

PWYLLGOR CRAFFU CYMUNEDAU, CARTREFI AC ADFYWIO

15 MAI 2023

**PWNC:
DEISEB HARBWR PORTH TYWYN I'R CYNGOR LLAWN – Y WYBODAETH
DDIWEDDARAF**

Y Pwrpas:

Pwrpas yr adroddiad hwn yw rhoi'r wybodaeth ddiweddaraf i'r Cabinet am y sefyllfa yn Harbwr Porth Tywyn, yn dilyn deiseb a gyflwynwyd i'r Cyngor llawn ar 25 Ionawr 2023.

GOFYNNIR I'R PWYLLGOR CRAFFU:

- Nodi'r sefyllfa o ran rhwymedigaethau prydles Burry Port Marina Ltd (BPML) mewn perthynas â rheoli'r Harbwr.
- Nodi sefyllfa Cyngor Sir Caerfyrddin o ran goruchwyllo'r brydles a'r ased a'r gwaith ymgysylltu parhaus gan swyddogion â rheolwyr BPML.

Y rhesymau:

- Cafodd Harbwr Porth Tywyn ei brydlesu i BPML, is-gwmni The Marina Group am gyfnod o 150 mlynedd o 1 Ebrill 2018
- Mae defnyddwyr yr harbwr a Chyfeillion Marina Porth Tywyn (FBPM) wedi mynegi pryderon am gyflwr yr harbwr, gan arwain at gyflwyno deiseb i'r Cyngor.

YR AELOD CABINET SY'N GYFRIFOL AM Y PORTFFOLIO:-

Y Cyng. Gareth John (yr Aelod Cabinet dros Adfywio, Hamdden, Diwylliant a Thwristiaeth)

Y Gyfarwyddiaeth:

Cymunedau

Enw Pennaeth y Gwasanaeth/Awdur yr Adroddiad:

Ian Jones
Jason Jones

Swydd:

Pennaeth Hamdden
Pennaeth Adfywio

Cyfeiriadau e-bost:

IJones@sirgar.gov.uk
JaJones@sirgar.gov.uk

EXECUTIVE SUMMARY

BURRY PORT HARBOUR PETITION TO FULL COUNCIL – UPDATE POSITION

Issues raised within petition presented by Chair of Friends of Burry Port Marina (FBPM)

'We the undersigned electors in the County of Carmarthenshire petition the Carmarthenshire County Council:

To recognise that the condition of Burry Port harbour and marina has steadily deteriorated to what is essentially an unworkable state despite the long-term lease to a private marina operator, and we register our deep concern and dissatisfaction.

To ensure, as Landlord and Statutory Harbour Authority, all terms of that lease are fully enforced without further delay.

To inspect the property and issue notices of any breaches of these terms within the next month, and if the leaseholder fails to take appropriate and effective action, to pursue your rights under the lease.

To take note that we have no faith or confidence that the Water Injection Dredging method will clear the harbour of the heavy sand that needs removing, which makes up the vast bulk of the accumulated sediment, and we do not consider this to be an appropriate or effective action.

We want to see the harbour and marina return to the best possible condition, to be a safe, functioning, attractive facility that is a genuine benefit for both the harbour users and our whole community.'

Update position

CCC officers representing the Regeneration property, Finance and Leisure divisions continue to meet regularly with the Managing Director of The Marine Group, where operational concerns have, and continue, to be raised. Officers are also meeting regularly with the chair of FBPM. The County Council shares the stated aim of FBPM in wanting a safe, functioning, attractive facility that is a genuine benefit for both the harbour users and our whole community.

Many of the concerns raised locally are recognised by CCC, however, it should be noted that the harbour is still operating albeit access and egress times for vessels are reduced due to the lack of sustained progress with dredging. These concerns have been communicated to BPML and the tenant has since been issued with legal notice of potential breaches against the terms of the lease, with a requirement for the operator to outline a clear, measurable, and timebound plan of action to address these concerns.

One of the main points of concern is the lack of progress in ensuring that the harbour is dredged to a depth of 1m of water, below the top of the harbour sill, at impound level. Whilst the terms of the lease do not specify how BPML should operationally manage (or dredge) the harbour, the expected outcome is clearly articulated in terms of depths within the harbour. The operator must also comply with all environmental and Health and Safety regulations as they undertake day-to-day operations and any major works. The Water Injected Dredging (WID) methodology is a recognised and environmentally supported method of sustainable dredging, however, there is a recognition by all parties, including BPML) that some other methods, such as mechanical dredging, will and may continue to be required to remove heavier sand-based sediment from the harbour.

BPML quote a very challenging financial environment, along with the impact of the covid pandemic as some mitigation for the current condition of the harbour, however, there is a recognition that progress over the first five years of the lease period has not been satisfactory, especially in relation to the dredging regime.

It is also recognised that the challenging financial environment has provoked debt to accumulate in respect of rates, rental and other charges and this has also become part of the officer dialogue with BPML management. Enforcement action has been implemented and repayment schedules agreed. There is continued ongoing discussion in respect of BMPL securing funds to support the repayment of debt and the delivery of the works programme.

Looking forward, a documented dredging plan has been submitted by BPML, along with a list of other improvements around the harbour, including an upgrade of the commercial pontoons, a re-commencement of work to re-furbish the old RNLI building into a new Harbour Masters' office and improved changing and showering facilities for harbour users. This plan of work is being communicated to stakeholders via BPML, via TMG's website and by direct contact with mooring holders.

CCC officers will continue to monitor progress over the coming months, assessing progress against BPML's stated plan of action and the lease requirements.

DETAILED REPORT ATTACHED

NO

IMPLICATIONS

I confirm that other than those implications which have been agreed with the appropriate Directors / Heads of Service and are referred to in detail below, there are no other implications associated with this report:

Signed: **Ian Jones** **Head of Leisure**
 Jason Jones **Head of Regeneration**

Policy, Crime & Disorder and Equalities	Legal	Finance	ICT	Risk Management Issues	Staffing Implications	Physical Assets
NONE	YES	YES	NONE	NONE	NONE	YES

2. Legal

Instructions received and letter issued to BPML stating that they are currently in breach of their repairing obligation under Clause 25, and specifically Clause 25.3, which places an obligation to:

‘...dredge the Harbour and East Dock when necessary to ensure that the Dredged sea bed level of both the Harbour and East Dock is of no less than 1.0 metre at impound level (with the lock gate up) at any time during the Term.’

BPML have been put on notice of the steps open to Carmarthenshire County Council to remedy the breach, which will also include recovery of any costs incurred in doing so.

3. Finance

Annual lease is chargeable at a minimum of £30k pa. Debts in respect of Rental, Rates and Employee related costs is outstanding and recovery action and a repayment schedule has been implemented.

7. Physical Assets

Concerns expressed by CCC and key stakeholders regarding dredging of harbour not meeting the outcomes stated in the lease with BPML. This is needs to be addressed to protect the authority’s asset and reputation.

CABINET MEMBER PORTFOLIO HOLDER(S) AWARE/CONSULTED YES	Include any observations here
--	--------------------------------------

Section 100D Local Government Act, 1972 – Access to Information List of Background Papers used in the preparation of this report:		
THERE ARE NONE		
Title of Document	File Ref No.	Locations that the papers are available for public inspection