

**MINUTES OF THE MEETING OF THE SALCOMBE HARBOUR BOARD
HELD AT CLIFF HOUSE, SALCOMBE ON MONDAY, 1 FEBRUARY 2010**

MEMBERS

* Cllr J Brazil – Chairman

* Dr C C Harling CBE – Vice-Chairman

* Cllr J H Baverstock	* Mr J Barrett
∅ Cllr R D Gilbert	* Mr T Bass
* Cllr M J Hicks	* Mr H Marriage
	∅ Mr M O'Brien
	* Mr P Waring

* Denotes attendance

∅ Denotes apology for absence

Officers in attendance:

All Agenda Items: Head of Service (Salcombe Harbour), Estuaries Officer and Senior Member Support Officer

SH.38/09 MINUTES

The minutes of the meeting of the Salcombe Harbour Board held on 2 November 2009 were confirmed as a correct record and signed by the Chairman.

SH.39/09 CHAIRMAN'S ANNOUNCEMENT

The Chairman opened the meeting by congratulating Dr Harling on recently being awarded the CBE for services to medicine.

SH.40/09 URGENT BUSINESS

The Chairman confirmed that he had agreed for one item of urgent business to be raised at this meeting in relation to Jubilee Pier. This item was considered urgent due to the matter being recently presented to the Executive as part of the Capital Programme (minute E.92/09 refers). The Harbour Master advised that it had been known for some time that all was not well in relation to the Pier, and this had now been confirmed. The Harbour Master read out an email received from the Property Services section, after which the following points were made:

- Concern that only two options were being presented, that of using the Pier or using Whitestrand or Normandy pontoons;
- Fears over the safety implications of the additional activity in the Batson Channel in the approaches to Whitestrand pontoon caused by the manoeuvring of the Kingsbridge and East Portlemouth Ferries, and whether the extra distance for the East Portlemouth Ferry would mean the Ferry was no longer viable;

- The need for a safety case with processes needing to be put in place to manage the risks;
- The Kingsbridge Ferry would need to be restricted in terms of how and when it berthed on Whitestrand Pontoon;
- The need to ensure that the Pier was not lost by default;
- The lack of understanding shown by South Hams District Council for this valuable and important structure;
- The importance of negotiating with the Environment Agency to obtain a decision in relation to funding; and
- The need to invite the Council's Risk and Health and Safety Advisor to look at the situation.

To conclude, the Chairman **PROPOSED** that the Board write a letter to South Hams District Council, copied to the relevant Town and Parish Councils and that the Harbour Master be asked to bring a report to the next meeting of the Harbour Board outlining the safety implications of moving the ferry operations to Whitestrand.

This was subsequently **SECONDED** and on being put to the vote was unanimously **CARRIED**.

RESOLVED:

That the Board write a letter to the Council outlining it's major concerns regarding the Jubilee Pier.

SH.41/09 **DECLARATIONS OF INTEREST**

Members were invited to declare any interests in the items of business to be considered during the course of the meeting but none were made.

SH.42/09 **PUBLIC QUESTION TIME**

There were no public questions raised during this time.

SH.43/09 **FEEDBACK FROM HARBOUR COMMUNITY FORUMS**

The Board received verbal update reports from the Board Members who attended the Harbour Community Forums, during which reference was made to:-

South Devon & Channel Shellfishermen

The representative advised that a meeting had been held at which the progress of the refurbishment of the Fish Quay was paramount. The representative had been trying to get the tendering process underway for a feasibility study.

Salcombe Kingsbridge Estuary Conservation Forum

The representative stated that the Forum had met on the 12 November 2009. The Marine and Coastal Access Act had been discussed now that it had received Royal Assent. The Act focused on a number of issues including the creation of marine conservation zones. In addition, the representative reported that the National Trust had succeeded in opening a footpath at Halwell Woods.

Finally, a Body had been set up, which included an employee of Teignbridge District Council, to draw up a Shoreline Management Plan. In response to a question about marine conservation zones, the Harbour Master confirmed that they would not impact on the running of the harbour as they were outside of the harbour limits.

Salcombe Kingsbridge Estuary Association (SKEA)

The Board was advised that the Association had not met since the last Harbour Board meeting.

Kingsbridge Estuary Boat Club

The representative had been unable to attend this meeting. It was noted that a number of Board Members had arranged to attend the March 2010 meeting of the KEBC.

SH.44/09 **PORT MARINE SAFETY CODE**

The Board considered a report which appraised Members on Salcombe Harbour Authority's compliance with the Port Marine Safety Code. Compliance with the Code was required to ensure Salcombe was a safe and efficient harbour which ultimately supported South Hams District Council's priorities of good jobs (CP2), retention of the district's character (CP3), a clean district (CP4) and value for money (CP6).

The Harbour Master advised that the Code, revised in October 2009, had been introduced to improve the level of competency of harbours. Salcombe Harbour Authority was audited formally in December and as a result a recommendation should be added that the Board formally adopt the Safety Management System Issue 7 dated 14 December 2009. There being no further discussion the following was **PROPOSED, SECONDED** and on being put to the vote was declared **CARRIED**.

RESOLVED:

That:

1. the report be noted; and
2. The Board adopt the Safety Management System Issue 7 of 14 December 2009.

SH.45/09 **CONSERVANCY DUTIES – MAINTENANCE DREDGING**

The Board considered a report which sought approval to proceed with a project to conduct maintenance dredging within Kingsbridge Basin, the access channel to Winters Boatyard at Lincombe and Batson during winter 2010/11.

The report concluded that initial discussions with Natural England and the prospective dredging contractor had been extremely positive. To progress this project, the Board needed to agree to expend funds to conduct the surveys required to inform the next stage of the dredging planning.

The Harbour Master advised the Board that this report was part of a continuing process which was started at the previous meeting (minute SH.36/09 refers). At this stage money had to be spent on silt samples and the bathymetric survey to obtain the shape of the basin to update the sediment plume dispersion model. A further report would then come back to the Board before the dredging contract was let.

In discussion, the following points were raised:-

- (a) It was impossible to put an exact figure on cost as it would depend on the volume of sediment to be removed by dredging, figure would be calculated once the bathymetric survey was completed;
- (b) A legal agreement would be drawn up with Winters Marine setting out their share of costs. The agreement should ensure they were liable for their share of initial costs, even if the dredging does not go ahead;
- (c) The pre dredge bathymetric survey was vital to plan the dredging and ensure that after the dredging the sea bed gradient from Kingsbridge basin was maintained to ensure the basin hydrodynamics are maintained;
- (d) Once the surveys had been completed the sediment plume dispersion model can be updated with a level of detail which will allow sediment dispersion to be accurately predicted both now and in the future. The Harbour Authority would own the intellectual property rights.

It was then:

RESOLVED

1. That the pre-dredge bathymetric surveys and the running of the sediment plume dispersion model required to facilitate maintenance dredging of the Kingsbridge Basin, the access channel to Winters Boatyard Lincombe and Batson be proceeded with during the winter of 2010/11;
2. That a budget of £16,000 be set for the Harbour Authority survey and sediment plume dispersion model costs;
3. That an agreement be entered into with Winters Marine Ltd for their share of the costs associated with dredging the access channel to Lincombe Boatyard;
and

That the Executive be **RECOMMENDED**:

4. To authorise an exemption to Standing Orders Relating to Contracts on the basis that there is no purpose in tendering or obtaining competitive quotations for the proposed work as there is only one supplier in the market.

SH.46/09 **PERFORMANCE MANAGEMENT**

The Board considered a report which informed of the Harbour's performance against its agreed Performance Indicators during the period 1 October 2009 to 31 December 2009.

The Harbour Master drew the Board's attention to 'SH9 – Mooring Failures' and advised that over the course of one weekend, there were four failures, one of which was a harbour mooring which pulled out of the mud. The other three, however, were private moorings and the Harbour Master circulated an example of a private mooring which clearly showed it's bad condition. He advised that customers with private foreshore mooring licences and foreshore mooring licences had been asked to confirm that they maintain their mooring appropriately.

The Harbour Master also wanted to draw the Board's attention to 'Customer Complaints – SH33(L)', as there had been a number of complaints about enforcement of the Moorings Policy. However, it was proved to be worthwhile as there were potentially 105 moorings which would become available for South Hams residents in two years time. The Harbour Master also thanked his office staff who had dealt with the difficulties that had arisen as a result of customers being unhappy with the enforcement of the policy.

In discussion, reference was made to:-

- (a) the Board wishing to thank the Harbour staff for their hard work;
- (b) confirmation that the Harbour Authority had no liability in relation to private moorings, as users must sign to say the mooring is maintained to the Harbour Master's satisfaction;
- (c) recognition of the increase in visiting yacht income and number of yachts. The Harbour Master responded that he felt the income was weather dependent but that the Board's discounts and incentives had helped;
- (d) the Customer First initiative having been re-launched by the Council and the instructional team would be spending half a day with all of the Salcombe Harbour staff providing Customer Service Training;
- (e) South Sands passing its water quality test so it was on the way to Blue Flag accreditation. It was possible to obtain flags for beaches without full facilities and this should be pursued.

It was then:

RESOLVED

That the Harbour performance against the agreed Performance Indicators be noted.

(Meeting commenced at 2.30 pm and concluded at 3.45 pm).

Chairman