

DORSET COUNCIL - HARBOURS COMMITTEE

MINUTES OF MEETING HELD ON WEDNESDAY 25 SEPTEMBER 2019

Present: Cllrs Kate Wheller (Chairman), Sarah Williams (Vice-Chairman), Dave Bolwell, Rob Hughes, Louie O'Leary, Mark Roberts, Steve Pitman and Matt Walkden

Apologies: Jim Clarke

Also present: Alistair Clarke (Chairman of Harbour Consultative Group)

Officers present (for all or part of the meeting):

Lara Altree (Legal Services Manager), Ken Buchan (Head of Environment and Wellbeing), Claire Connolly (Harbour Financial and Admin Manager), Chris Evans (Service Manager for Finance), Keith Howorth (Weymouth Harbour Master), Matthew Penny (Project Engineer), Karyn Punchard (Corporate Director of Place Services), James Radcliffe (Bridport Harbour Master) and Elaine Tibble (Democratic Services Officer)

12. Minutes

The minutes of the meeting held on 15 June 2019 were confirmed and signed as a correct record.

Cllr Roberts asked if it was usual practice to list the names of members who were unsuccessful in being selected for the roles of Chair and Vice Chair. The Chairman confirmed that this would be checked.

The Chairman of the Weymouth Harbour Consultative Group presented the minutes of the meeting held on 5 September 2019.

13. Declarations of Interest

Steve Pitman declared an interest as a member of Weymouth Sailing Club.

14. Public Participation

The following statements and questions were received from Town and Parish Councils at the meeting:

Cllr Jan Bergman – Weymouth Town Council

Cllr Bergman explained that the principles put forward by the Town Council were to ensure that Weymouth was a town where residents would want their children and grandchildren to live. The town should be sustainable with strong education, good employment and opportunities for young people.

The Town Council were keen to explore the opportunity of bringing a ferry service back to Weymouth. He had been in touch with Condor Ferries, but there were other companies that could be explored ie. Red Funnel or others. He wanted to explore which ferry companies might be interested and develop a strategy to ensure a sustainable town.

The following statements and questions were received from members of the Public:

Mr Ian Bruce

Mr Bruce enquired about former Weymouth Harbour Management Board's finances. The ring fencing of the Harbour's finances had not been completed as should have been prior to the formation of the new Dorset Council. He urged the Chairman of the Harbours' Committee to work robustly with officers to deal with the matter properly to ensure ringfencing of the finances for the peninsular and harbour land. Mr Bruce also referred to the North Quay site and the integral need for car parking to help make the offer attractive for the harbour users.

Ms Boyd who crews a diving charter boat in Weymouth Harbour asked for the committee to explain when the Weymouth Quay Regeneration Board would consult with the harbour users. Approved funding for the project needed to be spent within 18 months. The next steps outlined as the full design plan, planning and consent update did not constitute a consultation.

The Chairman advised that she would investigate the matter and respond to Ms Boyd.

15. Harbour Masters' Report - Weymouth, Bridport, Lyme Regis

The Weymouth Harbour Master presented his Update.

On the peninsular the terminal building had been demolished and work was being done to convert the land to parking spaces, there would be consultations on the final designs.

There had been a delay on the Harbour Revision Order (HRO) for Weymouth due to the Marine Management Organisation (MMO) raising additional queries, but it was hoped that it would be ready for approval by November/December 2019.

Knights Brown had started to set up and clear the asbestos from the ferry steps site. It was hoped that the piling and major construction would be finished by Christmas with the detailed finishing jobs being done in the new year. The Wall D pontoons would be removed during the work and modified or replaced to fit the new wall layout.

Communications had been sent to local business, hotels and residents regarding the commencement of work and traffic management measures plus the Harbour Master was keeping Harbour users updated.

The Pleasure Pier building had been demolished and removed, it was hoped that a café building of similar concept to the ones on the beach could be let on the pier, which planning permission had been applied for.

The redevelopment of the North Quay Council offices would impact the Harbour, until decisions were made parking would continue, he re-iterated the importance of parking to the harbour users.

The Weymouth Harbour Consultative Group would continue in its present format with meetings held at Weymouth Town Council offices. Cllr Colin Huckle and been appointed to the group to represent the Town Council and Cllr Mark Roberts would be the representative for Dorset Council.

The former Designated Person for the Harbour had left the Council and Mr William Heaps of Marico Marine had been appointed to the post for all three harbours for a period of three years subject to an annual review.

Interviews for the 4th Independent Member for the Harbours Committee were planned for the 14th October, it was hoped to bring a report back to the committee in November.

The Harbours' Committee Chairman attended the last FLAG meeting, Weymouth Sailing Club were happy with their new pontoons and a draft renewal lease was being discussed with the Rowing Club.

Following opening the facilities at North Quay for visitors use, vagrants started to use the premises, which left no option but to revert to using a fob entry system for berth holders only.

Maritime and Local events were available to view on the harbour website and the Weymouth Water Safety Group continued to meet.

A new member of staff had joined the harbour office.

An MCA Fishing Boat Safety Consultation was due to start on the 14th October 2019 and it was hoped that one of the shows would be held in Weymouth.

The PMSC issues within the report were noted with the biggest risk to harbour safety being speeding jet-skis

The Harbour Master for West Bay who was also Interim Harbour Master for Lyme Regis presented the update report for both those harbours.

The marine engineers service kits and parts for sale in the shop at West Bay had contributed to steady income growth over the year.

Waiting lists for moorings had reduced and both harbours would benefit from some advertising.

The Lyme Regis slipway was in need of repair and extension to avoid further issues and a potential safety hazard, the bottom edge had become exposed and a number of the concrete slabs had cracked and buckled. The proposed works will cost in the region of £39K, there was potential to raise part of the slipway area to accommodate storage and repair the remaining part of the slipway, these additional works would increase the cost to C£50k, but would create an opportunity to raise an extra £7k per season in storage provision. The Harbour Master was working with engineers to develop a design, this may need planning permission prior to commencement. The Engineers were looking at costings and a way forward for the Lyme Regis Pontoon Piles.

Timber piles at both harbours were in need of replacement.

The report incorporated pictures of the piles at Bridport Harbour, costings to remove the damaged piles and install the new ones were being considered.

The coastal defence works and the flood wall had also been completed.

Accidents and Incidents were reported. Events in Bridport had been well attended with the exception of the Gig Regatta which had been cancelled due to bad weather.

In response to member questions the committee were advised that the mooring waiting list for Bridport and Lyme Regis has reduced as some new conditions had been implemented. Customers were only able to turn a mooring space down once, they had to live in the West Dorset area and had to pay to go on the waiting list. They also had to make use of the mooring for two years.

There was a member request to ensure that whoever was responsible for manning the harbours out of working hours responded to messages and phone calls.

The Engineering Projects Manager presented the Engineering update.

Annual Harbour inspections were programmed for October 2019, additional monitoring was ongoing on walls F & G in Weymouth.

In West Bay annual dredging work was completed in the Spring, and the 2019 engineer inspections had been completed for both West Bay and Lyme Regis with no significant concerns,

Following member questions the Engineering Projects Manager advised that the detailed laser survey on walls F & G, which was due to take place, would be reported to Committee once completed.

16. Budget Monitoring - Weymouth, Bridport, Lyme Regis

The Weymouth Harbour Master introduced the Budget Monitoring Report and outlined the format and the revenue budget break down.

He referred to the Asset Management Plan and the programme of works for 2019/20, this was an extract of the 25 year rolling plan, looking forward it was hoped to continue to put some money into the harbour reserve each year and spend annually as required from the operational budget and the reserve.

The current budget for Weymouth harbour was set last December with the knowledge that there was a predicted shortfall of £116,932.

The Asset Management Plan was taking some time to settle as there was a lot of expensive projects to be dealt with in the first years.

There had been fewer visits from Commercial Vessels than expected which contributed to a reduction in income. The Waverley and some tall ships had cancelled this year, however the income from leisure vessels was up.

Charges for services such as electricity and water continued to be refined.

The outcome of the Budget Monitoring Report was £5,000 adverse. Discussions were ongoing in relation to income and expenditure of sites which were part of the HRO but not previously included in the harbour budget. This included a commitment to the demolition of the Terminal Building of £250,000 and £100,000 for the Quayside Regeneration which had not been included in this Report.

An update on revenue, capital requests and budget would come to the next Harbours Committee meeting.

In response to a question regarding repairs to Harbour walls F & G the Harbour Master and the Engineering Projects Manager advised that walls C & D were the current priority and the money for those would most likely be covered by the allocated engineering budget. Going forward it was suggested that Cabinet would be approached via the Asset Management Group for funding.

It was requested that the Harbour Master circulated maps of the harbour walls definitions prior to the forthcoming tour of the harbour.

It was expected that going forward additional income streams would be achieved with more visitors. The Peninsular Regeneration Project would give more wharf space, but it was not possible to say at this stage what capacity due to boats rafting each other, but there would be more pontoon space which may reduce rafting and consequently encourage more boats.

In response to a question regarding the commercial relationship between the harbour authority and quayside fuel company, the Harbour Master was unable to discuss the proprietor's business but there were clear working agreements

and guidelines in relation to where he was able to fuel vessels. The harbour did not receive income directly from the fuel company but the fuel prices were low and did encourage visiting boats to the harbour.

The Harbour Master for West Bay who was also Interim Harbour Master for Lyme Regis presented the two Budget Monitoring Reports for Bridport and Lyme Regis.

In relation to Bridport the Harbour Master highlighted the favourable employees figure of £8,852, there had been a lot of repairs required for the Harbour's JCB over the last couple of years which had resulted in an adverse Transport figure of £5,000.

With regard to supplies and services, £60,000 of the overspend was due to the outer harbour dredging, In previous years the Environment Agency had covered the cost of dredging the outer harbour but the funding had stopped with the coastal defence and beach reprofiling work that had been done at West Bay. The dredging cost for the current year was £85,000 of which £60,000 was covered by the dredging reserve. There had also been a further £18,000 spent on unexpected slipway repairs. The revenue budget, however was anticipated to be favourable by £20,000 overall, this was due to the increase in visitor numbers and income from other sources, such as the shop, boat repairs, maintenance and boat lifting.

Focusing on the Lyme Regis Harbour Budget Monitoring Report Summary, there was a favourable figure of £13,308 in staffing costs, an overspend prediction on the transport budget due to unexpected repairs and maintenance costs to the harbour's JCB, the committee would need to consider options for replacement over the next year or so, he explained that wear and tear was increased due to where the JCB was stored and the effect of sand on the vehicle.

Based on recent independent advice from marine lawyers it was necessary for Lyme Regis to have a Harbour Revision Order in place to update legislation for the harbour. The cost was in the region of £30,000 which was to be split over two years.

Decision: that members noted the predicted year end figures for the Harbour's Budgets and the predicted year end position of the Harbour Reserves.

17. **Lyme Regis HRO**

The Head of Environment and Well Being presented the report which sought authority to prepare and submit a Harbour Revision Order (HRO) to the Marine Management Organisation (MMO) in order to modernise the current local legislation relating to Lyme Regis Harbour.

He advised that the limits and purpose of the Council running the harbour were not as clear as they should be. There were a range of additional common statutory harbour powers which were not in place for Lyme Regis

that would assist in the efficient running for the harbour such as charges and disposal of land.

A budget of £31,500 spread over a period of two years was suggested to cover the cost of the specialist marine lawyer required to make the application to the MMO, the application and cost of public notices.

He explained that an HRO was required for both Lyme Regis and Bridport, but as Lyme's had not been modernised since the 1500s it took priority over Bridport.

Proposed by Cllr K Wheller, seconded by Cllr M Roberts.

Decision: That the Harbours Committee recommend to the Executive and Full Council in that as far as they have power to do so, they agree and otherwise support that:-

1. an application being made to the Marine Management Organisation for a Harbour Revision Order in respect of Lyme Regis Harbour to consolidate and modernise the applicable current local legislation;
2. delegated authority is given to the Executive Director of Place in consultation with the Portfolio Holder for Highways, Travel and Environment to determine the wording of the HRO based on legal advice and undertake all procedures for the submission of the HRO to the MMO;
3. a budget of £31,500.00 be allocated for this work to include legal advice, the application fee and public notices. This may be split over 2 years.

18. Harbour Committee forward plan

The Weymouth Harbour Master presented the Workplan which incorporated both standing items and the schedule of items.
The next meeting would include Harbour budget setting and it was hoped that the new Designated Person would be able to attend.

19. Points/Questions

There were no points or questions.

20. Urgent items

There were no urgent items.

21. Exempt Business

There was no exempt business.

Duration of meeting: 9.00 - 10.10 am

Chairman

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