

## REPORT OF CABINET

(Meeting held on 6 October 2004)

### 1. KEYHAVEN RIVER – PROPOSED SCALE OF FEES AND CHARGES FOR 2004/2005 (REPORT A) (MINUTE NO. 59)

As part of the expenditure plan process, all fees and charges are reviewed and amended in line with the Corporate Charging Policy. The fees and charges for Keyhaven River are effective from 1 January and therefore are considered outside of the normal process.

In view of this, the Cabinet is mindful that the Keyhaven River Users Advisory Panel has been consulted well in advance and before the Council are fully aware of their funding needs. This year the Council are faced with a substantial increase in employer pension contributions and there is an increased threat of Council Tax capping. The Council will also be faced with a reduction in Government grant and therefore the main source of potential additional income is now fees and charges. Some fees and charges will need to increase by 8% to cover any shortfall.

The Cabinet noted that the demand for moorings at Keyhaven always exceeds supply. They were of the view that the fees and charges at Keyhaven should be more commercial and reflect the market.

Keyhaven River has a projected operational surplus of £31,000 in 2004/05. Members acknowledged that the Users Advisory Panel were anxious to protect the environment of this special area and some fees had been proposed at a rate to discourage certain user groups ie: single launchings of large craft. Members agreed that the area provides a good environment for young children to sail and that special consideration should be given to the fees and charges for fishing boats that worked out of Keyhaven River.

In view of the short timescale the Cabinet is recommending that the fees and charges should be increased to give an overall 8% rise in gross income but that the detail of the individual charges should be agreed in consultation with the Keyhaven River Users' Advisory Panel. This information will then be reported direct to the Council meeting on 25 October 2004 to be considered in conjunction with the Cabinet's recommendation.

#### **RECOMMENDED:**

***That, subject to a report on the detail of the individual charges to reflect a graded increase to protect the small boats and the fishermen using the area being made direct to the Council, the fees and charges for Keyhaven River be increased to give an overall 8% rise in gross income to be effective from 1 January 2005.***

**2. FINANCIAL REPORT – FORECAST FULL YEAR AND ACTUAL FOR THE PERIOD APRIL 2004 TO AUGUST 2004 (REPORT B) (MINUTE NO. 60)**

The Cabinet has considered and, subject to the recommendation below, agreed the forecast budget variations of all Portfolios and Committees from the approved original estimates for 2004/2005.

In the General Fund the total new variations to August show an estimated reduction in net expenditure for the year of £119,000 bringing the total reduction in net expenditure for the year to £282,000.

In Capital Expenditure (other services) the new variations show a decrease in 2004/05 expenditure of £131,000 but excluding items of rephrasing, virement, developers' contributions and external funding there is no change overall for the Council's capital resources.

In Capital Expenditure (Housing) the variations show an increase in 2004/05 of £475,000 but these are matched by resources generated from disposal of land. There are no new variations to report on the Housing Revenue Account. The actual net expenditure on that account to the end of August is £677,000 below the profiled budget, but this principally reflects variations in the timing of expenditure and income.

The Cabinet has noted the financial position of the Commercial Services budget that shows a net surplus of £103,926 for the period April – July 2004. The estimated allocation of this to the General Fund is £80,207 with £23,719 going to the Housing Revenue Account.

The supplementary estimate of £321,000 for capital expenditure in relation to ICT arises from projects that are being funded by various grants received following successful bids for specific grant funding or for producing a satisfactory IEG statement.

***RECOMMENDED:***

***That a supplementary estimate of £321,000 for ICT expenditure to be funded from external grant income be approved.***

**3. HOUNSDOWN SCHOOL COMMUNITY SPORTS CENTRE – MANAGEMENT ARRANGEMENTS (REPORT C) (MINUTE NO. 61)**

The Cabinet has agreed a proposal to partner with HCC in the management of Hounslow Community Sports Centre. HCC is constructing a new 4 court Sports Hall and changing rooms at Hounslow School using a lottery grant from the New Opportunities Fund. The successful bid includes a comprehensive Sports Development Plan that it is anticipated will include a community sports programme offering 35-40 hours of community use a week during term time and up to 60 hours during school holidays. The new sports hall will complement the existing facilities at the school that include a school gymnasium, a Performing Arts studio and a 15m pool.

The partnership agreement will start in January 2005 for an initial period of 3 years with a 6 month notice of termination available to both parties. The financial risk to the Council has been minimised in that any losses against budget will be a charge against the asset payment of £21,000 made to the school. If any losses exceed this amount then it is proposed that the Council will either re-negotiate the financial arrangements or terminate the agreement. Any "profit" would be shared 65:35 in favour of the school.

In the first three months of operation projected expenditure will exceed target income due to the project set up costs including equipment purchase, IT systems and marketing. To take account of these initial costs there will be no asset charge by the school during this period.

Hounslowdown is located between Applemore and Totton Health and Leisure centres and the service's involvement in Hounslowdown will ensure that a strategic approach can be developed to offer a balanced and complementary programme across the east side of the district.

#### **4. PARISH PLANS AND MARKET TOWN HEALTH CHECKS (REPORT D) (MINUTE NO. 62)**

The Government White Paper "Our Countryside: The Future" sets out the concept of Parish Plans and Market Town Healthchecks. Both of these initiatives aim to establish a community led plan for the future of the town or parish, with identified actions and projects. These may relate to land use, planning, the economy, social issues or any other matters identified as important by the community.

Parish Plans are generally intended to be undertaken by small communities of 5,000 population or less. Market Town healthchecks tend to be undertaken only by those settlements that function as a service centre for a rural area. The work of the Countryside agency has generated a lot of interest and activity amongst Town and Parish Councils but just when this reached its peak the central funding was withdrawn. No funding is available for Market Town Healthchecks although some South East England Development Agency (SEEDA) funding is available for certain projects arising out of them. The Cabinet has therefore previously agreed that funding should be allocated from the Planning Delivery Grant to fund these initiatives.

There is considerable interest amongst town and parish councils and most would welcome some form of assistance. There is a clear preference for a dedicated officer resource and with at least 24 parishes undertaking or about to start the work this would clearly be a heavy workload.

The Cabinet has therefore agreed that, of the total sum of £60,000 of planning delivery grant allocated by the Council, the majority should be used to fund the appointment of a dedicated liaison officer, employed for an initial 2 year period to assist towns and parishes with the preparation of their plans and healthchecks. The remainder of the allocation will be given to towns and parishes to cover costs associated with printing of documents and leaflets.

**5. DRAFT DISTRICT OF NEW FOREST (OFF-STREET PARKING AMENDMENT ORDER 2004 – RINGWOOD FURLONG LONG STAY CAR PARK AND LORRY PARK (REPORT E) (MNUTE NO. 63)**

In July an amendment to the Off-Street Parking Places Order was advertised, the effect of which would be to allow lorries to park only between the hours of 6:00 p.m. and 8:00 a.m. in the existing lorry parking area of Ringwood Car Park and to reduce the waiting restriction in the long stay Furlong Car Park to 9 hours from 8:00 a.m. to 6:00 p.m.

From the representations received and, particularly in the light of the views of the Town Council, the Cabinet has noted that there is insufficient support to change the waiting restrictions in the Long Stay car park given the large number of people this will affect. The Cabinet has therefore decided that no alteration will be made to these waiting restrictions.

Limited representations were received concerning re-marking the lorry park and restricting the lorry parking times. However, overall it was felt that to make these changes would help alleviate congestion. The Cabinet has therefore agreed that the District of New Forest (Off Street Parking Places) Order 1984 be amended to the effect that lorries can only park in the existing lorry park area of the Furlong Car Park, Ringwood between the hours of 6:00 p.m. and 8:00 a.m.

In addition the Cabinet has agreed that further consideration should be given to the provision of charged reserved spaces being made available to local businesses and their employees.

**6. RECOMMENDATIONS FROM ECONOMY & PLANNING REVIEW PANEL (REPORT F) (MINUTE NO. 64)**

The Cabinet has noted the comments of the Economy and Planning Review Panel in relation to the provision of the administrative function of Development Control under the National Park, and to the need for the appointment of a Business Development Officer as soon as possible.

The Panel had commented that, in view of the revised boundary for the National Park, it was far less likely that the Development Control function would be delegated back to the District Council. This would mean that a third of the planning decisions currently made by the District Council would in future be made by the National Park Authority. The Panel were of the view that the principle of joint officer teams for the provision of the administrative function of Development Control under the National Park should be supported.

In reporting on the Economic Development Service Plan, the Panel noted that the post of Business Development Officer has been vacant for some time, partly because of budget issues. The Service Plan has been prepared on the basis that the Business Development Officer will be appointed during the year. Without the post the intentions of the Plan could not be fulfilled. The Panel, whilst mindful of current budget pressures, were of the view that the post should be filled as soon as possible.

**Cllr M J Kendal  
CHAIRMAN**

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## LEISURE PORTFOLIO

## PROPOSED SCALE OF FEES &amp; CHARGES FOR 2004/05

## KEYHAVEN RIVER

	Current Charge £	Proposed Charge £	Charge Increase £	Increase %	Market Review Indicator
<b>All increases with effect from 1<sup>st</sup> January 2005:</b>					
<b>Waiting Lists (inc. VAT)</b>					
Moorings	20.00	20.00	0.00	0.0	
Dinghy Park	20.00	20.00	0.00	0.0	
<b>Licence Fees - Private Moorings (excl. VAT)</b>					
	56.55	61.07	4.52	8.0	
<b>Mooring Fees [including Licence Fee] (excl. VAT)</b>					
Drying					
Small	194.68	210.25	15.57	8.0	M
Large	216.72	234.06	17.34	8.0	M
Part Drying	249.90	269.89	19.99	8.0	M
Deep Water	398.15	430.00	31.85	8.0	M
Wall Moorings	118.41	127.88	9.47	8.0	M
Non-Residents	<i>As above plus 50%</i>				
<b>Dinghy Park (excl. VAT)</b>					
Dinghy Park	118.41	127.88	9.47	8.0	M
Grass Bank	55.11	59.52	4.41	8.0	M
Non-Residents	<i>As above plus 50%</i>				
<b>Specific Groups</b>					
Fishermans Trot	31.05	32.29	1.24	4.0	
Sea Scouts - seasons launching	0.00	0.00	0.00	0.00	

## LEISURE PORTFOLIO

### PROPOSED SCALE OF FEES & CHARGES FOR 2004/05

#### KEYHAVEN RIVER

	Current Charge £	Proposed Charge £	Charge Increase £	Increase %	Market Review Indicator
<b>All increases with effect from 1<sup>st</sup> January 2005:</b>					
<b>Other Charges (incl. VAT)</b>					
Temporary Dinghy Park	13.00	14.00	1.00	7.7	
Launching Fees - Single Launch					
Under 12 Feet	5.00	5.00	0.00	0.0	M
12 - 16 Feet	10.00	10.00	0.00	0.0	M
16 - 20 Feet	15.00	30.00	15.00	100	M
Over 20 Feet	20.00	50.00	30.00	150	M
Launching Fees - Season Ticket					
Under 12 Feet	25.00	25.00	0.00	0.0	M
12 - 16 Feet	50.00	50.00	0.00	0.0	M
16 - 20 Feet	75.00	75.00	0.00	0.0	M
Over 20 Feet	100.00	100.00	0.00	0.0	M
Non-Residents	<i>As above plus 50%</i>				

#### Temporary Mooring Fees

Anchorage/Visitor Moorings (dependant upon location)

per night	from	5.00	5.00	0.00	0.0	M
	to	10.00	10.00	0.00	0.0	M
per week	from	12.00	12.00	0.00	0.0	M
	to	20.00	20.00	0.00	0.0	M
short stay	from	3.00	3.00	0.00	0.0	M
	to	5.50	5.50	0.00	0.0	M

#### Review Indicator Key

- M - Market comparisons undertaken
- L - Local Authority comparisons undertaken
- S - Statutory Charge Level

19 OCTOBER 2004

**NEW FOREST DISTRICT COUNCIL**

**KEYHAVEN RIVER USERS' ADVISORY PANEL**

Minutes of a meeting of the Keyhaven River Users' Advisory Panel held at Keyhaven Yacht Club, on Tuesday, 19 October 2004.

p Cllr Sqn Ldr B M F Pemberton – Chairman

p	Mr R F Russell	-	Fishermen's Association
p	Mrs B Young	-	Commodore, Keyhaven Yacht Club
p	Mr M Sheppard	-	Hurst Castle Sailing Club
p	Mr B Buckingham	-	Keyhaven Yacht Club
p	Mr K Wreyford	-	West Solent Boat Builders
p	Mr S Hellberg	-	Keyhaven Resident

**Officers Attending:**

Mrs L Battersby, M Devine and A Wilkinson

**7. FEES AND CHARGES (REPORT A).**

The Chairman explained that, due to financial pressures, the Cabinet wished to achieve an overall increase in income from Keyhaven River user charges of 8% for the 2005 year. The Panel were now being invited to make proposals on how that level of increase could best be achieved.

The Panel was dismayed to learn that such a high overall increase, so far above the level of inflation, was proposed, and wished these concerns to be communicated to the Cabinet. The proposed increases would mean that the level of fees payable by some craft in Keyhaven was greater than that currently payable for equivalent craft in the Lymington River, where facilities were much better.

Members were reminded that the current categories of mooring fees had been decided by them a few years previously. However, if the Panel so wished these could be reviewed.

After considerable debate, and in view of the short time available to make recommendations to the Council meeting on 25 October, the majority of those present considered that the most equitable way forward would be for an 8% increase in mooring fees across the board for 2005. In addition, support for the higher increases for single launches for craft over 16 feet recommended at the 7 September 2004 meeting was confirmed. For future years, a review of mooring fees categories should be undertaken, with a view to deciding whether it would be more equitable to base charges on boat length rather than type of mooring.



**RESOLVED:**

- (a) That the Panel wishes to record its dissatisfaction with the Cabinet's desire to achieve an overall rise in gross income from Keyhaven River charges of 8% for 2005, given that the current rate of inflation is considerably lower than this;
- (b) That, subject to (a) above, the most equitable solution for 2005 is an across the board increase of 8% in mooring fees; and
- (c) That a full review of mooring fees categories be carried out for future years, specifically with a view to establishing whether fees should be based on boat size, rather than mooring type.

CHAIRMAN

(KR191004)