

PORT EDGAR MARINA, BERTH HOLDERS ASSOCIATION

Minute of Committee Meeting Held on Monday 12th October 2009 at Port Edgar

1. **Attendance:** - Frank Pullen (chairman), Peter McLelland, Douglas Auld, Doug Ross, Peter Sykes, Brian Smellie.
2. **Apologies:** - Murray Carmichael, Ken McLeod, Colin Scott,
3. **Minute of last meeting:** - This was accepted as a true record of the meeting of 22nd June 2009.
4. **Actions arising:-**

Wave Barrier: - The wave barrier is being repaired and a large section is now in place. There are still gaps. Despite the marina manager's June report that the task would be completed by end August, it is still unfinished. Against a background of discontent the chairman explained why there had been a delay in getting the task completed, through discussions on pricing and difficulties in negotiating contract details and a suitable start date. Marina staffs are reconstructing the "cells" and the contractor is installing them. There has been considerable damage to craft in the marina through the lack of wave attenuation. Owners are recommended to make claims for such damage to the Marina Office. Each will be considered on its merits.

In addition, an email has been sent to EL Board and the Council by Alastair Pugh (Marisca). His complaint centres on the state of the marina and the wave barrier (copies were circulated and are attached at Annex A). It has excited considerable correspondence (Annex B) that appears to have resulted in a call for a visit/inspection by Council members as well as EL Board members. The chairman has asked to be invited to join that visit so that the remainder of the BHA members can be represented.

Fees Following a meeting with Adam he has forwarded a bid for an increase to next year's fees of only 2% which appears to have been accepted by the Board.

Letters The chairman has written to marina management with the list of berth holders' priorities for the marina "Plan B". In addition he has written and delivered a letter to every floating berth holder. Peter Sykes will circulate a copy to dinghy and kayak licence holders. Doug Ross admitted that he did not know about the offer of free dinghy parking for PEYC juniors and could not report that at the recent PEYC committee meeting. The chairman stated that he had spoken of the subject to the club Commodore.

5. **Finance and Accounts:** - Colin's statement of accounts was circulated. Currently the accounts appear healthy and it was noted that RYA affiliation fee has been paid and an acknowledgement received.

In addition, the chairman had three applications for membership, with fees.

6. **Anchor Award:** - Marina management reports that the FMA has awarded Port Edgar 4 gold anchors retention of which depends upon maintenance over the next year.

7. **Marina Policies:** - The marina has asked for BHA support in achieving its revised environmental policy (Annex C). Following circulation it was agreed that although the sentiment was accepted, a plan of action including clearing the site of all waste, was needed. The chairman will take that up and contribute. Also he will try and address the environmental plan associated with the new bridge construction. He will also offer assistance with H&S and Emergency Action plans.

Action: FFP

8. **Communications:** - Doug confirmed that emails from the website are working. The website is incomplete and Peter Sykes and Ken McLeod are reminded to make their offerings available to Doug for inclusion. Doug Auld and Frank will generate a page for yachting. Doug did suggest that the chairman to shorten his Blogs and make them more frequent.

Action: FFP, DA, PS and KM

9. **AOB:-**

Webcam A webcam and weather station as well as cheaper WiFi, are included in the "Plan B" priority list. The chairman proposed that as a local installation would be useful to all users of the marina, its funding could be shared by the BHA, PEYC and the marina (sailing school). It was accepted that he would initiate a partnership between all three for this task.

Action: FFP

Drying Out Berth: - The depth of the drying out berth has not been publicised. It is therefore not possible to calculate when to approach and set up for drying out. Chairman will take this up with the marina management.

Action: FFP

Slip: - There are two large concrete blocks on the slip that have been used to anchor the wave barrier cells under construction. These are dangerous for dinghies and power craft approaching the slip, in spite of the buoys that have been attached. Chairman is to ask marina staff to remove them or at least post a large warning notice.

Action: FFP

Pontoon Lighting: - Following reports that the pontoon electrical cables have been replaced, the pontoon lighting is still inoperable on a number of towers, especially along "D". Chairman will raise the subject with Marina.

Action: FFP

Additional Meeting: - Brian Smellie enquired whether an extra meeting in mid season would be a good idea as much occurs during the sailing season. After discussion it was agreed that the programme of meetings would remain at 4 per year with an option of calling an extraordinary meeting, should circumstances require one.

Children's behaviour: - Following a number of incidents where children were cycling or scooting along pontoons, management are to be asked to make it clear that this is not allowed.

Action: FFP

Yacht Jumble: - Other yards, clubs and marinas run yacht jumbles. After discussion it was decided that the chairman starts arranging a boat jumble in February 2010.

Action: FFP

There being no further business the meeting closed at 2145.

Date of Next Meeting :- 11th January 2010, venue tba

Annexes:

- A. Alastair Pugh's email.
- B. Keith Jackson's response to Council.
- C. Port Edgar Environmental Policy

Annex A

From: Alastair Pugh [mailto:alastair.pugh@blueyonder.co.uk]

Sent: Wed 07/10/2009 10:25

To: Elaine Aitken; Deidre Brock; Michael Bridgman; Gordon Buchan; Ron Cairns; Charles Dundas; Paul Godzik; Norma Hart; Ricky Henderson; Alison Johnstone; Louise Lang; Conor Snowden; Marjorie Thomas

Cc: Cameron Rose; Gordon Mackenzie; Ian Perry; Steve Burgess

Subject: Port Edgar Marina

Dear Members of the Culture and Leisure Committee

I have taken the liberty of directing this note to the members of your committee and also copied to my own local councillors.

As your Committee remit covers “setting standards” for Edinburgh Leisure’s service delivery, I hope that you can improve the woefully poor provisions at the Council owned marina.

I have just returned with my boat to Port Edgar after a summer cruising and racing on the west coast, an itinerary that I have followed for the previous 2 years. The warm feeling of “coming home” encouraged by the familiar aspects of the city skyline and the Forth bridges has been shattered each time by the dismal, dilapidated state of the Port Edgar facility, made worse by comparison with the vastly superior and constantly improving facilities in other parts of the country e.g. Portavadie, Peterhead, Arbroath, Inverness, Oban, Tobermory, Tarbet, in fact almost everywhere I’ve been! The impression that Port Edgar must make on visiting yachtsmen, British and foreign, is certainly not what the city fathers would want and it reflects dreadfully on Scotland’s capital.

For many years the promise of “redevelopment” has been bandied about to justify the dilapidation, the lack of facilities and the lack of investment. I understand that the latest plan has again been shelved due to the inability to acquire a private development partner in the present economic climate.

There are a surprisingly large number of sailors in Edinburgh and unlike other sporting groups using Edinburgh Leisure facilities they get no benefits whatsoever from the “Leisure Card”, paying exactly the same amount for berthing, craneage, boat moving, etc. as Fifers or the residents of any other council. If the marina is running at a loss (difficult to believe) then Edinburgh is subsidising these outside residents. However, the somewhat sparse accounts show circa £1M income for the marina and sailing school, very little of which appears to be spent on the fabric of the marina. Preventive maintenance is ignored – the tyre wave barrier (essential for

keeping the worst of the swell out of the marina) has been allowed to disintegrate causing damage to boats; rotten planks on the walkways are only replaced after they have actually broken, loose mooring cleats abound; safety lights are not maintained (over half the lights on D pontoon are inoperative as they were last year as well). The place is verging on the dangerous.

So why do I keep my boat there? Basically because if I wish to compete in Port Edgar Sailing Club's Autumn and Winter series of races and have the boat close to my home for maintenance during the winter I have no other choice.

Please can the Culture and Sport Committee take an interest in the marina and action Edinburgh Leisure to present a plan that, at least, prevents further dilapidation and does something to redress the years of neglect. The following goals are contained in "**A Sport and Physical Recreation Strategy for Edinburgh - A Capital Commitment to Sport:**"-

- Building and refurbishing a network of facilities appropriate to the needs of the communities of the city
- To have a network of accessible, high quality facilities to meet the need of various communities in the City

Port Edgar has the potential to meet the needs of the city, particularly if preference was given to city boat owners, but "high quality" is most sadly lacking.

Thank you for taking the time to read this. If I can provide any more information or even take you on a yachtie's eye-view tour of the marina, please contact me.

Alastair Pugh
6 Observatory Road
Edinburgh EH9 3HG
Tel. 0131 662 4218 / 0795 442 5790

Annex B

8th October 2009

Our Ref: Lett.KJ139BC

Dear Councillor

Re: Port Edgar

You recently received an email from a Mr Alistair Pugh regarding the Marina at Port Edgar.

I have already had two emails from Councillors on the Culture & Leisure Committee regarding this and been in discussion with Stephanie-Anne Harris from the Corporate Services Dept. I thought a reply to all of you may be helpful.

Mr Pugh raises many issues which are not new and have in fact been subject to many reports dating back to my knowledge to 1989.

Port Edgar was acquired by the former Lothian Regional Council from the Ministry of Defence in 1978 and subsequently developed as a marina and water activities centre. This change in use did not result in any significant investment into the land based and marine engineering facilities, rather what was created was a public marina and activity centre working out of an old, world war 1, naval base.

At local government re-organisation in 1996 management responsibility for the venue passed to the new Council's Recreation Department and thereafter to the sport & leisure direct services organisation and, subsequently Edinburgh Leisure in 1998.

There have been several attempts, over the years, to redevelop the site:-

- In 1989 the then Lothian Regional Council proposed a marina village with high density housing (500 units). This scheme was deemed unviable around the time of local government re-organisation in 1996.
- In 1998 a scheme was put forward by Wimpey Homes to develop circa 290 houses. The scheme did not come to fruition due to issues surrounding the procurement process.

In 2000 the City of Edinburgh Council commissioned DTZ Pidea Consulting in association with Baptie Group, The Parr Partnership and Tozer Capita to identify a way forward. The consultants completed their report in March 2001 and identified that major investment into the site was required, detailing that:-

- All the buildings are old and in a poor condition
- A new breakwater is needed
- Silting problems
- Improvements to all other infrastructure e.g. water services, power services

The consultant's report concluded that the Council's preferred option should be to retain ownership of the site, invest in improvements to the marina - funded from capital receipts generated from disposal of adjoining surplus land for housing development and continue to involve Edinburgh Leisure in the management of the marina and sailing school. These conclusions were reflected in a Council report in June 2001.

Thereafter the Council undertook work on inter alia public consultation, cost estimates for developing the site, funding options and defining the housing proposals for the site.

In 2007 Council approval was given to market Port Edgar as a development opportunity and that potential development partners would be invited to submit offers based on or around any of three funding options:-

- Option 1 - the Council procures all the construction works funded by the sale of surplus land on the site
- Option 2 - the entire site is sold to the developer who undertakes all the works to Port Edgar and then hands the refurbished marina and sailing school back to the Council
- Option 3 – a joint venture.

The procurement programme identified that the preferred partners would submit their proposals by Jan '09 and that the Council would select its development partner by September '09. Two out of three preferred partners submitted their proposals in January '09. These were assessed and neither of the proposals met all of the assessment criteria, in particular, affordability with both developers projecting substantial multi million financial deficits due to the downturn in the residential development market.

The Council in June '09 approved the recommendations to continue the competitive dialogue process with the two developers for a further 12 months, re-visit the developers proposals at the end of March '10 and to report back to the Council thereafter. In parallel, the Council are now also considering other ways of procuring the required developer interest and funding. There are no conclusions or outputs from this review to date.

In the meantime the Council have asked Edinburgh Leisure to develop an alternative Investment Plan (Plan B) to be considered should the competitive dialogue process between CEC and the developers not progress in 2010.

The marina and sailing school are recognised by the following:-

- The British Marine Federation
- The Yacht harbour Association
- The Royal Yachting Association
- British Canoe Union
- Adventure Activities Licensing Authority

The marina offers the following facilities and services:-

- 280 berths
- 5 ton crane
- 20k sq feet of under cover storage
- Boat & dinghy storage; outdoor & indoor
- Toilets & changing facilities

Other services on site delivered via the tenants renting the industrial units include a chandlery and brokerage, sailmakers and an engine repair and service company. All income from these currently go directly to CEC.

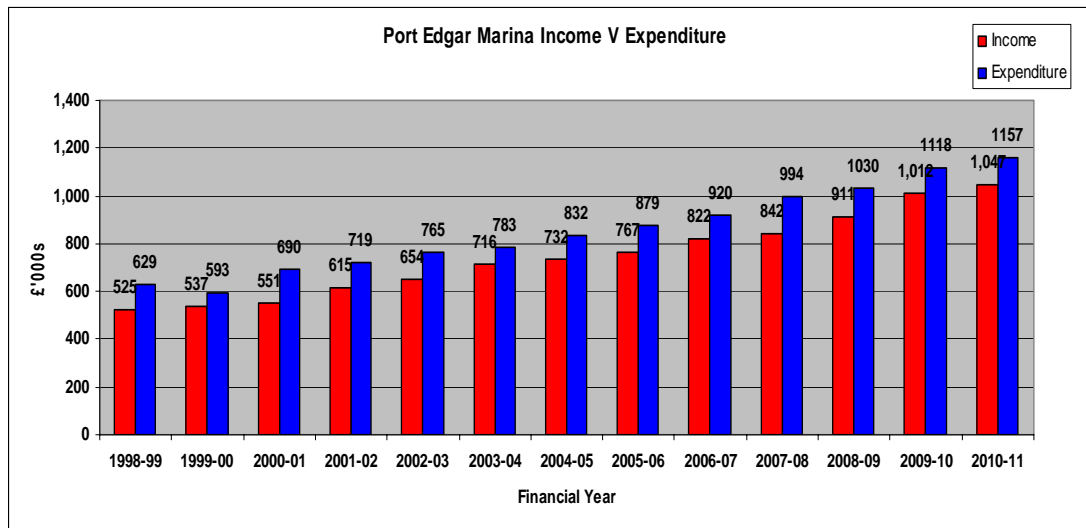
The sailing school offers an extensive range of coaching courses with approx. 14.3k participants p.a. e.g. RYA (Royal Yachting Association) level 2 dinghy course, sailing for people with disabilities and over a typical year the sailing school will offer the following:-

- 85 junior courses in watersports e.g sailing, kayaking
- 167 sailing courses
- 42 instructor & powerboat courses
- 60 shore based courses e.g. global positioning systems course

The venue has also developed its product offering and in addition to the activities 'on the water' offers e.g. mountain biking and orienteering courses.

Also located on the site is accommodation housing; the Port Edgar Yacht Club, the coastguard, Sea Cadets and scout group.

Port Edgar has shown a marginal increase in performance over the last ten years; moving from an 83% recovery rate in 1998/99 to 88% in 2008/09. Over the same period income has increased by approximately 100% but expenditure has grown at virtually the same rate (see table below)



Due to the persistent uncertainty about the long term future of the site, Port Edgar does not have a 24 year asset management plan – but rather has attracted a series of short term Interim Investment Plans, funded largely by the CEC. We are currently in year 2 of a 3 year plan; the third since 2001/02.

The current plan has approximately £69k left to fund essential maintenance. These funds are already fully committed and will be almost exhausted by the end of this financial year. In addition EL currently spends approximately £60k per annum on regular planned maintenance.

Previous interim investment reports to CEC by Edinburgh Leisure have advised that ongoing essential maintenance will cost around £50K to £60k per annum (over and above the ongoing £60k p.a. currently within EL cost base).

Indications from the CEC are that they do not have any additional funds available for even the essential maintenance programme through to 2012/13.

In this context Edinburgh leisure has been formally asked by CEC to develop a Plan B for the Port Edgar site following the stalling of the broader commercial redevelopment plans in light of recent economic conditions.

It is assumed at this point that the EL vision for the site would be to create a basic, value for money, marina and sailing school operation. The emphasis is on a functional fit for purpose [core] site that is dedicated to marina and sailing school activities. A second assumption is that a broader mixed use development incorporating housing and/or other non related commercial ventures will not take place. This remains a possible option for CEC to pursue, or indeed for EL to pursue should discussions develop in this direction.

Regardless of the outcome of these broader discussions, there is an accepted requirement to drive additional income in the short term to support business maintenance and development going forward.

At an Edinburgh Leisure Board meeting on 30th September it was agreed that Edinburgh Leisure will be investing £368k into new berths and a new crane. As well as improving services this investment will generate a net annual surplus over 20 years of £85k p.a. with a pay back period of approximately 4 years. This financial benefit will allow Edinburgh Leisure to offset the loss of funding from CEC that has previously contributed to the upkeep of the facility.

It should be emphasised that although these investments are positive they are not a long term solution. Edinburgh Leisure is currently reviewing long term options and trying to resolve an investment need that has been present since Lothian Regional Council acquired the venue in the late 1970's.

For information the Marina was awarded 4 Gold Anchors on 23rd September 2009 by the Yacht Harbour Association, which is a quality assurance award scheme which reviewed the operation and management. This is the first time that this level of grade has been awarded to a Scottish Marina (the highest score is 5 anchors), however it should be noted that the assessor highlighted that substantial investment will need to be made in the near future to maintain this standard of award. Recent work carried out on site to improve facilities which reflect these standards include the refurbishment of the changing rooms, the introduction of new security gates at the marina and staff rebuilding the tyre barrier.

We intend inviting Mr Pugh to meet with us to review the individual issues in detail to help address his concerns, however it should be highlighted that a number of the issues he has raised are as a result of the lack of investment over a period of years which will impact on the long term operation of the facility should this continue.

If you require any further information on the CEC investment plan you may find it helpful to contact Chris Tonks, CEC City Development.

I hope this is of help to you.

Regards



KEITH JACKSON
Chief Executive

cc Stephanie-Anne Harris
Neil Brown
Graeme Gardiner
Adam Cruttenden

Annex C

Port Edgar Environmental Policy

Port Edgar Marina recognises that virtually all the activities of the Company, and that of our customers, have some impact on the environment. It is our aim to minimise the impacts of Port Edgar Marina operations on the environment through a programme of continuous improvement whilst helping our customers to be responsible towards the marine environment. It is Port Edgar Marina's policy to:

- Acknowledge responsibility for our impact on the environment.
- Regard environmental considerations as a fundamental and integral part of the operation and development of our business.
- Monitor all environmental impacts of our business.
- Comply with current legislation and where practical seek to meet future legislative requirements ahead of relevant deadlines.
- Seek continuous improvement in environmental performance and set ourselves appropriate environmental targets.
- Encourage all employees to address their environmental responsibilities within the framework of their normal operating practices.
- Work with tenants and berth holders to raise awareness of environmental issues and to help minimise the impacts of their activities.
- Maintain tidy and pleasant sites as an important contribution to a well run business.
- Seek to make effective use of all materials, supplies and energy to reduce demand on natural resources.
- Minimise waste arisings, seek to recover as much as economically practical and ensure the rest is disposed of responsibly.
- Develop appropriate emergency response plans for major incidents to minimise consequent environmental impacts.
- Ensure tenants and berth holders are aware of emergency response plans and are encouraged to participate in Port Edgar's environmental programme.
- Reduce energy and resource consumption by promoting effective and efficient methods consistent with best practice.