



# POSOL Residents Management Company Limited

Autumn Newsletter 2008

## The Port Solent Charge – What is it?

This is analogous to a local rate, and is levied by Premier Marinas plc under the terms of its lease from Portsmouth City Council. This is a charge payable by all residential owners and commercial enterprises at Port Solent, whether or not the individual householder or commercial enterprise participates in any activity connected with the marina proper (a point sometimes not understood by householders who are not also berth holders).

The purpose of the Port Solent Charge is to reimburse Premier Marinas plc for expenditure incurred in carrying out its obligations contained in the Second Schedule of each underlease relating to the Common Parts of the Marina (Note: POSOL is an under-lessee in respect of the residential berths).

The main obligations falling on Premier Marinas plc, for which the Port Solent Charge is levied, are to maintain within the marina:

- the structure of the marina, the hoist quay and the lock;
- the inner and outer waiting pontoons, fuel and visitors' pontoons;
- the lock gates and machinery, work boats and plant and equipment, including the fuel bay;
- the landscaping, car parks, roads and footpaths;
- the signs and information services;
- the methane and leachate protection systems, fire fighting and safety equipment and security systems.

In addition, the marina operator must:

- dredge the marina and access channel;
- light the common parts and the car parks etc;
- insure the marina, plant and equipment and common parts, and insure against public liability;
- pay uniform business rates in the common parts including the marina control building;
- impose and enforce Rules and Regulations for the proper and safe operation of the marina;
- keep the marina, car parks and common parts clean and tidy, etc.

The Port Solent Charge recognises that the development as a whole benefits from the marina being an integral part of it. Our housing development would not be nearly as attractive as it is without the waterside facilities and the ambience they provide.

Premier Marinas plc is able to increase its charge each year according to a formula contained in our underlease. Every 5 years the Port Solent Charge is reviewed based on Premier Marinas actual expenditure on specific cost headings in the previous year and POSOL takes great care and invests a considerable number of man hours to scrutinise the accounts to ensure that the new base rate is correct. The next review will take place in 2010.





## Gardening

**Bryher Island** - We have been disappointed by the performance of the contractor employed to carry out last year's rejuvenation scheme here. Not so much with the original planting work as with failure to maintain the area satisfactorily since that time. In the end we had to threaten to bring in another contractor to carry out the maintenance work and bill the cost to the original contractor, before any progress was made. We are looking for a significant improvement in this area and soon or the work will be put elsewhere, at no extra cost to shareholders.

**Tintagel Way** - Those in Tintagel Way and Holywell Drive will be pleased to learn that, at long last, POSOL has a legal agreement with Portsmouth City Council enabling POSOL to take over several areas of planting in these roads. These planted areas were inadvertently included in the land adopted by PCC when these roads were built. Your directors were unwilling to spend your money to raise the standard of landscaping in these areas when it had no real control and PCC could have stepped in and carried out work of their own. It has

taken nearly two years to get the Section 142 agreement signed and this is the reason that Tintagel Way's place in the rejuvenation queue was "jumped" by Bryher Island last year



This final major rejuvenation scheme will be out to tender before you read this newsletter and work is

scheduled to be completed before winter sets in, giving the new plants time to get established in the



cooler, wetter weather (well, it should be wetter than the summer but.....?)

We hope that the arrangements for owners to view the planting proposals on our web site or, by appointment, at one of four locations were an improvement over previous schemes where drawings were displayed in someone's car port for a couple of weeks. This new arrangement enabled those affected to access multiple images of the plants proposed at various stages of growth and at different seasons, so that no one should be able to say, after the planting, that they did not know what to expect! Only a few Comments Forms were returned which, we hope, will mean that all the other owners in Tintagel Way are happy with the proposals.

## Decking

Over the years, a number of owners have installed timber decking in their rear gardens. POSOL will normally approve these structures, provided they are of such a height and size that they do not impinge on the privacy of neighbours. This year, feedback from a professional rat catcher (we know he operates under a more sophisticated title, but you know what we mean!) brought your directors up with a bump. He said that, while there are bound to be rats living near the water, he had been called out to Port Solent more often in recent years and

blamed some of the increase on the number of decked areas. These provide comfortable living quarters for our furry friends, with the added advantage of tit bits of food dropping through the slats when we eat outside.

If you have such decking, it is recommended that you take steps to seal off any opening with a metal grill. It will be a condition of any future POSOL consent for a decked area that such grills are incorporated in the design.



## Decorative state of Houses

It is pleasing to record that a good number of rendered houses have been redecorated in the last six months but we thought you would be interested to see a note we received from one resident owner, who has given permission for it to be published.

*“Observations on decoration from a concerned resident*

*I applaud those residents who have maintained the decorative standards of their rendered three storey houses by combining forces with their neighbour and achieving an harmonious result.*

*It is unfortunate that those other houses that have been redecorated without that cooperation have achieved the opposite result! The visually fragmented gable elevations add no enhancement to either the individual houses or to the unity of Port Solent.*

*In addition, because the decoration of these houses is now out of step it is unlikely that a unified front will be achieved in the future.*

*I would suggest that those anxious to redecorate ‘on their own’ look closely at the examples, in Carne & Sennen Place, before making a decision.”*

Well, that’s one point of view. POSOL recognises that, for all sorts of reasons, it may not be possible to carry out the work simultaneously on both houses of a pair. Certainly, there are significant cost savings to be made if this can be achieved, to say nothing of the considerable benefit of maintaining the harmony referred to in the correspondence above. However, your directors do not agree that painting one house of a pair is such a disaster as is inferred in the note. Better have one of a pair painted than none! Where this takes place, it would be a good idea to record exactly what preparation was done, what paint was used, its colour/shade and any other information which would be helpful to a neighbour planning to decorate at a later date. This would yield a fair match which should improve over time.

## Aged Debtors

It is pleasing to note that, at the September Board Meeting, our managing agent was able to report that the amount owed by shareholders was less than 2% of the sums invoiced. The directors wish to express their appreciation to shareholders who have made this possible and their thanks to Countrywide

for applying its collection policy consistently to achieve this satisfactory situation.

Most of you will be pleased to note that all overdue debts incur interest charges and that, over the years, only around £3,500 has had to be written off.

## Remote Berths



Recent inspections have revealed a number of the electricity supply points to be in poor condition. Some even have their doors hanging off or missing altogether. Berth owners are reminded that the maintenance and safety of their electricity supply outlet is their sole responsibility. If any doubt exists, then the advice is to have the installation checked by a qualified electrician and rectified if necessary.

POSOL has occasionally been sent electricity bills for supplies to remote berths. This can cause problems and unnecessary delay because the cost of power used is for the individual berth owner’s account.

Please note that the remote berth areas are not to be used as a dumping ground for old gear. If you have left anything lying around in these places, please remove it as soon as you can. We don’t wish to spend shareholder’s money bringing in a contractor to clear these areas and get rid of the rubbish.



## Security

A number of you have expressed concern that the anti vandal paint at Kelsey Head has been removed. Your directors regret having to do this but were obliged to do so when it was pointed out by a shareholder that it is illegal to apply anti vandal



paint at a height of less than 2 metres from the ground, where it would adjoin a public highway. Having obtained independent confirmation of this, there was no option but to have it removed at Kelsey Head, where the low railings meant that the paint was too easy to touch when standing to admire the view down the basin. The reason the

fence was made low here was to respect the wishes of owners in Kelsey Head whose houses faced the water and did not want to look at it through a fence. The fence with pointed finials, combined with thorny pyracantha shrubs between the fence and the marina containment wall were judged to be a sufficient deterrent when it was erected in 2001. The anti vandal paint was applied more recently, when all of the fences in critical locations were similarly treated.

Just a reminder here that the number to call if you spot anyone breaking the no fishing or swimming bye law or anyone acting suspiciously around the estate is 0800 587 0147. This will reach the Community Wardens who patrol the area and will respond to your call. Obviously, this number is for non-emergency calls. Urgent calls should be directed to 999 or 112.

Following the clearance of overgrown shrubs and the planting of new shrubs in the bed at the south western end of Bryher Bridge, a new section of fence has been erected to complete the chain between one of the large pillars and the existing fence alongside the end house.

## Lighting on Bryher Bridge

We hope you like the decorative lanterns on Bryher Bridge, which have now been illuminated. We had two complaints that the lights were too bright and were able to take advantage of excessive failures of the first set of lamps fitted to install even lower powered ones from a different manufacturer.

These lamps consume just 5W each for a total of 150W. The power used is already covered by POSOL's unmetered supply so the only running costs will be the planned biennial replacement of the long-life bulbs.

## The bitter end!



This picture was taken here in April this year! We hope that those of you who like to spend time afloat managed to have a reasonable season, despite the high winds and rain. It will soon be time to start thinking about next season's cruise.

If you are planning any major refit this winter, we hope you will be lucky with the weather and that the work proceeds smoothly. All part of the joys of boat ownership?