



POOLE BRIDGE TO HUNGER HILL FLOOD DEFENCE SCHEME CONSULTATION REPORT

October 2024

Research and Consultation Team

Contents

1	Background and Methodology.....	1
1.1	Engagement activity.....	1
1.2	Background.....	5
1.2.1	Scheme area	5
1.3	Methodology	6
2	Results	6
2.1	Zone A: Holes Bay Road to Lifeboat Quay	7
2.2	Zone C: The Slip Way	8
2.3	Zone E: RNLI car park to Poole Bridge	8
2.4	Final comments.....	9
2.5	Next Steps	10
	Appendices	11

1 Background and Methodology

Bournemouth, Christchurch, and Poole (BCP) Council conducted a public consultation on the Poole Bridge to Hunger Hill (PBHH) Flood Defence Scheme. The scheme is designed to protect Poole town centre, the Old Town, and surrounding areas from future flood risks caused by rising sea levels and climate change.

The consultation aimed to gather feedback from the public and key stakeholders on the proposed flood defence measures, which span several zones between Poole Bridge and Hunger Hill. The land along this section includes a mix of private ownership and leaseholders, and the current quay walls in place are inadequate for flood defence standards. Many of these structures are not high enough to protect against tidal flooding and require urgent attention.

The public consultation ran from 28 August to 30 September 2024 and included both in-person and online events to ensure broad participation from residents, businesses, and local organisations. The purpose was to inform the community about the scheme, gather valuable feedback, and incorporate local insights into the final design and planning process.

1.1 Engagement activity

The Poole Bridge to Hunger Hill public consultation ran for 4 weeks from 28 August to 30 September 2024. Activities, led by the Flood and Coastal Erosion Risk Management (FCERM) team, resulted in high levels of engagement across the BCP area.

Over 700 people viewed BCP Council's website content and almost 300 viewed the twobays.net page, approximately 27,000 people viewed our social media posts, over 2,000 people interacted with our Facebook content, More than 50 people came to our face-to-face and online events, and 126 people completed a survey.



Below is a breakdown of our engagement activity:

Activities and events

21 August:

Consultation information email sent to 100+ stakeholders

23 August:

Press release issued to local and regional media
Coverage on BBC online, Bournemouth Echo
Website updated to include consultation information & fly-by video

25 - 26 August:

Approximately 1,700 promotional postcards delivered to local area that could be affected by the Scheme

28 August:

Consultation officially launched
Survey and information document goes live on BCP Council [Have your Say website](#)

August – September:

9 BCP social media posts to promote consultation, events & survey during consultation period

August – October:

30+ face-to-face stakeholder meetings to discuss design proposals, business operations and pre planning feedback

29 August:

Portfolio Holder interviewed by Radio Solent (morning drive time)

29-31 August:

Bournemouth Air Festival promo & stand in STEM village

2 September:

30 promotional posters erected and additional 100 postcards distributed in wider area

5 September:

Public drop in event at Scouts/Edith Lyle Hall 10am-4.30pm
Display panel information presented. Meet the team.

11 September:

Public online event – presentation and Q&A session.

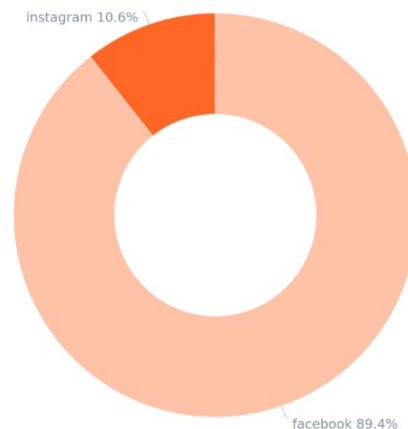
BCP Social Media and Newsletters:

No. of social posts: 9 (across Facebook, Instagram, LinkedIn, X)

- Audience Reach: 27k
- Total interactions with content: 2k (Facebook)

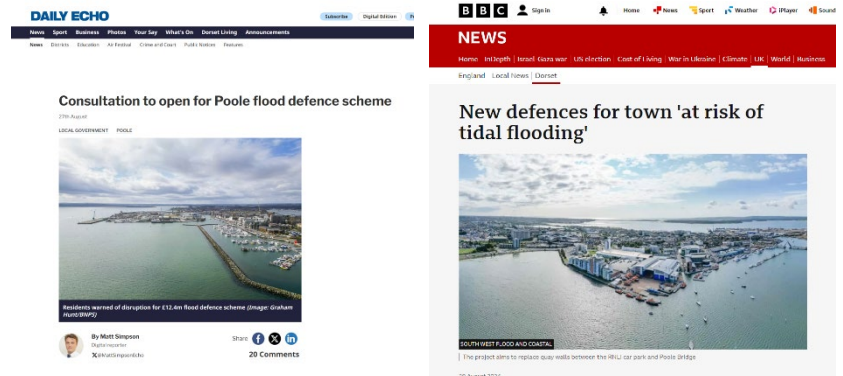
25.5k total weekly newsletter recipients

- 55% newsletter open rate
- 380 independent clicks to web information



Media coverage:

- Daily Echo, 27 August 2024
- BBC News, 28 August 2024
- BBC Radio Solent, 29 August



Surveys / Face to face events:

- 126 surveys responses received
- Face-to-face event: 40 people approx.
 - attending between ½ hour to an hour per person
- Online presentation / Q&A event: 16 participants
- 30+ face to face meetings with West Quay Road stakeholders



twobays.net website statistics

During the consultation period:

- 289 active users
- Viewed the web content 452 times

Spikes in web views occurred:

- 27 August (following PR & postcard distribution)
- 28 August (following consultation launch)

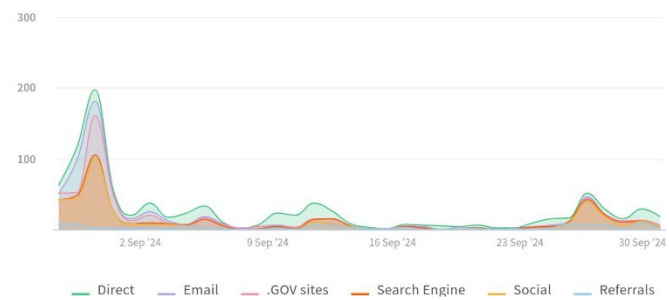


BCP Council Have your say project page

- 911 total visits to the page
 - 726 unique visitors
 - 158 informed (e.g. downloaded documents, followed links)

Visits by Channel

Have Your Say Bournemouth, Christchurch and Poole from 28 Aug '24 to 30 Sep '24

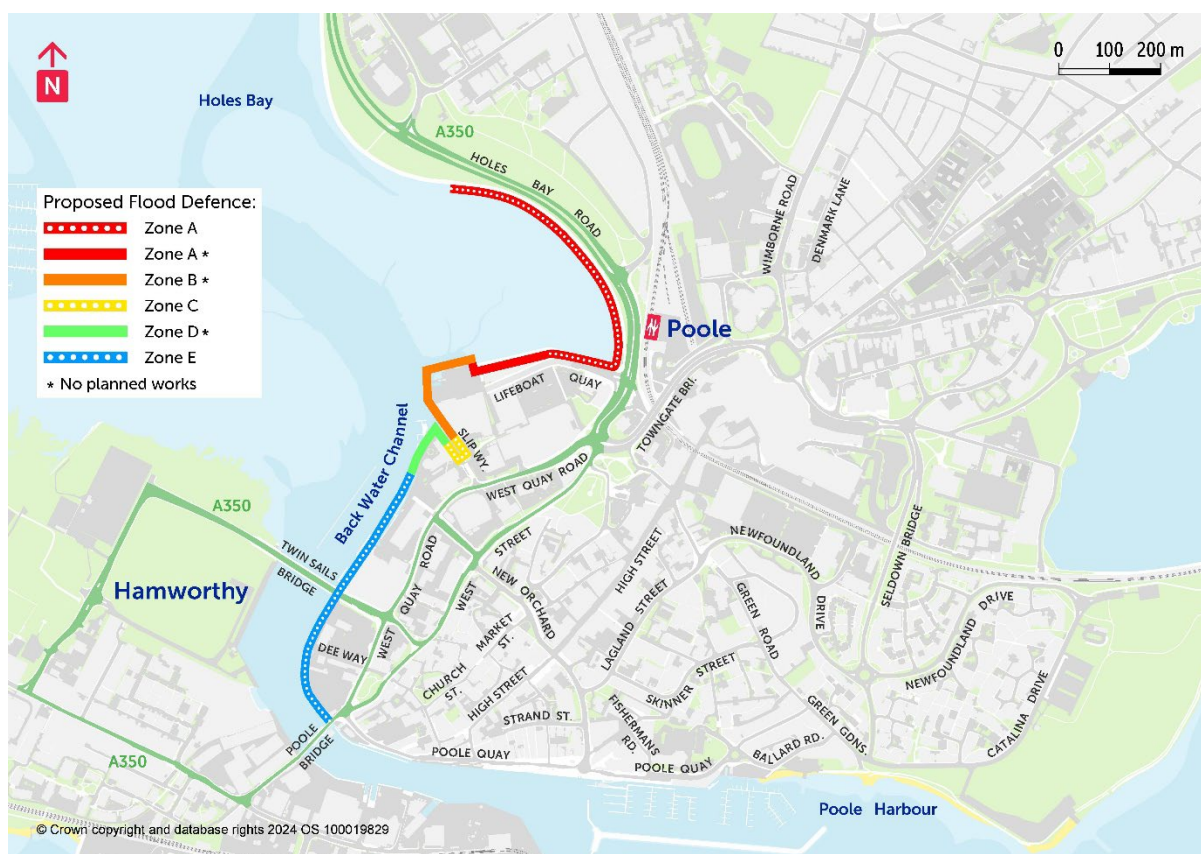


1.2 Background

The [Poole Bay, Poole Harbour and Wareham, Flood & Coastal Erosion Risk Management \(FCERM\) Strategy](#), adopted in 2014, identified that within the whole central Poole area there are currently 573 properties at risk of flooding. This is predicted to rise to over 2,000 properties by 2110.

1.2.1 Scheme area

The proposed scheme area will be separated into five zones with interventions planned for 2071 and 2105. The five zones are highlighted in the map and outlined below:



- **Zone A – Holes Bay Road (A350) to Lifeboat Quay**
Defences will be raised now to 2.65m AOD¹ now, then raised to 3.6m AOD in 2071. Where there are existing flood defences in Zone A, no work is needed at this time (indicated by 'Zone A*' above).
- **Zone B – RNLi All Weather Lifeboat Station**
Already protected for the next 85 years. No work is needed at this time (indicated by 'Zone B*' above).
- **Zone C – Slip Way**

¹ Above Ordnance Datum (AOD) is a fixed reference level which has replaced 'above sea level' as the standard reference from which vertical heights on maps are measured.

To make best use of existing assets, ground levels will be raised to 2.49m AOD and then raise again to 3.6m AOD in 2071.

- **Zone D – RNLI College**
Already protected for the next 50 years. No work is needed at this time (indicated by 'Zone D*' above).
- **Zone E – RNLI car park to Poole Bridge**
It is more cost effective to replace the current quay walls, raising the height to 3.6m AOD.

More information about the work proposed to take place in the different zones can be found in the [consultation document](#).

1.3 Methodology

The consultation was hosted on the BCP Council [Engagement HQ](#) platform and was promoted through various channels including:

- [BCP Council Press Release](#)
- [Public engagement events](#)
- Distributed over 1,700 flyers across the high risk area
- 30 promotional posters were distributed in public places throughout the flood defence benefit area
- E-newsletters
- 9 Social media posts (Facebook, Twitter, Instagram, LinkedIn) by BCP Council and [Dorset Coast Forum](#)
- Emails to public and commercial stakeholders
- [News articles](#)

The main project page was hosted from the council's Engagement HQ Platform along with a brief description of the project and a link to the survey:

haveyoursay.bcpCouncil.gov.uk/poole-hunger-hill

The online survey was designed and hosted in Snap Survey software. There were 126 responses to the survey.

2 Results

A report showing the full results of the survey is included in the Appendices. The results are summaries below:

- 93% of respondents said that reducing flood risk in Poole town centre, Old Town and surrounding areas is important

- 96% of respondents said that where feasible, accommodating existing business arrangements in the design of the proposed flood defence scheme is important
- 55% of respondents said that **constructing flood defences to help unlock land for future development including the provision of new homes** is important. 38% of respondents said that this is not important and 4% were unsure.
- Around three quarters of respondents (74%) thought they would be impacted by the construction of the flood defences; 21% said they would be impacted a lot and 53% said they would be impacted a little.
- Respondents were most likely to be affected by occasional lane closures on the A350 (59%) and the temporary closure of the Holes Bay path (57%)
- When asked to describe the impact and suggest mitigations, most responses described disruption to regular walking, cycling or driving routes which are used both for leisure and commuting.
 - **Roads:** some comments described recent congestion where there were simultaneous roadworks on a number of routes around Poole and stressed the importance of ensuring that alternative routes are clear of roadworks to minimise the disruption.
 - **Holes Bay path:** this is a popular leisure route as well as being used by active commuters. Most comments that mentioned this were happy with the alternatives and accepting that the works are necessary.
 - **Lifeboat Quay path:** some comments expressed concern about safe pedestrian and wheelchair access to Lifeboat Quay, Asda and the Aqua building.
 - **Cyclists and pedestrians:** some comments mentioned the timing of the lights on pedestrian crossings which would allow pedestrians and cyclists to safely cross the road while paths are closed, with concern that the current timings are too long a wait and may create a temptation to cross when it isn't safe.

2.1 Zone A: Holes Bay Road to Lifeboat Quay

- Just over half (54%) of respondents said that they would not be impacted at all by the closure of flood gates in Zone A during a flood / storm event. Those who thought they might be impacted were asked to describe the impact and suggest mitigations.
 - Several comments indicated that respondents were not sure exactly where the flood gates would be located, and whether they would restrict access to the waterside paths or if they would only prevent access to the water (through the flood defence wall) when closed.
 - Some respondents were concerned that gate closures would prevent access to the water for Poole Rowing Club
 - One respondent noted that any impact would be less inconvenient than flooding would be.

- Most respondents (82%) are not impacted by the temporary relocation of the bus stop during the works.
 - Most comments suggested alternative locations
 - Many said that so long as the change is well advertised then it shouldn't be a problem.
 - One respondent said that they have difficulty walking and would find it quite problematic to walk further to an alternative location.

2.2 Zone C: The Slip Way

- Two thirds of respondents said that they would not be impacted by the temporary closure of the path at The Slip Way. 12% said they would be impacted a little and 15% would be impacted a lot.
- Respondents were asked for comments or suggestions for marine vessel storage and access to the water in Zone C
- The proposed temporary storage / access at Whittles Way is questioned. Respondents felt that there is not enough space for all of the tenders / boats to be relocated and that launching is more difficult there.
- Suggestions that other waterside landowners / marinas / slipways could be persuaded to provide temporary access and storage.
- Boat owners were also concerned that works would take place in the summer months when they are most likely to want to access the water and suggested that this phase of the works be carried out earlier or later in the year.

2.3 Zone E: RNLI car park to Poole Bridge

- 54% respondents said that they would not be impacted by the temporary closure and construction work on Whittles Way. 38% said that they would be impacted (15% a little and 23% a lot)
- Most of the comments about Zone E relate to access to the water
 - Poole Rowing Club is located in Zone E and requires access to the water for its members. There are concerns not only about the impact on individuals if they are unable to train during this time, but also for the future of the club financially if it is forced to close during the works and have asked that alternative arrangements be found. They have asked that BCP Council and the Environment Agency work with them to ensure that the flood gates are designed to meet their access needs.
 - Some boat owners keep their boats on moorings close to the shore along this stretch. They are concerned about being able to access the water and also about potentially having to relocate their boats to make room for the barge during construction work. The RNLI boat and sailing club who manage some of these moorings have asked that the moorings be removed from the sea bed during works to avoid damage and then replaced.

- A request that a slipway be considered at Whittles Way to replace the steps that currently provide access to the water, as these can become slippery and are difficult to use for launching small vessels (boat tenders, kayaks, etc)
- 63% of respondents said that they would not be impacted by the closure of the flood gates in Zone E when there is a risk of flooding to the town. 20% would be impacted a lot and 6% would be impacted a little.
 - Poole Rowing Club have asked that designated club members be allowed to close the gates during more minor flooding events to protect the club buildings and other nearby properties.
 - The rowing club have also asked that sufficient notice be given when the gates are to be closed, to prevent rowers from being caught outside the gate.
 - Members of the rowing club are very concerned that they will be unable to access the water for rowing during flood events.
- 71% of respondents said that they would not be impacted by no longer being able to access the water from Dee Way. 17% said they would be impacted (14% a little and 3% a lot).
- Only a few comments were made about Dee Way – most were concerned that another waterside access point would be lost.

2.4 Final comments

Respondents were asked if they had any further comments about the construction phase. Most common comments were around traffic disruptions, noise from pile driving, emergency access to waterside properties, impact on wildlife and access to the water for small vessels / rowing club.

Asked about the positive impacts, most mentioned flood prevention and protection of the historic town centre as the main benefit.

Asked about negative impacts, the responses were varied and can be seen listed in the accompanying summary report. Some of the more common comments include:

- Cost was mentioned, especially as some of the landowners along the waterfront would benefit from the development of their land that would be made possible by this work – suggestions that they should be making significant contributions to the cost of the works.
- There are concerns that the higher wall might be unsightly and block views of the water.
- Some concerns were raised that preventing flood water incursion along this stretch may act to increase flooding elsewhere in the harbour.
- Concerns about access to the water when completed.
- Disruption during construction, to traffic, pedestrians / cyclists and water users.

2.5 Next Steps

The feedback gathered during the public consultation is being actively reviewed by the Poole Bridge to Hunger Hill Flood Defence Project Team. This input will inform the refinement of the flood defence designs and help address comments and concerns raised by stakeholders, including local residents, businesses, and community groups. The project team is committed to ensuring that the final flood defence scheme aligns with both the technical requirements of the flood defence infrastructure and the priorities of the local community.

Appendices

Appendix 1: Snap data report, including verbatim comments (26 pages)

Appendix 2: Poole Bridge to Hunger Hill Online Presentation Consultation Report
prepared by Dorset Coast Forum (13 pages)

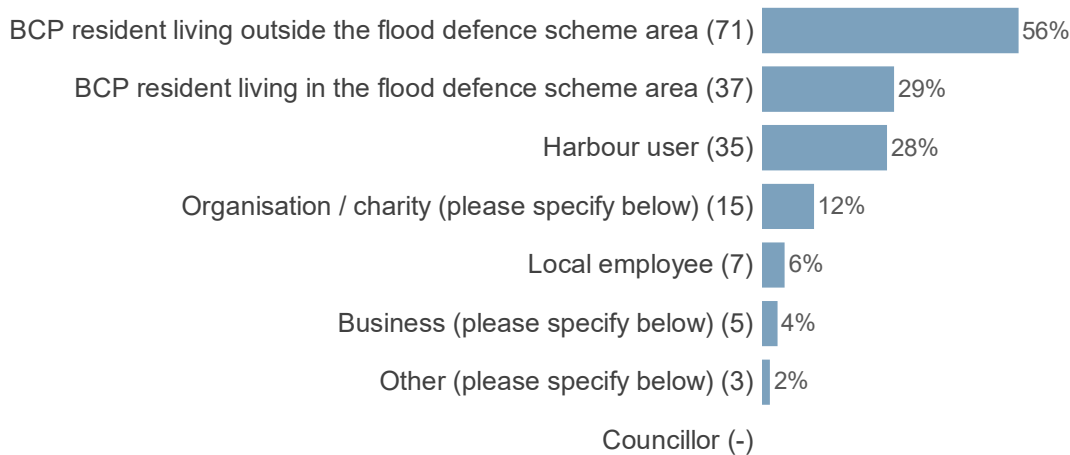
Appendix 3: Social media report (14 pages)

Poole Bridge to Hunger Hill Flood Defence Scheme Consultation FINAL

This report was generated on 01/10/24. Overall 126 respondents completed this questionnaire. The report has been filtered to show the responses for 'All Respondents'. A total of 126 cases fall into this category.

The following charts are restricted to the top 12 codes. Lists are restricted to the most recent 130 rows.

How are you responding to this consultation? (please select all that apply)



Please tell us which business, organisation or group you are responding on behalf of or if you belong to a different respondent category that is not listed.

RNLI College and RNLI Boat and Sailing Club

Member of "Have a say Community"

2PV Rentals Ltd

Own a Lower High Street building, but do not live there.

Poole harbour association

3rd Poole Sea Scouts

Poole Harbour Association

Poole Amateur Rowing Club

I am responding for myself as a private individual

RNLI Boat & Sailing club member

Truly Scrumptious (Dorset) Ltd

RNLI boat and sailing club

Jenkins Marine

Poole Rowing Club

Poole Amateur Rowing Club

Poole Rowing Club

Poole Quays Forum

Poole Amateur Rowing Club

Please tell us which business, organisation or group you are responding on behalf of or if you belong to a different respondent category that is not listed.

PLANNING GROUP of THE SOCIETY for POOLE

Owner of property in Longfleet Road within the area where the flood defence scheme will reduce the risk of flooding

Individual

Poole Amateur Rowing Club

Rowing Club Member

Poole Rowing Club

Poole Rowing Club

Poole Amateur Rowing Club Member

Member of Poole amateur rowing club

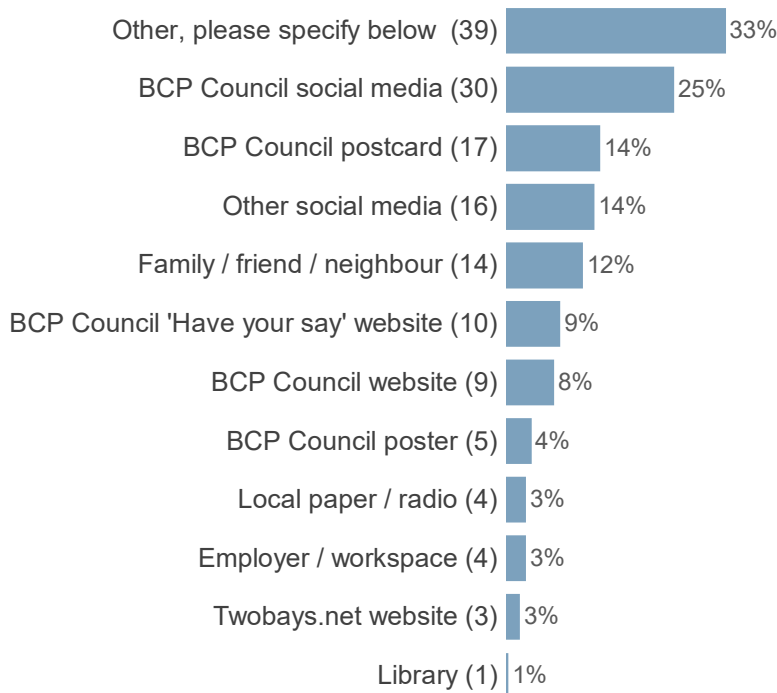
Poole rowing club

Poole rowing club

Poole Rowing club

Poole Rowing Club

How did you find out about this consultation?
(select all that apply)



Q2a

Email from BCP

BCP email

BBC website

email

Received an email

Q2a

Have your say email

Shared by an anonymous BPC resident on social media

BCP Email

BCP email

Email

BCP email

Bcp weekly email

BCP email

Poole harbour association

Poole Harbour Association

Poole Harbour Association

Poole Amature Rowing Club

Research and Consultation Team phonecall

Research and Consultation Team phonecall

Poole harbour association

Poole Harbour Association

RNLI Boat & Sailing club member

From Poole Rowing Club

I work for BCP Council. It was in the Colleague Connect news email of 9 Sept 2024.

Poole Quays Forum

Direct engagement with BCP FCERM team

BCP Email

PQF

Poole Amateur Rowing Club committee

Poole Quay Forum

Poole Quay Forum

Had no idea about this until I saw a small poster in Market St about a week ago. I live in Market St

Email from BCP, flyer in dolphin leisure

from Poole amateur Rowing club

Rowing Club

Club members

Poole Quay Forum

Poole Quays Forum

Poole Rowing Club

PQF Email

Poole Rowing Club

It was sent out by the rowing club

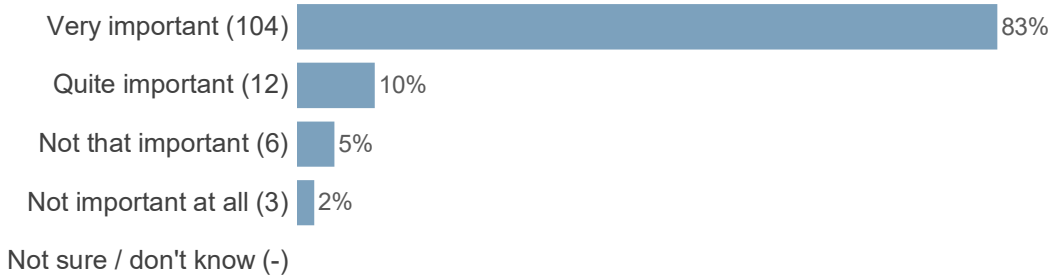
Social media

Poole rowing club

Poole rowing club

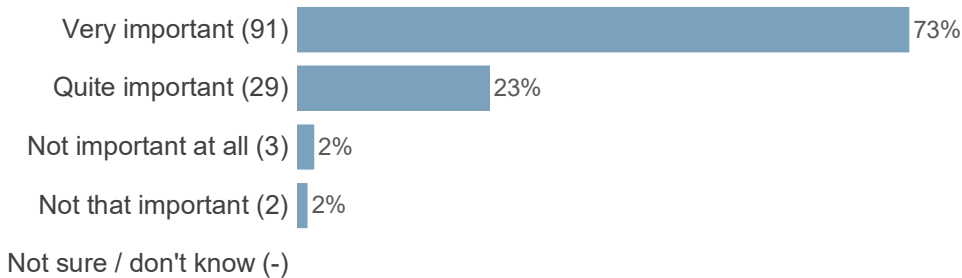
How important or unimportant do you think the following are...?

(please select one option per row only) (a) Reducing flood risk in Poole town centre, Old Town and surrounding areas)



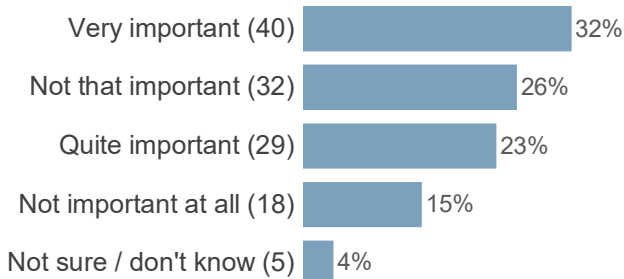
How important or unimportant do you think the following are...?

(please select one option per row only) (b) Where feasible, accommodating existing business arrangements in the design of the proposed flood defence scheme, e.g. providing flood gates so that businesses, organisations and harbour users still have access to the water)

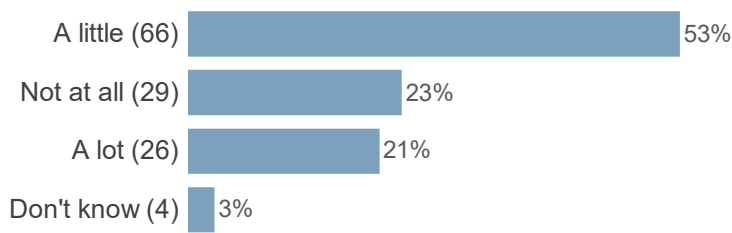


How important or unimportant do you think the following are...?

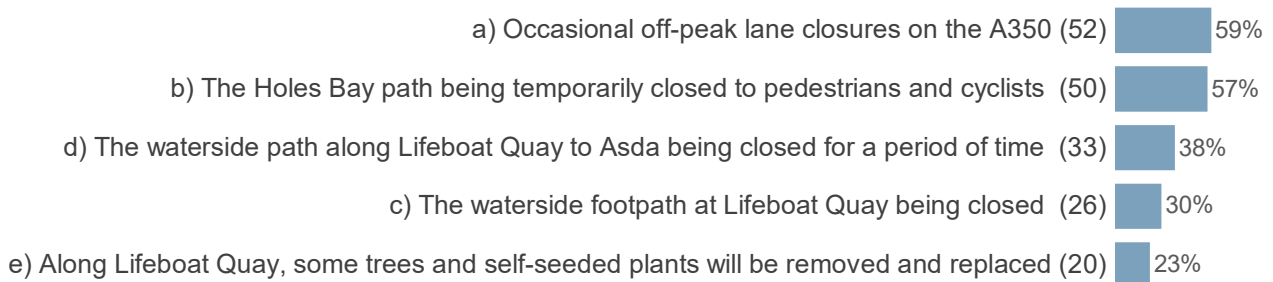
(please select one option per row only) (c) Constructing flood defences to help unlock land for future development including the provision of new homes)



Looking at the list above, to what extent do you feel you will be impacted by the construction of the flood defences?



Which of the following impacts will affect you the most?
(please select all that apply)



Please explain how you will be impacted and whether there is anything the council can do to mitigate this.

There is no roadside path or pavement at lifeboat quay. The only other route is to walk directly through Asda car park. I live in the Aqua building and use the waterside path every day going to and from my home.

As a wheelchair user I would find the closure of the waterside path to Asda very hard. Any idea how long it would be closed for so that I can start to organise some help! Please don't put in bike lanes first!!

I frequently use this path for cycling

As a wheel hir user I understand these things need to be done so I'll have to find someone to shop for me.

Local road closures have been extremely tiresome, infuriating and time consuming this year. Especially when there were closures/road works at both ends of Blandford Road from the Old Bridge, traffic being redirected from one closed end to the other end with road works at the same time as the prolonged closure of the twin sails bridge! There have been times where the traffic has been so heavy and intense, it has literally blocked the entrance and exit to Ivor Road making it impossible to get in or out. It would be desirable to have any road closure late at night, or very early the morning and to absolutely ensure there are no other road works or closures on alternative routes during this time, to save the sanity of road users in Poole!

We are active cyclists and pedestrians as well as car drivers. Recently the traffic management as been horrendous around Poole with a lack of coordination. Please ensure this scheme is carefully managed alongside other schemes and emergency needs as they arise. I think it is very sad if trees need to be removed especially with climate change and if it is imperative they need to be removed then they should be replaced. Coastal planting is not sufficient.

I use that road for work, but it's ok - the old town needs to be preserved

Occasional user on foot or by car. Minimise duration of closures.

Please explain how you will be impacted and whether there is anything the council can do to mitigate this.

Keeping fit by cycling the above routes are ones I usually use. I will have to use other options.

Its never flooded in all my 53 years living in poole

I regularly arrive in and depart from Poole town centre via the A350, either driving along the Holes Bay Road, or cycling along the Holes Bay path. Mitigation I could foresee would include: 1. Ensuring lane closures on A350 are publicised widely well in advance. 2. Improving the signal cycle of the two crossing points to reduce the delays to pedestrians and cyclists. At present there can be a very long wait before the green man lights up, especially at Lifeboat Quay and Hunger Hill junction.

Managing the work and getting advice from key professional early on eg ecology and landscape design

The crossing lights take too long to change in favour of pedestrians and cyclists to cross. They need to be set to change promptly so pedestrian and cyclist journeys aren't delayed any longer than necessary

Some walking routes will take longer but hopefully not for too long

With the quay being closed we will be unable to access our home

Although not able to access these areas (where I currently walk) it's not a big issues as can easily divert. The build up of traffic with road closures/ diversions will be a nuisance but acceptable

Affects access into Poole town. Consider possible introduction of one-way traffic routes to enable safe and unobstructed access in and out of town.

Anyone living Hamside (beyond the bridges) are strongly impact by any road blocks. Given that most of the people in this area are trades people, it means one cannot tell how long it will take to get to and from work, the shops, the town for appointments. This can mean heavy traffic with detours going around the bay. This is seriously impacted with the factory chuck out times from Sunseekers, school drop off and pick-up times, and sunny days which brings all the tourists out. Most of these works seem to be carried out during school holidays which has serious implications. This often has big financial impacts on people like us with regard to work, childcare, As well as late health appointments, interviews and huge social impacts where we feel pinned to our homes. What is most frustrating is when people are struggling to manage their time and then pass by roadworks with no-one on them. We think that there should be round the clock work where it affects the few roads in and out of town - as although this may affect the council budget it may save our own pockets and prevent a lot of loneliness.

Do not build unnecessary walls of concrete. Where will the water go? Hamworthy? I haven't seen floods of any significance in this area!

The cycling and walking disruption will affect my regular use of the paths.

My regular cycling path

It is a pleasure cycle route, but the disruption to me is very little, especially when compared to the benefit of getting these flood defences built.

The Council will continue to ignore the wishes of the residents and continue to do what it thinks fit as evidenced by the response to the Poole Park entrance closure.

I need to get to and from the Edith Lyle Scout Hall two or three times a week, much of the time in the off-peak times.

A few years ago a lorry broke down on the A 350 on the out of town/seaside carriageway just north of the 'Sterte Rd traffic lights. This caused a huge gridlock in the twom center and lower Hamworthy. Please take this into consideration.

Lifeboat station on the crew how is best to get to the station in these busy times that you are making worse

That's my route to work, but it's not a major problem to use the other side of the road

I routinely use the cycle paths, and happy with the proposed diversion route.

Please explain how you will be impacted and whether there is anything the council can do to mitigate this.

I walk those areas a lot, I don't think there is much the council can do to mitigate disruption but the work is necessary.

Frequently walk this route, at least five times a week

I will ride my bike rather than drive

We keep on losing mature trees in the Old Town Poole area - for example those by New Orchard Car Park and on St Aubyns Court the large mature trees that died weren't replaced. There is also the proposal to cut down some of the mature trees on Maypole Square. None of these seem to get replaced, which is a shame.

No obvious mitigations I can think of

Access to Poole railway station which is my workplace. Shoping access to local superstore

b/d) I use both these areas for cycling, however the indicated alternative routes seem to be acceptable. For the road crossings, consideration needs to be given to the timings of the lights and the sensitivity of any sensors. If pedestrian or cyclists are delayed too long due to the light settings, there may be a danger they will try and cross when traffic is still moving ! Temporary changes to the settings may be necessary. Model the timings in advance ! e) When replacing the planting, consider carefully any maintenance required, if workers need to approach the water this could increase costs significantly ! Also can the planting be a of a type that will encourage wildlife such as birds to the area, as the area could then become a popular bird watching spot.

Circular cycle route used weekly to Upton and back to Hamworthy

To please consider all walkers, cyclists and motorists whilst this work is undertaken.

Unable to walk by holesbay and road delays

I am a patient at Lifeboat Quay. I rally appreciate the trees and plants alongside Lifeboat Quay especially the Myrtle plants and would encourage similar planting. I have seen many birds in this area including kingfishers and of course the 'Asda Peregrines'. This area has recently been extremely grubby and doesn't seem to be regularly cleaned of litter and rubbish.

Accessing Dr Surgery, Asda etc

b) causes additional busy road crossings for pedestrians

Trees are needed for shade and many other reasons - low lying planting will not create much needed shade

Do not waste the peoples time and money with this nonsense

I will just have to amend my journey but with prior notification this will not be an issue.

Traffic density

This will impact access to the club house for rising which is vital to the wellbeing of myself and my 15 year old daughter. To not be able to access the club for training will impact not only our wellbeing and way of life but also my daughters future as a potential athlete representing the area, local and National, for which she is demonstrating enormous potential. The council MUST ensure access to the club house which is located by the lifting bridge and also access from the clubhouse directly to the water for training which takes place on this stretch of water. This area must also be protected and access given at all times.

We use the water side path adjoining Station Bay as an area of Blue Space to chill out & watch the changing tide. During Lockdown we visited everyday now it once or twice a week . Understand that the area will be closed during the project. But the area in front of the Aqua building will remain open need assurance that the building work on the flats is completed and the works compound is removed to allow access along wheelchair friendly path adjoining RNLl to the area of open space between the Aqua building & the sea. The self seeded hedge along Station Bay should be managed as natural habitat & screen for wildlife. It's rooted in the rocks.

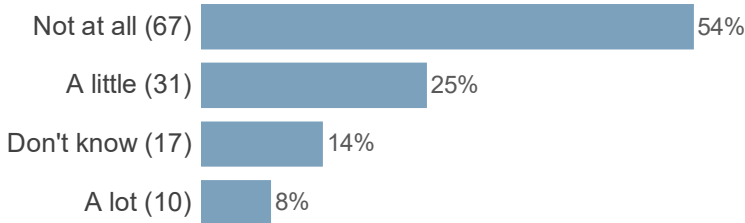
New trees should be planted in alternative locations nearby

Please explain how you will be impacted and whether there is anything the council can do to mitigate this.

Trees mitigate flood risk and pollution from the car park and road - so if they have to be removed please please replace them not just 'coastal planting'

Any closures will effect on this busy paths and roads we encourage cyclist to the club and quay to reduce car parking etc

To what extent do you feel you will be impacted by the closure of the flood gates when there is a risk of flooding to the town?



Please explain how you will be impacted and whether there is anything the council can do to mitigate this.

It's unclear where the gates would be and whether they would block access to vehicles eg emergency vehicles, or just pedestrians

I live on the Hamworthy side between the two bridges in Ivor Road. I'll probably be underwater in my own home if this is necessary (!) but that aside, any driving/access I need to do locally will be more difficult. That being said, flood defences are necessary.

Will the flood gates at Asda's waterfront path and at the pedestrian crossing block the end of the Holes Bay path when closed? From the description in the accompanying information document their location and function isn't precisely clear to me.

I walk and cycle along the Holes Bays shared path and having to cross then cross back again will increase my journey time.

Less inconvenient than flooding would be

If flood gates are sited ALONG the proposed sea wall there would be no impact, if however these are across the current pedestrian access, this might be considerable.

If there was more infrastructure around outside the town (i.e. post offices, dentists, shops, surgeries, buses that didn't need to come into town) then these closures would not affect these sort of closures as much.

Homes will be flooded in other areas if the water was to rise this high!

The Council will ignore the response of the residents and do what it wants

My niece lives there and access might be difficult

Might have to find another way into and out of West Quay Road.

As previous answer

Protection from the risk.

Ensure that any flood protection and gates do not impact the access of the rising club, those using the access to holes bay and also pedestrians over this right of way.

Cessation of activities of Poole Amateur Rowing Club

When operated in the future, locals should be advised by text of the closure.

To what extent do you feel you will be impacted by the temporary relocation of the bus stop?



If you have any suggestions for where the bus stops could be relocated, please tell us below.

As long as they were moved maybe onto west quay road before Asda and clear sign post stating where they've moved to it should be fine

Making a bus make a small loop in the southbound stop wouldn't add too much time to the route and the lane infrastructure is already there to accommodate a bus making a right into the train station southbound stop

Wherever it is relocated to, please ensure that there is sufficient room for passengers to wait for their bus without blocking the path. That used to be a significant problem when the Holes Bay path was first opened, before the bus stop was relocated to its current position and the road layout/path modified slightly to improve matters.

So long as this is well-advertised (given that older people tend not to use apps) then there should be no problem

No impact. I do not use the overpriced bus service.

The Council will decide

Find walking difficult and this could make it difficult. Also the Quay is closed for events on a regular basis. What will happen then?

Outside Costa Coffee, in the turn-left lane for Asda). Or route the buses from the bus station, via old library, Lagland Street, New Orchard (following the route currently taken by the number 8), then Marston Road and right into West Quay Road. Temporary stop outside Asda building (opposite National Tyres and Autocare.

Directoons for customers from railway station to access the appropriate bus they require

I do use the 40, but will be happy to use a temporary stop.

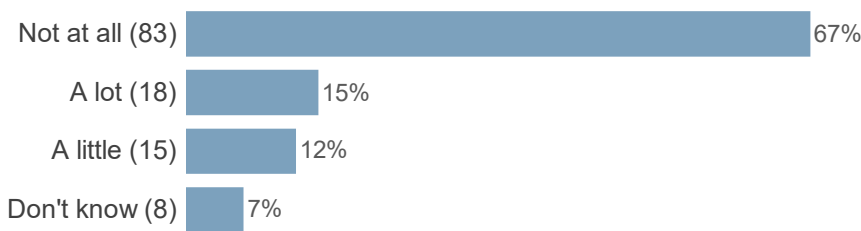
Not usually a bus user

Bearing in mind pedestrian diversion could there be temporary stops at each end of diversion?

No need for this disruption to my day

I do use this bus stop as it is closer for me than the bus station. I am not sure if it can be located anywhere else without disruption to the traffic or current bus routes.

To what extent do you feel you will be impacted by the temporary closure of the path?



If you have any suggestions for temporary solutions for marine vessel storage and/or access to the water or any other comments about Zone C, please tell us below.

Moving the tender rack and tenders to whittles way in the short term is fine, the hard bit is launching the tenders without a slipway. Would there be any chance of a temporary structure / slipway in whittles way to launch tenders? Not suggesting for vehicles and / or boats on trailers. The other thing is why do these works over peak summer season - we all pay expensive mooring fees to PHC to use the harbour - could you not do the works Sept - Feb? Or at least not in June, July and August!

Could they be temporarily housed at fisherman's quay repair yard space or baiter slipway?

The Council will ignore suggestions and do what it wants

As chairman of Poole Harbour Association that manage the dingy stored we have no other space for 70 dinght ,whittles has 2 vacant spaces .

The dingy rack at whittles is nit big enough to a accomodate all the dingys from the slip way. I have not launched my dingy from Whittles but dont see how i can as there is a drop not a slip.

Make sure there is access at Whittles Way and it is not blocked (by vehicles, anglers, etc).

There is not enough room to store tenders from Slipway in Whittles way,

Provide temporary berths/slipway access in cobbs quay

The Slip Way must not be closed during the summer months when its use is essential for harbour userswho need to access Holes Bay.

Please can you start the works to Zone C - Slip Way in April 2025 as the is the only place I can launch my tender to access my boat in Holes Bay. Mooring and licence fee charges are very high in Poole and we have a relatively small boating season which runs from April through September, which is the period of the proposed works. This means that if the work to the slip way area start after April then we would potentially loose much of the boating season.

I understand that these works must take place, but peak boating season is in the summer and to not have this access to the water will prevent users accessing the water. Would it be reasonable to get these works done at the slipway as early as possible in the period stated. For example in April before the season really starts. Therefore minimising impact to water users and completing works within the time frame.

Ask whether other local land owners could provide alternative access for mooring/tender users

Work with rowing club to allow access during works where possible, but works are priority

Work with other land holders along the stretch for a temporary solution

~Provide temporary storage on the land adjacent to the junction Twin Sails Bridge / Rigler road, meeting, just as the bridge meets the land on the Hamworthy side, and a temporary pontoon to allow launching as an alternative to blocking Whittles Way. This could become a popular area if developed appropriately.

I regularly use this path, but will happily use an alternative.

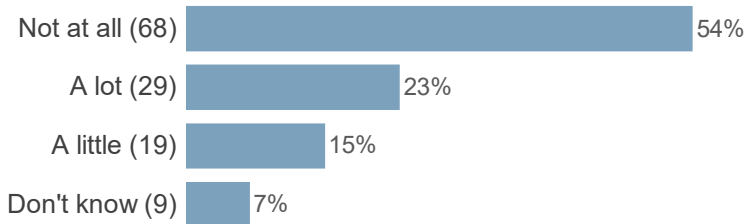
Not a boat owner

If you have any suggestions for temporary solutions for marine vessel storage and/or access to the water or any other comments about Zone C, please tell us below.

Unacceptable disruption to the the people, harbour users, including the nearby scouts.

The current access needs to be provided at times required by the rowing club who hols rights of access and also are tenants of this location.

To what extent do you feel you will be impacted by the temporary closure of, and construction on, Whittles Way?



If you have any suggestions for temporary solutions for marine vessel storage and/or access to the water or any other comments about Zone E, please tell us below.

Moving the tenders to slipway is fine as there is a slipway there and more space, it would take longer for people to get to their boats. There are 4 moorings just in front of the RNLI College car park and there is concern over what impact construction will have on those moorings and if the boats will need to be relocated and if so the cost associated with that.

heavy traffic problem. I'm sorry I have no suggestions or solutions

Reopen the bottom end of the high street at all times for access only

Less parking for cars!

The Council will ignore suggestions and do what it wants

As chairman we have little storage for dinghy from whittles plus the mooring of dinghy from the resident on the pontoon will be required as the slip way by rnli has no provision for tethering dinghy

Permit holders for the slip way, if they cant park in the permit holders bays, they should be offered free parking in the RNLI carpark by the college.

Make sure there is access at the Slipway and it is not blocked (by vehicles, anglers, etc).

Council arrange access with RNLI to use their pontoons for tender launching for holes bay boat owners as they are not impacted but these works

Other: Closure of West Quay Road between Poole Bridge and Whittles Way will impact on in-bound traffic coming over one, or perhaps both bridges as well as motorists (residents and visitors) trying to leave Old Town and Poole Quay. Closure of the Quay/High Street during the summer months could add to problems. I would not be happy, trying to get to The George roundabout, finding I have to turn left off the Quay, over Poole Bridge, up to Upton and along the A350 just to get to Poole.

There was a plan to construct a slipway at Whittles Way, which has never been undertaken. Access to the water from Whittles way is at present at best unsatisfactory and, at worst, a hazard risk due to the slipperyness of the steps. A slipway, with pontoons adjacent for easy embarking/disembarking from tenders should have serious consideration. Over the past few years use of both Whittles Way and Slip Way has greatly increased and, as more and more people wish to have access to the harbour via Holes Bay, this increase should have serious consideration in the planning of this work.

If you have any suggestions for temporary solutions for marine vessel storage and/or access to the water or any other comments about Zone E, please tell us below.

My concern is the impact on where I will locate my boat whilst the work is ongoing. I moor my boat on the fore and aft mooring along side the RNLI College / hotel car park which will no doubt have to be placed elsewhere. That is a long period for me to incur additional storage fees.

The RNLI boat and sailing club owns and manages the moorings directly in front of the RNLI car park. During the time you are sheet piling in front of the RNLI car park, members will not be able to use their moorings as the jack up barge will be in place. We would be grateful if you were able to provide moorings elsewhere (maybe cobs quay or PQBH or other) whilst those particular works are in place. Once the work in front of the car park has finished then members could move back to their moorings. On a second note, whilst the jack-up-barge is in place over our moorings, to prevent the legs of the jack-up damaging the moorings on the sea bed. We would ask that you remove the moorings temporarily and then replace once the works in that area are complete. With regards to whittles way water access, club members use the current steps to launch dinghies/tenders in order to get to their moorings. The suggested water access from bcp is a like for like replacement (steps). Whilst constructing these steps can consideration be taken for the practicalities of actually launching a tender/dinghy down the steps. Something as simple as a high protruding handrail, or a 90 degree turn half way down, may make this really rather difficult to launch and may lead to accidents and injuries.

As previous

Work with other land owners along the stretch to offer temporary access across land

Obviously trying to condense all work into a short a time as possible would be great. As a member of Poole Rowing Club, training will be affected but we know it needs to happen.

See previous comment.

I regularly use this secret little path, but will be happy to use an alternative. Poole

During deliveries etc, access to and from Hamworthy along this busy route

3rd Poole Sea Scouts use Whittles Way for a great number of children to carry and launch Kayaks, Canoes etc and access the Back Water Channel

Unacceptable and unnecessary

Member of Poole Rowing Club

as a very active member of Poole rowing club this is very worrying, there will be major effect on our ability to row. Club is vary active in investing in young rowers from the local deprived schools. This in future will become good members of society, and reducing crimes. I understand flood defences are very important, but access to the water for the rowing club is vital; lack of it means we may cease to exist. we do not want to follow fates of Bournemouth rowing club; we existed in Poole since 1873. Could please BPC identified another site where we could operate from? if not could we please ask for the following: 1. shortest possible shutdown/construction period to minimise the interruption to rowing. 2. installation of a 7-metre-wide floodgate to allow safe boat handling/launching/recovery and to facilitate the club's aspiration for expansion into the adjacent car park at some time in the future. 3. future floodgate closing/opening procedures (managed by Env Agency) should recognise PARC operations and allow for minimal interruption to rowing activity when the EA judge that closure is necessary (notice periods, other warnings,...) 4. flood gate design should include the flexibility for PARC to close the flood gate without Env. Agency involvement when "minor" flooding is forecast (below EA criteria for closure) which might flood the clubhouse but not present any risk to other areas.

Poole amateur rowing club has been there for 151 years and is used every day by children, adults and older people from the local area, includinf diverse groups and abilities. A temporary solution would need to be found to avoid closure of this club.

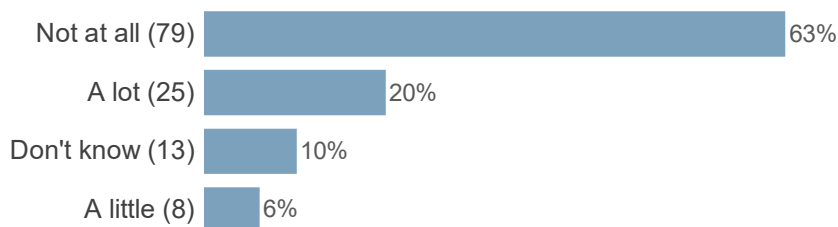
The rowing club is very active with members rowing most days all year round, it's a hugely social and competitive club. Consideration for how members can get boats on and off the water during works and after is vital to the existence of the club

Provide alternative arrangements for Poole Amateur Rowing Club

If you have any suggestions for temporary solutions for marine vessel storage and/or access to the water or any other comments about Zone E, please tell us below.

We use the footpath through RNLI to Whittle's Way. Can a solution to the steep ramp from RNLI to Whittle's be found for wheelchair access

To what extent do you feel you will be impacted by the closure of the flood gates when there is a risk of flooding to the town?



Please explain how you will be impacted and whether there is anything the council can do to mitigate this.

local access, flood gates are necessary

Hamworthy will flood because the water will have to go somewhere!

The Impact will be positive as the Town will not flood!

Rowing Club member. Suggest permitting Rowing club members (designated contacts) to have the ability to manually open and close the flood gate when required, and/or when considered appropriate - as existing buildings on this site are frequently flooded on extreme high tides and storm events. Rowing club to confirm receipt of instructions. Back up option to use council/EA operative to close the flood gate if no response received from club members

Discuss protocol for closing. Be aware well before a closure to prevent rowing vessels being caught outside the gate. Have a point of contact in case of incident. Keep talking

A member of the rowing club. We need to know that the club can survive and still offer access to its members during works. BCP have already lost Bournemouth Rowing Club. I understand the news for the flood works but if this can be done sympathetically to allow the club to keep running and retain its members it would be a benefit to this community asset.

Poole Rowing Club members have become very used to looking and getting to know tide times and suspected tide surges more than most. Having the ability to be able to shut the gates ourselves when smaller weather surges occur would be really beneficial to us and the wider public.

I regularly row from Poole Amateur Rowing Club (PARC) and when the flood gate is closed I will not have access to the water. Currently there is no information on exactly what triggers will lead to flood gate closure, which organisation will control gate closure and opening, how much notice will be given before closure and how will notice be given, for how long before the anticipated risk peaks will the gate be closed, for how long after the risk has peaked will the gate remain closed. I have serious concerns that the answers to the above questions are currently unknown and unless given due consideration, will result in poor, highly risk-averse decisions which will lead to a significant deterioration in the rowing activities of PARC.

Please explain how you will be impacted and whether there is anything the council can do to mitigate this.

As an active member of poole amateur rowing club and having witnessed the flooding experienced in recent years I completely understand the requirement for enhancement of the flood defences in this area. When the flood gates are closed we would be protected from the effects of flood waters but there have been flooding incidents when a flood warning was not issued. I would hope that there would be some pathway by which we could close the flood gate to protect the club even if the water levels are not considered sufficient to warrant closure to protect the town. When the gates are closed we would not be able to have any rowing activities however I appreciate that this is a necessary situation. We would need to know the notice period given for closure of the gates (although this may vary) to prevent a scenario where boats are unable to get back into the boat house and get off the water safely.

The 3.6 m height of the wall and floodgates, I think is impractical for launching of 30 ft and 42 ft Rowing Boats especially for junior members

No need to disrupt the local people, businesses, charities and facilities, particularly the rowing club

Member of Poole Rowing Club

as a very active member of Poole rowing club this is very worrying, there will be major effect on our ability to row. Club is vary active in investing in young rowers from the local deprived schools. This in future will become good members of society, and reducing crimes. I understand flood defences are very important, but access to the water for the rowing club is vital; lack of it means we may cease to exist. we do not want to follow fates of Bournemouth rowing club; we existed in Poole since 1873. Could please BPC identified another site where we could operate from? if not could we please ask for the following: 1. shortest possible shutdown/construction period to minimise the interruption to rowing. 2. installation of a 7-metre-wide floodgate to allow safe boat handling/launching/recovery and to facilitate the club's aspiration for expansion into the adjacent car park at some time in the future. 3. future floodgate closing/opening procedures (managed by Env Agency) should recognise PARC operations and allow for minimal interruption to rowing activity when the EA judge that closure is necessary (notice periods, other warnings,...) 4. flood gate design should include the flexibility for PARC to close the flood gate without Env. Agency involvement when "minor" flooding is forecast (below EA criteria for closure) which might flood the clubhouse but not present any risk to other areas.

This means that the right of way of the club abs its members to the water will be obstructed which is in violation to these rights. The gates may also affect access.

Consideration of how members can access the water when the flood gate is shut

By placing the flood gates there then where will the rowing club be?

Poole Amateur Rowing Club will need to be made aware of when the Flood Gates are to be closed. It could be dangerous if the gates are closed when crews are still on the water.

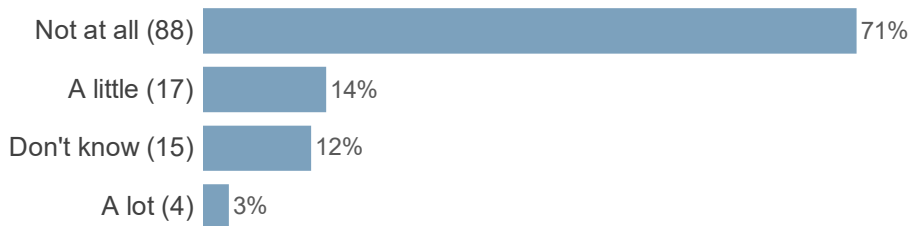
Severe impact to wellbeing by removal of recreational facilities. Provide mitigation measures for maintaining status quo for existing users.

As a member of the rowing club I am interested to know if there is any projected number of times per year for the gates being shut.

The closure of the flood gate at the rowing club will have an impact on the club and its members due to access to the pontoon required notifying the club of imminent closures would help ?we are use to flooding in the boathouse many times a year controlling this can be a joint operation on the flood gate closure but respect it needs to be managed.

shortest possible shutdown/construction period to minimise the time when we cannot row out of our club PARC operations and allow for minimal interruption to rowing activity as possible and give the rowing club assess to these when there are lesser floods predicted and be able to control them when needed without needing to ask for permission

To what extent do you feel you will be impacted by no longer being able to access the Back Water Channel from Dee Way?



If you have any suggestions or other comments for Dee Way, please tell us below.

The residents of Poole lost an 'access' to the harbour when twin sails was built, leaving only Dee Way, Whittles Way and Slip Way. If the residents lose Dee Way as well, there needs to be written in stone that when planning permission is given for the flats at Golden Arrow Marnie, that access to the water at Whittles Way MUST be maintained. Poole is a maritime town and residents for hundreds of years have had access to the harbour free of charge. Losing Dee Way is another nail in the coffin, so I feel strongly this should be re-considered. When that land is redeveloped at some stage access to the harbour could still be part of that development.

It would be welcome if once constructed these new raised defences could be used for pedestrian and cycling access to provide a new route around the harbour.

I personally will not be impacted by access to the water, but will be impacted by any road closures or more traffic lights and public walkways.

Occasionally member use this water access to launch kayaks and dinghies from

Rarely use this path.

Not a boat user. Good to keep the rowing club.

An Historic passageway will be lost

Restrictions to the local peoples access to our lands is beyond the pale and completely unacceptable

Is there not a way access can be retsined after installation.. Using a different type that doesnt affect vehicle or pedestrians

The rowing club does not use Dee way so has little impact.

Do you wish to make any comments about the construction phase of the Poole Bridge to Hunger Hill flood defence scheme?

The waterside path by the Aqua building is currently wide and flat and could allow emergency vehicles through if needed, eg in a fire. I'd like to know if that will still be possible. I don't know what AOD really means, it would be useful to know how much higher it would be compared to now. Aqua residents have endured scaffolding and noise for several years now and it feels like there's no end to it. I don't think the council should be prioritising housing development in this low-lying area. Housing should be built on higher ground

I think it is a necessity and really good to see you working with residents and harbour users over the planning of the works. My slight concern is the access to the harbour during the summer months at Slip Way, the impact of construction by the RNLI College Car Park and noise while teaching volunteers and conducting briefings on the pontoons. Any impacts to the moorings in front of the RNLI College Car Park that belong to the RNLI boat and sailing club.

No thanks.

Do you wish to make any comments about the construction phase of the Poole Bridge to Hunger Hill flood defence scheme?

I note the providers of the development works have already been selected. It has not been made clear for transparency purposes how they have been commissioned and what the basis of this was based eg cost, anticipated quality, previous experience. In light of previous 'hiccups' from the council eg twin sails bridge and in terms of accountability this needs to be made clear to the public.

I feel all of it needs to be done, our old town needs preserving as it is beautiful and historic. We need to act now to save it from being damaged later

Zone A - please consider separate cycle and footpath provision along Holes Bay path.

The only comment I would make - which has nothing to do with the actual scheme - is that if all the "gunge" (for want of a better word) was removed from the water around Holes Bay and beyond there would be less risk of flooding and make the area nicer to walk round without nasty smells! The scheme itself seems a good idea.

The design and appearance is just as important as the engineering function of the schemes in the conservation area and areas in the public realm. Early involvement of design and conservation professional is key and this includes landscape architectural advice and strategy

To ease congestion, reopen the bottom end of the high street for access until works are complete. Are there other longer lasting materials that could be used other than sheet piles?

Will the new flood defence adversely impact the following areas - Old Power Station Rigler Road Lower Hamworthy Are any of the current housing developments in these areas either contributing to costs or have taken into account the requirements, especially the next phase. Are these incorporated into Planning Regulations. What is impact on drainage of Rigler Road. At what point do you allow nature to take its course

these proposals will inevitably effect traffic flow, in particular commercial traffic in and out of Poole ferry terminal. which will have a negative effect on other town traffic A one way traffic scheme arond town might be of some benefit.

No

I cannot reiterate enough the problems with any road closures that may be necessary or slowing down of traffic that may be necessary for all residents in the area. Please can we keep those to a minimum and have round the clock work on them if they are inevitable.

Waste of our taxes.

Please ensure that the walking and cycling facilities are maintained and improved.

Please try and make any movements of large vehicles and trucks outside the morning and evening rush hours..

looks good to me

I am concerned about any pile driving that may take place in constructing the defences. The pile driving when the old Poole bridge was being refurbished was very unnerving and I could feel the effects coming up through the floor of the house. I am also concerned about potential grid lock in West St and West Quay Rd caused by construction traffic. The new bridge being out of action has caused severe congestion at times, raising concerns about a fire engine or ambulance being able to access the Old Town.

The Council does not take into account the views of residents as evidenced by the response to the Poole Park gate closure survey

Why only this area? Surely Whitecliff/Baiter is just as susceptible to flooding

Most of the directly impacted business are small and vulnerable to impact, they need to be fully supported while they are impacted

No thank you

It's important it goes ahead with minimal disruption which appears to be in hand.

It's important it goes ahead with minimal disruption which appears to be in hand.

Do you wish to make any comments about the construction phase of the Poole Bridge to Hunger Hill flood defence scheme?

Presumably, water that is no longer able to flood into the Old Town will instead encroach on properties in Hamworthy.

Waste of money and resources.

Very little is known how the construction phase of the works is to be practically achieved. This will be a very challenging project for the land users, as for some it will mean they must remove existing infrastructure for a period of time, which will no doubt cause business interruption. e.g. removal of west quay road VTK Marina and sunseeker pontoons, Poole moorings berth, and sunseeker sales.

Have point of contact number to keep communication flowing. Publish details and progress

Please consider the ability for the small ventures along the stretch to keep operating. Four years on from Covid, a further prolonged closure could see some closing for good.

the temporary disruption will be outweighed by the enormous benefit of the project.

We use the RNLI College Restaurant - will it be open at all times?

I'm glad this is finally happening. I am also glad that you seem to be including locals in the decision making, it only works to help the developers.

How noisy will it be in terms of pile driving activity? The questionnaire and information available seems to not address any noise concerns.

I hope that the construction plan in Zone E can be developed to be as sympathetic as possible to the ongoing activities of Poole Amateur Rowing Club (PARC). Ideally requiring the shortest possible interruption to rowing. I would expect that the project will take account of its impact on the club and ensure that the club does not suffer any financial loss as a consequence of the project. I also hope that the proposed flood gate will be sited and specified in consultation with PARC in order that the club's activities can continue with aspirations for growth. The width of the flood gate being key in this regard to allow /not inhibit expansion at some future point.

When finalising the design, consider the area Zone A. please include in the designs opportunities for Bird / Nature watching, e.g. stepped areas to see over walls, Bird Hides, information boards etc as the mud flats in this area have the potential to be a significantly important area for wildlife preservation and could also reduce the human traffic pressure on other areas around the harbour by allowing people to engage with nature in an easily accessible, yet protected way. I am sure you are already considering use of the Reefsystems and Intertidal reef cubes around this area. This would be a very important opportunity to increase wild life in the area. Could there be any design inclusions to channel the water such that there is not such a stagnated smell in the area at low tides ? I appreciate that there may be good ecological reasons not to affect the mud flats, however I would remind that this area is already artificial with the construction of the road in the 1980's, and therefore improvement would not be a bad thing.

Only that for a club like Poole Rowing Club time on the water is key. so would hopefully look for the shortest possible shutdown/construction period to minimise the interruption to rowing.

There have been too many delays already and I would want the construction phase to be expedited,

PQF wish the construction phase to be expedited, there have been too many delays already

PUBLISHED TIMETABLES (KEPT RELEVANT, to suit circumstances IN BOTH PLANNING & CONSTRUCTION PHASES) ARE A MUST TO ENSURE PUBLIC SUPPORT OF THE PROJECT - STARTING WITH SUCH INFORMATION ABOUT THE CURRENT POSITION OF THE PROJECT

It'll be a massive step to reducing flooding in the area massively which will be a massive step forward

The defence drains at the Queen Mary Oub corner need to be addressed.

It will be awkward and no doubt there will be plenty of negative comments, but the bigger picture is important so I am very keen for the proposals should go ahead.

All sounds good

Do you wish to make any comments about the construction phase of the Poole Bridge to Hunger Hill flood defence scheme?

During the construction phase outside Poole amateur rowing club there will be a period of time when all rowing activities and potentially all access to the clubhouse will be impossible. I completely appreciate the need for the enhanced flood defences and the associated disruption however I trust that every effort will be made to minimise the period of time over which we will need to suspend our activities both sporting and potentially social too. Our club provides a welcoming and inclusive environment for social and rowing members of all abilities and ages, it is an important feature of their everyday routine and for some is a crucial element in maintaining their health and well being. I am sure that effective communication between all concerned parties will result in the minimum disruption possible.

c) Constructing flood defences to help unlock land for future development including the provision of new homes Where is this land at the moment?

This scheme is ill considered, based on misinformation, massively overexpensive and disruptive in the short and long term. It is clearly against the will and best interest of the people of Poole to proceed with this scheme

No construction of any type on reclaimed land near sterne esplanade

The flood defence scheme is long over due and as a resident of the Old Town welcome its construction as soon as possible.

Only that it has taken far too long for this to be completed

If the Rowing Club has to close for a period of time it will be a big problem in not having access to the water.

Yes - please start asap

Could the engineers and BPC councillors please discuss options for the PARC and involve PARC in discussing alternatives

The construction phase must be the shortest possible to avoid major impact on the activities of the rowing club.

Need to maintain existing sea access for Poole Amateur Rowing Club

Before the 200 year old quay side is buried behind the new sea wall along the Back Water Channel carry out a detail Archaeology search looking for items that have been discarded over the years, to enhance the heritage for the new flat dwellers who will be overlooking the Back Water Channel

None

I hope BCP continue to work with the rowing club to minimise disruption to rowing.

There has been a lot of research recently and trials around 3d printed construction material for quaysides in order to promote marine life diversity - Especially for intertidal creatures. I this is being brought in at Hengistbury head and Swanage I think. Aside from reef cubes or similar there are now evidence based harbour wall designs. It's either on or bordering SSSI so must bring in these mitigation measures and do it in the design stage not as an afterthought. Whilst all the disruption is happening. Do it now.

For the rowing club it will have disruption during the construction stage we need access to the water for are members which include juniors so safety is paramount security for are equipment, trailers boats etc comes into play .We as a club might need another safe area for boat launching whilst the gate is under construction, This has a cost implication to us and are members.

Please take into account the rowing club uses that water every day with rain or sunshine. Long Disruption to the rowing club may cause it cease to exist.

Overall, what do you consider to be the positive aspects of the Poole Bridge to Hunger Hill flood defence scheme?

Protection of properties from flooding, mainly those in west quay road

It will protect the area from potential risks as weather is changing due to global warming etc water can rise and in years to come may have an impact on the town it is better to be prepared

It seems a well thought out plan (apart from the loss of Dee Way) and brilliant you are consulting with us.

Hopefully it will work.

Nice dry houses, shops, pubs, restaurants

Protection and conservation. PLEASE ALSO CONSIDER PROTECTION FOR YOUR LOCAL RESIDENTS ON THE HAMWORTHY SIDE AS WELL AS BUSINESSES ON THE QUAY SIDE. I AM CONCERNED THAT WITH THE RAISED LEVELS OF NEWER HOUSING ON MY SOUTH EAST SIDE, RAISED RIGLER ROAD ON MY NORTH WEST SIDE AND PROPOSED BUILDING ON THE OLD POWER STATION SITE WHICH YOU WILL ALMOST DEFINITELY WANT TO RAISE, IVOR ROAD WILL BECOME A SWIMMING POOLE IN THE MIDDLE!

It will protect Poole Town from flooding in view of global warming

It is essential that flood defences are in place as it is already noticeable that sea levels are increasing and storm weather more erratic. This is a positive for Poole

Protect town from flooding Open up areas for development Help to provide new walkways between the bridges

See above

Future defence of the town from flooding.

Flood prevention, saving costs to businesses and distress to home owners

Reduced flood risk to properties. It would be good if you could publish clear and easy to find documentation on the final reductions to flood risk as a result of all flood defences implemented in this proposal and prior works. I am looking to buy a property closer to the quay and this information would be reassuring but I'm yet to find it.

Provide a public area alongside the waterfront. Don't allow developers to claim it exclusively for their development.

Will reduce flooding/ the risk of flooding in that part of town.

I'm glad that Poole is thinking about the future and flood defences. One concern is that the water will come up from underground, not over the top. Is that being considered?

Prevent future flooding - we are in the area next to the threatened land and have personal interest but also use the businesses in the threatened areas

Protection of the old town and local businesses

Prevention of flooding.

Positive aspects are peace of mind for the businesses and property owners in the flood area. In addition the opportunities to enhance the area and provide extra public access routes through the town and around as much of the Harbour waters edge as possible.

Saves properties from flooding

The plans look attractive and this is a much needed flood defence. The environmental impact has been considered and hopefully there won't be a negative impact on wildlife. The old town will be better protected and this has to be a huge benefit

Improvement to the local environment.

Presumably it will reduce the risk of flooding. What other positive points are there?

Of course, who wants floods?

None

Overall, what do you consider to be the positive aspects of the Poole Bridge to Hunger Hill flood defence scheme?

This work has to be done, there is no choice.

Protection from flooding is vital. It would be crazy not to go ahead with this construction

It will complete the flood defenses. This section is the weak link in the defences that currently exist.

As Above

Prevent flooding and damage to property.

Reduce/prevent flooding, help with commercial / residential development. It will open up and enhance the Quay/Harbourside for pedestrian, visitor/residents.

Flood protection will be very useful as I use the Quay and am a rowing club member.

The protection of the Old Town and surrounding areas from flooding

Overall, anything to reduce flooding is a good idea given climate change as we know it, within resources available.

Overall, anything to reduce flooding is a good idea given climate change as we know it, within resources available.

Flood defences are sensible

It will stop the sea from entering my home.

To protect Poole.

None. We should let nature take its course as the national trust are doing on middle beach. We should now consider no more buildings within the flood area. Use the money for more important things.

Flood defence is needed for the longevity of Poole and surrounding areas.

Long term flood defence for the town - a good thing! Investment to replace much of the old quay walls in this area, many of which are in very poor condition. This may encourage future development for land owners, as it removes the flood risk, and a significant investment barrier.

..... Obvious!

It will be a flood defence

the temporary disruption will be outweighed by the enormous benefit of the project.

It sound necessary to protect businesses and housing in areas of the town, and should give confidence to developers that this is a sustainable place to invest.

Yes, this is a positive move from BCP but can't help but feel this cost would have been absorbed by the site developers should they have had the plans not rejected by BCP

Stopping flooding. But will flood waters not work their way up through the drains? If the water table is still able to come up during flooding events, will there still be an impact on electricity and other underground infrastructure?

Pleased that action is being taken to mitigate flood risk.

It will protect the town for the future and has the opportunity to grow the bio diversity by far more than the 10% indicated as minimum requirement, with massive knock on saving other areas around the harbour from increased footfall. e.g if people visit this area they can leave more wild areas around the western part of the harbour free for wild life.

Stop flooding if tides rise

Positive is that there seems to be a keen drive on flood gates to help keep businesses and clubs i.e. Poole rowing club. Seeing the history the club has in poole being the oldest sporting club it would be a shame for the club to be moved or not relocated

The protection of Poole Old Town is the priority. Poole Old Town has the greatest density of Historic Grade I and II listed buildings in Dorset, outside Dorchester. It is the 12 or so landowners of regeneration sites that will benefit the most. A bigger proportion of the cost of the work should be recovered from the landowners by Section 106 or CIL charges than is currently proposed.

Overall, what do you consider to be the positive aspects of the Poole Bridge to Hunger Hill flood defence scheme?

The protection of Poole Old Town is the priority, you are claiming that this project could save £160m through damages. Poole Old Town has the greatest density of Historic Grade I and II listed buildings in Dorset, outside Dorchester. A lot of work has already been carried out under the supervision of Historic England with Poole High street being considered "At Risk" by Historic England. It is the 12 or so landowners that will benefit, it would become a fact that their land value will increase by a considerable amount. Imposing a £40 CIL tariff per square meter, on the non-developed sites, which could be some 600 dwellings. If one uses an average floor area of each property being 100m², that would generate £2,400,000.00, add the Waterside contribution due approx. £4,000,00.00, the total CIL revenue does not cover half of the underestimated project cost. Without any CIL funds being used on other infrastructure needs for 1000 new dwellings. This project has been stated as being able to make the regeneration sites viable, the main reason for them being unviable, is that people forget that these sites used to be timber yards, over time the owners have overpaid and expect too much value for their asset.

Keeping old town safe from flood waters

PROTECTION OF HERITAGE

If this will prevent future rising water levels then this will be a positive solution.

It'll reduce the risk of potentially everywhere in that area being flooded to death, so it's amazing for this area

Protects properties for the future.

Security, peace of mind.

Anything that helps to reduce the risk of flooding is to be welcomed

Protection of the quay and old town areas

Very important to protect existing infrastructure

Prevention of future damage

A reduction in flooding to areas of Poole town, an associated reduction in disruption to local business and traffic flow. A future proofing of the area which will give confidence to residents and future investors in the area. Poole Rowing club will have increased protection for our clubhouse and equipment.

None whatsoever, if these concerns were genuine the land of sandbanks would surely be of greater importance, not that I would agree with that either.

Why isnt raised to the upper level first rather than 2.65m

The protection of the historic buildings in the Old Town and the reduction of the cost of flood damage. The flood defence wall will of course increase the value of the land from Hunger Hill to Poole Bridge. It is unfortunate that the CIL on current developments and the estimated income from the current non-developed sites will not cover the estimated cost of the scheme, never mind the infrastructure needs for the new 1000 dwellings.

The protection of the Old Town and it's building from flooding

Protection of Poole Old Town from flooding

floods in this area are rare

The rowing club not to be flooded, this currently a regular occurrence.

It future proves against the ever rising tide levels

Protecting the town is good if access isnt affected or stopped

Prevention of flooding.

It is definitely required in are area by the old lifting bridge as climate change has made it progressively worse as the years have gone on .

Overall, what do you consider to be the negative aspects of the Poole Bridge to Hunger Hill flood defence scheme?

Making the coastline more unnatural

As a Hamworthy resident (Ivor Road) my concern is that protecting Poole Town will increase the risk to Hamworthy as the water will be pushed to the opposite side of the harbour.

The rich folk on the Peninsula might have a much more vocal account. I can see no negatives just the small one on the pathway to Asda in my wheel chair which I can no way miss out as my carer has just said she could shop for me. we come over to Sandbanks a lot and she lives in Parkstone so it would work.

There are no negatives that can't be worked around. Perhaps we might not come to Poole so much but there is another Asda at Castle Point. The only thing missing would be the boats and the view.

Vast cost, I imagine.

Some disruption

The disruption during development and possibly the visual impact of high walls. This could be mitigated with a planting scheme.

it will be a pain for a while but will save our old town for future generations without it being damaged

None. Slight disruption is justified.

If there is any environmental impact to Poole Bay

Slip way users in the summer months are unlikely to be pleased but it doesn't impact me. Why were regeneration projects unsuccessful as a route for investment in this? Those incredibly expensive new flats seem to have been badly organised with their attempt to narrow the channel, a council inquiry should be done into why communication specifically broke down there and why funds from their development weren't able to go towards this flood defence scheme.

Bcp, let someone else do it

Some inconvenience, worse traffic and noise but keeping people informed will mitigate this

Congestion for residents

Destruction of vistas. Compromising cycle/footpaths round Holes Bay If defences breached could make Holes Bay Road impassable. By only looking at one side of Backwater channel could it vastly increase the flood risk of Lower Hamworthy by increasing the tide height

Minor disruption in the area and on the roads during the construction phases. Would it be possible in Zone E to deliver materials by water (as much as possible) to reduce road traffic?

Associated works

I do not consider there would be any negative aspects in the long term. Providing the long term is not too long. (Twin sails bridge?)

No doubt there will be inconvenience to local residents and businesses but they will also be the main beneficiaries.

Ugly and unsightly with less views of the water may impact tourism.

Scare mongering again.

Negative impacts appear minor and and short term - some noise, some construction traffic and some disruption to traffic and cycling routes - all minor in the scheme of things

AS above

Disruption to small local businesses in favour of opening up land for large out of area developers that have no interest in the local area

Could make access to the water more difficult (putting in small craft - canoes, kayaks, dinghies - and accessing them).

None

Temporary disruption but I feel this is a reasonable downside for the benefit

Overall, what do you consider to be the negative aspects of the Poole Bridge to Hunger Hill flood defence scheme?

Not enough thought in the destruction of adaptive ecosystems to the already established sea wall looking more into arc marine bio tiles or better ways to increase this diversity that is purpose built eco engineering

There have been occasions when the tide has reached a very high level along Poole Quay, and opposite at Sunseekers. Would the proposed new flood defences increase the risk of flooding at Poole Quay in the future?

None. We need to go ahead.

None. We need to go ahead.

What is going to happen to Hamworthy? If you stop the water going to Poole, surely it'll just flood Hamworthy? The views are going to be severely altered.

There is no provision for protecting properties on the Hamworthy side of Holes Bay.

It is not necessary.

The access to the water becoming more difficult

Only the short term inconveniences during construction, and reduction in access to water for some harbour users - access to public slipways.

Minor Disruption during build, possibility of being caught the wrong side of gates (very small) otherwise none

What impact will it have on businesses, rowing club and small boats owners.

the temporary disruption will be outweighed by the enormous benefit of the project.

Probably the disruption to local users and businesses but it doesn't sound too drastic.

See above

It will be fine provided it is not unsightly in its design (i.e. similar to that which has been done along the Quay towards the Fishermans Dock from in front of Dolphin Quays

All areas of the scheme except Zone E are using a progressive approach to flood risk with the expectation of further works at some future date if/when climate predictions evolve. These future dates are typically 50+ years in the future. However in Zone E a high wall is being built on day 1 for the 100 year risk. This plan is resulting in an overly large, unsightly structure. I would have preferred that the scheme adopt a progressive approach to flood risk management in Zone E, similar to zones A-D. I am also concerned that the sheet piling proposed for the wall in Zone E will not last for the 100 year planned life of the project. One only has to look at the heavily corroded sheet piling around parts of the old power station site quay wall, which was constructed just 80 years ago in 1946, to see that sheet piles are not likely to deliver the specified lifespan.

Noise pollution

temporary disruption to every day life. Traffic problems. The Bridges must be kept operational during construction, the knock on effect to traffic flow could be a very a bad PR event.

time impact for water users and clubs. Scouts and the rowing club require access to the water. long shutdown/construction times would heavily impact club turnovers and members

It is policy of the existing Local Plan, PQF Neighbourhood Plan and in the emerging Local Plan, that there is an unfettered 10-12meter wide footpath/cycle way, also suitable for some emergency vehicles all round the harbour wall between the bridges. The difference between the datum levels 3.60 AOD for this project and the Waterfront Development at 5.00 AOD means that there will be a stepped arrangement, causing a narrowing of the width on one level, making it impossible for emergency vehicles.

Overall, what do you consider to be the negative aspects of the Poole Bridge to Hunger Hill flood defence scheme?

Because the Waterfront Development has gone for a 5.00 AOD datum to save undercroft parking costs, this has added an additional bulk to the height of the building of 1.4 meters. It is policy of the Local Plan/Neighbourhood Plan and in the emerging Local Plan, that there is an unfettered 10-12meter wide footpath/cycle way, also suitable for some emergency vehicles all round the harbour wall between the bridges. The difference between the datum levels 3.60 AOD for this project and the Waterfront Development at 5.00 AOD means that there will be a stepped arrangement, causing a narrowing of the width on one level, making it impossible for emergency vehicles.

Disruption

Vehicles will have to find alternative routes (buses & other vehicles) however I'm sure vehicles will be able to cope with diversions

Inconvenience for a good cause.

The most negative aspect will be people complaining about traffic and restrictions during construction.

None

Interruption of traffic flow around the area.

Risk of more rampant building by greedy property developers :)

Most of the negative aspects of the flood defence scheme are temporary in nature. Mitigatory measures have been designed into the scheme to offset disruption to wildlife and potentially to enhance the area post completion. I do have some concerns regarding the ease of access to the water for poole rowing club through the new floodgate as our boats are lengthy and somewhat unwieldy. I trust that discussion with stakeholders will be comprehensive and that very effort will be made to accommodate reasonable requests

Catering for 100 years is over the top - it will have to be repaired within a few years (Twin Sails, Block of flats by Asda) to name just 2 and 3+ metres is far too high The volume of building, whether residential or commercial, will add to the problem. Water will always find a 'road'

Disruption to local people Restrictions to access of property and way of life Destruction of natural landscape and environment Extraordinary expense No clear benefit to the people, their land or lives Complete disregard for water access for rowing club, scouts, or any other water users at present or in the future Strangling the potential of Poole and castrating its legacy and history

In the Local Plan there is an unfettered 10-12 meter wide footpath/cycle way all around the harbour wall, between the bridges. I understand that the Waterfront has an AOD of 5.00 and the project has an AOD of 3.60. The difference in the datum levels means there will a stepped arrangement causing a narrowing of the width on one level, making it impossible for emergency vehicles.

The fact that landowners of the attached land to the works are only paying minimal CIL for their proposed building projects. Increasing this would create less of a deficit in sums needed for the works. Also original plans allowed for a cycle path\walkway which was wide enough for emergency vehicles to access the waterside. Under new plans this is not possible - what are the councils proposed solutions to this?

Arrangements to ensure the 10-12m walk/cycleway is not restricted for emergency vehicles

I fear this may be the end of PARC and rowing in Dorset, please prove me wrong!

Im not sure why this is needed? Is it only to protect new houses being built on an area which floods ? As there dont seem to be too many existing repeated problems.

Affecting the future of a vital aspect of Poole's community and of its heritage in the short term and long term. The accommodation of the club needs full consideration legally and also in terms of how it affects the local area and its residents.

Concerned about the risk to Poole amateur rowing club, it's a very active club without an alternate option for members to row locally in Poole

Loss of the rowing club that has been there since 1873.

Access to the water.

Overall, what do you consider to be the negative aspects of the Poole Bridge to Hunger Hill flood defence scheme?

Potential disruption to recreational use/ wellbeing

What about the risk of flood due to rain fall and the increased in ground water levels.

Cloaing access to water or any other area is avoidable. Use a different method to defend against flood but allow access

Disruption for harbour uses.

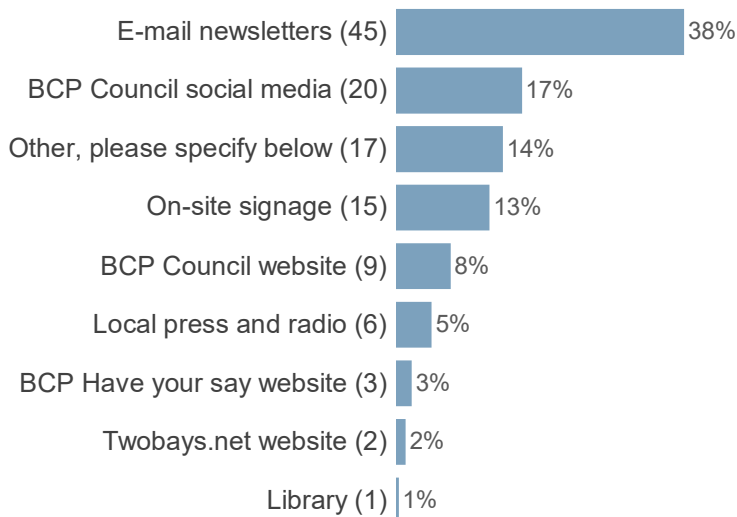
That it hasn't considered Hamworthy side. And hasn't considered environmentally friendly materials - eco concrete if anything. The rowing club might move in future.

Just the disruption to the club and businesses in the area

Closing a rowing club with over 200 members and a staple of the community for any long period of time.

Once we have agreed the construction programme, how would you like to be kept up to date on timings and locations of the works?

(please select all that apply)



If other please state

Would like to have ticked several options

The heading says please select all that apply, but it only allows one option to be selected! I'd also have ticked On-site signage, BCP Have your say website, BCP Council website and Library.

Letter to residents and businesses affected

This site only allows ONE selecton to be made. All methods of providing relevant information should be employed for maximum coverage.

BCP email

All of above

tech problem - cannot select more than one so onsite signage, local press and radio, email newsletters, council website, social media and libraries.

So you have agreed already. What is the consultation for?

Only allows one choice!

Poole harbour association email

If other please state

On-site signage / BCP social media. (you can only select one)

It is only possible to select ONE of the above! I would also like to select 'email newsletters' and 'BCP website'

Your tick boxes above only allow one choice, not "all that apply"

Could we receive a telephone call when something major is happening or something changes. Baring in mind that due to medical reasons we don't have relevant access to the internet.

Could we receive a telephone call when something major is happening or something changes. Baring in mind that due to medical reasons we don't have relevant access to the internet.

I disagree with the project. You have just stated its going ahead anyway. I refuse permission for you to use my taxes for the project and i object to more land being used to build on.

All of the above. Didn't allow me to select more than one?

You can only select one option on this page. Please use all methods to update so the widest possible audience is reached.

ALL OF THE ABOVE!

Webpage will not allow selection of multiple options. I'd like - On-site signage, E-mail newsletters, Twobays.net website,

All of the above.

On site signage, BCP social media. BCP website, Library

This only allow one tick. Website and emails plus signage please

All of above

It only allows you to pick one. I would like the following: On-site signage Local press and radio E-mail newsletters

Physical letter to all BCP residents, though why is it assumed this is acceptable and will be agreed to

Would not let you select multiple so; on-site signage, emails, local press & radio

I can't select all that apply - it won't let me, So On site signage, email newsletters, bcp social media & website and the library

Through rowing club

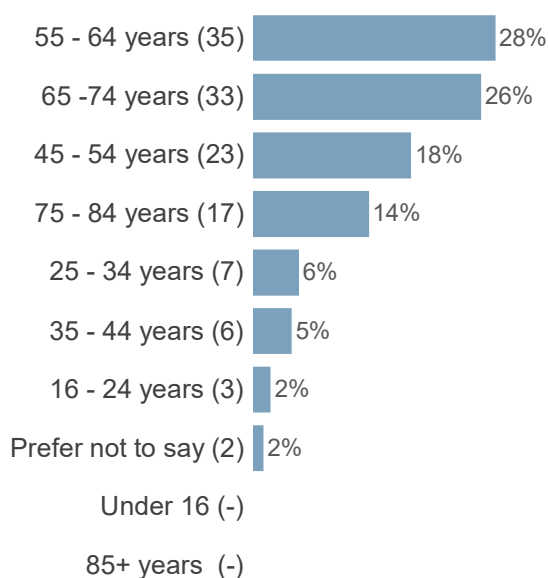
Please tell us your full postcode. Please provide a valid post code, this helps us understand if views differ between residents living in different areas. **(Please tell us your full postcode.** This will help us understand if there are...)

BH15 1ZB	BH15 1EP	bh14 8rp	Bh15 4gh	BH15 1UL	BH15 1TQ	Bh213SL
Bh178aa	BH15 4BL	BH17 9BJ	BH15 1LX	BH14 8DS	Bh15 4dh	BH166EQ
BH15 1LS	Bh122ly	BH15 4PE	bh179dh	BH15 1QH	BH15 1JR	bh15 1lt
Bh15 1ld	BH189AL	BH15 1DX	Bh177jy	Bh15 1HS	BH18 8NR	bh14 8sx
BH11 9BZ	BH15 2QL	bh15 4pa	BH18 9WA	Bh153nu	BH152BW	BH15 2AX
Bh15 4pp	BH12 4JH	CT14 7PD	BH15 4EP	BH15 1HZ	bh15 1ab	BH122EN
BH15 4BL	BH16 5NG	bh15 1uz	Bh15	BH188LA	BH20 4DH	BH15 4PF
Bh15 3hg	BH15 3EY	BH15 1AB	BH15 1SB	BH15 1JF	BH154AJ	BH15 4EF
BH23 1LY	BH11 9PD	BH15 1Yt	BH14 9PU	Bh14 8SN	BH15 2AH	bh15 1nb
Bh140ax	BH177AH	Bh151za	bh179bp	BH15 1JD	BH15 2AH	BH15 1LD
BH23 1LY	Bh12 4pp	BH15 4GD	BH15 1ZB	bh15 1zb	BH18AP	BH14 8BY
BH15 4BL	Bh15 1qw	BH15 1RA	BH15 1JL	BH15 1TQ	BH10 4DW	BH15 4GE

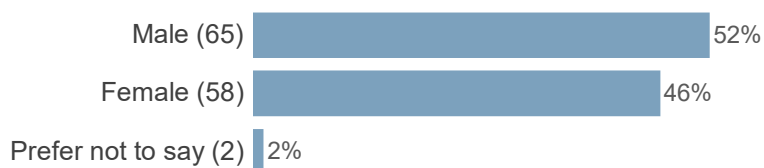
Please tell us your full postcode. Please provide a valid post code, this helps us understand if views differ between residents living in different areas. **(Please tell us your full postcode. This will help us understand if there are...)**

BH154BL	BH15 2HN	BH16 6JE	BH15 1ZA	Bh178su	Dt110bp	Bh188na
BH14 0PE	BH15 4LE	BH15 4LL	BH15 4DQ	Bh14 0PH	BH151NQ	Bh4 8js
BH151ZA	BH151QY	BH16 5JS	BH18 8HA	BH14 0JU	Bh154dy	
BH15 1NF	BH14 8BY	Bh154dh	bh15 4ge	Dt2 7tb	BH15 4EF	
BH11 8TW	BH15 1JD	BH154EF	BH12 4Ls	BH16 6LZ	BH15 4AP	

Are you aged:
(Select one option)

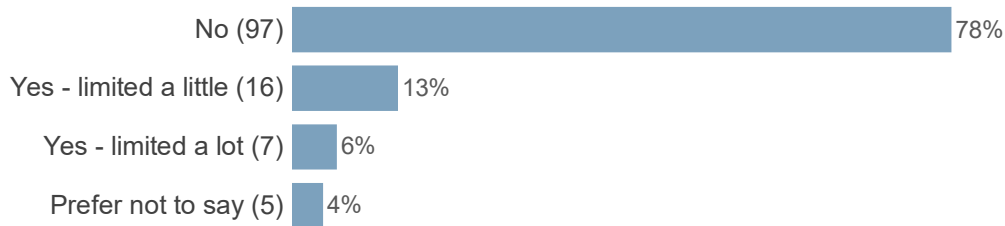


What is your sex?
(Select one option)



Are your day-to-day activities limited because of any physical or mental health conditions or illnesses, lasting or expected to last 12 months or more?

(Select **one** option) (Disability)



What is your ethnic group?

(Select **one** option) (Ethnicity)



If other please state

Why?

Poole Bridge to Hunger Hill Flood Defence Scheme



Online Zoom Meeting
Feedback Report
11th September 2024



Working with communities to promote,
enhance and protect our coast.

Contents

- 1. Social media2
- 2. Online Zoom Engagement Meeting, 11th September 2024, 18:45 –20:002
 - 2.1. **Welcome and introduction, Sara Parker**2
 - 2.2. **Introduction to the scheme, Matt Hosey Head of Head of South West Flood & Coastal**3
 - 2.3. **Scheme Overview and Programme, Peter Christie Capital Projects Manager, South West Flood & Coastal**3
 - 2.4. **Summary of Zones A & C - Paul Knight Project Delivery Director, WSP**3
 - 2.5. **Summary of Zone E - RNLI Car Park to Poole Bridge, Nick Gibb, Senior Design Manager, Knights Brown**3
 - 2.6. **Construction - Overview of the techniques used, Nick Gibb, Senior Design Manager, Knights Brown**6
 - 2.7. **Main Q&A session**.....7
 - 2.8. **Next steps and wrap-up, Peter Christie** 11
 - 2.9. **Zoom Chat**11

1. Social media

Date shared	Platform	Detail	Reach	Comments	Likes	Shares
6 Sept	Facebook	DCF post	141	2	1	0
29 Aug	Facebook	Shared BCP post from 28 Aug with DCF quote	146	1	1	0
Total			287	3	2	0

2. Online Zoom Engagement Meeting, 11th September 2024, 18:45 –20:00

Meeting recording available here: <https://youtu.be/bIWfOCQIDE4>

Meeting recording and further information also available at:
<https://twobays.net/project/flood-defences-poole-bridge-to-hunger-hill/>

Host: Sara Parker, Project Officer, Dorset Coast Forum

Presenters:

- Matt Hosey, Head of South West Flood & Coastal
- Peter Christie, Capital Projects Manager, South West Flood & Coastal
- Paul Knight, Project Delivery Director, WSP
- Nick Gibb, Senior Design Manager, Knights Brown

Number of attendees:

Number registered via Eventbrite	27
Participants attended	16
Project team attended	8
Total attended	24

2.1. Welcome and introduction, Sara Parker

Poll 1. Who's in the room? (multiple choice)	No. of votes	Poll 2. How did you find out about today's event? (multiple choice)	No. of votes
BCP resident living in the area of the proposed scheme	1	On-site signage	1
BCP resident living outside the area of the proposed scheme	3	Local media news: press, radio, TV	2
Local employee	1	BCP social media	2
Harbour user	3	Email newsletters	1
Business	0	Twobays.net website	1
Organisation	3	BCP Have your say website	2
Councillor	0	BCP Council website	2
Other	3	Library	
		Other	3
Total	14 (from 7 individuals)		14 (from 8 individuals)

2.2. Introduction to the scheme, Matt Hosey Head of Head of South West Flood & Coastal

2.3. Scheme Overview and Programme, Peter Christie Capital Projects Manager, South West Flood & Coastal

2.4. Summary of Zones A & C - Paul Knight Project Delivery Director, WSP

- Zone A Holes Bay Road & Lifeboat Quay
- Zone C Slipway
- No Q&As for Zones A & C

Poll 3. Are you broadly satisfied / dissatisfied with the proposed flood defence proposals for Zone A? (single choice)	No. of votes	Poll 4. Are you broadly satisfied / dissatisfied with the proposed flood defence proposals for Zone C? (single choice)	No. of votes
Satisfied	11	Satisfied	13
Neither satisfied or dissatisfied	0	Neither satisfied or dissatisfied	0
Dissatisfied	0	Dissatisfied	0
Total	11		13

2.5. Summary of Zone E - RNLI Car Park to Poole Bridge, Nick Gibb, Senior Design Manager, Knights Brown

Poll 5. Are you broadly satisfied / dissatisfied with the proposed flood defence proposals for Zone E? (single choice)	No. of votes
Satisfied	10
Neither satisfied or dissatisfied	2
Dissatisfied	1
Total	13

2.5.1. Zone E Q&A's

Q1: Firstly, on the sheet piling what is the lifespan of the steel sheeting in salt water?

A1: In terms of the lifespan of the piles, the wall's been designed to provide a 100-year design life. To make sure that you've got sufficient thickness of metal over that period because obviously there's corrosion and you suffer from accelerated low water corrosion in coastal environments. There will also be the addition of sacrificial anodes installed on the wall which will basically corrode in place of the sheet piles to provide the design life 100 years.

Q2: Given that the floods defences are further into the water and presumably you must have had to get permission from the Crown Estate to do that - who actually owns that bit of reclaimed land because that's going to be part of the Quayside?

A2: We will have an agreement with the Crown Estate to purchase the land that we build on and that will then be owned by BCP Council. That is a change for some of those businesses that have direct marine access so there will be provisions put in place to ensure that they can continue to have marine access. Essentially there will be no change to the way that that the Backwater Channel could be used by those businesses. But yes we'll have an agreement with the Crown Estate and will be purchasing the land. At the moment we are saying up to 3 metres but obviously we're working to keep it as narrow as possible that we can feasibly construct within.

A2 cont. Just to reiterate, we're coming in to deliver enabling works so that the flood defences will mitigate the flood risk but the regeneration images that we're seeing in the slides is the finished article. The flood defences come in first, that will then unlock the land which allows the regeneration to come forward. Obviously, the programme and timings are dependent on the developers, but developments have started, and flood risk being mitigated makes it far more attractive to do those developments. Then we'll see - once development is enabled - the ability for the council to work together with developers to provide the waterfront access way. So that walkway (whatever it will be in the sense of achieving our aspirations as regeneration), as a waterfront asset would be maintained by BCP Council. We are looking at the asset that we're putting in place, the flood wall would be a BCP asset which we would be responsible for maintaining. Also, if we were to look at the broader regeneration the aspiration really is to have that asset where all of the infrastructure on top of the walkway would be maintained by BCP Council as well. But it would be a continuous asset to give that regeneration feel and look, as we've seen in those pictures. Three main phases really enabling flood defence works, then development is happening once that mitigation in place and then the finishing touches making it that public space that we're aspiring to.

Q3: Mike Patrick, Chair of Poole Harbour Association which predominantly covers the Marine Boat users in the Holes Bay area, this has been on our agenda for quite a few years now. I've met with Nick over the last few weeks, thank you very much very helpful, but just to say that we had a meeting last night and one thing did come up which I believe the other members have already spoken to Nick about. It's about the Whittles Way access once the flood defence has been put in place the discussion was access to water, a lot of it came up last night that the concerns were health and safety. At present we have concrete steps there which will obviously disappear under the new structure. I was asked by Nick on preferred materials which I stated at the time being metal but in hindsight that is not necessarily the most appropriate product so maybe concrete is better which I believe was highlighted by other members at the meeting on Wednesday at Scout hut. The predominant thing that came out of that and bearing in mind 10 of the members that were present out of the 30 members last night, 10 of those actually work in the RNLI and are safety managers, one of them is the senior safety manager. He has asked me to bring to the meeting tonight the fact that when the seawall has been finished then a pontoon could be put to the right and steps to go down to it which would rise and fall with a tide; it doesn't alleviate accidents, it just makes things better for the boat owners. These particular boat

owners are residential, as we know opposite the sunseekers there's a pontoon owned by Poole Harbour Commissioners. At present we have nine members in total that live on their boats, that's 24/7, 365 days, so that access area is a bit like walking up to their car which is their dingy to go up the drive to their homes. They are taking backwards and forwards goods, fuel and returning likewise with spent goods and refuse and to have a stable platform there would be more helpful than what we've got at present moment in time. We have had one member he's 89 years old that lives on that pontoon, he slipped a few weeks back on the concrete steps and broke his arm. So, at present other members are faring backwards and forwards. We also have two other members that live further down Holes Bay down towards the Cobbs Quay area, yet again they predominantly use the slipway by the RNLI but there are occasions due to tidal interaction that the slipway actually does dry out that they have to come across to Whittle's Way and again those steps do get covered in weed and there is a health and safety issue at present. If that could be mitigated in the future then that was predominantly what came out of the members meetings last night.

A3: For Whittles Way you have currently the concrete steps down there we tried to replicate that detail in the design. The design at the moment is to have on the seaward side of the floodgate we propose some metal steps which will go down to the water at all states of the tide. Currently the proposal doesn't include any form of pontoon or anything else, but I think those points are up for discussion with BCP.

Q4. It looks like from what you've said, the design suits the Rowing Club in the current setup. But in the Local Plan they're destined to be incorporated somewhere within the between the bridges site, which may not be exactly where they are at the moment. In terms of access, they might benefit from a kind of step form of access as well. What thought has been put into how their facility will morph over the regeneration and ensure that they have access to the water?

A4: This is part of the ongoing dialogue with the amateur Rowing Club and looking at alternative options. The gates that are proposed in certain areas, for example Whittles Way or the Poole amateur Rowing Club, should be perceived as temporary. The reason they're lower and it shows that they're lower in the illustrations is because they have a 50-year design life. With the Local Plan showing these organisations or businesses or developments raising up essentially that would make the gate redundant. So, where that gate was a feature, or something can be done by the future regeneration. Obviously, we can't say what the Rowing Club might look like in a future development, but it won't prevent or doesn't jeopardise their future there. It's essentially just ensuring that they can remain operational in a way that doesn't change the use for them in the meantime. It's probably the most cost-effective way of doing that for themselves and for other areas where there are perhaps already planning applications or there will be in the future. Does that answer your question?

Q4 cont. I'm not sure it does. From what I've heard you say at some point where the access is proposed it will be built up to the same level as the rest of the plans on the site. But it

doesn't explain how you get the rowing boats into the water if the Rowing Club stays within the new development.

A4 cont. Not necessarily in the sense that the ground behind that floodgate provided that the main thing for development is that dwellings are protected above 3.6m you could have the Rowing Club either part of a development or it could be near where it is now. This is hypothetically speaking with a way to access down a slope or some sort of feature, it doesn't necessarily mean that where those gates are that you would 100% have to build up to 3.6m at those gated locations in the future.

A4 cont. We've had quite a lot of dialogue within BCP around the options for the Rowing Club and we've looked at timings and we pressed for options there to allow us to make decisions on design. We have come to the conclusion that at the moment there's no there's no alternative site immediately coming forwards. So, maintaining access in their existing site is what we're needing to do but we've got the adaptability to be able to change that site either to accommodate them or if they're relocated elsewhere depending on the negotiations. We can change the use of the site they're in. For the immediate needs on levels, it's a standard of protection that we provide, so a one in 200-year standard of protection. But if it's meanwhile use, you don't need to look at the full 100 years if you're going to develop it later on. It's something which just gets you past a period of changing the use of the land. We have been working very closely with them to understand what those options could be.

Q4 cont. Sorry for press pressing the point but given that this is a council project, but the obligation to meet the Rowing Club's needs is on the developer or the site owner, then who would end up paying for a new access to be created onto the water if that were needed. Would that be the council or the developer?

A4 cont. I'm not sure we can answer that from flood defence team. I think it may be better to have a conversation with you about this specific thing in terms of the Local Plan. Or it might be coming away from the flood defence scheme delivery, not that I'm trying to avoid answering your question, I just don't think we have an answer to that right now.

Q4 cont. I'm just trying to get to whether it's a false economy not addressing this issue now but clearly it needs some further thought.

2.6. Construction - Overview of the techniques used, Nick Gibb, Senior Design Manager, Knights Brown

2.7. Main Q&A session

Q6. The Sea Scouts use the slipway which as you said is going to have a minimal works, which is fine. I refer back to Whittles Way access point for their canoe and their sailing is via this particular way so hence the reasoning behind the pontoon. Has anybody actually been in contact with them? I've tried but I've had no success yet as to their input and requirements.

A7. It's actually a really good example of having drop-in sessions and public events like this because we do have a contact, and we have been talking to the scouts. We had an opportunity at the drop-in session to have a good conversation and realise that although it's feasible for them to be able to use the slipway for the canoes etc, whilst Whittles Way is closed, closing the slipway could be an issue for launching safety boats. So, it's made us understand how we will need to work with yourselves but also the Scout group to make sure that they can launch safety boats as well as canoes and that will be part of the detailed discussions that Nick and Knights Brown will have around methodology and the programme. We will effectively try to see how we can facilitate launching. Having said that the plan for works is from October - around November/ December is likely in that area, so actually when it is not used by the scouts much due to weather and time of day and night. It's really good to have that conversation and understand that we can continue that conversation with the Scout group further. Thank you for raising that.

Q6 cont. Thank you obviously that is something which I wasn't aware of and if that is the timings. Not that the members had an issue they were quite happy to actually remove every single dingy from that area at any period but obviously if it's later on in the year which is outside the season that will make them happy people.

A6 cont. And our program is only getting more and more detailed and finalised as we move on. It's worth saying we've got a marine license to submit and planning to submit so that will tease out any additional working window constraints that are environmental or otherwise.

Q7. Is funding agreed and in place for these works to happen and are they therefore definitely going ahead?

A7. Funding of £12.4 million is approved at present in the outline business case which was completed in 2020. A fair bit of time since then, covid and with rapid inflation, we are anticipating it's going to be a lot more expensive. However, the business case is allowing us up to a level of around about £17.5 million. Not just cost benefit, but in the knowledge of what we know we can ask for from flood defence grants and aid from central government - we know it can do up to that level. We're doing value engineering at the moment to try and come in at a level we know we'll get the funding for but it's a high priority scheme for the Environment Agency. We've got Dave Picksley from the Environment Agency (here today) on board with us as well who are working in partnership. Dave is our advisor for the agency so if we need a small top up, we know we can develop a business case and there's other ways to seek funding too. But we're very confident on it. I know that there's been

questions around the £12.4 million and we do know that it's going to cost a lot more than that, but the business case allows us to take that. We're really going through the detailed design at the moment so that we can be accurate on what we're asking for with the final phase of going into a construction contract because we're in a two-phase contract. We are confident with getting that funding.

Q8. Hello good evening everyone, my name's Alex and my day job is I work at the RNLI. I'm the training manager so I'll be liaising with you a bit closer with the impact of the college but that's not why I'm here. I'm here as the member of the RNLI Boat and Sailing Club, we basically own the four moorings in front of the RNLI College car park, so when you look out to the water through the college car park fence there are four moorings there that we look after. We've got eight in Holes Bay the other four are by our factory by the aqua flats on the drying heights there. I already met with Nick in the Scout Hut; he's got my details with the regard to the Sailing Club. **The question I have really is in the image I hadn't really looked at the zoomed in picture of Whittles Way before, is how wide is that floodgate? Thinking about launching our dinghy, have we measured the dinghies and made sure that it's wide enough that we can actually get the dinghies through the floodgate?**

A8. I'm just going to refresh myself and pull up a drawing. Currently it's showing as a 3m wide floodgate to that location.

Q8 cont. I might go down there with a measure and a few people just to double check we're happy with.

Q9. As a boat owner using the slipway in peak season for us lot is to go on the water in the summer and the window for the slipway is April to September. But in the presentation you said it was only a 4-6-week window to get the slipway done. Is there any chance in any planning at all you do that first, so you'd start in April and almost get it done before July and August?

A9. Probably the reason we haven't decided that yet with the contractor because to us it doesn't make a difference if it's between April and September but we're aware that with the RNLI College, the hotel etc that it might make a difference. So, we've been waiting to do this consultation to actually gather that information and see when the least impactful time would be. I'd really encourage feeding back on that in the questionnaire.

Q10. What are the mitigation measures being taken to address the diesel machinery emissions which are going to be used during the construction excavation and dump trucks etc?

A10. We've got a modern fleet, so our plant machinery is I guess using the best or most efficient plant available to us. They still run on diesel, you can run on HVO although there's big supply issues. This is a substitute for diesel which is made from I believe a vegetable oil but it's very hard to get a hold of. We can use that on occasions when it's available, but the machinery is like a modern car that has stop start technology, so you don't just sit there idling, when it's not working the engine cuts out. Similarly, the other measures we like to take

is the site cabins, rather than having a diesel generator chugging away to provide power to the cabins wherever possible we get a main's connection so we're using cleaner energy sources. Similarly on some projects recently we've used a generator powered by solar panels. I think they've got one down at Hengistbury Head, which works reasonably well.

When we scoped and put this out to procurement to get a contract we made sure that within our scope as an authority that we included for the contractor to look at these types of measures. The Hengistbury Head example worked really well even though we haven't had the sunniest of summers. The solar generator down at the Hengistbury Head Long Groyne repair and upgrade works has worked really well. It's those kinds of incentives to reduce the impact on the environment and the community we're really keen for.

Just to add to that, one of the documents that would accompany the planning application is a Construction and Environmental Management plan which looks at the whole project and the mitigations and the impacts.

Q11. 10 years ago, the datum level of Carters Quay was 3m AOD and this project is heading towards 3.6m which is great that's fine, all the statistics are backing that. So why did the Waterfront development go for 5m with this in the new harbour wall on the outside edge of the Waterfront side. We're going to have an upset ground level of 1.4m?

A12. It's probably a good example of why encouraging a consistent unified defence means we're more likely to have finish levels for a generation that are compatible. In answer to the question about Carters Quay being 3m or AOD or referring to that, I can't say without looking whether or not they have that as the capping or the sheet pile level. But they may have allowed for floodable landscape and then the buildings or dwellings would have to been at 3.6m or higher. We're a bit different when in terms of developing a flood defence scheme is that the finish level is that level required by planning the 3.6m. As for the Waterfront development they are required to meet a minimum under the flood risk assessment and as per the planning which would have been 3.6m. But the developer, if they choose to, can or could build higher which in this instance they've done. I'm not 100% sure on the reasons it may be for - to be able to fit under Croft car parking or things like that. Having said that with the 3.6m finish level on the flood defence scheme, I think that reduces the likelihood that you would have a development that would build at a higher level in the future. I hope that answers your question.

The Zone E visualisation of the Waterfront development shows the interaction between their finished levels and the top of the flood defences. Just to show that this has been considered. It doesn't mean that there'll be a disconnect the way that we intend to develop the flood defence out (shared Zone E slide). You can actually see these steps in the construction at the moment and these steps will go down to the Waterfront. Having said that, at the moment it terminates because Sunseeker are there and operational. There's not a disconnect, it will just be at two different levels in the future.

Q12 cont. It's a wish for everybody who lives in Poole that we will have a harbour walkway of a suitable width. I can see from that sketch already that that width is probably only about 1.5m.

A12 cont. I think that view is a little distorted, so we were talking this through at the drop-in session, I think it is actually about a 4m width, I think the perspective is a little bit skewed on that image.

Q12 cont. Are you taking more land from the Crown Estate on that location?

A12 cont. There's a trade-off between narrowing the Backwater Channel and also the environmental taking of seabed, so that's why we're trying to achieve a narrow as possible width within reason. There will be areas that will be wider and in this case possibly narrower, but we can confirm what we anticipate this will be.

Q12 cont. Our wish on between the bridges we were going to have 12m as a wish?

A13 cont. I think the Local Plan supports that; I can't remember exactly what it says in the Local Plan but that is the desire.

Q14. This is costing £12 plus million the developers are going to get the benefit of 100 years flood defence that's going to enhance their selling prices. They're already on zero CIL, they're already on reduced rates for affordable housing, is this just not going to give them more money in their back pocket or are they going to start contributing properly to this cost?

A14. Originally CIL (Community Infrastructure Levy) was reduced to 0% because of the need to provide flood protection but with us coming in and building the scheme then it won't be 0%. As development is coming after the flood defences they will be paying CIL.

Q14 cont. But the CIL is very cheap in the proposed CIL recharging program for the regeneration?

A14 cont. Our planning colleagues were looking at balancing out central government paying for the flood defences.

Q15. Following on from the previous point, which has just occurred to me that if whatever the width is of the reclaimed land, 1.5m whatever. If the Local Plan says that the width of the walkway shared pathway is 12m, then does that include the 1.5m that we are adding in? Because if it does, then the developers are benefiting from what could 14 stories of development for over the length of the site for 1.5m which is quite a lot of additional profit for them. There needs to be some kind of cost recovery mechanism if they are going to use that 1.5m just to reduce their obligation to provide a certain width.

A15. That negotiation is with our regeneration planning colleagues as to what people are committed to give up as part of their land ownership. I think what I would say is the encasement of the existing asset would always have been part of providing flood protection, so I don't know if that's different from original proposals. CIL has been

reintroduced but also we want to make sure that the area is developed. We've sat on the sites for over 20 years with nothing happening, so we've got central government to pay for the scheme to happen. If we can get some CIL as well, from a council's perspective to balance out the original need to provide defences themselves then we're still in a good position. The negotiation around exactly getting 12m and how that works with regeneration is with our planning colleagues and our Regeneration Department, Councillor Howell, it's not a negotiation that we're able to have.

We've got a project board in place for this project and as part of that project board we have members from those areas as well. So, it's just making sure that we have those kinds of conversations, make sure that we're connected and going forward. We have been having those conversations and will continue to have.

The project board has been in place with our Planning, Estates and Regeneration colleagues for years since we put the business case together in 2020. People have always been well informed on what our aims are as a Flood and Coastal team, what the aspirations are of the broader area, and they should be bearing that in mind with any negotiations on what land is provided for that walkway area as part of the Local Plan.

2.8. Next steps and wrap-up, Peter Christie

Poll 6. How did you find the level of information presented today? (single choice)	No. of votes
Too much information/Too technical	0
Just about right	10
Not enough information	0
Total	10

2.9. Zoom Chat

Sara Parker: Please do feel free to add your questions or comments here

Sara Parker: Just so new attendees know - this meeting is being recorded

Paul knight: Explanation of sacrificial anode - Sacrificial Anodes are highly active metals that are used to prevent a less active material surface from corroding.

Guest: What are the mitigation measures being taken to address the diesel machinery emissions which are going to be used during the construction (excavation and dump trucks, etc)?

Guest: 10 years ago, the datum for Caters Quay was 3.00AOD, this project is designed at 3.60 AOD, so why has the waterfront development gone for 5.00 AOD, will this not create a discord with finished heights for the intended public area?

Guest: HVO = Hydrotreated Vegetable Oil

Dave Picksley: Replying to "10 years ago the dat..." The design levels used in development control are also slightly different to those used to design FCERM assets, due to different guidance for each

Guest: Thanks to the BCP team for an informative presentation - apologies but I have to leave the meeting now.

Guest: The CIL charging proposed rates for the Poole Regen site is only £40/metre.

Guest: Thank you. All very clear, sounds positive, best of luck with it!

Dorset Coast Forum: [Poole Bridge to Hunger Hill Flood Defence Scheme - Poole & Christchurch Bays Flood and Coastal Erosion Risk Management \(twobays.net\)](#)

This report was prepared by Dorset Coast Forum. The Poole Bridge to Hunger Hill Flood Defence Scheme is being led by BCP Council, working with the Environment Agency and Knights Brown.



Poole Bridge to Hunger Hill Consultation

25 August 2024 - 30 September 2024

Report created by
Rob Bird

Profiles (4)

Profiles included in this report.

PBHH

1.  BCP Council FB

PBHH

2.  BCP Council TW

PBHH

3.  BCP Council IG

PBHH

4.  BCP Council LI



Label report

**Combined data of all selected profiles for
a holistic view**

25 August 2024 - 30 September 2024

Report created by
Rob Bird



Overview

Key performance metrics for the selected period.



Posts published

9 No data



Total reach

26,852 No data



Total impressions

29,725 No data

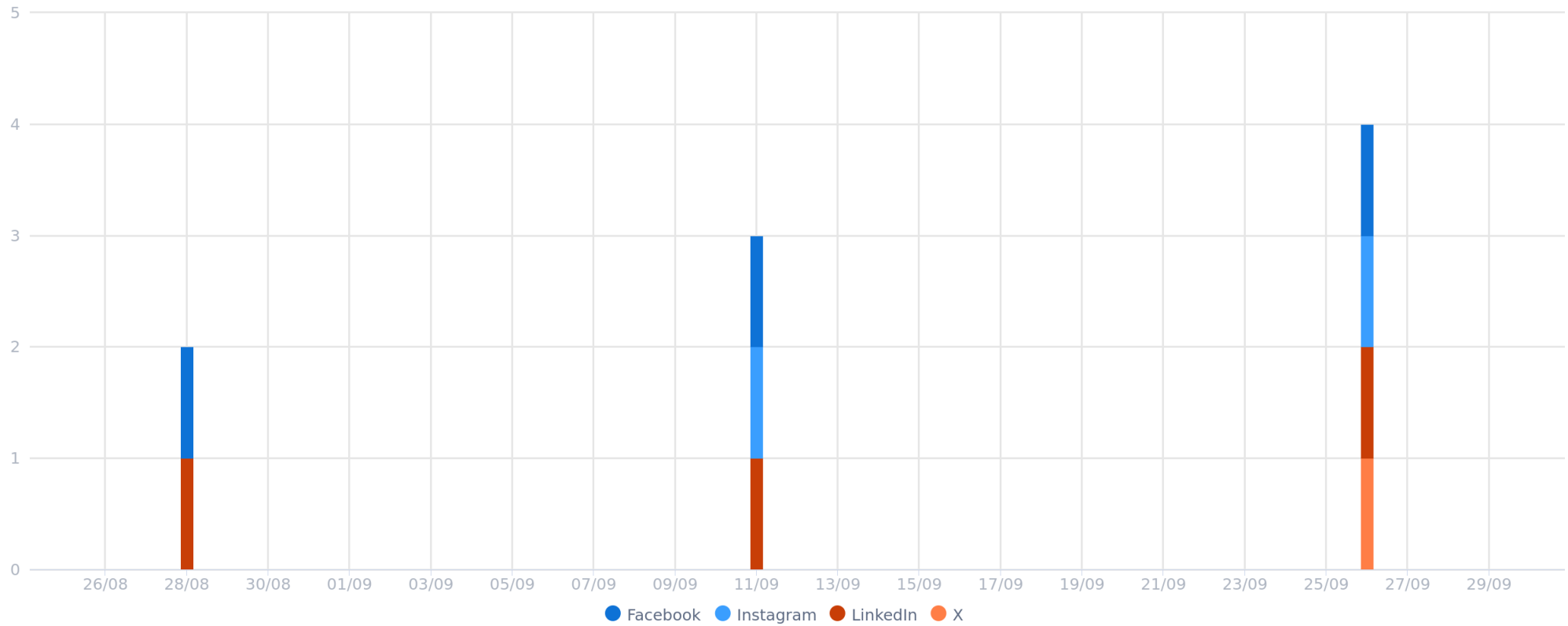


Total engagement

1,975 No data

Publishing

Number of posts published during the selected period.



Facebook	3
Instagram	2
LinkedIn	3
X	1
Total items published	9

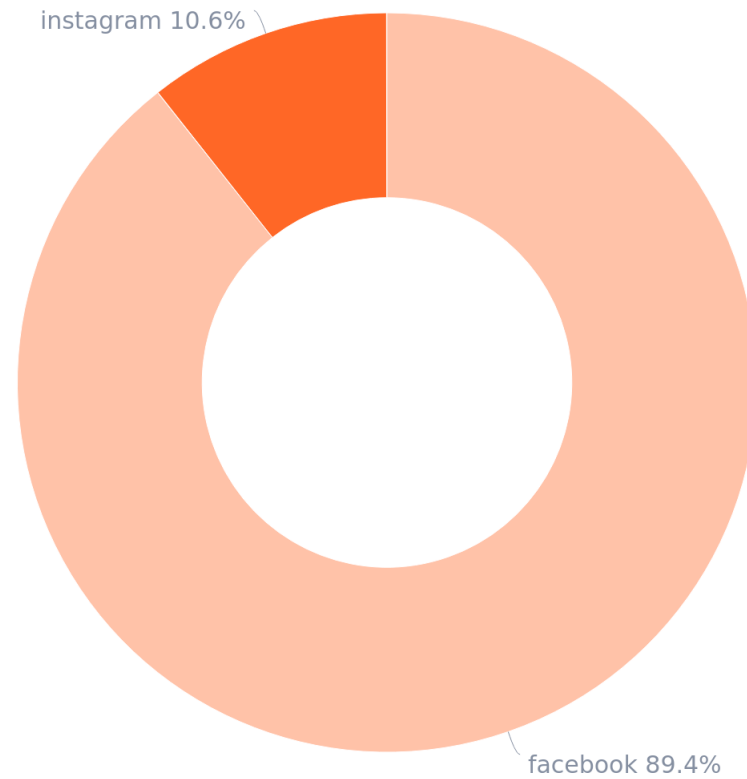


The total posts published is

9

Reach

Number of unique viewers of your social profiles' content during the selected period.



Facebook	24K
Instagram	2.9K
Total reach	27K

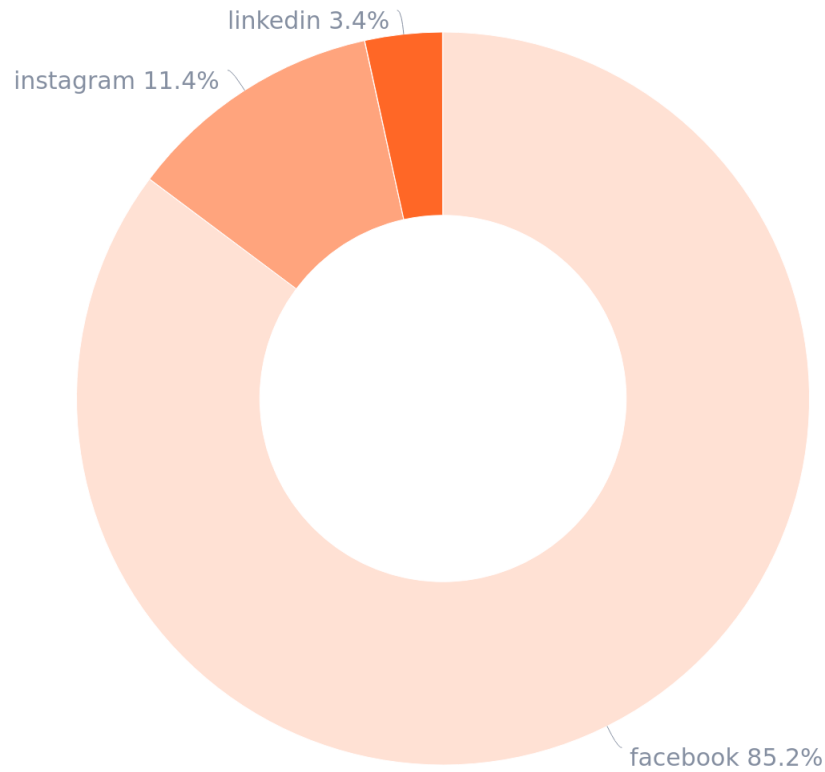


The total reach is

26,852

Impressions

Number of times a content of your social profiles has been viewed during the selected period.



Facebook	25K
Instagram	3.4K
LinkedIn	1K
Total impressions	30K



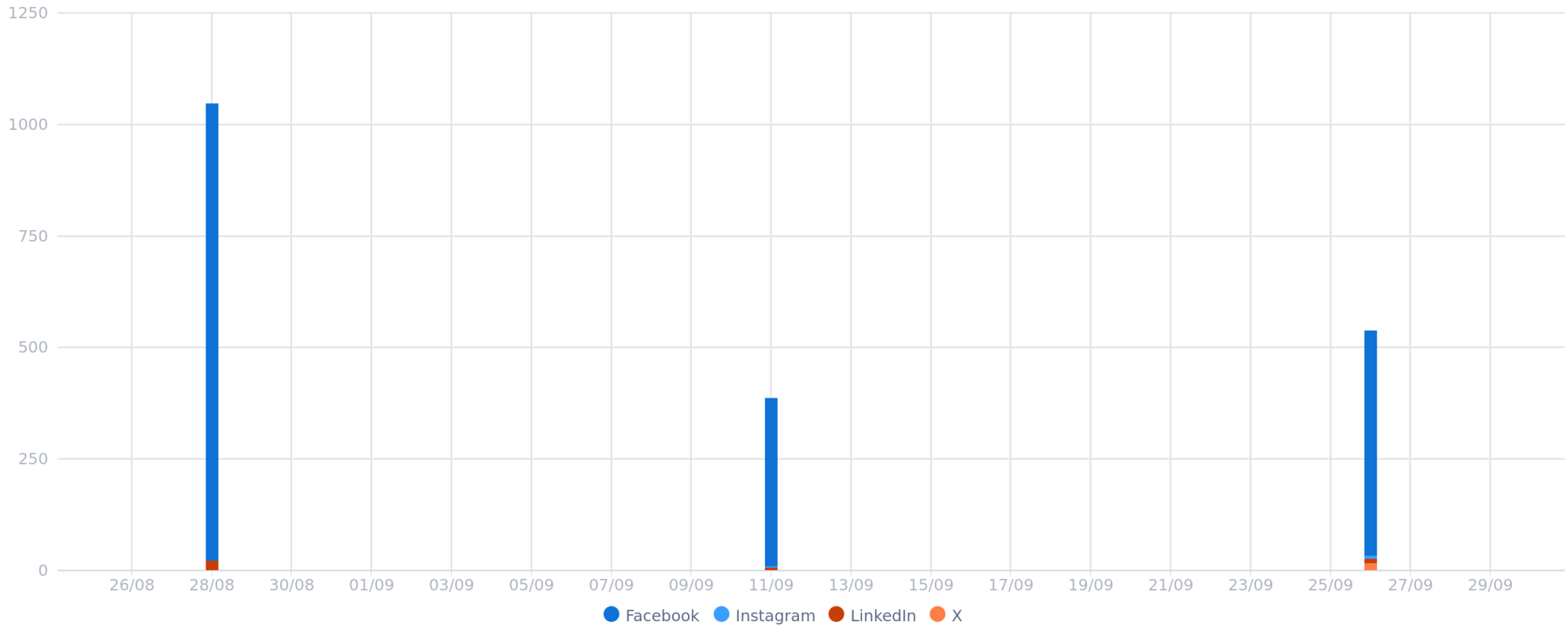
The total impressions are

29,725

Engagement



Number of audience's interactions with your social profiles during the selected period.



Facebook	1.9K
Instagram	10
LinkedIn	40
X	17
Total interactions	2K






The total engagement is
1,975 interactions

Engagement




Details of audience's interactions with your social profiles during the selected period.

 Facebook	Total	 Instagram	Total	 LinkedIn	Total
Reactions	49	Likes	8	Likes	12
Clicks	240	Saved	0	Clicks	28
Other clicks	1.5K	Comments	2	Comments	0
Comments	73			Shares	0
Shares	11				

Engagement

Details of audience's interactions with your social profiles during the selected period.



 Twitter	Total
Likes	0
Reposts	0



Top content

Best performing content published during the selected period. Based on reach.

Tell us your views on a proposed flood defence scheme from Poole Bridge to Hunger Hill

 **Image** closes Monday 30 September 2024

28 Aug. 2024

We're asking residents to have their say on a pr...

 Reach 10K

 Impressions 11K

 Engagement 1K

Tell us your views on a proposed flood defence scheme from Poole Bridge to Hunger Hill

 **Image** closes Monday 30 September 2024

26 Sep. 2024

Don't miss out

 Reach 7.8K

 Impressions 8.1K

 Engagement 505

Tell us your views on a proposed flood defence scheme from Poole Bridge to Hunger Hill

 **Image** closes Monday 30 September 2024

11 Sep. 2024

Have your say on a proposed flood defence scheme...

 Reach 5.9K

 Impressions 6K

 Engagement 378



Top content

Best performing content published during the selected period. Based on reach.

Tell us your views on a proposed flood defence scheme from Poole Bridge to Hunger Hill

 **Image** closes Monday 30 September 2024

11 Sep. 2024

Have your say on a proposed flood defence scheme...

 Reach 1.6K

 Impressions 1.9K

 Engagement 3


Tell us your views on a proposed flood defence scheme from Poole Bridge to Hunger Hill

 **Image** closes Monday 30 September 2024

26 Sep. 2024

Don't miss out

 Reach 1.3K

 Impressions 1.5K

 Engagement 7

Top content

Best performing content published during the selected period. Based on impressions.

Tell us your views on a proposed flood defence scheme from Poole Bridge to Hunger Hill

 **Image** closes Monday 30 September 2024

28 Aug. 2024

We're asking residents to have their say on a pr...

 Impressions 437

 Engagement 23

Tell us your views on a proposed flood defence scheme from Poole Bridge to Hunger Hill

 **Image** closes Monday 30 September 2024

26 Sep. 2024

Don't miss out

 Impressions 297

 Engagement 10

Tell us your views on a proposed flood defence scheme from Poole Bridge to Hunger Hill

 **Image** closes Monday 30 September 2024

11 Sep. 2024

Have your say on a proposed flood defence scheme...

 Impressions 283

 Engagement 7

Top content

Best performing content published during the selected period. Based on likes.



**Tell us your views on
a proposed flood defence
scheme from Poole Bridge
to Hunger Hill**

 **Image** closes **Monday 30 September 2024**

26 Sep. 2024

Don't miss out

 Likes 0

 Reposts 0

 Engagement 17