

SOUTH HAMS DISTRICT COUNCIL

NAME OF COMMITTEE	Salcombe Harbour Board
DATE	6 June 2011
REPORT TITLE	TOPICAL HARBOUR ISSUES
REPORT OF	Salcombe Harbour Master
WARDS AFFECTED	All South Hams

Summary of Report

To update the Harbour Board and Public on a range of Topical Harbour Issues.

RECOMMENDATION

That the Harbour Board RESOLVES to:

- a. **Agree the proposal at 2.1.2;**
- b. **Note the comments at paragraph 2.2, 2.3 and 2.4.**

1. BACKGROUND

- 1.1 Progress has been made on a range of operational issues in preparation for the forthcoming season.

2. ISSUES FOR CONSIDERATION**2.1 Temporary Shower facilities**

2.1.1 After the Board agreed to the trial of temporary shower facilities at Whitestrand for the 2011 season (SH 54/10) the installation of the three phase electricity proved to be considerably more expensive than the estimated cost (an additional £3,000). It was therefore necessary to bring the decision back to the Board before proceeding.

2.1.2 Because of the timings, it is proposed to delay the project until the 2012 season. This will have the advantage of bringing the discussion on this issue into the consultation for the Five year Plan 2012 – 2017.

2.2 Fire at Salcombe Court

2.2.1 There was a fire at Salcombe Court on Sunday 24 April 2011.

2.2.1.1 The Harbour procedure for working with the Fire Service worked very well. A fire pump was loaded into a harbour workboat at Batson Slipway and contributed to the fire fighting effort.

2.2.1.2 There were no casualties.

2.3 Garbage Recycling

2.3.1 Salcombe Harbour has been recycling yacht waste since 2006. Each year the process has been refined to make it simpler and reduce the amount of double and triple handling of the waste. In 2009/10 season 27% of all waste collected was recycled which was 3.16 tonnes¹. This included glass, plastics, tins and paper.

2.3.2 To facilitate easier collection and handling of recyclable garbage a new pontoon has been purchased which accommodates a midi bottle bank, three 1100 litre general waste bins and two 1100 litre bins for paper and plastic/tins.

2.4 Salcombe Riverboat Company

2.4.1 The Salcombe Riverboat Company, part of the Dartmouth Riverboat Company are chartering the Rivermaid Salcombe to Kingsbridge Ferry for a second year. In addition to the regular ferry trips to and from Kingsbridge, the boat will offering wildlife cruises outside of the harbour limits during the low water periods when access to Kingsbridge is restricted.

2.4.2 The Ferry link from Dartmouth is planned to run weekly, each Monday.

2.5 The Marine Bill

2.5.1 One of the elements of the Marine Bill is to set up Marine Protected Areas (MPA) around the UK's coastline. Work on identifying the MPAs in the West Country has been led by Finding Sanctuary. The consultation with stakeholders has been ongoing for almost two years however recently, it became apparent that the Environment Agency were proposing that all estuaries be designated as Marine Conservation Zones (MCZ).

2.5.2 Representatives from the Harbour Board met with Finding Sanctuary and Natural England in early April to put the Harbour's point of view to the working group. As a result, at this stage of the process it appears that the Joint Working Group recognise that the Salcombe and Kingsbridge Estuary is well managed as an SSSI and therefore it is not going to recommend that the Estuary is included within the network of MCZs.

¹ Figures supplied by SHDC.

3. LEGAL IMPLICATIONS

3.1 Statutory Powers: Local Government Act 1972, Section 151. The Pier and Harbour Order (Salcombe) Confirmation Act 1954 (Sections 22-36).

3.2 There are no other legal implications to this report.

4. FINANCIAL IMPLICATIONS

4.1 There are no new financial implications as a result of this report.

5. RISK ASSESSMENT

5.1 The risk management implications are:

Risk/Opportunity	Issues / Obstacles	Mitigation
The Harbour Authority is striving to deliver an improving service to harbour users.	The Harbour Board, through its contact with harbour Community Forums has identified a number of improvements which can benefit both resident and visiting yachtsmen and improve the reputation of Salcombe Harbour.	A better service in a safe environment for estuary users.

Corporate priorities engaged:	CP2: Good Jobs CP3: Retain the districts character CP5: An accessible Council CP6: Value for money
Consideration of equality and human rights:	There are no equality or human rights issues with this report
Biodiversity considerations:	None
Sustainability considerations:	Responsible garbage disposal
Crime and disorder implications:	The new Night Security Patrol Contract is designed to help reduce marine crime.
Background Papers:	Strategic Business Plan 1st Edition dated 2 August 2007.
Appendices attached:	None

Ian Gibson
Harbour Master

Salcombe Harbour Board
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