

**MINUTES OF THE MEETING OF THE SALCOMBE HARBOUR BOARD  
HELD AT CLIFF HOUSE, SALCOMBE ON MONDAY, 2 NOVEMBER 2009**

**MEMBERS**

\* Cllr J H Baverstock – Chairman

\* Mr C C Harling – Vice-Chairman

\* Cllr R D Gilbert

\* Cllr M J Hicks

\* Mr J Barrett

\* Mr T Bass

\* Mr H Marriage

\* Mr M O'Brien

\* Mr P Waring

\* Denotes attendance

Also in attendance but not participating  
Cllr P Coulson

Officers in attendance:

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

SH.28/09     **MINUTES**

The minutes of the meeting of the Salcombe Harbour Board held on 28 September 2009 were confirmed as a correct record and signed by the Chairman.

SH.29/09     **URGENT BUSINESS**

The Harbour Master advised the Board that he required authorisation to submit a planning application for a Public landing pontoon at Frogmore. This matter had been discussed previously and the general consensus was that this was a good idea, however a planning application would be necessary as the pontoon needed to land on private land. The pontoon would be sited in the same place as the temporary pontoons each year for the regatta. The landowner has indicated that he is happy for his field to be used for the pontoon bridge landing and for a public footpath to be created. Ultimately the Parish Council would be responsible for a footpath around the field. A Member **PROPOSED** that the Board give its authority to the Harbour Master to submit the planning application. This was subsequently **SECONDED** and on being put to the vote was unanimously **CARRIED**.

SH.30/09     **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.31/09 **PUBLIC QUESTION TIME**

One member of the public wished to utilise the public question time session. His comments were recorded as follows:-

**Mr Rob Moore – representative of Kingsbridge Estuary Boat Club**

Mr Moore advised that the Boat Club was delighted with the proposals put forward for the Kingsbridge Basin in today's agenda and that they would do all they could to help.

SH.32/09 **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:-

**Salcombe Kingsbridge Estuary Conservation Forum**

The representative stated that the Forum would meet in the near future and he would therefore provide an update to the Board at its next meeting.

**Salcombe Kingsbridge Estuary Association (SKEA)**

The representative advised that the Association would meet following this meeting and he would also update the Board at its next meeting.

**South Devon & Channel Shellfishermen**

The representative advised that a meeting had been held at which the Fish Quay had been discussed. As an update, the Board was informed that the project was moving ahead and one of the main themes would be access for articulated lorries.

**Kingsbridge Estuary Boat Club**

The representative informed that the Club had represented themselves during the public question session (minute SH.31/09 above refers).

SH.33/09 **PERFORMANCE MANAGEMENT**

The Board considered a report which informed of the Harbour's performance against its agreed Performance Indicators during the period 1 April 2009 to 30 September 2009.

The Harbour Master corrected minor typographical errors in the report. He then went on to explain that the report covered the busiest part of the season and, therefore, included the highest income figures, visitor numbers and incidences and accidents.

In discussion, reference was made to:-

- (a) incidents of marine crime. The Board felt that the reported drop of 74% was not correct as anecdotally it was known that not all crime was reported. The level of unreported crime was difficult to assess. A Board Member reported that he and the Harbour Master had met with the Police and the Harbour Master was able to provide them with some helpful information. It was noted that the Police recognised that true crime figures could be as much as three times more than the number reported;
- (b) health and safety incidents. The Harbour Master detailed the incidents relating to Harbour staff;
- (c) collisions. Whilst collisions should not happen, particularly in motor boats, it was recognised that the harbour was tight and boats and yachts were generally larger than they had been historically;
- (d) water quality. The Board thanked the Harbour Master for restoring the water quality indicator.

It was then:

### **RESOLVED**

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

SH.34/09

### **MOORINGS POLICY – CLARIFICATION OF QUALIFICATION CRITERIA**

The Board considered a report to clarify the Moorings Policy with respect to the annual qualification for allocation of harbour mooring facilities.

The Chairman advised that his interpretation of the Policy was that in March each year the Board/Harbour Master allocate moorings and the rules clearly state that those entitled must be South Hams Council Tax payers. This report would clarify that to be the case. Those who had moorings reallocated but were no longer local council taxpayers would be allowed a two years period of grace to make alternative arrangements.

The report concluded that moorings within Salcombe Harbour were a finite resource and in great demand and the Board had confirmed its policy that moorings should be allocated to local people, defined as council taxpayers to South Hams District Council.

In discussion, the following points were raised:-

- (a) It was a requirement of the lease from the Duchy of Cornwall that moorings could not be issued for a period of more than one year;

- (b) A Member questioned why those who would lose their moorings were to be given two years to make alternative arrangements and not one year. In response the Harbour Master said two years was felt to be a fair compromise;
- (c) A Member stated that he was concerned that those who had moved away and could afford a second home in the area would be allocated a mooring, whereas those who had moved away and could not afford a second home here would not. Therefore, the policy would not ensure that only local people received the moorings.

It was then:

### **RESOLVED**

1. That the policy of allocating harbour facilities only to local residents, residency being determined by the payment of Council Tax to South Hams District Council be continued; and
2. That the Moorings Policy be amended to allow a period of two years grace before a harbour facility was not renewed for customers who no longer pay Council Tax to South Hams District Council.

## **SH.35/09 KINGSBRIDGE BASIN – IMPROVEMENTS TO MOORING FACILITIES**

Consideration was given to a report which outlined the proposed improvements to the mooring facilities within the Kingsbridge Basin.

The report concluded that the improvements to mooring arrangements within the Kingsbridge Basin were in line with the Board's stated objectives. The provision of more pontoon berths, with a compensating loss of wall moorings, had been requested by customers. It would also result in a reduced maintenance load and an improvement to the safety of berth holders.

In discussion, the following points were raised:-

- (a) The Harbour Master confirmed that most of the moorings within the Kingsbridge Basin were wall moorings and their maintenance was time consuming and expensive;
- (b) The Harbour Master expected to have most of the work done before the start of the new season, and many of the required materials were either in stock or had been salvaged from Batson, so there would not be any capital expenditure;
- (c) The Board felt this was an excellent idea. A Board Member noted that this, along with the following item, brought great opportunities for Kingsbridge and may even increase the number of visiting yacht nights;

- (d) The Board asked that the Harbour Guide be updated to encourage more people to visit Kingsbridge, particularly those with large boats who might otherwise not consider the option, by explaining that they can get to Kingsbridge in their tender or by hiring a boat.

It was then:

**RESOLVED**

That the improvements to the mooring arrangements within the Kingsbridge Basin be progressed by removing a number of wall moorings and replacing them with pontoon moorings.

SH.36/09

**CONSERVANCY DUTIES – MAINTENANCE DREDGING  
KINGSBRIDGE BASIN**

A report was presented to the Board which requested approval to commence a project that will investigate the viability of conducting maintenance dredging within Kingsbridge Basin during winter 2010/11.

The report concluded that the Water Agitation Dredging method employed during the Maintenance Dredging of Batson Creek in March 2009 performed very well within the estuary taking into account the sensitive environmental habitat of the Site of Special Scientific Interest (SSSI) and that there was no resulting negative impact on the flora and fauna of the estuary.

In discussion, reference was made to:-

- (a) The Harbour Master stated that the Kingsbridge Basin had been silting over a number of years and in recent years had silted up. Following the success at Batson Creek using the Water Agitation Method, it had been proved that dredging could be done without environmental impact;
- (b) The Harbour Master advised that most costs were known apart from the cost of the environmental monitoring requirements likely to be imposed by Natural England. Previously this cost was more than the dredging and, if this were the case again, the project would be unaffordable. However if through negotiation costs could be kept reasonable, the Harbour Master could seek Board approval for the project to go ahead;
- (c) The Harbour Master confirmed that the dredging would take place within a specific part of the Kingsbridge Basin. A commercial company who needed dredging to take place in an adjacent area may be interested in sharing some of the mobilisation and environmental monitoring costs;

- (d) The Estuaries Officer stated that the modelling would need to be studied to see where the silt would end up. He confirmed his support for dredging at Kingsbridge but was concerned about Lincombe as this area was more sensitive;
- (e) A Board Member suggested that if a model was moveable and approved by Natural England, then a contingency should be included in the budget to allow a few other small areas to be maintenance dredged;
- (f) A Board Member questioned as to who owned the intellectual property from the models and the Harbour Master confirmed it was owned by the Harbour Authority;

It was then:

### **RESOLVED**

1. That maintenance dredging of the Kingsbridge basin be planned for conduction during the winter of 2010/11; and
2. That project approval and set detailed budget expenditure be given once the Environmental monitoring requirements have been agreed with Natural England.

### SH.37/09 **WHITESTRAND PONTOON**

A report was presented to consider the problem of overcrowding and under capacity of Whitestrand pontoon during the summer months.

The report concluded that the problem of insufficient tender berthing capacity during the high season needed addressing immediately. This could be done within the year from the revenue budget and would be progressed for the 2010/11 season.

During discussion, the following points were made:

- (a) The Chairman asked that recommendation a) be amended to allow a working group to be set up to undertake consultation. This was **PROPOSED, SECONDED** and when put to the vote, was declared **CARRIED** and the Members of the working group were confirmed to be Peter Waring, Jonno Barrett, Kit Harling and Mike O'Brien.
- (b) A Board Member questioned as to how people would get from the remote pontoon. In response, the Harbour Master advised that when the existing remote pontoon was put in place the duties of the harbour patrol were changed in tandem and focussed on Whitestrand to give people a ride over;

- (c) The Harbour Master confirmed that the concept had been proved but that capacity had been reached.

It was then:

**RESOLVED**

1. That a working group comprising of Peter Waring, Jonno Barrett, Kit Harling and Mike O'Brien be established to engage in consultation, initially with the Harbour Community Fora, then subsequently with the general public, to develop a proposal for the replacement of Whitestrand and Normandy pontoons, which strives to improve the functionality of both pontoons for implementation during the winter of financial year 2011/12; and
2. That the capacity for remote tender berthing at Whitestrand be increased by providing a second remote pontoon between the tide gauge and the garbage pontoon for the 2010/11 season.

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

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Chairman