

***Pwyllgor Ymgynghorol Harbwr  
Pwllheli  
Harbour Consultative Committee***

*29 Mawrth / March 2011*

***Adroddiad yr Uned Morwrol – Maritime Unit Report***

**1 – Ffioedd a Thaliadau / Fees and Charges**

- 1.1** The fees and charges for Hafan Pwllheli relative to the next financial year have been approved by the Portfolio Leader and Statutory Officers. The fees and charges relating to the Outer Harbour area of Pwllheli and for other harbours managed by Cyngor Gwynedd have been forwarded to the Statutory Officers and the Portfolio Leader for approval. In order to ensure that our clients are aware of the forthcoming charges, the Maritime and Country Parks Unit has already forwarded a copy of the draft fees and charges to all clients and the closing date for the return of Mooring Application forms in respect of the Outer Harbour was the 25<sup>th</sup> February 2011. Clients with a pontoon berth were informed of the requirement to confirm their request for a pontoon berth in early January.
- 1.2** A copy of the fees and charges for Hafan and for the Outer Harbour moorings of Pwllheli together with the fees for Porthmadog harbour for comparison are appended. Members will be encouraged to note that for moorings within the Outer Harbour of Pwllheli it is recommended that the charges for those residing permanently within Gwynedd are not increased in 2011, whilst it is recommended that the fees and charges for those residing outside of Gwynedd be increased by **1%** which is below the predicted rate of inflation.

This is the second year in succession whereby the fees for local residents with a mooring in the Outer Harbour have not been increased and it is envisaged that maintaining fees at a reasonable level will encourage mariners to continue to use Pwllheli harbour for their maritime activities.

The fees and charges for services at Hafan Pwllheli have been approved and the Portfolio Leader and the Statutory Officers supported the recommendation that fees at Hafan Pwllheli be increased by **1%** in 2011/12 and this increase is also below the predicted rate of inflation. The increase of VAT to **20.0%** as of the 4th January 2011 will unfortunately incur a further increase in costs to all users but will not contribute towards the overall income generated at the harbour.

- 1.3** The inflation rate for the Outer Harbour of Pwllheli is forecasted to be negative at **-0.13%** with the inflation rate for Hafan Pwllheli being **1.90%**. The overall income target for the Outer Harbour area of Pwllheli for 2011/12 will be **£118,130**, with the overall income target for Hafan being **£1,592,300**.

The increase in the overall income target for the Maritime Unit for 2011/12 is **£57,330** which is significant and compares with an increased target of **£9,070** in 2010/11 and **£51,020** in 2009/10. This increases the overall income target of the Maritime Unit to **£2,219,360** in 2011/12.

Members will be aware that the income target at Hafan Pwllheli and the Outer Harbour has previously been achieving and at times, surpassing the target. Unfortunately, in 2010/11, it is anticipated that there will be a slight deficit in the overall income. Given that global economic circumstances is unpredictable, action will need to be taken throughout the Maritime and Country Parks Unit in order to ensure that the overall expenditure, and income targets achieve their targets without compromising standards to our clients.

1.4 The fees and charges relating to the registration of Powerboats and Personal Watercraft have also been increased for the next financial year. The Launching Fees remain at standstill as has been the case for the past eleven years. A copy of the fees and charges for launching and registration is appended.

## 2 - Cyllidebau / Budgets

2.1 The financial details for income and expenditure at Hafan Pwllheli, the Outer Harbour of Pwllheli and Beaches in general as of the 31<sup>st</sup> December 2010 is appended. Members will note that the income target relating to the harbour of Pwllheli for 2010/11 is **£118,280** and that the total income generated to the end of December 2010 has reached **£104,348**, leaving a deficit of **£13,932** which is slightly higher in comparison with a deficit of **£11,698** in 2009/10.

It is not anticipated that a significant amount of income will be generated during March, and it is therefore anticipated that the income target will not reach it's target this financial year.

2.2 Members will note that the income target relating to Hafan Pwllheli for **2010/11** is **£1,562,630**, and that the total income generated to the end of December 2010 has reached **£1,485,007** which is in comparison with having generated **£1,503,451** of income for the same period last year. The deficit in income at Hafan Pwllheli as of the 31<sup>st</sup> December 2010 is £77,623 which is in comparison with **£49,289** for the same period last year. It is envisaged that the income target at Hafan Pwllheli may fall slightly short of the required target this financial year. The anticipated shortfall is 20K.

2.3 The fee in relation to the Crown Estate agreement with regard to the intertidal area is based on the gross income of Hafan Pwllheli. For a number of years the payment to the Crown Estate Commissioners has been 10% of the gross income with fuel income being exempt from the income total. The fee paid to the Crown Estate Commissioners in 2010/11 is 145K which is a significant sum and does not include the fee payable for the foreshore lease relating to the outer harbour and other beach foreshore leases in Gwynedd. Given that 145K is a significant sum, it is hoped that dialogue with the Crown Estate Commissioners agent could be commenced in the very near future with a view to discussing the current agreement and to hopefully reduce significant amount paid to the Crown Estate Commissioners by Cyngor Gwynedd.

2.4 As Members will note, the expenditure to date has exceeded the budget on a number of headings in the Outer Harbour and at Hafan Pwllheli and this is causing slight concern as additional expenditure is anticipated during March. As in previous years, the additional income generated will be allocated to certain headings in order to ensure that the overall budget meets the required target. Members will note the significant increase in the cost of electricity in comparison with electricity costs in 2007/08. The overall expenditure on the electricity budget heading will be reduced due to the income target on the electricity income budget having reached it's target.

2.5 Given the current economic climate, **2011/12** will be a challenging year for the Maritime Unit and especially for the harbours within Gwynedd. It is emphasised that any over expenditure and any deficit in income will need to be overcome, especially given the current financial climate facing the Authority.

### **3 Mordwyo / Navigation Angorfeydd / Moorings**

- 3.1** All Aids to Navigation leading to the harbour of Pwllheli have remained on station during the winter months.

Whilst most of the Aids to Navigation in Pwllheli harbour are fixed on the Training Wall, two Aids to Navigation, namely the Fairway Buoy and the Port mark in the approach channel and which are identified on navigation charts remain afloat. Three temporary Starboard buoys remain in position with one buoy having been positioned in the area adjacent to the Harbourmaster's office in order to guide traffic to the south of the obstruction that remains in this part of the channel.

- 3.2** Three Port Aids to Navigation remain in position at the harbour entrance in order to direct traffic away from the shallow water caused by the bank of sand that has developed in the harbour entrance over the winter months.

The Maritime Unit has improved the quality of navigation markers at the harbour entrance and three larger Port buoys together with navigation lanterns have been positioned in the most favourable position at the harbour entrance. The fixed Port pile and the Sewer Outfall Emergency Storm Overflow beacon have been re-designated as 'Special Marks (yellow)' and the Maritime Unit is in the process of applying to Trinity House for authorisation to permanently alter the characteristic of the marks and also to alert the mariner to the three additional Aids to Navigation that are in the harbour entrance.

It is envisaged that the three Port marker buoys will need to remain on station at the harbour entrance until further notice as the movement of material in this area is unpredictable. In order to address the present problem, a short contract will be advertised and the work will commence before the Easter Festival in order to remove as much material as possible from the harbour entrance thereby increasing the width of the channel entrance. It is anticipated that the depth of water in this area will reduce when the work is completed.

The work will be undertaken using land based machinery and the dredged material will be stored on the present stockpile site. It is important to emphasise that the area of land available for storing material near to the harbour entrance has reduced significantly but it is envisaged that sufficient area is available for the forthcoming work.

- 3.3** Whilst dredging work was undertaken in the marina basin and the approach channel during the period February to June 2010, during the winter months additional material appears to have been deposited in the channel opposite to the harbour office and in some areas of the marina basin. The area under the Fuel pontoon is of concern and will require attention in the very near future. As aforementioned, the entrance to the harbour has narrowed resulting in the requirement and necessity for all vessels to navigate with caution especially when approaching other vessels in this area.

The rate of tide, especially during the first two and a half hours of the ebb tide is particularly strong at the harbour entrance and the direction of tide during this period is towards the Training Wall. Until such time as work has been completed at the harbour entrance vessels are advised to navigate with extreme caution in this area.

During the Easter holiday period, the Harbourmaster, and in the Harbourmaster's absence, other members of the Maritime Unit, will be patrolling this area in order to advise mariners of the situation.

A copy of the most recent hydrographic survey undertaken in September 2010 will be made available to Members at the meeting for information.

- 3.4 It is a requirement that all seasonal Beach Zone Marker Buoys and the Speed Limit marker buoys that are normally in position close to the entrance to the inner harbour will be on station before the 1<sup>st</sup> May 2011.
- 3.5 All harbour moorings are in the process of being inspected and maintained in order to ensure that vessels can be secure in the harbour during the forthcoming sailing season. A detailed report on the condition of the moorings and on the work that is to be undertaken on each mooring will be available from the Maritime Officer Harbours at the meeting.

The mooring inspection and maintenance work will once again be completed by G W Marine a specialist diving company and the overall cost of inspecting and maintaining moorings at Pwllheli will be **£1,850** and is identical to the cost incurred in 2010.

#### 4 - Digwyddiadau - Events

- 4.1 We are pleased to report that the popular 'Wakestock' festival is scheduled to take place in the North Basin of Pwllheli harbour from the 6<sup>th</sup> to the 9<sup>th</sup> July 2011. The organisers have requested authorisation that would permit for the festival to commence with a training schedule on the Wednesday with competition events taking place on the Thursday, Friday and Saturday. A similar event is scheduled to be held on the beach at Abersoch on Sunday the 10<sup>th</sup> July. The Maritime Unit have not received any objection for the event organisers to extend the event period.
- 4.2 We are delighted to report to Members that the popular Llyn Food Festival will be held at Penrhyn Glandon on the 28<sup>th</sup> and 29<sup>th</sup> of May 2011 which coincides with the Bank Holiday weekend and the school half term holiday period and it is therefore anticipated that the festival will be extremely popular.
- 4.3 Hafan Pwllheli has once again been awarded with the prestigious 'Five Anchor's Award' and with the International Blue Flag Award. These awards clearly demonstrate the high quality facility that is available to the mariner in Gwynedd. The beach at Marian y De has also been awarded the International Blue Flag Award for 2011, and the beach at Glan Don been awarded with the Green Coast Award.
- 4.4 The new European Bathing Waters Directive will come into force in 2015 and meeting the stringent Bathing Water criteria set by the new Directive will be challenging. The standard of Bathing Water at Pwllheli over the last five years has been constant and it is anticipated that the Bathing Water for Pwllheli beach will be classified as being of 'Excellent' standard under the new directive in 2015.

There will be four classifications of Bathing water under the revised directive, these are;

- Excellent
- Good
- Sufficient
- Poor

The timetable for the revised Bathing Water Directive is as follows.

**2011:** The Environment Agency will publish a profile for each bathing water in England and Wales

**2012:** Appropriate signs must be in place at all Bathing Waters by the beginning of the bathing season. The Environment Agency will commence monitoring using the parameters of the revised Directive

**2014:** Final Bathing Water report using the standards of the current Directive

**2015:** First set of classifications using the new parameters will be published, based on the data set commenced in 2012

**2016:** New classifications will appear on the signs using symbols that are being prepared by the EC.

## **5 - Staff – Staffing**

- 5.1** The joint post of Harbour Assistant for the harbour of Pwllheli and Porthmadog for the forthcoming season has been advertised, and the post will commence on the 7<sup>th</sup> of April, and extend to the 30<sup>th</sup> September 2011. Similarly, the post of Harbour Assistant for Aberdyfi and Abermaw have also been advertised and the successful applicants will also be employed from the 7<sup>th</sup> of April to the 30<sup>th</sup> September. The latter two posts which were previously full time have been temporarily reduced to six month posts.
- 5.2** For the summer season, a beach officer will be appointed to manage the Blue Flag beach at Marian y De and will commence duties on approximately the 19<sup>th</sup> June. A seasonal Fuel Pontoon Assistant will be employed at Hafan Pwllheli for the summer season.

## **6 - Rhestr Aros Angorfa Pontŵn Hafan Pontoon Waiting List**

- 6.1** During the first part of 2011 the number of prospective clients on the Hafan waiting list has reduced. As reported in the appendices, members will have noted that the number of individuals that have registered their interest for a berth with the Council now stands at 149. This number is in comparison with a total 202 that were registered for the same period in 2010. In order to ensure that the Waiting List reflects the situation as accurately as possible, individuals who have declined a berth on more than one occasion have been removed from the list and have been advised to re apply if a berth is genuinely required.
- 6.2** Members of the Committee have previously requested that the Maritime and Country Parks Unit increase the cost of registering a name on the Waiting List from the current level of £50.00 to a higher sum of £100.00. This requirement has now been adopted and the new fee will be applicable from the 1<sup>st</sup> April 2011. The Waiting List Deposit is refundable and will also be taken in part payment when a berth is secured.
- 6.3** Further details as requested by Members (PMBHA) is as follows:-

*The number of persons on the waiting list in the last twelve months when offered a berth declined the invitation:-*

- 6mtr – 3 applications – 3 accepted
- 8mtr – 2 applications, 1 accepted 1 declined
- 10mtr – 7 applications, 2 accepted and 5 declined
- 12mtr – 2 application, 2 declined
- 13.5mtr – 1 application, 1 declined
- 15mtr – 1 application, 1 accepted

*The number of persons on the waiting list in the last twelve months who have not been offered a permanent berth:-*

- All those on the waiting list have been offered a berth.

*For enquiries relating to a berth, what is the length of time quoted to both local and Non Local residents:-*

- It is very possible that a berth will be available for all those that require a berth in 2011.

### **Gwifren ‘Wakeboard’ – ‘Wakeboard’ Facility**

**7.0** The Maritime and Country Parks Unit has recently received a proposal from a local ‘Wakeboard Training School’ based in Pwllheli whereby the proprietor in enquiring as to the possibility of positioning a ‘Wakeboard’ wire along a section of the Outer Harbour area of Pwllheli.

The proposal entails positioning two relatively short towers one on each side of the training area whereby one tower would be positioned near to the edge of the Old Island site (which is a potential development site) and a second tower would be positioned near to the entrance of the Stilling Lagoon. A steel wire would connect both towers.

The proposed system would be powered by a mobile generator. The twin cable is a continuous and the direction of the cable is reversed once the ‘wake boarder’ has reached either of the shores. Further details of the proposal and the concept can be interpreted from the diagrams in the appendix.

**7.1** The applicant has been informed that the matter will be brought before the Harbour Consultative Committee first and foremost and that the opinion of the Committee will be sought before any guidance is given as to developing the concept further. The applicant has also been advised that further statutory consultation will be required. In addition to the Harbour Consultative Committee, the list of those that will be consulted if the proposal is supported will include the Planning Unit, the Coast Protection Unit and the Biodiversity Unit within Cyngor Gwynedd, WAG, the Countryside Council for Wales, the RNLI (Pwllheli) and Trinity House. The aforementioned is not extensive or exclusive.

**7.2** With exception of the landing stage, the towers are not situated below Mean High Water and will not pose a risk to navigation. However, the cable that connects the two towers will of course be

crossing harbour waters. Whilst there are presently no vessels moored in this area, careful consideration will need to be given to the possibility of a masted vessel coming into contact with the cable when navigating in this area of Pwllheli harbour. It is not envisaged that vessels on moorings in close proximity to the proposed development will be affected.

- 7.3** Whilst establishing a ‘Wakeboard Training Centre’ in Pwllheli harbour could be an additional attraction, the fact that a wire cable crosses part of the harbour’s waters and the risk associates with such a potential hasard will need further consideration.