

Salcombe Harbour Board – 14 January 2008**CONSERVANCY DUTIES – MAINTENANCE DREDGING****Report of Head of Service Salcombe Harbour****Statutory Powers: Pier and Harbour Order (Salcombe) Confirmation Act 1954**

Financial Implications: A sum has been earmarked from the Maintenance and Renewals Reserve for dredging in financial year 2008/09. Until the extent of the immediate dredging problem is known it is impossible to say if this sum will be sufficient. To understand the scale of the dredging requirement a survey is required, which will cost up to £2,000.

Purpose

To set out the process and decisions required to fulfil the Harbour Authority's conservancy responsibilities for maintaining the charted depth within the Harbour and seek approval to start the process with a hydrographical survey of Batson Creek.

This report supports South Hams objectives of good jobs (CP2), retention of the district's character (CP3) and value for money (CP6).

Recommendations**That the Harbour Board RESOLVES to:**

- a. **Note the report and work towards maintenance dredging of Batson Creek during winter 2008/09.**
- b. **Agree to contract a surveyor to prepare a bathythermograph survey of Batson Creek to establish the extent of the maintenance dredging requirement to maintain the charted depth.**

Background

1. The charted maintained depth within the channel from the main fairway to the fish quay at Batson is 1 metre. This channel is not natural, having been created by capital dredging. Over time the channel will slowly silt up and therefore requires regular maintenance dredging. Maintenance dredging was last conducted in 2002.
2. The Harbour Authority has a statutory conservancy responsibility to maintain the charted depth and therefore safe navigation within the port.
3. The disposal of dredge spoil is potentially a difficult problem, depending on the quantity of spoil that has to be disposed of. The DfT are responsible for the issue of disposal licences, there is a disposal site off Bolt Head but it is limited to 2,800 tonnes. During maintenance dredging in 2002 the volume of spoil disposed of was 1,325 tonnes.

Way Ahead

- 4 There are several logical steps to follow that will enable maintenance dredging to be completed so satisfying the Harbour Authority's conservancy duties. They are:
- Establish the scale of the problem
 - Commission a survey of Batson Creek. This will identify the quantity of spoil that needs to be removed from which areas of the sea bed to maintain the charted depth.
 - Tender for a dredging contractor to dredge the quantity of spoil identified in the survey.
 - There will be a mobilisation and demobilisation cost plus either a daily rate or a cost for each tonne of spoil removed. It is impossible to speculate at this stage which will be the most cost effective way until the quantities are known and contractors have conducted a site visit. Other variables include the distance to the disposal site (Rame Head is a possibility if the quantities are too great for Bolt Head) and any tidal constraints on the working day for the dredging plant.
 - Obtain a disposal licence from DfT.
 - If the quantity of spoil is less than 2,800 tonnes, it is probable that a disposal licence will be issued for disposal area PL019 at Bolt Head.
 - If the quantities for disposal are greater than the annual anticipated licence capacity of PL019 (i.e. 2,800 tonnes), the task will either have to be spread over a number of years or alternative disposal sites investigated. Both have considerable cost implications.
 - Either way the outline cost of a licence to dispose of the spoil from Marine Consents and Environment Unit will be £3,000.
 - Undertake the maintenance dredging.

Risk Assessment

Risk / Opportunity	Issues / Obstacles	Benefits
Batson Creek silts and the maintained channel depth is not maintained.	Vessels will run aground and Salcombe's reputation will suffer.	Regular maintenance dredging will maintain the channel charted depth.
The Harbour Authority has a duty to conserve the harbour so that it is reasonably fit for use as a port, and a duty of reasonable care to see that the harbour is in a fit condition for a vessel to resort to it.	To fulfil the conservancy duties there are specific requirements to: <ul style="list-style-type: none"> • survey as regularly as necessary the navigable channels; • keep a watch for any changes in the sea bed that will affect the channel. 	A survey is required to ensure safe navigation to Batson is maintained, the survey will identify any dredging requirement.

The quantity of spoil is unknown.	A large percentage of the costs will be mobilising and demobilising a dredging contractor. The choice of contractor will depend on the scale of the problem.	A survey will highlight the extent of the problem, which will enable the most appropriate dredging contract and contractor to be engaged.
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Conclusion

5. Batson Creek was last maintenance dredged in 2002. There is anecdotal evidence that the channel is silting. A survey will detail the extent of the problem and inform the decision making process to conduct maintenance dredging during winter 2008/09.
6. Maintaining a safe harbour is a statutory duty of the Harbour Authority, this includes accurate survey data and maintaining the charted depth of the channel.

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Head of Service Salcombe Harbour

Salcombe Harbour Board
14 January 2008

Background Documents: None