

NOT FOR PUBLICATION

Appendix 1 to this report contains exempt information as defined in Paragraph 3 of Schedule 12A to the Local Government Act 1972 – information relating to the financial or business affairs of any particular person (including the authority holding that information)

AGENDA
ITEM

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SOUTH HAMS DISTRICT COUNCIL

AGENDA
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NAME OF COMMITTEE	Salcombe Harbour Board
DATE	28 May 2012
REPORT TITLE	Kingsbridge – Future Berthing Options
REPORT OF	Salcombe Harbour Master
WARDS AFFECTED	All South Hams

Summary of report:

To propose a range of options for improvements to the berthing arrangements within the Kingsbridge Basin.

Financial implications:

The financial implications are at Appendix 1.

RECOMMENDATIONS:

That the Harbour Board **RESOLVES** to commence a period of Public Consultation based on the outline options described in paragraph 2 to the timeline described in paragraph 3.

Officer contact:

Ian Gibson – 01548 843791 (Internal 7104)

1. BACKGROUND

- 1.1 There are currently 130 berthing facilities at Kingsbridge, 49 on the Pontoon and 81 on wall moorings.

- 1.2 Over the period 2006 – 2011 the berthing arrangements have been incrementally improved with recycled pontoons from Salcombe. The visitors' pontoon was installed in 2008 and the residents' pontoon was extended in 2009 and again in 2010.
- 1.3 There is a considerable waiting list for a berth on the pontoon at Kingsbridge, the pontoon being more popular than the wall moorings because of the ease of access and the improved security.
- 1.4 Consultation for the Strategic Business Plan 2006-2011 and for the current plan 2012-2017 highlighted a need for improvements to the berthing arrangements at Kingsbridge, with improved access being the key theme. Key Strategic Action 3.7 states "Seek to provide improvements to berthing arrangements at Kingsbridge".

2. Kingsbridge Berthing Options

2.1 Option 1 – Retain Current Berthing Arrangements – Appendix 2.

2.1.1 The current berthing arrangements provide 130 berths for vessels of up to 5.5m. There are 49 on the pontoon and 81 wall moorings.

2.1.2 Advantages:

- No requirement for Capital Expenditure
- No change, status quo maintained

2.1.3 Disadvantages:

- Continued difficult access down vertical ladders to wall moorings.
- Continued use of stern chains with associated maintenance implications.
- Ladders causing damage to quay wall.
- Requirement to move boats to gain access to quay wall for maintenance.
- No improvement to waiting list for pontoon facilities.
- No improvement to security for boats on quay wall which are extremely susceptible to vandalism and crime.

2.2 Option 2 – 124 Pontoon Berths – Appendix 3.

2.2.1 Advantages:

- Provides 124 Pontoon berths with improved access via two bridges.
- Removes requirement for wall moorings.
- Removes requirement for ladders to be secured into quay wall.
- Reduces maintenance requirements, no requirement for mooring chains.
- Existing pontoon can be modified for piling.
- Ease of access for future maintenance dredging.
- Option to replace existing pontoon and visitors' pontoon at a later date.
- Option to provide drying berth for visiting yachts with keels.
- Walk on berths reduces need for tender storage ashore.

2.2.2 Disadvantages:

- More expensive than Options 1 & 3.
- Six fewer berths than currently available.
- Inefficient use of new Pontoons, access to one side only.
- More length of pontoon than Option 3 and potentially less attractive to Natural England, loss of intertidal foreshore.
- Pontoon uncomfortably close to quay wall:
 - No access to wall for maintenance.
 - Potential for vandals etc to jump from quay to pontoon.
- No access to current ferry landing, requirement to install new ferry landing.
- There are currently 7 mooring licences on the wall at Kingsbridge. These licences would have to be relinquished and although the licence holders could be accommodated on the new facilities, the cost to those individuals would be significantly more.

2.3 Option 3 – 148 Pontoon Berths – Appendix 4.

2.3.1 Advantages:

- Provides 148 Pontoon berths with improved access via bridge.
- Opportunity to remove a number of swinging moorings between High House Point and Tacket Wood.
- Less expensive than Option 2.
- Efficient use of pontoons, utilising both sides of new pontoon.
- Improved security.
- Less length of pontoon than Option 2 and therefore potentially less of an issue for Natural England, loss of foreshore.
- Removes requirement for wall moorings.
- Removes requirement for ladders to be secured into quay wall.

- Retains access to ferry landing.
- Reduces maintenance requirements, no requirement for mooring chains.
- Existing pontoon can be modified for piling.
- Ease of access for future maintenance dredging.
- Option to replace existing pontoon and visitors' pontoon at a later date.
- Option to provide drying berth for visiting yachts with keels.
- Walk on berths reduces need for tender storage ashore.

2.3.2 Disadvantages:

- More expensive than Option 1.
- Access to current ferry landing for larger vessels would be constrained. Requirement to install new ferry landing.
- There are currently 7 mooring licences on the wall at Kingsbridge. These licences would have to be relinquished and although the licence holders could be accommodated on the new facilities, the cost to those individuals would be significantly more.

2.4 **Preferred Option** – The preferred option is Option 3 which:

- Is the most economically viable option
- Provides the greatest number of easily accessible pontoon berths
- Provides the most security against crime and vandalism
- Provides the greatest reduction in maintenance, both for the pontoon system and by enabling the removal of swinging moorings
- Negates the requirement for wall ladders to access moorings
- Provides a dedicated ferry landing with disabled access and improved depth of water.

3. **Way Ahead**

3.1 To deliver Key Strategic Action 3.7 of the Strategic Business Plan - To provide improvements to berthing arrangements at Kingsbridge - the following steps need to be achieved satisfactorily:

3.1.1 Public Consultation on the Options for improving the berthing arrangements at Kingsbridge.

3.1.2 To gain the support of Natural England and other statutory consultees for the project.

3.1.3 Finalisation of a concept and agreement on the technical specification by the Harbour Board.

- 3.1.4 Application for a Marine Management Organisation Licence.
- 3.1.5 Competitive Tender Process.
- 3.1.6 Identification of and allocation of funds.
- 3.1.7 Planning Permission for the bridge landings.
- 3.1.8 Construction.
- 3.1.9 Mooring allocation.
- 3.2 At this stage the Harbour Boards approval is requested to progress to actions 3.1.1 and 3.1.2.
- 3.3 It is suggested that the Board establish a working Group to work with the Harbour Master to progress this project.
- 3.4 It is proposed to hold a Public Meeting at Quay House Kingsbridge on Wednesday 27 June at 19:00.
- 3.5 A further report will brought to the Board on 24 September 2012.

4. CONSULTATION

- 4.1 This report will be the consultation document.
- 4.2 To guide the consultation the following questions are posed:
 - Q1.** Of the three options presented which would be your preference?
 - Option 1 - Status Quo
 - Option 2 - 124 Pontoon Berths
 - Option 3 - 148 Pontoon Berths
 - Q2.** Do you have any alternative proposal or enhancements which can be considered for improving the berthing options at Kingsbridge?
- 4.3 Members of the public should forward their comment to Salcombe.harbour@southhams.gov.uk by 13 July 2012.

5. LEGAL IMPLICATIONS

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

6. FINANCIAL IMPLICATIONS

6.1 The financial implications are detailed at Appendix 1 (Exempt).

7. RISK MANAGEMENT

7.1 The risk management implications are:

Risk	Mitigation
Failure to acquire MMO Licence.	Start application early, prepare Environmental Impact assessment and do not let contract until licence in place. Open dialogue with the Environment Agency and Natural England at start of project.
Injury to member of the public, caused by attempt to access boat via vertical ladder.	Project aim is to remove the requirement for any access to be required by vertical ladder.
Sea wall collapses.	Infrastructure moved away from sea wall enabling access for routine maintenance.
Increased pontoon represents a loss if intertidal foreshore.	Offer a compensating reduction by the removal of a number of swinging moorings from the adjacent area of the Estuary.
Achieving value for money.	A competitive tender process would be conducted.
Overstretching harbour finances at a time of potentially difficult financial times.	Project to be funded from a mixture of borrowing and reserve expenditure. The project could be phased to enable costs to be spread over a number of years.

8. OTHER CONSIDERATIONS

Corporate priorities engaged:	Community Life Economy
Statutory powers:	Local Government Act 1972, Section 151. The Pier and Harbour Order (Salcombe) Confirmation Act 1954 (Sections 22-36).
Considerations of equality and human rights:	None

Biodiversity considerations:	The loss of foreshore to be balanced by the reduction in the number of moorings elsewhere in the harbour. The establishment of additional pontoons would create an alternative habitat which would promote biodiversity.
Sustainability considerations:	By reducing the maintenance load the facility would become more sustainable.
Crime and disorder implications:	Improvement in security would be a counter to marine crime. Particularly opportunist crime.
Background papers:	Strategic Business Plan 2012-2017
Appendices attached:	<ol style="list-style-type: none"> 1. Planning Budget for Kingsbridge Project (Exempt). 2. Option 1. 3. Option 2. 4. Option 3.

Ian Gibson
Harbour Master

Salcombe Harbour Board
28 May 2012