

Salcombe Harbour Board – 23 March 2009**REPLACEMENT OF BATSON PONTOONS****Report of Head of Service Salcombe Harbour****Statutory Powers: Pier and Harbour Order (Salcombe) Confirmation Act 1954**

Financial Implications: Detailed in Exempt Annex A.

Purpose

To finalise the technical specification for the Replacement of Batson Pontoons which will inform the tender process.

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. Recommend the technical specification for the replacement pontoons as detailed in paragraph 5; and to**
- b. tender to replace the Batson Pontoons during the 2009/10 winter season.**

Background

1. The Harbour Board recommended the replacement of the Batson Pontoon during the Financial Year 2009/10 (SH07/08) in June 2008. Financial arrangements were put in place to proceed with the project (SH28/08) in September 2008. Public Consultation was conducted between 5 January and 15 February, the Consultation Document is at Annex B and the results of the consultation at Annex C. Taking into account the feedback from the public consultation the Board now need to agree the technical specification for the replacement pontoons, which will form the basis of the tender document.

Batson Pontoons Consultation

2. The Public Consultation document, Annex B, described a range of variables that needed consideration and, to stimulate discussion, proposed an option. This option included the following attributes:
 - 245 Berths
 - Including a variety of berth to accommodate 2m and 2.2m beam vessels
 - A number of alongside berths providing easier access for customers and additional tender parking

3. The feedback on the public consultation is at Annex C. Many contributors commented on how they appreciated being consulted for their opinions for this important project. Two public meetings were held at Kingsbridge and Salcombe with 16 and 40 attendees respectively. The public meetings were extremely positive towards the proposed replacement pontoons. Comments were not recorded on the night however attendees were requested to forward their views to the Harbour Office. A summary of the 62 comments received are given in the tables below:

Comment	No of Comments
Have a preference for piles	25
Would prefer chains	4
Would like to see larger beam boats accommodated	15
Would prefer to limit beam to 2m	7
Agree with more berths	4
Would support use of fingers with fingers	7
Happy to stay with stern chains	5
Would support a mixture of fingers and stern chains	4
Expressed support for Steel frame construction	8
Expressed support for the proposed layout	12
Would not support the proposed layout	7
Concerned about congestion at land access point	11
Agree with alongside berths for disabled access	5
Would like to see an access control gate	4
Expressed support for dredging	14
Supported additional tender berthing area	5
Opposed to establishing tender berthing	3

In addition to the comments above, a number of other proposals were made by a variety of contributors. These have been grouped into two groups “possible” and worthy of further consideration and “impractical” and summarised below:

Possible and worthy of serious consideration
Reduce visual impact of piles
Extension of the current contract to Christmas
Establish a waiting berth for berth holders waiting for the tide
Provide navigation lights at entrance
Do not increase prices because pontoon is new
Provide fencing around access
Improve numbering of berths
Improve security
Number berths to boats
Use neutral colours
Lower pontoon freeboard
Provide wash down point
Keep pontoons clean
Non-slip decking
Impractical
Boats with deeper draft should be allocated to berths that float first
Provide direct access to deep water from all berths
Install Power
Provide Lights on pontoons

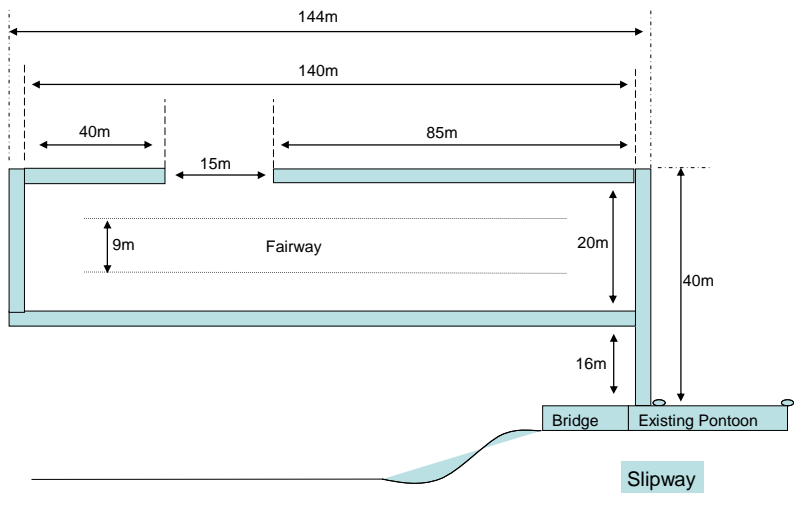
4. Having taken the feedback from the Public Consultation into account it is proposed that the Board recommend the following key decisions:
 - The area of Batson Creek will not be capital dredged to increase the depth of water
 - The pontoons are secured on piles
 - The pontoon system is connected to the existing slipway pontoon
 - Pontoon system will not exceed 350 linear metres, which will accommodate a mixture of 2m and 2.3m¹ berths
 - The boat lengths are restricted to 5.5m length overall
 - Boats are secured by stern chains

5. Greater detail will be required for the Commercial Tender Specification, these details are as follows:
 - The construction of the pontoons:
 - 2m walkways with live load of 1.5 kN per m²
 - Galvanised steel frame to BS EN 150 1461
 - Earthwood/plastic decking
 - Plastic flotation
 - Suitable to take the ground at low water
 - Sufficiently articulated to cope with changes in sea bed topography
 - To connect to existing slipway pontoon which has freeboard of 580mm
 - Freeboard of the pontoon system to be no more than 400mm
 - To accommodate boats of up to 5.5m LOA and 2.3m beam
 - Securing of the pontoons:
 - either
 - steel tubular mooring piles of suitable diameter
 - or
 - greenheart
 - Piles to extend 1m above highest astronomical tide to accommodate tidal surges
 - Method of securing boats to pontoons:
 - Bow cleat
 - Stern chains

¹ Maximum beam in consultation document was 2.2m. This has been increased to 2.3m to align with current Cat 4 specification and charging rates.

- A pontoon system of ≤ 350 linear metres, as per figure 1 below.

Fig 1 – Pontoon Layout and Dimensions



- This layout and dimensions would provide an almost infinite number of berth to berth width options. As there was a strong support to provide a choice of berth sizes, this option will be incorporated into the design.
- To inform the requirement and therefore which option should be adopted, the Harbour Office will write to all current berth holders to gauge the level of requirement. Having done so the pontoons will be configured to provide the “best fit” solution for a mixture of 2m and 2.3m berths, with the overall number of berths not falling below the current 245 berths. To ensure an equal opportunity to all berth holders, the letter will be dispatched with a questionnaire/application form which will be prioritised on a first come basis. Customers who already have alongside facilities will be given the option to retain them. The 2.3m berths will be positioned on the North East Corner of the pontoon system, north of the entrance gap.
- Specification of pontoon furniture
 - First Aid Fire Fighting and Public Rescue Equipment to be placed at standard intervals
 - Emergency ladders to be placed at appropriate intervals
 - Security access gate to be provided
 - The walkway pontoon, adjacent to the bridge be reinforced to accept a disabled access hoist
 - If affordable, a disabled access hoist be fitted
 - Wash down point
 - Navigation lights at pontoon system entrance
 - Economy fingers x 4 fitted either side of pontoon system entrance to ensure boats do not obstruct entrance

Strategic Risk Assessment

Opportunity/Risk	Issues / Obstacles	Benefits
Failures of the Batson pontoon system.	There are no further spare pontoons available to utilise for repairs to the Batson Pontoon system, therefore further failures will result in loss of capacity, which will impact service delivery and income.	Replacement with a re-design can reduce the annual maintenance costs and contribute to resolving the tender parking problem.

Conclusion

6. The public consultation exercise was successful in determining the preferences of the harbour users for the replacement pontoon system at Batson. The resultant technical specification will form the basis of a technical specification for a commercial tender document.

Ian Gibson
Head of Service Salcombe Harbour

Salcombe Harbour Board
23 March 2009

Background Documents:

Strategic Business Plan 2007-2011, 1st Edition dated 2 August 2007.

Annexes:

- A. Financial Implications (Exempt Information)
- B. Consultation Document
- C. Consultation Feedback