

26 February 2014

# Harrington Harbour and Dock Board

Will meet on  
Friday 7 March 2014  
at  
10.00 am  
in  
Allerdale House, Lonsdale Room

Membership:

Councillor Barbara Cannon (Chairman)

Councillor Bill Bacon  
Charles I Grant

Councillor Nicky Cockburn  
Councillor Sam Standage

**Members of the public are welcome to attend the meeting. If you have any questions or queries contact Paula McKenzie on 01900 702557.**

## Agenda

**1. Minutes (Pages 1 - 4)**

To sign as a correct record the minutes of the meeting held on Friday 25 October 2013.

**2. Apologies for absence**

**3. Declaration of interests**

Councillors/Staff to give notice of any disclosable pecuniary interest, other registrable interest or any other interest and the nature of that interest relating to any item on the agenda in accordance with the adopted Code of Conduct.



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Allerdale Borough Council  
Allerdale House  
Workington  
Cumbria CA14 3YJ  
Tel: 01900 702702  
Fax: 01900 702507

**4. Questions**

To answer questions from members of the public – 2 days notice of which must have been given in writing or by electronic mail.

**5. Harbour Masters Report (Pages 5 - 8)**

**6. Meeting with mooring holders**

Verbal update from Mike Faulkner and discussion.

**7. Mooring Fees (Pages 9 - 12)**

**8. HH&DB Web-Site**

Verbal update from Paula McKenzie.

**9. Amenity Block**

**10. New Container /Store**

**11. Community Commissioner Vacancy**

Verbal Update from Paula McKenzie.



**Corporate Director Resources**

<p><b>Date of next meeting Friday 20 June 2014 at 10.30 am Allerdale House, Lonsdale Room</b></p>
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# Agenda Item 1

At a meeting of the Harrington Harbour and Dock Board held in Allerdale House, Lonsdale Room on Friday 25 October 2013 at 10.30 am

## Members

B Cannon (Chairman)

B Bacon

C I Grant

N Cockburn

Apology for absence was received from Councillor S Standage.

## Staff Present

B Chambers, M Faulkner and P McKenzie.

### 275 Minutes

The minutes of the meeting held on Friday 28 June 2013 were signed as a correct record.

### 276 Declaration of interests

None received.

### 277 Questions

None received.

### 278 Declaration of Commissioner

Members of the HH&DB signed and had witnessed their Declaration of Commissioner forms.

### 279 Community Commissioner Vacancy

The HH&DB members discussed the best way forward in regards to the current Community Commissioner vacancy.

**Agreed:** That the post be advertised.

### 280 Harbour Masters Report

Members considered the content of the Harbour Masters report which gave details of the recent progress and highlighted some of the current developments.

**Agreed:** That the Harbour Masters report be noted.

**281 Meeting with the Mooring Holders**

The Assistant Engineer and the HH&DB members discussed in detail the minutes from the meeting with mooring holders specifically all the main points raised by the mooring holders.

**Agreed:** That another meeting be arranged around January 2014 with the Mooring Holders.

**282 Health and Safety**

The Corporate Health and Safety Advisor asked the HH&DB members for comments on the new Port Marine Safety Plan 2013-2015, Safety Management System and Internal Audit documentation.

Members were happy with all documents, therefore signed them off for agreement.

**Agreed:** That all documents be approved.

**283 Financial Report for Harrington Harbour & Dock Board**

The Assistant Engineer submitted a report to provide HH&DB members with an update of the financial situation of the harbour undertaking.

**Agreed:** That the report be noted.

**284 Harrington Harbour and Dock Board web-site**

Members discussed the current out of date website and ways it could be improved.

**Agreed:** That members think about ideas for the website for the next meeting.

**285 Amenity Block**

This item was deferred until the next meeting.

**286 New Container Storage Unit**

The Assistant Engineer informed members that there was no further progress on the new container storage unit.

**Agreed:** That members be updated with any progress.

**287 Halcrow Report**

The Assistant Engineer submitted the Halcrow report for information for the new HH&DB members.

**Agreed:** That the report be noted.

**288 Letter received from Mrs Wiggin**

Members discussed a letter received from G Wiggin with concerns in regard to two serious accidents.

Members agreed a draft response letter.

**Agreed:** That the draft response letter on behalf of the HH&DB be sent in reply to G Wiggin's letter.

**The meeting closed at 11.40 am**

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# Agenda Item 5

## Allerdale Borough Council

Harrington Harbour and Dock Board – 7 March 2014

### Harbour Master's Update

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<b>The Reason for the Report</b>	The report provides an update on developments affecting Harrington Harbour, for consideration by the Board.
<b>Summary of options considered</b>	Not applicable.
<b>Recommendation</b>	It is recommended that members note the content of the report.
<b>Financial/ Resource Implications</b>	None
<b>Legal Implications</b>	None
<b>Community Safety Implications</b>	None
<b>Health &amp; Safety &amp; Risk Management Implications</b>	The report forms part of the risk management procedure.
<b>Equality Duty considered/Impact Assessment completed</b>	Not applicable
<b>Wards Affected</b>	Harrington
<b>The contribution this decision would make to the Council's priorities</b>	Not applicable
<b>Is this a Key Decision</b>	No
<b>Portfolio Holder</b>	The portfolio holder for asset management is Cllr Barbara Cannon
<b>Lead Officer</b>	Ged Doran Harbourmaster Tel: 07919162944 Ged.doran@allerdale.gov.uk

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#### Report Implications

Please delete where applicable.

Community Safety	N	Employment (external to the N Council)
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Financial	N	Employment (internal)	N
Legal	N	Partnership	N
Social Inclusion	N	Asset Management	Y
Equality Duty	N	Health and Safety	Y

## Background papers

None

### 1.0 Introduction

The report is intended to keep the Harbour Board informed of current and future issues regarding Harrington Harbour.

### 2.0 Content

Recent stormy conditions, damage sustained, dredging works, pontoon repairs inner harbour roads, mooring chain, rope and buoy costs.

#### 2.1 Recent stormy conditions.

Recently Harrington Harbour and its surrounding shoreline has taken a battering from some of the worst storms on record and certainly the worst I have ever seen. I have lived in and around Harrington all my life and I have never witnessed such destructive frightening seas. The storm on Christmas Eve was certainly one of the most ferocious, the South Pier and North shore breakwater were unable to stem the powerful surge of the large rolling waves. Consequently they were breaking over the harbour mouth and up over South Quay onto Quay Street. The conditions within the Harbour resembled a boiling pot and my fear was that the two yachts and the speed boat on centre moorings would come adrift. However, no damage was sustained by any vessels moored in the harbour, but there was one yacht on the hard standing which was turned sideways by the gale force wind, but again it didn't sustain any damage.

It made for good viewing for the many who had gathered around the harbour. Unfortunately there were some who put themselves at risk by driving down a flooded Quay Street and onto South Car Park which was strewn with rocks and shingle. There are warning signs along Quay Street which state quite clearly not to approach the area in stormy conditions.

Over the stormy periods the Police have on occasion been down warning people of the dangers. Apparently one motorist drove onto south car park when the waves were crashing over and sustained a broken windscreen.

#### 2.2 Damage sustained.

We have sustained damage to the North Breakwater where rock has been dislodged. Handrails on South Pier were damaged by large rocks being thrown over the Pier by the strong waves, together with masonry damage to the top surfaces near where the old pump house was, incidentally this section of the south pier was washed down in January 1865 and works to re build it were completed in October 1864 so it has certainly stood the test of time. There are also some quite large rocks to the entrance to South Pier which have been deposited by the Storms.

I would suggest to anyone reading this report who doesn't grasp how dangerous it is to enter South Pier or south car park or indeed anywhere near large breaking waves is to please think of their safety and remember there is shingle and rock within the breaking waves.

### 2.3 Dredging works.

Essential dredging works commenced on Monday 24/02/14 between South Pier and the North Breakwater. Quite a large bank has formed between South Pier and North Breakwater which has altered the flow of the channel and slowed egress of water from the harbour, which in turn slows the flow of the river Wyre. It is of prime importance that this work is carried out now because the bank is now higher than the Harbour cill and has the potential to affect navigation. The dredging works will be carried out between tides and is expected to last 4 days. As in previous years the arising's will be deposited on the eroded sections on North Shore to reduce future loss of ground in this area.

### 2.4 Pontoon repairs.

It was noted that there were two damaged floats when we lifted the pontoons out of the harbour at the beginning of December. These floats will be replaced from the spare ones we have stored on West Quay. Firth Fabrications are also making adjustments to the pile sliders and this work will be completed before the end of March ready for a spring lift in. We have some pontoon stored off-site at Great Clifton and the land owner has now requested their removal albeit not immediately. These are of a different configuration to the ones we have at Harrington and I don't see us using them in the short or medium term so I suggest advertising them for sale.

### 2.5 Inner harbour roads, mooring chain, rope and buoy costs.

Further dredging works will be required to the inner harbour roads this year to enable me to inspect and renew as necessary mooring chains and buoys. There is also a marked increase in mud deposits other than on the roads and a decision will need to be made by the board on future, more extensive dredging in the inner harbour.

Costs are being sought and early indications show a large increase in prices for chain, rope and mooring buoys but it is essential I have these to hand at all times.

**Ged Doran  
Harbour Master**

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# Agenda Item 7

## Allerdale Borough Council

Harrington Harbour and Dock Board Meeting – 7 March 2014

### Report on Annual Review of Mooring Fees

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<b>The Reason for the Report</b>	To inform discussion on, and to review charging levels for mooring fees.
<b>Summary of options considered</b>	Value added tax to be charged. Note expiry of standing resolution to increase mooring fees by 20%. Options for consideration being further increase by 20%, by 1.9% or to keep current charges unchanged.
<b>Recommendation</b>	That Members discuss and confirm level of charges for financial year 2014-2015.
<b>Financial / Resource Implications</b>	Decision of the Board informed by this report will affect level of income raised from mooring fees.
<b>Legal Implications</b>	No direct implications from this report.
<b>Community Safety Implications</b>	None.
<b>Health &amp; Safety &amp; Risk Management Implications</b>	Not applicable.
<b>Equality Duty considered / Impact Assessment completed</b>	Not applicable.
<b>Wards Affected</b>	All, as the harbour is considered as an asset benefitting the whole Borough.
<b>The contribution this decision would make to the Council's priorities</b>	Will contribute to Economic Development by helping to meet the harbour running costs and safeguarding the continuation of the asset.
<b>Is this a Key Decision</b>	No.
<b>Portfolio Holder</b>	Councillor Barbara Cannon
<b>Lead Officer</b>	M. Faulkner Assistant Engineer Tel: 01900 702755 <a href="mailto:mike.faulkner@allerdale.gov.uk">mike.faulkner@allerdale.gov.uk</a>

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## Report Implications

Please delete where applicable.

Community Safety	N	Employment (external to the Council)	N
Financial	Y	Employment (internal)	N
Legal	N	Partnership	N
Social Inclusion	N	Asset Management	Y
Equality Duty	N	Health and Safety	N

Background papers .....none.....

### 1.0 Introduction

- 1.1 This report informs and enables the Board to review mooring fees for the coming year, and to set a fair and equitable level of charges, balanced between the need to generate income to cover running costs of the harbour and to ensure that the charges are fair and affordable for the facilities currently provided.

### 2.0 Content

Background, current situation, mooring fee increase, implications, recommendation.

#### 2.1 Background.

Following completion of repairs to harbour walls during 2007-2008 mooring charges were reintroduced on 1 May 2009 and an updated table showing income and costs is set out below.

Financial year	2009-2010	2010-2011	2011-2012	2012-2013
Trust fund interest bal.	£7,424.54	£7,617.25	£7,118.53	£8,006.48
Number of moorings	16	13	19	12
Mooring fees received	£1,724.72	£2,106.65	£3,706.81	£3,254.80
Running costs	£28,460.30	£19,800.99	£16,634.00	£30,497.00

Financial year	2013-2014
Trust fund interest bal.	not available
Number of moorings	16
Mooring fees received	£4,698.31
Running costs	£17,013.95

Board minute 632 of the meeting of 18 February 2011 recorded the previous decision regarding mooring fees for financial year 2011-2012 as setting a year on year increase of 20% for the next three years in an attempt to close the deficit between costs and income. Prior to this fees were only increased by an amount

equal to the inflation rate as indicated by the Consumer Price Index. The 2012-2013 fee increase of 20% was absorbed by, and regularised the previous omission to charge VAT and so did not increase useable income for that year.

## 2.2 Current situation.

Charges now include value added tax. 2013-2014 was the third and final year in which fee increases had been set by Board minute 632, and this report enables Members to review the current level of fees and decide on a fresh charging strategy.

## 2.3 Mooring fee options

Various options are open to the Board and the basic three are offered as a suggested basis for discussion, as set out below.

- (a) 20% increase as per the last three years
- (b) 1.9% 'cost of living increase' based on Consumer Price Index
- (c) A nil increase in view of current depressed economic climate

In **option (a)** a 20% increase on the current (2013-2014) mooring fees is set out below which includes VAT and indicates the total charge to the customer.

Current charges	per metre	increased charge per metre
Wall mooring	£55.15	£66.18
Centre mooring	£64.36	£77.23

As an indication of the average actual cost per boat this would be as set out below.

Current charges	5.6m boat	increased charge
Wall mooring	£308.84	£370.60
Centre mooring	£360.41	£432.48

In **option (b)** a 'cost of living' increase based on the current consumer price index of 1.9% for January 2014 would produce the following figures.

Increased charges	per metre	5.6m boat
Wall mooring	£56.19	£316.66
Centre mooring	£65.58	£367.26

In **option (c)** the charging levels would remain unaffected.

## 2.4 Implications

Two issues need to be considered;

To raise income to offset running and repair costs, which currently amounts to £17,013.95, while income from mooring fees has realised £4,698.31, giving a shortfall so far for this financial year of £12,315.64

(The Trust Fund interest balance will not be known until the end of the financial year.)

Any increase needs to be kept to a fair level for the facilities provided so as to avoid a loss of clientele and a consequent fall in income. From this it can be appreciated that full recovery of costs from income currently received will remain unrealistic until such time as the Board's future development plans to expand and improve facilities can be implemented.

## 2.5 Recommendation

That Members consider, in light of the recent rapid fee increases of 20% year-on-year for the last three years, and the burden this has placed on our mooringholders, that a fairer level of increase such as that suggested in option (b) would be more appropriate.

Consideration of option (c) is not seen as sustainable due to increases in the cost of materials and services that the Board need to procure for the continuing safe and effective management of the harbour.

M. Faulkner 25/3/14.