

**Salcombe Harbour Board - 19 October 2004****SCOBLE TRANSIT LIGHTS****Report by Salcombe Harbour Master**

**Statutory Powers:** The Pier and Harbour Order (Salcombe) Confirmation Act 1954

**Financial Implications:-**

- Expenditure of £1, 800 for the purchase of two new solar panels.
- Expenditure of £1,000 for repositioning of new light supports (subject to planning approval).
- Annual saving of at least £1,000 for non-replacement of batteries.

**Purpose**

1. This report updates Members on the progress of the investigation to find attractive new arrangements for the Scoble Transits. The Board recommended that the Harbour Master report back with further information including detailed costings for Members' further consideration. This preliminary work is now completed and the Board is asked to consider the findings. The Harbour Master took the opportunity to update the Board during the annual inspection in July where further guidance by members was provided.
2. This proposal is directly linked to CP 6 – 'the improvement of core services in a cost-effective way'.

**Recommendation****That the Board RESOLVES:-**

- (i) **To approve the recommended new arrangements for the Scoble Transits.**
- (ii) **To approve the purchase of the new navigational equipment and ancillary support structures from the Revenue Reserve Fund.**
- (iii) **To instruct the Council's Head of Property Services to secure the best terms possible for a new lease with the landowner.**
- (iv) **To instruct the Harbour Master to submit a planning application to SHDC for the structures supporting the two lights.**

## **Background**

3. The Scoble Transits were established many years ago with the approval of Trinity House. A lease with the landowner to site the lights on private land is current. They consist of an upper and lower light located in a private field near Scoble Point, the upper light sits on a wall whilst the lower is located on a post close to the edge of the field. To use the lights, once Blackstone Rock is abeam to starboard the main fairway course of 042 T can be set to make good a course safely into the harbour. The Harbour Master at that time, with the full knowledge of the extent of the landowner's assistance, recommended a single light.
4. On 10 May 2004, during the Trinity House inspection, the Inspector and Harbour Master were joined by the landowner for a discussion on the best way forward. The Inspector recommended that the two lights remained their favoured option. This has subsequently been given approval in writing by the Trinity House Navigation Board.

## **The Proposal**

- (i) Repositioning of the upper light by 15m to the north-west with new support structure and be enclosed by fencing for protection.
- (ii) Repositioning of the lower light to a position higher up the hill will achieve a precise leading line and because of its elevated position will prevent any obstruction by yacht masts.
- (iii) The costs therefore include:-
  - Two new solar panels – the existing lights can be re-used.
  - Costs of the construction of the supports – subject to the planning officer's recommendations and subsequent planning approval.
  - Removal of existing lower light's support pole.

## **Agreement with landowner**

5. During discussions between the landowner and the Council's Property Services Manager, the landowner suggested that he was in favour of the proposed agreements and would offer the Council extremely favourable terms. Therefore, should planning approval be given, the Board should urge officers to expediently secure a new lease with the landowner.

## **Port Marine Safety Code**

6. The Port Marine Safety Code describes the general requirements imposed upon a Harbour Authority. Under its conservancy duty, 'a Harbour Authority has a duty to conserve the harbour so that it is 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 use it...'

## **Consultation**

7. The Estuary Association and Fishermen's Association, having representatives on the Board, will have had the opportunity to consult with their members prior to today's Board therefore capturing a wide audience for debate. Their comments would be welcomed at the Board.

## **Risk Assessment**

8. It is important that all Council services constantly review the delivery of their services to ensure efficiency and best value. Given Trinity House's approval to the proposal and that harbour users have been adequately consulted the new arrangements will improve the safe management and level of service to the customer.

## **Human Rights Act**

9. None for the purpose of this report.

## **Conclusion**

10. The leading lights at Scoble are an important navigational aid for safe navigation in the harbour. They have been established for many years and it is only recently when it was reported that the support of the lower light required attention that the decision was taken to investigate alternative arrangements that provide best value to the Board and the harbour customer.
11. Although there is still outstanding work to be done, subject to the Board's approval and through discussion, consultation, investigation and guidance by the Board, the relocation of the Scoble Transits can be achieved in a cost-effective way. The result of the planning application and lease arrangements with the landowner will be brought back to a later Board.

Stephen Tooke  
Harbour Master

Salcombe Harbour Board  
19 October 2004

Paula Brooks  
Strategic Director, Operations

## **Background Documents**

SH.27/03

Port Marine Safety Code

Pier and Harbour Order (Salcombe) Confirmation Act 1954

Letter from Trinity House Navigation Board (8 September 2004)