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AGENDA  
ITEM

8

## SOUTH HAMS DISTRICT COUNCIL

AGENDA  
ITEM

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<b>NAME OF COMMITTEE</b>	<b>Salcombe Harbour Board</b>
<b>DATE</b>	<b>17 November 2014</b>
<b>REPORT TITLE</b>	<b>Replacement of Shadycombe pontoon</b>
<b>REPORT OF</b>	<b>Salcombe Harbour Master</b>
<b>WARDS AFFECTED</b>	<b>All South Hams</b>

### Summary of Report

To seek approval for capital expenditure against Harbour reserves in order to renew the existing pontoon in Shadycombe Creek, which has reached the end of its useful service life.

### RECOMMENDATION

**That the Harbour Board RESOLVES to:**

**RECOMMEND to Full Council that capital expenditure not exceeding £50,000 be granted for the renewal of the existing pontoon in Shadycombe Creek.**

#### 1. BACKGROUND

1.1 The Harbour Board endorsed a rolling programme of infrastructure renewal as part of the Strategic Business Plan 2012-2017 dated 26 March 2012 (SH 62/11), which included the renewal of Shadycombe pontoon.

#### 2. ISSUES FOR CONSIDERATION

2.1 **Rationale.** The existing pontoon in Shadycombe Creek consists of 65m of pontoon attached to a number of piles. During the Harbour Board's annual inspection it was agreed that, while the piles remained serviceable, the 30-year old pontoons had reached the end of their useful life and needed to be renewed.

2.2 **Justification.** The pontoon provides 54 walk-ashore berths, over 50% of which are commercially let (at 150% of tariff) and the remainder are residents' berths. Although the pontoon dries at low tide it is nevertheless popular, and there is a substantial waiting list. The surface of the existing

pontoon has started to decay through age and heavy use and, if not replaced, will continue to deteriorate and become a H&S concern.

Because of the already high demand for berths within the harbour it is not considered practical to accept the loss of these berths and it is therefore recommended that the pontoon be replaced.

**2.3 Procurement strategy.** The SHDC procurement policy has been followed, which requires three independent quotes to be obtained. Four companies were approached of which three responded: TMS, Intermarine and Walcon.

#### **2.4 Choice of supplier.**

**2.4.1 Quality of product.** All companies provide a product of similar quality and design and all products have a conservatively estimated life-span of over 25-35 years if properly maintained.

**2.4.2 Price.** This information is commercially sensitive information and attached as an Annex which is exempt from publication.

**2.5 Other advantages.** While not part of the decision process, it is noteworthy that much of the recently installed infrastructure within the estuary is provided by Walcon and therefore not only will the new pontoon have a similar aesthetic, but the stores and logistical support streams can also be rationalised. Additionally, individual pontoons can be swapped between high and low footfall areas to ensure that pontoons wear evenly and their lives are further extended.

**2.6 Disposal of existing pontoons.** The existing pontoons will be disposed of as follows:

- **Refresh Dentrige pontoons.** At least 4 of the Shadycombe pontoons will be used to replace those at Dentrige which are in a worse state of repair. More could be used if it were deemed appropriate to extend the length of the Dentrige pontoons, for which there is strong demand.
- **Temporary additional deep-water berths.** It is proposed that the remainder of the pontoons be used to create a temporary (1-2 years) pontoon between the house boats and Egremont. This is a sheltered area and they would be suitable here because of lower footfall, and could be used to gauge demand for more permanent berthing in this location in the future, eg as a de-risking exercise. Any revenue generated would further off-set the replacement costs of the Shadycombe pontoons.

**2.7 Funding.** It is proposed to fund the pontoon renewal from the Pontoon Renewals Reserve, which currently stands at £82,813.

#### **2.8 Licencing requirements.**

**2.8.1** Although marine works ordinarily require a Marine Licence under the Marine and Coastal Access Act 2004, removal or replacement works carried out by a Harbour Authority for the purpose of

maintaining any harbour works is exempt from such licencing under article 23 of the same order, providing that the activity is carried on within the existing boundaries of the works being maintained.

2.8.2 Since this is the case, the Marine Management Organisation have agreed that the proposed pontoon replacement works do not require a marine licence.

## 2.9 Timing.

2.9.1 Once approval has been granted by Full Council it is proposed to arrange pontoon renewal with Walcon once the annual moorings maintenance cycle is complete and is estimated to take less than 5 working days. It is not envisaged to commence before mid-Dec, however it is important to have it completed in time for the start of next season.

## 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). The Maine and Coastal Access Act 2009.

3.2 The public interest test has been applied and the public interest lies in non-disclosure due to the confidential data contained in the Appendix. Accordingly Appendix A contains exempt information as defined in Paragraph 3 of Schedule 12A to the Local Government Act 1972

## 4. FINANCIAL IMPLICATIONS

4.1 This report recommends capital expenditure of no more than £50K from the Harbour's Pontoon Renewal Reserve.

## 5. Risk Assessment

5.1 The risk management implications are:

Risk/Opportunity	Risk Status			Mitigating and Management Actions
	Impact/Severity	Likelihood/Probability	Risk Score	
<p><b>Risk:</b> Infrastructure dilapidation will impact adversely on the harbour's ability to continue generating revenue and reputation.</p> <p><b>Opportunity:</b> The renewal solution proposed generates sufficient revenue to offset costs over the proposed service life of the pontoon replacement.</p>	3	2	6	Regular and planned renewal activity endorsed by the Harbour Board in accordance with the Strategic Business Plan dated 2011.

**Corporate priorities engaged:** Community Life  
Economy  
Environment

<b>Consideration of equality and human rights:</b>	Nil
<b>Biodiversity considerations:</b>	Nil
<b>Sustainability considerations:</b>	The Harbour infrastructure needs to be renewed regularly to ensure sustainability
<b>Crime and disorder implications:</b>	Nil.
<b>Background Papers:</b>	Strategic Business Plan 2012 to 2017.
<b>Appendices attached:</b>	Cost considerations (Exempt from public publication).