

Bridlington Harbour/Marina Scheme – Key Milestones

East Riding of Yorkshire Council (ERYC) has been working in partnership with the Bridlington Harbour Commissioners (BHC) and Yorkshire Forward (YF) since December 2005 to develop and advance the proposed Harbour/Marina Scheme.

To ensure that the proposed Harbour/Marina development project at Bridlington met objectives and partner's requirements, a structured approach was adopted and a series of Studies commissioned to inform the AAP proposals and the current Layout.

All the Studies were jointly commissioned and agreed by the 'partners'. The Studies and all the developmental work on the proposals to date has been managed through regular and documented Steering Group & Technical meetings, correspondence and design workshops. It has been a comprehensive and collaborative process to ensure soundly based and deliverable proposals.

In summary, the Studies and key developmental Milestones include:

- December 2005 – First YF/BHC/ERYC meeting.
- December 2006 - Conceptual Masterplan Agreed.
- August/September 2007 – Supply & Demand Study Brief agreed & issued followed by Tender Appraisal & the Selection & Appointment of Consultants (PLB Consulting Ltd).
- June 2008 – PLB Study completed & signed off by partners resulting in an agreed target number of berths (320) for the proposed Marina together with an initial indicative layout.
- May/December 2009 – commissioning through to completion & agreement of Final Hydraulic Model Study by H R Wallingfords to assess and advise upon the optimum configuration of the new piers, walls, harbour entrance and the like.
- October 2009 - Design Philosophy - Planning & Design References/Standards for the Harbour/Marina agreed.
- February 2010 – Preferred Outline Layout (Ip1509/401 Rev-) and also the Marina Berth Disposition Study (2nd draft) dated February 2010 agreed by all parties.
- January 2011 – Commercial Operations Requirement Study Draft Final Report No.Ip1509/YF2 dated January 2011 agreed. (this sets out BHC's assessment of the berthing & facilities required for the fishing & commercial operations – as reflected & met in the AAP proposals but not in the alternative "Within-Harbour" Marina Scheme(s)).
- February 2011 – a Consultancy Brief to provide Business Planning and technical advice as part of the developmental process for the scheme was finally agreed by the partners(study now commissioned).

- May 2011- by letter dated the 9th May, ERYC reiterated & clarified key commitments on the scheme and also how the proposals in respect of the Harbour Top land, works and phasing could be undertaken without adverse impact on Harbour operations.
- June 2011 – Continue to develop Business Case let to Jacobs consultants.

Whilst BHC support the development of a Marina and have been working in partnership as outlined above, they have nonetheless submitted representations to the AAP proposals and also tabled alternative “within-harbour” schemes. Equally, it has not proved possible to date to conclude a Memorandum of Understanding (or Collaborative Agreement) setting out key principles and commitments or to persuade the Commissioners how the Harbour operations can be maintained (or even improved) by release of the Harbour Top land for the Burlington Parade scheme.

In this context, the Council’s letter of 9th May 2011 sought to clarify and reassure the Commissioners in terms of commitment and undertakings and also to demonstrate the phasing of the replacement operational land & facilities and the development of the Harbour Top land.

The above summarises what has been a long and at times difficult process. Whilst differences remain, progress and milestones have been achieved; they form a robust basis for further detailed technical & developmental work.

For the Council’s part, the rationale for the Harbour/Marina proposals and regeneration of the Harbour Top is clearly set out in the AAP. Importantly, the proposals are consistent with the technical studies and collaborative developmental work which in turn has led to an agreed Outline Layout and phasing proposals which ensure continued, effective and sustainable harbour operations – in short, they are soundly based and deliverable.
