

Item No. 12.	Classification: Open	Date: 17 September 2019	Meeting Name: Cabinet
Report title:		Consultation on the future of South Dock Marina, and boatyard, and Greenland Dock	
Ward(s) or groups affected:		Surrey Docks	
Cabinet Member:		Councillor Richard Livingstone, Environment, Transport and the Climate Emergency	

FOREWORD – COUNCILLOR RICHARD LIVINGSTONE, CABINET MEMBER FOR ENVIRONMENT, TRANSPORT AND THE CLIMATE EMERGENCY

South Dock Marina, consisting of South Dock and Greenland Dock together with the boatyard, provides some of the more unusual services offered by a council and helps make our borough so attractive. The Marina is a special place that needs cherishing, but also needs investment to improve it. Getting this balance right will require us to work carefully with the local community.

This report sets out how the council plans to consult with the berth holders at the marina and other local residents and stakeholders on proposals to improve these facilities.

The ideas set out in the report include how the marina could be expanded to better meet the demand for people to live on the marina; how the infrastructure of the area could be improved to meet the needs of berth holders and the broader community; how the space at the boatyard could be developed to both enhance its operation and provide new council homes; and how to give berth holders greater certainty on future fee increases.

If agreed by cabinet, we look forward to working with the community to develop these ideas and make the Marina and its surrounds an even better place to live, work and enjoy.

RECOMMENDATIONS

Recommendations for the Cabinet

That the Cabinet:

1. Approves the key considerations and principles for any future proposals as set out in this report in paragraph 13 and paragraphs 17 to 43.
2. Approves the consultation and engagement plan for proposals relating to South Dock Marina, Greenland Dock and the boatyard as set out in paragraphs 44 to 55.
3. Delegates authority to the strategic director of environment & leisure, in consultation with the cabinet member for environment, transport and the climate emergency, to approve the content of the consultation and any other associated details.

BACKGROUND INFORMATION

4. South Dock Marina is located on the south side of the Thames and is the only central London marina with an integral boatyard. The marina is spread across two converted commercial docks, South Dock and Greenland Dock.
5. The current facility consists of 200 berths (130 residential/70 leisure) with berths predominately in South Dock and a smaller number in Greenland Dock. The boatyard site contains the following facilities:
 - Shower, toilets and laundry room for berth holders
 - Car parking for berth holders
 - Space for boats from the Thames (including leisure, commercial and emergency services) and South Dock Marina for maintenance and repair
 - Sea containers used for storage or used by small businesses
 - Storage of machinery and equipment used for marina operations.
6. The facility is run via a small team of 10 members of staff operating 24/7, 365 days a year.
7. In July 2013 the council committed to providing 11,000 new council homes over a 30 year period as part of a drive to deliver more affordable housing in the borough. The aim is to make use of underused, empty or derelict sites across the borough with a focus on providing a proportion of specialist housing such as wheelchair accessible homes and residential units for larger families.
8. In January 2015, South Dock Marina (SDM) was identified as a site for redevelopment as part of the Southwark Regeneration in Partnership Programme (SRPP). A scheme was developed by architects to provide a mixed tenure residential block with attractive views of the River Thames and the Docks. Two rounds of public consultation took place with the initial proposals presented in July 2015 and a revised scheme in October 2015, followed by two workshop events in December 2015 and January 2016.
9. The scheme underwent an extensive pre-application consultation process during which one of the main challenges was to address community concerns regarding the height and massing of the scheme. In response to this, the massing of the scheme evolved through various iterations.
10. The council presented the final proposed design which comprised of a mixed height development with the tallest at 22 stories consisting of mixed tenure dwellings and commercial units. These plans were not well received by the local stakeholders and residents, with the main concerns summarised into the categories listed below:
 - **The boatyard** – concerns over the long term future of the boatyard and compatibility of the boatyard uses with residential
 - **Public realm** – concerns regarding the new public realm and the quality of the improvement to existing low quality public realm
 - **Housing and architecture** – the scale of the development in relation to how it sat within the surrounding area and the impact on the views and daylight/sunlight of neighbouring properties

- **Transport and parking** – vehicular traffic and congestion issues, car parking provision and capacity issues in relation to public transport.
11. Through the consultation a high number of responses opposing the proposals were received and the decision was taken by lead officers within the council to revise this scheme following discussions with members.
 12. The opportunity remains to remodel the boatyard and marina to meet the growing demand for berths and marine services with a potential to include a residential development on the site. In response to the previous consultation the council would no longer include a high rise residential scheme in any future proposals.
 13. As such, in 2018 a set of key principles for any future redevelopment of SDM and boatyard were developed by the council. These were to:
 - Develop the boatyard to increase marina based jobs and support new businesses
 - Increase the number of berths and improve marina infrastructure for all boat holders
 - Capitalise on the river front location and bring in commercial river front business café, etc.
 - Create a financially sustainable marina and boatyard
 - Achieve a level of social housing using under-utilised space at the boatyard
 - Aim to address future pricing and fee increases for berth holders.
 14. Architects will be asked to develop a sketch masterplan which focuses on the background and history of the site, the context of SDM within London, sketch proposals for redevelopment of the boatyard including the potential for capitalising the river front location with commercial units, associated landscaping to increase permeability and pedestrian routes around the boatyard, the expansion of Greenland Dock to increase berth provision and a compliant residential development providing 50 per cent affordable homes.
 15. The above sketch masterplan illustrating the principles and key considerations for a future development will be presented on consultation boards to the local residents, key stakeholders and any other interested parties as part of the public consultation exercise. The aim is to use these proposals as a starting point for discussions in order to firm up a future option to be approved at Cabinet in Spring 2020.
 16. Please see Appendix 1 for a map of South Dock Marina, Greenland Dock and the boatyard.

KEY ISSUES FOR CONSIDERATION

Key considerations and principles

17. Any redevelopment of SDM and the boatyard will take into account feedback that has already been received as part of the previous consultation and will seek to preserve and enhance the unique place that is South Dock Marina and the boatyard services. The key considerations for the scheme are detailed below.

Develop the boatyard to increase marina based jobs and support new businesses

18. The table shows the number of businesses currently operating from the boatyard, the number of businesses owned by berth holders and the number of marine related businesses.

Total number of businesses	29
No of start up businesses	23*
No of marine related businesses	17*
No of businesses owned by berth holders	15*
No of berth holder storage units	6*

* Out of 29

19. The table below shows the number of staff operating from the boatyard.

Total number of staff	159
No of other staff (see paragraph 20)	65
No of FTE	62*
No of project staff**	32

* Out of 159

** Additional staff hired on a project by project basis

20. 'Other staff' indicates those located off site but who would be out of employment should the boatyard not exist. It is also important to note that the figures for the marine police and RNLI are not included within this table however they would not be able to function without the current boatyard facility.
21. There are opportunities within this scheme to redevelop the boatyard and to increase the number of businesses, including marine related businesses, employment opportunities and apprenticeships which currently operate from the site. The table indicates that approximately 80 percent of the businesses operating from the boatyard are start up businesses, redeveloping the boatyard presents an opportunity to produce good quality provision for start up businesses to create a small business hub/community along the riverfront.
22. As a result of the marina expansion the increased number of berths and additional customers will increase the demand for local marine services. Redeveloping the boatyard to accommodate more businesses will assist in addressing this demand.

Increase the number of berths and improve marina infrastructure for all boat holders

23. The waiting list for residential berths has increased year on year and there is a lack of capacity to accommodate the demand.
24. The table below shows the number of existing berths and chargeable linear metres at South Dock and Greenland Dock as well as the proposed number of additional berths and chargeable linear metres that can be generated through a

full expansion of Greenland Dock.

Mooring	Number of berths	Chargeable metres	Type
South Dock	146	1,859	Existing
Greenland Dock	54	846	Existing
Marina extension (detail in para 25)	94/135/157	1,891	Extension in Greenland dock
Total		4,596	

25. The number of additional berths created is dependent on the size of boat the expansion is based on, an average size boat of 14 metres would create 135 additional berths, 12 metre boats create 157 additional berths and 20 metre boats an additional 94 berths. The largest part of the current waiting list is for boats of over 14 metres.
26. There are facilities located within the boatyard which are used by the berth holders, such as the shower block. This is reaching the end of its serviceable life and sits in the middle of the boatyard which restricts the current configuration of the site. This scheme provides the opportunity to reconfigure the site and improve the provision of facilities for new and existing berth holders. There is an additional shower block at Greenland Dock and expansion of berths in Greenland Dock may require a refurbishment and modernisation of this facility.
27. In addition any berth expansion scheme would include a review and improvements to infrastructure such as water, electricity and WiFi supply.

Capitalise on the river front location and bring in commercial river front businesses

28. The Thames Clipper is a key transport connection which services the river and connects the peninsula to Canary Wharf, London Bridge and Embankment. The Thames Clipper operates seven days week with a reduced service at the weekend and additional services at peak times during the week to accommodate commuters. There are currently no commercial facilities along the river front which serve commuters using the Thames Clipper Service.
29. There is an opportunity as part of this redevelopment scheme to use the river front location of the boatyard to provide commercial units in the form of cafes and restaurants to service the river, local residents, pedestrians and commuters. This is an opportunity that would be of benefit to all those within the area and could in turn increase local employment opportunities and the night-time economy in the area.
30. There are a number of arts and crafts businesses owned by berth holders situated within the boatyard; as such, opportunities to include venues which champion boatyard businesses should also be explored.

Create a financially sustainable marina and boatyard

31. There is an opportunity to increase the number of residential berths which will address the large waiting list; this will in turn ensure the marina's long term

financial sustainability.

32. The boatyard and marina are large operations and significant investment is required to support the large infrastructure. Maintaining these services and facilities for the future requires a financially sustainable model which will not create additional cost to the council.
33. This scheme provides the opportunity to redevelop and reconfigure the boatyard and marina which will bring in increased income making SDM more financially viable going forward.

Achieve a level of social housing using under-utilised space at the boatyard

34. The boatyard is a large site and there is currently a part of the site which is underused due to the configuration of the site. There is an opportunity to use this space to accommodate a residential development, better boatyard facilities and more commercial opportunities to service the river.
35. The delivery of a residential development on this site through the previous scheme and raised again more recently has been an ongoing concern for berth holders and existing residents. The concerns raised are focused around the loss of river views, extra pedestrian and vehicle traffic, lack of parking and compatibility of residential and boatyard operations.
36. In order to answer and address these concerns the council needed to understand the feasibility of housing in this location. This will be achieved through engaging with the architects to look at configuration of the space together with soft market testing with contractors to ensure provision of housing alongside an operational boatyard is genuinely feasible.
37. Officers have reviewed the details of the previous consultation report and will ensure that any future proposals for a potential residential scheme will be modest in order to address the concerns previously raised by residents regarding height.
38. Noise from the boatyard and the impact on residential continues to be of specific concern to local people, and the fear is that the residential would take precedence and in time render the boatyard unusable. This concern will need to be addressed through detailed noise studies as part of any scheme development.
39. In addition the configuration of the space will need to be carefully considered in order to mitigate any potential conflict between boatyard operations and a residential scheme.

Aim to address future pricing and fee increases for berth holders

40. The future pricing policy for both the boatyard and berths is linked to the financial viability and sustainability of the scheme and therefore this is a key consideration for the scheme.
41. Current businesses are concerned that an upgraded boatyard facility would result in an uplift on the current business rates. Council officers have been liaising with Income Operations and the Valuation Office Agency to minimise the impact this may have on existing business users.

42. There have been concerns from berth holders regarding fee increases over the years due to the annual fees and charges setting process. One of the recommendations from overview and scrutiny committee in June 2019 was that a clear and transparent formula for fee increases should be drawn up. The future pricing policy has still to be discussed and agreed, which officers are progressing.
43. There have been concerns expressed regarding the ability for the current infrastructure and facilities in the area to meet the extra demands of new residents and the affordability of services and berths.

Consultation and engagement plan

44. The community engagement for this scheme will be based upon best practice as per the recently adopted visions and principles for consultation and engagement and in liaison with a dedicated communications officer. The consultation exercise will follow the recently agreed principles ensuring that through this consultation:
 - We will put people at the heart of the engagement through engagement that is built on trust, inclusive and collaborative
 - We will plan our end to end engagement effectively through practice that is reflective, timely, proportionate and evidence based
 - Deliver meaningful engagement through being simple and accessible, clear and informative and responsive.
45. The council's draft Development Consultation Charter recognises the need for developers to engage with the local community throughout key stages of a project. Consultation through this mechanism will take place as this project progresses.
46. Consultation will take place in autumn 2019. It is proposed that the public consultation exercise will be delivered through a dedicated physical 'consultation hub' on site in a location to be confirmed. This hub will allow for information sharing, ideas gathering, workshops, interactive technology and will be designed to be engaging and accessible for a wide range of stakeholders and local people. The hub will be accessible for a sustained period to ensure that a wide range of views can be heard.
47. The consultation will be based around the mini sketch masterplan which will show how the site connects with the wider area, to include consideration of transport hubs, and other considerations that impact on the 'sense of place' including community facilities, green spaces, ecology, recreational facilities and recognition of the rich heritage of the area.
48. The consultation will focus on the three main deliverables and any other associated enabling infrastructure:
 - Improved boatyard
 - A residential scheme
 - Expanded berths at Greenland Dock.
49. Listed below are some of the benefits and positive messages arising from this scheme which will be relayed during the consultation:

- The scheme has the potential to provide social housing contributing to the council's commitment to provide 11,000 new homes
 - An increased number of residential berths will address the large waiting list and ensure the marina's long term financial sustainability
 - An increased number of residential berths would need to be delivered along side improved facilities for berth holders
 - Provision of a fit for purpose boatyard with improved configuration and circulation as well as improved marina facilities will benefit existing and new berth holders and businesses
 - Any additional facilities that could be provided through a redeveloped boatyard would benefit the wider community
 - A redeveloped boatyard may lead to increased job opportunities, local employment and will help to support the marine industries and improve skills in this area
 - A redeveloped boatyard could contribute to increased economic viability and opportunities for start up businesses.
50. At this stage consultees will be asked to give their views on the broad principles of the scheme, the extent, location and any other key considerations related to these three deliverables.
51. The consultation boards and a questionnaire will also be uploaded onto the council's consultation hub website. These proposals will be used as the basis to obtain feedback from the public on the scheme with a view to developing these, taking on board valuable feedback for the detailed design development of the key deliverables.
52. The objectives of the consultation are to gather a broad range of views and opinions on current issues faced by berth holders, existing businesses and a wider group of local residents including anyone affected by the development and collate their opinions on proposals for a redevelopment scheme.
53. A Stakeholder Steering Group will be established consisting of members from the berth holders association, marine business representatives and local resident representatives.
54. The following stakeholder views will be actively sought through a range of methods:
- Existing berth holders
 - Prospective berth holders (on waiting list)
 - Neighbouring T&RA and residents (including those in Lewisham)
 - Prospective residents
 - Tenants of the boatyard
 - Businesses using the boatyard
 - Port of London Authority (PLA)
 - Thames Tideway
 - Thames Clippers
 - Royal National Lifeboat Institution (RNLI)
 - River Police
 - Marine Fire Brigade
 - Surrey Docks Watersports Centre
 - Small craft business operators.

55. Views will be collated throughout the consultation and at the end a consultation report will be developed. The consultation will inform the detail of proposals that will be taken forward for approval by Cabinet in early 2020.

Opportunities and Risks

56. There are a number of opportunities linked to a redevelopment scheme which must be considered with their associated risks. The table below outlines the main opportunities and risks.

Opportunities for SDM and the boatyard	Risks associated with these opportunities	Mitigation
Use a portion of the large space within the boatyard for a residential development	<p>Issues raised regarding incompatibility to the detriment of the boatyard and objections from berth holders and local stakeholders</p> <p>Soft market testing proves residential scheme is not viable</p>	<p>Detailed noise studies and soft market testing to determine level of risk regarding compatibility.</p> <p>Ensure sufficient information is made available to developers during soft market testing discussions to assist them in providing well informed advice. Similar schemes along the Old Kent Road development have implemented noise mitigation measures which can be explored further for this development.</p>
Current configuration within the boatyard does not allow for big moving equipment, reconfiguration will increase opportunity to provide large equipment. This will attract more work to the boatyard.	Busier boatyard and more demand from the river, potential for increase activity and noise to local residents.	Detailed noise studies will be undertaken.
Redevelop the boatyard to increase commercial opportunities e.g. café, restaurants and venues to champion the boatyard businesses	Concerns that existing businesses may be priced out	Liaise with Valuation Office Agency and Income Operations to minimise the impact

Policy implications

57. The SRPP was shaped by the promises and commitments made in the council Plan, such as building more quality affordable homes of every kind and revitalising our neighbourhoods making them places in which we can all be proud to live and work.
58. The development plan for the borough consists of the Mayor's London Plan, the Core Strategy 2011, the Saved Southwark Plan policies, the Aylesbury Area Action Plan, the Canada Water Area Action Plan, the Peckham and Nunhead Area Action Plan and a revised Canada Water Area Action Plan (AAP).
59. The Canada Water AAP sets out a vision of how the area will change over the period leading up to 2026, and a delivery plan for implementing this vision. The SDM redevelopment site sits within the wider Canada Water AAP area (<https://www.southwark.gov.uk/planning-and-building-control/planning-policy-and-transport-policy/development-plan/area-action-plans?chapter=3>) and is in close proximity to the core AAP area as such it will reap the benefits of any improvements made to the core area.
60. A key objective within the AAP which will positively impact the South Dock Marina redevelopment scheme is improved transport connections. The AAP is aiming to ensure the area is highly accessible by sustainable transport such as walking, cycling and public transport in order to reduce pollution and congestion.
61. The policies within the AAP which specifically relate to the SDM site are:
 - **Policy 6 – Walking and Cycling**
'Development proposals should provide routes that are safe, direct and convenient for pedestrians and cyclists. They should enhance access to the docks and the river and provide or reinstate the Thames Path'
 - **Policy 7 – Public Transport**
'..work with Transport for London (TfL) to improve the frequency, quality and reliability of public transport, including river transport'
62. In addition to the Canada Water AAP, the Canada Water Social Regeneration Charter which is informed by the Southwark Regeneration Framework sets out investment priorities for both Surrey Docks and Rotherhithe wards with specific reference to investment into the South Dock Marina infrastructure.
63. The council are aware of developments in the area that could potentially have an impact on the surrounding infrastructure and are actively seeking to mitigate the affects of these through funding applications for investment into the existing transport facilities and to support new infrastructure in the area.
64. The council is now reviewing the Southwark Plan and Core Strategy to prepare a local plan called the new Southwark Plan. This new plan will set out the council's regeneration strategy to 2033 and will also be used to make decisions on planning applications. The New Southwark Plan will:
 - Set policies to support the provision of new homes including 11,000 new council homes.
 - Protect our existing schools and community facilities in the borough and

- provide more where this needed.
 - Protect local businesses and attract more businesses into the borough to increase job opportunities.
 - Support our high streets and increase the range of shops to increase their vitality.
 - Direct growth to certain areas of the borough, predominantly in Elephant and Castle, Canada Water, East Walworth, Blackfriars Road, Bankside and along the river Thames where there is greater public transport accessibility.
 - Introduce policies to improve places by enhancing local distinctiveness and protecting our heritage assets.
 - Set policies to provide greener infrastructure and to promote opportunities for healthy activities.
 - Provide visions and policies for the many different areas within Southwark.
65. The new Southwark Plan designates Greenland Dock as Open Water Space and policy P57 states specifically in relation to increased berths that:

‘Development within designated Open Water Space will only be permitted when it consists of:

Berths and moorings for houseboats and other craft that improve the use of the River Thames in underused open water spaces where they do not affect its openness or detract from its character.

Reasons

Southwark has several unique open water spaces on the Rotherhithe peninsula owing to the dockland heritage of the area. We will need to maintain and improve these spaces as well, to provide benefits associated with health and wellbeing, recreation, quality of life and cohesive communities. There is a high demand for berths and moorings that is not being met in Southwark and across London. Where water space is underused at present, new berths and moorings could increase the enjoyment of the River Thames.’

66. The redevelopment of South Dock Marina will contribute to the delivery of the following fairer future commitments:
- **A place to call home** – redevelopment of the boatyard to incorporate residential units will provide 50 per cent affordable housing for the residents of Southwark.
 - **A place to belong** – The redeveloped boatyard will be visually more appealing and will enhance the look and feel of the local area, benefitting local residents. The development may also include food and drink outlets (and perhaps retail) facilities which local residents will benefit from alongside marina users.
 - **A full employment borough** – As the only working boatyard in central London, SDM is a critical facility for the marine businesses working on the Thames. The provision of improved facilities for this business community can help to sustain and grow this important sector of the local economy and provide employment opportunities.

67. SDM and Greenland Dock are recognised within the Open Spaces Strategy (2013) as natural / semi-natural green space. The redevelopment scheme will be developed in line with the council's Open Spaces Strategy and clear in delivering the objectives as set out within the document, specifically:
- **Objective P5**
'Enhance the quality and value of natural and semi natural greenspace provision within the urban environment'
 - **Objective P7**
'Ensure that open space is accessible and continues to support tourism and businesses in the borough whilst meeting the needs of local residents..'
68. It is proposed to develop a planning policy compliant residential scheme providing 50 percent affordable homes as the land in question is categorised as general fund.
69. GLA policy states that schemes submitted to the Local Planning Authority (LPA) of 10 stories or above will be referable to the GLA and are to provide 50 percent affordable homes; however the residential scheme that has been designed is less than 10 stories making this a non-referable application.
70. The residential development will adhere to the Agent of Change Principal within the New London Plan which effectively states that new developments should take into account the existing use of noise generating neighbouring properties. Similar schemes as part of the Old Kent Road regeneration have adapted this principle to developments and have been successful in implementing noise mitigation measures which can be explored further for this development.

Community impact statement

71. A community impact statement will be collated to capture community priorities, issues and needs, in particular, groups displaced or impacted by the development proposal. It is proposed that the community impact statement will focus on two distinctive communities:
- a) Geographical communities - people living, accessing or working close to the development.
 - b) Community of identity – groups that share characteristics such as the older people, minority ethnic groups, faith groups, people with disabilities and young people, etc.
72. Indicative groups the council will seek to consult and assess with will be service users, internal stakeholders and affected businesses.
73. Under the Equality Act 2010's Public Sector Equality Duty (PSED), as a public body we must have due regard to the need to:
- a) Eliminate unlawful discrimination, harassment and victimisation
 - b) Advance equality of opportunity between different groups
 - c) Foster good relations between different groups.

Resource implications

74. The project management function will be provided by the capital works and development team within regeneration in liaison with the parks and leisure team within environment and leisure as the client.
75. Other resource implications relate to sketch master planning and delivery of the consultation including a consultation hub which will need to be procured externally and will be financed through existing departmental budgets.

Legal implications

76. Please see concurrent from the director of law and democracy (paragraphs 81-85).

Financial implications

77. The outcome of the consultation process will help to finalise the future development proposals for South Dock Marina and Boatyard. The development proposals, once confirmed, will be subject to detailed appraisals including the financial implications on both revenue and capital budgets going forward. The detailed proposals together with the financial implications will be included in a separate report in the future for cabinet approval.
78. The resource requirements to deliver the proposed consultation and design development will be contained within existing departmental revenue budgets.
79. Council officers have been engaging in ongoing dialogue with the berth holders to agree the fees and charges as part of the council's annual budget setting process. It is expected that fees and charges for the future will need to be reviewed against the costs of the development proposals.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Head of Procurement

80. At the present time no specific spend or procurement process is being proposed and therefore no concurrent required. If this changes, a Gateway 1 will be submitted in accordance with CSOs as appropriate for the level of spend.

Director of Law and Democracy

81. The report recommends that cabinet give approval to undertake consultation. To meet legal requirements consultation must:
 - be undertaken when proposals are still at a formative stage
 - include sufficient reasons for the proposals to allow interested parties the opportunity to consider the proposal and formulate a response
 - allow adequate time for interested parties to consider proposals and formulate their response
 - the outcome of consultation must be conscientiously taken into account when the ultimate decision is taken.
82. The report also recommends that cabinet give approval to the key consideration and principles for any future proposals.

83. The report confirms that the results of consultation will be set out in a further report for cabinet to consider in spring 2020.
84. The public sector equality duty, in section 149 of the Equality Act 2010, requires the council to consider all individuals when carrying out their functions. It requires public bodies to have due regard to the need to eliminate discrimination, advance equality of opportunity, and foster good relations between different people when carrying out council functions. Officers will need to actively consider the duty during the consultation process and when formulating recommendations to cabinet for final decision making; members must have due regard to the duty when the matter is referred back to cabinet following consultation.
85. As the project develops any legal and governance issues arising should be identified and addressed in consultation with the director of law and democracy and her staff.

Strategic Director of Finance and Governance

86. This report is requesting cabinet to approve the consultation and engagement plan for proposals relating to South Dock Marina, Greenland Dock and the boatyard and approve the key considerations and principles for any future proposals as set out in this report. Full details and background are contained within the main body of the report.
87. The strategic director of finance and governance notes that the outcome of the consultation process will help to finalise the development proposals and a further report will be submitted to cabinet outlining the financial implications on both revenue and capital budgets for formal approval.
88. It is also noted that the costs of the proposed consultation process and other related costs will be contained within existing departmental revenue budgets.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
None		

APPENDICES

No.	Title
Appendix 1	Map of South Dock Marina, boatyard and Greenland Dock

AUDIT TRAIL

Cabinet Member	Councillor Richard Livingstone, Environment, Transport and the Climate Emergency	
Lead Officer	Rebecca Towers, Director of Leisure, Environment & Leisure	
Report Author	Hemali Topiwala, Project Manager, Place & Wellbeing	
Version	Final	
Dated	5 September 2019	
Key Decision?	Yes	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Director of Law and Democracy	Yes	Yes
Strategic Director of Finance and Governance	Yes	Yes
Cabinet Member	Yes	Yes
Date final report sent to Constitutional Team		5 September 2019