pembrokeshire and rural West Wales is viewed as increasing in importance by Welsh Government.

The Commissioners approach to attracting, nurturing and developing genuine partnerships will include assistance for start-up new businesses, flexible leases and connected destination marketing from which all will benefit, including businesses outside the Harbour, elsewhere in Saundersfoot.

## Phase 3

The end result will be a completely transformed harbour – profitable, well used, bringing in new and different types of users and visitors into the local economy, and when complete creating over 90 new jobs both direct and through the new and expanded small businesses making use of the Wales International Coastal Centre at Saundersfoot.

Further information and details of the developments are available on the website at <https://www.saundersfootharbour.co.uk/harbour-developments/>. Images of the planned development are attached.

Trust Port of Saundersfoot Phase 2 Development



Trust Port of Saundersfoot Phase 2 Development

Marine Centre of Excellence



Trust Port of Saundersfoot Phase 2 Development  
National Events Deck and Heritage Coastal Schooner



Ocean Square

