

AGENDA  
ITEM

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**SOUTH HAMS DISTRICT COUNCIL**

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<b>NAME OF COMMITTEE</b>	Salcombe Harbour Board
<b>DATE</b>	12 November 2012
<b>REPORT TITLE</b>	<b>Kingsbridge – Future Berthing Options</b>
<b>REPORT OF</b>	Salcombe Harbour Master
<b>WARDS AFFECTED</b>	All South Hams

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**Summary of report:**

To propose a way forward 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 progress a project to deliver improvements to the berthing arrangements at Kingsbridge as described in paragraph 2 to the timeline described in paragraph 3.**

**Officer contact:**

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**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”.
- 1.5 A public consultation on three options was conducted between May and September 2012. The feedback from the consultation is at Appendix 2.

## 2. Kingsbridge Berthing Proposal

### 2.1 Consultation Feedback – Appendix 2.

Analysis of 42 responses	
Option 1	4 supporters
Do nothing	
Option 2	2 Supporters
Mimic of current arrangement with pontoons	
Option 3	20 Supporters
Pontoon with fingers either side and modified existing pontoon	
Alternative Proposals	15 supporters who made alternative proposals, mainly suggesting a solution that would maintain access to the head of the estuary for the Rivermaid and that would maintain a clear area at the head of the estuary
Remove all boats from Kingsbridge	1

2.1.1 The majority of the consultation feedback was supportive of Option 3 which offered:

- 148 x Pontoon Berths
- Existing pontoon re-located and piled
- New pontoons with bridge access and finger berths

- New ferry landing
- New drying out berth

2.1.2 However, there were a substantial group of the consultees who were supportive of the concept of improvements but offered alternative proposals or had reservations about some aspects of Option 3. The essences of the alternative proposals were to:

- Maintain access to the existing Ferry landing for the Kingsbridge Ferry.
- Keep the head of the estuary clear from moorings.
- Retain a view from the head of the estuary to the South South East.
- Minimise clutter within the Kingsbridge Basin.

## **2.2 An Alternative Proposal – Appendix 3.**

2.2.1 The Harbour Board working Group, augmented by Kingsbridge Town Council and the Kingsbridge Estuary Boat Club, met on 11 October to consider the consultation feedback and as a result have developed an Alternative Proposal which has many of the advantages of Option 3 but also addresses the majority of the concerns raised by the Public Consultation.

2.2.2 This revised proposal has been presented to the Kingsbridge Town Council at a Public meeting on 23 October, Minutes at Appendix 4, The Kingsbridge Estuary Boat Club on 17 October, The Kingsbridge Ferry Operator and Wills Marine and has been very well received.

2.2.3 The Kingsbridge Berthing Improvements Alternative Proposal, hereafter referred to as The Proposal, outlined at Appendix 3 offers:

- 132 Pontoon Berths.
- Berthing for visiting boats.
- Wall berthing against wooden piles for larger shallow draft boats up to 12m.

2.2.4 Advantages

- Provides 132 Pontoon berths with improved access via a bridge. There are currently 130 berths within Kingsbridge so all current berth holders would be accommodated.
- Retains use of Ferry landing and access for the Kingsbridge Ferry.
- Keeps the head of the estuary clear of moorings.

- Reduces the visual impact of moorings within the Kingsbridge basin, thereby retaining a view from the head of the estuary to the SSE.
- Removes requirement for wall moorings.
- Removes requirement for ladders to be secured into quay wall.
- Reduces maintenance requirements, no requirement for mooring chains.
- Ease of access for future maintenance dredging.
- Option to provide drying berth for visiting yachts with keels.
- Walk on berths reduces need for tender storage ashore.
- Retains the current Visitors' Pontoon landing.

#### 2.2.2 Disadvantages:

- The 7 mooring licences currently on the wall at Kingsbridge would be lost. These licences would have to be relinquished and although the licence holders accommodated on the new facilities, the cost to those individuals would be significantly more. Alternatively a licence for a swinging mooring between Kingsbridge and High House Point could be offered as an alternative.

### 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 timetable of events is proposed:

3.1.1 Finalisation of a concept and agreement on the technical specification by the Harbour Board. (12 November 2012).

3.1.2 Competitive Tender Process. Award of contract would be subject to the successful application for and granting of Planning Permission and Marine management Organisation (MMO) Licence. (To be completed by January 2013).

3.1.3 Planning Permission. (To be completed by June 2013).

3.1.4 MMO Licence. (To be completed by October 2013).

3.1.5 Construction. (To be completed by March 2014).

### 4. LEGAL IMPLICATIONS

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

## 5. FINANCIAL IMPLICATIONS

5.1 The financial implications are detailed at Appendix 1. The Appendix is exempt under Paragraph 3 in relation to the financial affairs of the Council; the public interest test has been applied and is maintained by not disclosing Appendix 1.

## 6. RISK MANAGEMENT

6.1 The risk management implications are:

Risk/Opportunity	Risk Status			Mitigating and Management Actions
	Impact/ Severity	Likelihood/ Probability	Risk Score	
Failure to acquire Planning Permission and or MMO Licence.	3	2	6	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.
Objections to improvements from General Public.	3	2	6	There has been a public Consultation during which 83% were in favour of improvements. The comments of the group who were in favour of improvements but had some reservations have been addressed. There is now two further opportunities for the public to influence the plan through the Planning Application and the MMO Licence application.
Injury to member of the public, caused by attempt to access boat via vertical ladder.	3	3	9	Project aim is to remove the requirement for any access to be required by vertical ladder.
Sea wall collapses.	3	3	9	Infrastructure moved away from sea wall enabling access for routine maintenance.
Increased pontoon represents a loss if intertidal foreshore.	3	2	6	Offer a compensating reduction by the removal of a number of swinging moorings from the adjacent area of the Estuary.
Achieving value for money.	3	2	6	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.

## 7. OTHER CONSIDERATIONS

<b>Corporate priorities engaged:</b>	Community Life Economy
<b>Statutory powers:</b>	Local Government Act 1972, Section 151. The Pier and Harbour Order (Salcombe) Confirmation Act 1954 (Sections 22-36).
<b>Considerations of equality and human rights:</b>	None
<b>Biodiversity considerations:</b>	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.
<b>Sustainability considerations:</b>	By reducing the maintenance load the facility would become more sustainable.
<b>Crime and disorder implications:</b>	Improvement in security would be a counter to marine crime. Particularly opportunist crime.
<b>Background papers:</b>	Strategic Business Plan 2012-2017 Kingsbridge Berthing Options Consultation Document.
<b>Appendices attached:</b>	<ol style="list-style-type: none"> <li>1. Planning Budget for Kingsbridge Project (Exempt).</li> <li>2. Public Consultation Feedback.</li> <li>3. Proposal for improvements to the Kingsbridge Berthing Arrangements.</li> <li>4. Minutes of the Extraordinary meeting of Kingsbridge Town Council – 23 October 2012.</li> </ol>

Ian Gibson  
Harbour Master

Salcombe Harbour Board  
12 November 2012