

FAIRACRES GROUP LIMITED

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

FOR THE YEAR ENDED 31 MARCH 2019

10 Taxation

(Continued)

The actual (credit)/charge for the year can be reconciled to the expected (credit)/charge for the year based on the profit or loss and the standard rate of tax as follows:

	2019 £	2018 £
(Loss)/profit before taxation	<u>(506,747)</u>	<u>1,529,786</u>
Expected tax (credit)/charge based on the standard rate of corporation tax in the UK of 19.00% (2018: 19.00%)	(96,282)	290,659
Tax effect of expenses that are not deductible in determining taxable profit	10,813	41,740
Change in unrecognised deferred tax assets	28,977	32,938
Adjustments in respect of prior years	(147,871)	(30,844)
Effect of change in corporation tax rate	5,762	1,032
Depreciation on assets not qualifying for tax allowances	47,907	14,886
Deferred tax movement	(27,000)	31,000
Taxation (credit)/charge	<u>(177,694)</u>	<u>381,511</u>

In addition to the amount charged to the profit and loss account, the following amounts relating to tax have been recognised directly in other comprehensive income:

	2019 £	2018 £
Deferred tax arising on: Revaluation of property	<u>208,998</u>	<u>(178,414)</u>

11 Dividends

	2019 £	2018 £
Interim paid	<u>130,000</u>	<u>18,200</u>

FAIRACRES GROUP LIMITED

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

FOR THE YEAR ENDED 31 MARCH 2019

12 Intangible fixed assets

Group	Goodwill/Other intangibles		Total
	£	£	£
Cost			
At 1 April 2018 and 31 March 2019	1,300,000	10,365	1,310,365
Amortisation and impairment			
At 1 April 2018	730,658	10,365	741,023
Amortisation charged for the year	130,082	-	130,082
At 31 March 2019	860,740	10,365	871,105
Carrying amount			
At 31 March 2019	439,260	-	439,260
At 31 March 2018	569,342	-	569,342

FAIRACRES GROUP LIMITED

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

FOR THE YEAR ENDED 31 MARCH 2019

13 Tangible fixed assets

Group	Freehold land and buildings	Motor ferry	Fixtures, fittings and equipment	Plant, machinery and motor vehicles	Total
	£	£	£	£	£
Cost or valuation					
At 1 April 2018	33,102,453	1,919,753	1,933,524	155,403	37,111,133
Additions	214,919	-	115,807	13,157	343,883
Transfers	(35,843)	(19,753)	19,753	-	(35,843)
At 31 March 2019	33,281,529	1,900,000	2,069,084	168,560	37,419,173
Depreciation and impairment					
At 1 April 2018	1,242,189	814,483	989,039	115,851	3,161,562
Depreciation charged in the year	234,506	67,857	212,557	11,758	526,678
At 31 March 2019	1,476,695	882,340	1,201,596	127,609	3,688,240
Carrying amount					
At 31 March 2019	31,804,834	1,017,660	867,488	40,951	33,730,933
At 31 March 2018	28,052,733	1,357,142	1,241,242	39,552	33,949,571
Analysis of cost or valuation at 31 March 2019					
Valuation	11,985,937	1,900,000	-	-	13,885,937
Cost	21,295,592	-	2,069,084	168,560	23,533,236
	33,281,529	1,900,000	2,069,084	168,560	37,419,173
Company					
				Fixtures, fittings and equipment	
Cost or valuation					£
At 1 April 2018 and 31 March 2019					14,226
Depreciation and impairment					
At 1 April 2018					14,224
Depreciation charged in the year					2
At 31 March 2019					14,226
Carrying amount					
At 31 March 2019					-
At 31 March 2018					2

FAIRACRES GROUP LIMITED

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

FOR THE YEAR ENDED 31 MARCH 2019

13 Tangible fixed assets

(Continued)

Land and buildings held within the subsidiary company operating the motor ferry, were revalued at the date of transition to FRS102 by professional valuers not connected with the company at £12,370,000. In addition the motor ferry was valued at £1,900,000. This total valuation has then been "frozen" under the transitional arrangements included within FRS102.

On a historical cost basis the freehold land and buildings revalued would be included at a cost of £511,015 and book value at 31 March 2019 of £295,534. The motor ferry would be included at a cost of £2,123,690 and a £nil net book value at 31 March 2019.

Included within land and buildings is a two and a half mile strip of land which is occupied for the ferry road and is held in perpetuity under the terms of The Bournemouth-Swanage Motor Road and Ferry Act 1923.

If revalued assets were stated on an historical cost basis rather than a fair value basis, the total amounts included would have been as follows:

	Group 2019 £	2018 £	Company 2019 £	2018 £
Cost	2,758,563	2,745,406	-	-
Accumulated depreciation based on historic cost	2,515,216	2,605,899	-	-
Carrying value	<u>243,347</u>	<u>239,507</u>	<u>-</u>	<u>-</u>

14 Investment property

	Group 2019 £	Company 2019 £
Fair value		
At 1 April 2018 and 31 March 2019	11,370,000	-
Additions	58,189	-
Transfers to stock at fair value	(1,825,000)	-
Transfers from PPE	35,843	-
Net gains or (losses) through fair value adjustments on transfer from PPE	1,514,157	-
At 31 March 2019	<u>11,353,189</u>	<u>-</u>

The fair value of the investment property has been arrived at on the basis of the directors valuation as at 31 March 2019. The valuation was made on a fair value basis by reference to market evidence of transaction prices for similar properties.

At 31 March 2018 the directors completed a valuation of the commercial investment properties and have re-visited this as at 31 March 2019 in conjunction with additional works carried out in the year. The carrying value of £9,803,189, is considered to represent the fair value of these properties.

If investment properties were stated on a historic cost basis rather than a fair value basis, the cost would be stated as £3,742,501 (2018: £4,708,219).

FAIRACRES GROUP LIMITED

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

FOR THE YEAR ENDED 31 MARCH 2019

15 Fixed asset investments

	Notes	Group 2019 £	2018 £	Company 2019 £	2018 £
Investments in subsidiaries	16	-	-	518,740	518,740
Movements in fixed asset investments					
Company					
					Shares in group undertakings
					£
Cost or valuation					518,740
At 1 April 2018 and 31 March 2019					518,740
Carrying amount					518,740
At 31 March 2019					518,740
At 31 March 2018					518,740

16 Subsidiaries

Details of the company's subsidiaries at 31 March 2019 are as follows:

Name of undertaking	Registered office	Nature of business	Class of shares held	% Held	
				Direct	Indirect
Review Hotels Limited	England	Hoteller	Ordinary	100.00	
Silvermist Properties (Chelmsford) Limited	England	Commercial property	Ordinary	100.00	
Silvermist Properties (Residential Developments) Limited	England	Residential property	Ordinary	100.00	
The Bournemouth-Swanage Motor Road and Ferry Company	England	Operation of a motor ferry	Ordinary	100.00	
				100.00	

17 Financial instruments

	Group 2019 £	2018 £	Company 2019 £	2018 £
Carrying amount of financial assets				
Debt instruments measured at amortised cost	228,080	317,113	20,056,998	20,064,446
Carrying amount of financial liabilities				
Measured at amortised cost	11,054,804	11,133,849	382,451	9,077

FAIRACRES GROUP LIMITED

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

FOR THE YEAR ENDED 31 MARCH 2019

18 Stocks		Group 2019 £	2018 £	Company 2019 £	2018 £
	Raw materials and consumables	236,073	326,298	-	-
	Finished goods and goods for resale	202,313	191,112	-	-
	Properties held for development	1,652,550	-	-	-
		<u>2,090,936</u>	<u>517,408</u>	<u>-</u>	<u>-</u>
19 Debtors		Group 2019 £	2018 £	Company 2019 £	2018 £
	Amounts falling due within one year:				
	Trade debtors	197,859	282,334	-	-
	Corporation tax recoverable	87,590	-	-	-
	Amounts owed from subsidiary undertakings	-	-	20,056,998	20,064,446
	Other debtors	30,221	642,680	-	-
	Prepayments and accrued income	800,732	421,906	-	-
		<u>1,116,402</u>	<u>1,346,920</u>	<u>20,056,998</u>	<u>20,064,446</u>
20 Creditors: amounts falling due within one year		Group 2019 £	2018 £	Company 2019 £	2018 £
	Notes				
	Bank loans and overdrafts	22 2,836,403	2,152,318	363,705	184,576
	Trade creditors	784,991	778,870	6,056	9,022
	Corporation tax payable	-	231,347	-	-
	Other taxation and social security	186,803	79,721	39,498	28,100
	Deferred income	-	350,000	-	-
	Other creditors	469,775	654,879	59	55
	Accruals and deferred income	381,059	307,146	12,631	18,750
		<u>4,819,031</u>	<u>4,554,381</u>	<u>421,947</u>	<u>238,503</u>

FAIRACRES GROUP LIMITED

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

FOR THE YEAR ENDED 31 MARCH 2019

21 Creditors: amounts falling due after more than one year

	Notes	Group 2019 £	2018 £	Company 2019 £	2018 £
Bank loans and overdrafts	22	8,000,000	8,000,000	-	-
Other creditors		1,800,000	1,700,000	-	-
		<u>9,800,000</u>	<u>9,700,000</u>	<u>-</u>	<u>-</u>

The bank loan is secured by a first priority legal charge over the property of the borrowing subsidiary company, which has a carrying value of £9,803,189, and over all other group assets including a guarantee from the guarantor (Fairacres Group Limited) for the principal sum of £8,000,000 together with interest and costs.

Directors' loans totalling £1,800,000 are secured by a fixed charge over properties held in fixed assets.

22 Loans and overdrafts

	Group 2019 £	2018 £	Company 2019 £	2018 £
Bank loans	8,000,000	8,000,000	-	-
Bank overdrafts	2,836,403	2,152,318	363,705	184,576
Directors' loan accounts	1,800,000	1,700,000	-	-
	<u>12,636,403</u>	<u>11,852,318</u>	<u>363,705</u>	<u>184,576</u>
Payable within one year	2,836,403	2,152,318	363,705	184,576
Payable after one year	9,800,000	9,700,000	-	-

23 Deferred taxation

Deferred tax assets and liabilities are offset where the group or company has a legally enforceable right to do so. The following is the analysis of the deferred tax balances (after offset) for financial reporting purposes:

Group	Liabilities 2019 £	Liabilities 2018 £
Accelerated capital allowances	556,000	676,000
Revaluations	447,068	481,070
Investment property	243,000	27,000
	<u>1,246,068</u>	<u>1,084,070</u>

The company has no deferred tax assets or liabilities.

FAIRACRES GROUP LIMITED

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)
FOR THE YEAR ENDED 31 MARCH 2019

23 Deferred taxation

(Continued)

	Group 2019 £	Company 2019 £
Movements in the year:		
Liability at 1 April 2018	1,084,070	-
Credit to profit or loss	(47,000)	-
Charge to other comprehensive income	208,998	-
Liability at 31 March 2019	<u>1,246,068</u>	<u>-</u>

24 Retirement benefit schemes

	2019 £	2018 £
Defined contribution schemes		
Charge to profit and loss in respect of defined contribution schemes	<u>47,879</u>	<u>52,089</u>

A defined contribution pension scheme is operated for all qualifying employees. The assets of the scheme are held separately from those of the group in an independently administered fund.

25 Share capital

	Group and company	
	2019 £	2018 £
Ordinary share capital issued and fully paid		
3,490 Ordinary of 50p each	1,745	1,745
700 A Ordinary of 50p each	350	350
	<u>2,095</u>	<u>2,095</u>

FAIRACRES GROUP LIMITED

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

FOR THE YEAR ENDED 31 MARCH 2019

26 Reserves

Other reserves

These arise on the historic revaluation of fixed assets by subsidiary companies and are not distributable.

Profit and loss reserve

Included within the profit and loss reserve is £585,248 in respect of revaluations which are not distributable to the members. This relates to property previously held as investment property which has been transferred to stock at fair value.

Motor ferry replacement reserve

In March 2019, the company obtained a professional estimate of the cost of building a diesel hydraulic powered motor ferry to replace the company's existing vessel. The approximate cost was £8,440,000, provision for renewal had been made, less what the company are able to borrow for this purpose. The Motor Ferry Replacement Reserve at the balance sheet date would have totalled £3,474,978.

Transfers are made from the profit and loss account to the Motor Ferry Replacement Reserve, to the extent that reserves are available within the motor ferry subsidiary. In the current period transfers were made from the profit and loss reserve to the Motor Ferry Replacement Reserve totalling £74,844 (2018: £559,657).

27 Financial commitments, guarantees and contingent liabilities

Group

The company, together with four other group companies, has entered into a composite guarantee in respect of bank overdrafts of those companies. There is a right to set off incorporated within the cross guarantee. The net overdraft indebtedness of the group companies at the year end was £Nil (2018: £Nil).

At the balance sheet date a subsidiary has bank loans totalling £8,000,000 that are secured by a first priority legal charge on all that company's commercial properties and all group assets.

Company

There is a cross guarantee between Fairacres Group Limited and its subsidiaries in respect of bank overdraft borrowings. At the balance sheet date, the bank net indebtedness of these subsidiary companies amounted to £nil (2018: £nil).

At the balance sheet date a subsidiary company has bank loans totalling £8,000,000 that are secured by a first priority charge on all of that company's commercial properties, all group assets and a guarantee from Fairacres Group Limited for £5,000,000.

FAIRACRES GROUP LIMITED

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

FOR THE YEAR ENDED 31 MARCH 2019

28 Operating lease commitments

Lessor

At the reporting end date the group had contracted with tenants for the following minimum lease payments:

	Group 2019 £	2018 £	Company 2019 £	2018 £
Within one year	743,012	505,445	-	-
Between two and five years	2,032,667	1,438,250	-	-
In over five years	1,421,833	346,500	-	-
	<u>4,197,512</u>	<u>2,290,195</u>	<u>-</u>	<u>-</u>

29 Related party transactions

Transactions with related parties

The company has taken advantage of the exemption available in FRS102 whereby it has not disclosed transactions with any wholly owned subsidiary undertaking.

At the balance sheet date the company was owed £20,058,998 (2018: £20,084,446) by its subsidiary undertakings.

Included within creditors at the year end is £1,800,000 (2018: £1,700,000) owed to directors. These amounts are repayable 12 months after a written demand for repayment is issued.

30 Directors' transactions

During the year dividends paid to directors totalled £130,000 (2018: £18,200).

FAIRACRES GROUP LIMITED

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

FOR THE YEAR ENDED 31 MARCH 2019

31 Cash generated from group operations

	2019	2018
	£	£
(Loss)/profit for the year after tax	(329,053)	1,148,275
Adjustments for:		
Taxation (credited)/charged	(177,894)	381,511
Finance costs	303,896	252,054
Investment income	(27,625)	(31,059)
Amortisation and Impairment of intangible assets	130,082	105,429
Depreciation and Impairment of tangible fixed assets	528,678	591,400
Fair value gains on investment properties	-	168,486
Movements in working capital:		
Decrease/(increase) in stocks	51,471	(146,589)
(Increase) in debtors	(289,793)	(211,133)
Increase/(decrease) in creditors	669,813	(90,785)
(Decrease)/increase in deferred income	(350,000)	350,000
Cash generated from operations	<u>507,775</u>	<u>2,517,599</u>

This document was delivered using electronic communications and authenticated in accordance with the registrar's rules relating to electronic form, authentication and manner of delivery under section 1072 of the Companies Act 2006.

Richard Drax MP

South Dorset



HOUSE OF COMMONS

LONDON SW1A 0AA

Mr and Mrs J Lightbown
Banks Arms
Manor Road
Studland
Swanage
BH19 3AU

14 August 2019

Dear Mr and Mrs Lightbown,

Thank you for getting in contact about the Sandbanks Ferry. I understand your business has been affected by this closure, so I wanted to give you a full update from my recent meeting with Mick Kean, owner of the Ferry.

I had a most informative and helpful meeting with the managing director of the ferry, Mike Kean, on Monday. My neighbouring colleague, Robert Syms MP, also attended. Michael Tomlinson MP was unavailable.

Having lived in Dorset on and off all my life, and at Sandbanks for six years, I am more than aware of the significance of the ferry and the reliance on it. Like you and others, I was dismayed to hear it had been withdrawn, I understand until October.

Mr Kean has explained at great length and in detail exactly why the ferry is out of action, what they are doing to try and get it back as fast as possible, and why other options are difficult, if not impossible.

The company is going to issue a further press release explaining what has gone wrong with the ferry and what is being done to repair it.

As you may know, the main problem is the drive shaft which no one could have predicted would break. The majority of the parts on the ferry have to be Lloyds and / or MCA approved. The shaft assembly (that is one of those requiring such approval) is made of specialist steel and is very hard to get at, hence the ferry having to be towed to Southampton.

The hydraulic couplings, connected to the drive shaft, also need replacing and, once again, these are specialist items, impossible to obtain at short notice and costly.

One company had quoted a cost of £33,000, but the lead-in time was too long, so Mr Kean obtained a higher quote of £79,000, which he accepted to ensure repairs were carried out in half the time. In addition, parts are being delivered by air freight, a further expense.

I attach a recent press release from the company, dated 30 July, which explains further the points I am trying to make.

I think it is also important to understand the role of ferry fund, which some have mistaken as a source of money to purchase a back-up ferry. This is not the case. The fund is a long-



term one to help pay for a replacement at the end of this ferry's life. I am sure you would agree that buying a new, £8 million ferry, to sit in the sea doing nothing on the off-chance the main one breaks down is an expense that no reasonable person would expect the company to make.

Chain ferries are complicated beasts, with the engineering parts installed in places hard to get to. When they go wrong on a big scale like this case, specialist cutting and lifting gear is needed to implement the repair. It cannot be done on site.

Others have suggested alternative arrangements, but the very nature of the slipways, strong tides and big seas on many occasions make them difficult, if not impossible.

Another suggestion has been to install a more rigid jetty at Shell Bay. This is not owned by the ferry company, which would not object to such a move. However, the jetty is situated near the mouth of the harbour, where conditions can deteriorate to a point the jetty cannot be used. Currently, I am told the jetty cannot be used at low tide, anyway.

Some rumours are suggesting that the ferry company is doing this on purpose in retaliation to their unsuccessful bid to raise the tolls. Again, this is ridiculous and totally untrue. This is the busiest time of year for them and clearly like any business they need to generate the income to continue operating. I only mention this as it shows how far gossip and untruths have been allowed to run.

Finally, the company is unable to confirm exactly the date when the service will be resumed. That depends entirely on those making and delivering the parts, as well as the weather conditions and, as I have explained, all is being done to hasten the work.

I have also attached a response I received from Jack Wiltshire, Head of Highways at Dorset Council, in response to your concerns about traffic management.

My warm regards.

Yours sincerely

Dear Mr Drax,

Thank you for your correspondence regarding the impact of the suspension of the Sandbanks Ferry service. I will respond on behalf of Dorset Council in my capacity as Head of Highways. I am sure you are already aware that the ferry company have today announced that services will be suspended until October.

I would like to reassure you that Dorset Council have undertaken necessary action, upon notification of the ferry closure, to minimise the impact on the Purbecks.

We have placed a summer embargo on any non-essential on-streetworks taking place along the strategic routes in Purbeck. We do place an embargo on these works each year in our tourism areas and we will ensure this is strictly being adhered to, with any request for roadworks in the area being rejected. We are unable to prevent emergency works, however we would of course take action to minimise the disruption.

Further to the above, an advisory one way signage system has been deployed to assist with the flow of traffic at the A351/B3351 junction, and to minimise the impact on the wider area. The temporary one way signage advises motorists to turn left at the junction with the B3351 to access Swanage, and then follow a route into Swanage and exit via the A351. The rationale is to reduce the number of right turn movements that motorists are undertaking from the B3351 onto the A351, which will reduce queues and delays. We are also discussing the possibility of trialling temporary traffic signals at the A351/B3351 junction and will put this in place if it is supported by Cllr. Brooks.

We are monitoring our traffic maps daily to ensure that the delays are not unduly excessive for this time of year, and we will continue to use communication channels to update/give awareness of any delays that we are witnessing. We are also issuing a new coms statement following today's update.

Some of the specific questions asked in the attachments relate to the operation of the ferry. I can't answer these as Dorset Council do not issue the licence to operate the service.

I trust that this reassures your concerns around any additional disruption appearing due to planned roadworks taking place in the Purbecks over the summer and early autumn.

Best regards,

Jack

Jack Wiltshire

Head of Highways
Dorset Council

01963 365921
dorsetcouncil.gov.uk

[Facebook.com/DorsetCouncilUK](https://www.facebook.com/DorsetCouncilUK)
[Twitter.com/DorsetCouncilUK](https://twitter.com/DorsetCouncilUK)
[Instagram.com/DorsetCouncilUK](https://www.instagram.com/DorsetCouncilUK)

PRESS RELEASE

The Bournemouth-Swanage Motor Road & Ferry Co. Inc.

SANDBANKS FERRY SUSPENSION

The Sandbanks Ferry was withdrawn from service on Friday 12th July following an unexpected fracture of one of the main drive shafts and is currently at a repair facility in Southampton. We are working very closely with the MCA (Marine & Coastguard Agency) and Lloyds Register of Shipping (our Class Surveyors for Insurers) to ensure all repairs are conducted to Class standards and specification.

The broken shaft and drive wheel have been removed. The shaft and drive wheel are joined by a hydraulic coupling. As the coupling is a specialist part, we are waiting for the removal kit, which is being flown from Sweden in order to try and separate the coupling. As a precaution we have had the other drive shaft tested and, although no cracks have been detected, the condition is such that we have taken the decision to replace it as well and work has commenced to do this.

As already mentioned, the coupling is a specialist component, which is manufactured to order and, unfortunately, this is on a very long lead time. We are in constant communication with the manufacturers to speed this process up, as well as researching alternatives. The lead time on the coupling means that we do not anticipate being able to resume service until sometime in October. We hope to have a much clearer picture of the return to service date next week.

We sincerely apologise to all our valued customers for this inconvenience and would like to thank all our Contractors, Surveyors (from both Lloyds and MCA) and our Naval Architects BCTQ, who are all working incredibly hard to return us to service as quickly as possible. We also wish to thank the public for the positive words of support received, which certainly helps our hard-working staff who have been demoralised by other uninformed, and in some cases libellous, comments.

30th July 2019

	Mar-19	Mar-18	Mar-17	Mar-16	Mar-15	Total for 4 year cycle
Fairacres Group Turnover	10,305,592.00	9,840,196.00	9,542,313.00	8,994,307.00	8,337,459.00	
Hotels Turnover	7,797,149.00	6,709,334.00	6,485,833.00	5,942,049.75	5,706,202.75	
Ferry Turnover	2,508,443.00	3,130,862.00	3,056,480.00	3,052,257.25	2,631,256.25	11,870,855.50
Fairacres Group PBT	-506,747.00	1,529,786.00	1,252,044.00	1,617,904.00	31,227.00	
Hotels PBT	-512,163.00	46,418.00	7,965.00	364,465.00	86,959.00	Average Yearly PBT
Ferry Pretax Profit	5,416.00	1,483,368.00	1,244,079.00	1,253,439.00	118,186.00	4,099,072.00
	0.2%	47.4%	40.7%	41.1%	4%	35%

From: Tara Crabb <Tara.Crabb@thepighotel.com>

Sent: 27 November 2020 10:29

To: ETC <ETC@planninginspectorate.gov.uk>

Subject: DPI/G1250/20/9 Bournemouth and Swanage Ferry Fees CONSULTATION

Good Morning,

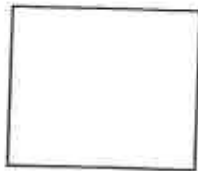
After reading both the Nation Trust and the Council Consortium proposal, we would be in favour of the National Trust structure.

We currently have 84 staff of which:

- 28 travel by car across the ferry
- 10 travel by bus across the ferry
- 2 travel by bike across the ferry
- 5 that live in staff housing this side but use the ferry to go to their family homes on days off
- 8 in staff housing that walk to work
- The rest either live this side or choose to drive around due to the ferry pricing. We also really struggle to recruit staff from the other side of the water due to the pricing.

Due to the above we feel that the National Trust proposal not only benefits our team but also locals and the ferry company.

Thank you
Tara



Tara Crabb

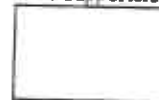
General Manager

THE PIG-on the beach
Manor Road, Studland, Dorset, BH19 3AU

Tel: 01929 450288

thepighotel.com

Proud supporters of



From: roger khanna <worthmatraversparishclerk@gmail.com>
Sent: 09 December 2020 11:52
To: Tudor, Sarah <sarah.tudor@planninginspectorate.gov.uk>
Subject: Re: DPI/G1250/20/9 Bournemouth and Swanage Ferry Fees CONSULTATION

Dear Ms Tudor

The WMPC was finally allowed to meet last night and resolved

To fully support the objections of Studland PC

To ask the Inspector to reject this application in principle following the failure to meet the reasons for rejection on the last Inspectors report

In addition this Company has collected over £30 Million since 2008 with not even a nominal book entry increase let alone satisfactory protected Reserve fund for a Ferry replacement.

It proposes to collect a further £40 +Million over the next period without any clear and satisfactory solution of how any of the net sums collected required for the Ferry Replacement are to be safely ring fenced when there are so many other calls notably from its hotel business for major infrastructure investment . Should the management company require additional funds it can as shown in its books in the past directly access unprotected funds.

If the Company failed creditors under current arrangements would have first call on any legally unprotected Reserve Funds.

Regards

Roger Khanna
Clerk
WMPC

From: roger khanna

Sent: 22 April 2020 16:48

To: nationalcasework@dft.gov.uk

Cc: Sandbanks Ferry <email@sandbanksferry.co.uk>

Subject: THE BOURNEMOUTH-SWANAGE MOTOR ROAD AND FERRY ACTS 1923 & 1986 AND TRANSPORT CHARGES &c. (MISCELLANEOUS PROVISIONS) ACT 1954 N

Dear Sandra Zamenzadeh

Although the Parish Council was an Objector at the last Public Inquiry which refused any fare increase it was only very recently that it was made aware by another local authority that The Bournemouth-Swanage Motor Road and Ferry Company has applied to the Secretary of State for Transport for an Order to revise the charges for the use of the ferry between Sandbanks and South Haven Point.

I enclose the Councils continuing objection to these proposals

Regards

Roger Khanna

Parish Clerk

Worth Matravers Parish Council

WORTH MATRAVERS PARISH COUNCIL

Representing the villages of Worth Matravers and
Harmans Cross...in the heart of Purbeck

Please reply to:-

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22/04/2020 By E mail only

Dear Ms Zamenzadeh

Bournemouth – Swanage Motor Road and Ferry Company Consultation - Application to increase tolls

Worth Matravers Parish Council is responding to the recent public notice by the Bournemouth and Swanage Motor Road and Ferry Company which proposes to increase the tolls as suggested by the Ferry Company. Worth Matravers Parish Council objects to the proposals in summary as most of the original objections made in correspondence to the DoT and the Inspector at the Public Inquiry so recently held in September 2018 still apply.

This ferry has been a heavily profitable enterprise in the past and will in due course be so in the future. The past failure of the company has been to concretely and completely financially separate the past and future significant (£ Millions) operating surplus funds for a ferry replacement. Instead it has distributed large surpluses to a few shareholders over many past years.

Undertakings suggested in the application documents state that it is also now the Company's policy that the Ferry Replacement Reserve is ring-fenced and will not be used for any other purpose. Whilst they state "these undertakings have been committed to publicly and can be held to account publicly too" are simply words which appear to have little or no back up or statutory significance.

It is especially inappropriate that at this application should be pursued/ slipped through in these troubled Covid 19 social and economic time for its likely effect will be adverse on the economy and wellbeing of the local often nationally less well-off Purbeck community of businesses and residents.

1. The proposed increase in fares of 50% for pedestrians, pedal, and motor cycles and private motor cars totally ignores all the environmental and practical financial evidence which was given in writing and in person at the last very recent Public Inquiry and accepted by the Independent Inspector. Not least that at the present level pre Covid 19 the enterprise and its private overall Management Company had for many years benefitted from some of the highest possible ferry company profit margins.

Any fare increase would increase and perpetrate these profits in future years and have a significant financial impact on local residents who need to travel to and from Purbeck to the Bournemouth region of Dorset.

2. This increase will have a significant financial effect on local residents. Many, often on low household incomes, need to travel for work opportunity to the Bournemouth conurbation area using the ferry. Similarly the local economy on The Isle of Purbeck needs to bring in staff often to lower paid work in the tourist and hospitality industry.

3. The proposed increase will have a significant deterrent effect on potential day visitors to Purbeck from the Bournemouth area. This will affect the tourism industry the principal economic activity on the Isle of Purbeck peninsula.

4. There have been substantial increases in ferry tolls approved by the DoT for cars in recent years , far above CPI inflation,

5. The ferry operation has been highly profitable in recent years and will be in the future. For example in 2017 the company made £1,244,007 profit before tax on a turnover on £3,056,480, a rate of 31%. The Company's own 2018 submission to that Public Inquiry stated (p8 Para 3.3.12) "the data table at appendix 5.1 show s that the company's Profit before Tax as a percentage of sales is much more favourable than other companies in similar industries."

6 The ferry is one of the two routes leading into the Isle of Purbeck and both need to be managed and to maintain accessibility, balance capacity and demand, and reduce congestion. The longer alternative route is through the busy single carriageway road at Sandford and via the A351 causing in normal times more congestion in the narrow main road through Corfe Castle, a village of outstanding beauty already attracting 300,000 visitors a year.

The Parish Council was only recently made aware of this application as despite being an objector at the last Public Inquiry it was unaware of this application. It therefore reasonably reserves the right to expand upon these grounds of objection within the general principles set out above. It also notes that despite its past very high profit returns from the ferry operation the company proposes to close completely the ferry service with its public transport 50 bus route connection from Swanage to Bournemouth and vice versa. The PC would like to know why this is acceptable to the DoT rather than withdrawing the license completely from this Ferry Operator if it will not provide a service during these difficult times for all of us and seeking a successor. Worth Matravers Parish Council requests the Department of Transport not to approve this application and to instruct the Company to withdraw it. It does not see that a meaningful consideration of these controversial proposals can even take place until the severe current social and economic impact of the Covid 19 Emergency is better understood .

Yours sincerely
Roger Khanna
Parish Clerk

From: roger khanna <worthmatraversparishclerk@gmail.com>
Sent: 05 November 2020 09:38
To: Tudor, Sarah <sarah.tudor@planninginspectorate.gov.uk>
Cc: Jerry Burden <jeremybuilding@btinternet.com>; Ian Bulger <ltbgardeningltd@gmail.com>
Subject: Re: FW: Doc 4j

Dear Sarah Tudior

I confirm the position of Worth Matravers Parish Council following their meeting on the 3 November

The Parish Council objects to the proposed fare increases and fully supports the objections of Studland Parish Council and the comments and objections made to the Inspectorate from Langton Matravers and Corfe Castle Parish Council .

The WMPC primary objections which it would wish the Inspector to consider are as follows

Ferry Inquiry - WMPC Statement of Objection

Administration

That the company has failed in this application to address the specific criticisms of the Inspector at the last (2018) Inquiry namely-

Whilst the replacement of the ferry is a reasonable aspiration and indeed will be a necessity at some stage there is still no visibility guarantee or realistic financial assurance as to when that might be.

Finance

There is a history of non-deliverability of the Company's previous fare application promises. The Company's successful fare increase applications to DoT from 2009 onwards failed to provide any significant increase in their non ring fenced nominal Ferry Replacement Reserve Fund used to justify the increases.

There is no still assurance or confidence in these current proposals that the ferry replacement reserve would or could now be safeguarded from other Holding Company demands or requirements and rise to the levels required such that the Company would be in a position to procure a replacement vessel. - Now put back from 2025 in the 2009 application to in 2035 in the 2020 fares increase application)

The proposed substantial return on investment in this application for a 44% fares increase is neither reasonable nor appropriate

Legally binding obligations

There can be no confidence from history for the community that legally or administratively the Company would be able in future to safeguard the build up of the necessary finance for a replacement ferry. There would be no prospect or guarantee of delivery on any current Company stated intention or Inspectors / Ministers approval unless covered by a pre supplied and watertight legal agreement as per S106 for Planning applications.

None has been provided and no application should be considered without this legal undertaking being in place as with most planning applications .

Environmental and Transport Policy Objectives

The failure of the proposed increasing pricing strategy is to meet basic governmental objectives especially as regards pedestrians and cyclists . The overspill impact will be damaging on the Isle of Purbeck with traffic diverted through pricing increase onto the surrounding often heavily peak congested alternative route single carriageway road network.

Employment Impact

There will be severe adverse economic effects on filling lower paid local employment opportunities as well as direct financial impacts on lower family income residents travelling to work elsewhere

Regards

Roger Khanna
Clerk
WMPC .

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