

# THE CROUCH HARBOUR AUTHORITY

## MINUTES OF THE ADVISORY COMMITTEE MEETING

HELD ON

4TH DECEMBER 2019

**CHAIRMAN:** K Wickham

**PRESENT:** C Bailey, B Calver, P Channer, T Dann, C Freeman, R Hawkins, B Hazlewood, S Hollington, J James, D MacEwen, M Robarts, A Shearring, P Woodford

**APOLOGIES:** R Fancy, S Harrison, P Pope, N Pudney

10 MINUTES OF THE ADVISORY COMMITTEE MEETING HELD ON 3<sup>RD</sup> JULY 2019

10.1 It was proposed by Mr MacEwen and seconded by Mr Calver that the Minutes of the Advisory Committee be signed as a true record. There was a vote of acceptance – All agreed.

11 Any Other Business:

11.1 Mr MacEwen reported that the Authority were changing the accounting year from the 31<sup>st</sup> March to the 1<sup>st</sup> January making it much easier for accounting purposes.

11.2 Mr Shearring reported that in the area of Clements Green Creek of which part of the area was used by the Ski Club and should be marked with two 8 Knot signs. He said one of the signs was completely bare and had no information on it. He went on to say that the problem was that during the wintertime large flocks of waders could be found roosting on the saltings and occasionally boats were ignoring the 8-knot speed limit area.

The worst incident that occurred recently was of a Police Patrol Boat, together with a Police PWC roaring up and down the area. Mr Shearring explained that the reason he was raising the issue was that as there was no sign explaining why it should be 8-knots and people were unaware that they were causing a problem. Not only from the aspect of breaking the speed limits, it is also against the law to potentially disturb Waders.

Mr MacEwen pointed out that the Police at Burnham were a Training Centre for other Police Force's which may account for them being in the area.

The Chairman said he would bring this to the attention of the Harbour Master for her to have a quiet word with the Police.

11.3 The Chairman informed members that he had attended a meeting with QinetiQ and the stakeholders that morning. QinetiQ have the funding to carry out the repair works to Havengore Bridge. The parts are now on order but there is a 12-week delivery. The Bridge will be totally out of action from early February to early April. The programming will be dealt with offsite and QinetiQ are confident that the bridge will be back in operation in early April.

Repair work to Potton Bridge, mainly due to wear and tear, will take place at the same time. It is hoped it will be in line with Havengore Bridge and operational by the 7<sup>th</sup> April. Potton Bridge will still be operational during this period as it can still be opened and closed manually.

The Chairman said the next meeting date was scheduled for 4<sup>th</sup> March 2020 but QinetiQ have reiterated again today that they are not closing Havengore Bridge and would welcome this information to be publicised.

12 MINUTES OF THE CROUCH HARBOUR AUTHORITY MEETING HELD ON THE 4<sup>TH</sup> SEPTEMBER 2019

12.1 Matters Arising:

12.2 The Chairman reported that following the feedback on Matthews Smith's application to lay oyster beds in the River Roach Mr Smith had since decided to lay the oyster bags in Cliff Reach in the River Crouch. A meeting was held with the Harbour Master and it was agreed in principle for him to lay oyster bags in Cliff Reach in the River Crouch.

The area will be adequately marked and it is the intention to make it accessible for anyone wishing to go ashore by dinghy.

13 *Harbour Master Update*

The Chairman informed members that the Harbour Master was carrying out a surveying job out of Bradwell in the Crouch Trident.

He went on to say that the Authority were looking to remove some of the navigational buoys and asked the D.P. to report on behalf of the Harbour Master in her absence.

The D.P. explained that the CHA were the local Lighthouse Authority and with that came responsibilities and the CHA were required to report to the General Lighthouse Authority, Trinity House, who inspect the CHA navigation marks annually.

The PMSC also sets out that the CHA should risk assess what is necessary to maintain appropriately marked navigation channels. The CHA is aware that buoyage is one of the largest costs in the Authority's operating expenditure. The CHA has been noting the level of expenses of what it is costing per year to maintain the buoys and was also looking to see if there were any issues/problems arising.

The D.P. pointed out that the Authority had to show its stakeholders and users that the CHA were being sensible and monitoring and justifying what was being spent. The buoyage was reviewed in 2011 at the start of the Crossrail Project and the Port infrastructure was put in place to accommodate that. Now the Project has ceased, and the jetty removed the operations have reverted to the operational berth at Baltic Wharf.

The D.P. said that ships were getting larger and deeper, so therefore the buoyage would have to be appropriate for that as well as for all the leisure users. With the PMSC the risk assessments and the way the CHA operate must be reviewed on a regular basis. To that end the Authority were planning on consulting with the stakeholders and users about the buoyage. He said that the plan at the moment was to maintain the navigational marks that were current and where necessary and as time depicts it would risk assess the ones that could be removed.

Trinity House must also be satisfied and the D.P. said the Authority would welcome open dialogue with the Advisory Committee in seeking their advice. At the moment the Authority are concentrating on the outer marks from outside the Fairway to the seaward area. The Pilots were being consulted together with the commercial users.

The Authority were also finding that there was a lot of wear and tear on the chain and again were looking to consult with Trinity House for advice to see what other methods/mechanisms could be used.

Any comments or ideas that Members wished to put forward should be addressed through the Chair which would then be taken forward to the CHA Members at the appropriate time.

14 *Update on Llys Helig*

Cllr Penny Channer declared an interest as MDC Councillor and said she would abstain from making any comments

The MMO Licence has recently been granted for the installation of steel piles. The sea wall requires an Environment Agency Flood Risk Activities Permit, which was not included in the MMO Licence application and as far as the Authority are aware the Environment Agency Permit is still outstanding.

No piling work can commence until March.

The Chairman reported on the following Works Licences that had been issued since the last meeting:

15.1 *Works Licence Issued to Bam Nuttall Limited on 10th June 2019 for the Decommissioning and Removal of pontoons and Associated Material.*

The Jetty has now been removed and taken to Ramsgate.

15.2 *Works Licence Issued to Mr T Coe, Longview, Hullbridge on 1<sup>st</sup> October 2019 to Replace Existing Pontoon and Retaining Wall.*

These works have now been completed.

16 *To approve Annual Dredging Licence Application from Burnham Yacht Harbour to Plough Dredge 12,500 cu.m – Current Licence Expires 31.12.2019/MMO Licence L/2015/00360/2 – 1<sup>st</sup> June 2025*

17 *Annual Dredging Licence Application from Essex Marina to Plough Dredge 20,000 cu.m – Current Licence Expires 2<sup>nd</sup> January 2020/MMO Licence L/2016/00377/2 – 8<sup>th</sup> December 2026*

18 *Annual Dredging Licence Application from Fambridge Yacht Haven to Dredge 5,000 cu.m – Current Licence Expires 30<sup>th</sup> January 2020/MMO Licence MLA/2016/00197 - 29<sup>th</sup> January 2027*

The Chairman then went on to report on the Dredging Licence applications that had been received, which had been approved by the MMO and licensing consents issued. Councillor Hazlewood asked where the spoil from the dredging went to and whether this would cause further silting in other areas of the river causing a detrimental effect. The Chairman advised that when the works were concluded the applicant had to provide the Authority with a written confirmation that the works had been carried out in line with the caveats stipulated in the Dredging Licence.

He pointed out that in the case of FYH they also carried out annual dredging as well as a suction system benefiting in reclamation and regeneration of the saltings, which also assisted the nearby farmland. Mr Hollington said he would take this up with Danyal Adams at FYH. The MMO carried out an inspection in September and they were satisfied that all was well and were complimentary of the marsh management.

All the documentation is in place and the Chairman asked for members approval. All in favour.

19 *CHA Buoys*

This was discussed under Minute 13.

20 *Ideas for Income Generation*

The Chairman reported that the Authority were looking at ways to generate more income as it was apparent that in a couple of years' time the Authority would not have the funds to be able to run the Port as it was at the moment.

He said that the CHA members were also looking at ways of generating income and invited the Advisory Committee members to send in ideas that were both feasible and practicable.

Once a list had been compiled the Chairman would report back to say whether the ideas were feasible or not to take on board.

Councillor Hazlewood asked what the percentage was of unregistered boats as that could be a way of generating more income. The Chairman pointed out that the Harbour Master carried out stringent boat checks for anyone not having paid Harbour Dues and anyone refusing to pay were issued with a Court Summons.

This led onto Councillor Hazlewood asking if there was a problem with illegal immigrants. The Chairman explained that Project Kraken is a national campaign against trafficking run by the Border Force which has been up and running for several years and they have a good presence and are aware of what is going on.

21 *Reporting of Accidents/Near Misses to the Harbour Authority*

The Chairman pointed out that it was in the Byelaws that any accidents/incidents that occurred on the river must be reported to the Harbour Master.

The D.P. went on to say that the Authority had set up a general incident reporting system to try and capture as much information as possible. The Authority would welcome any information in order to see what was happening and if there were any trends to establish a pattern of repeat incidents in order to stop it reoccurring before it became a big issue. The RYA publish an annual accident report which Mr MacEwen said he would pass a copy to the D.P.

22 *2020 Meeting Dates at Champions Manor Hall Community Centre, South Woodham Ferrers*

Wednesday 8<sup>th</sup> April

Wednesday 8<sup>th</sup> July

Wednesday 2<sup>nd</sup> December

The Chairman reported that it was stated in the CHA Act that the Authority are obliged to hold a certain number of meetings a year but if there were insufficient items to fill an Agenda it was pointless to waste member's time. As in the past any items of importance that cannot wait and fall outside the meeting date are sent out via email for members to comment on.

The Chairman asked for members to ensure that they acknowledge receipt of the documentation and whether members wished to comment.

There being no further business the meeting closed at 8.25 p.m.