

NOSS MARINA

SUMMARY OF THE WATERSIDE PROPOSALS

DHNA Consultation March 2008

A public exhibition was held on 19th March 2008 at the Dartmouth Yacht Club as part of a public consultation exercise on the waterside proposals for the Noss site.

The display boards can be viewed on our website www.nossmarina.co.uk and we are inviting comments from the public and interested bodies and individuals.

In addition to the public exhibition the Harbour Master arranged a buoyage exercise to “mark out” the proposed extent of the enlarged marina. This exercise was a pre arranged part of the lead up to the submission of formal applications for consents from the DHNA.

In due course we will:

- a) Submit a detailed summary of the consultation process, the comments and observations received and our response thereto
- b) Submit detailed applications in respect of our proposals (as amended following the consultation process) to the DHNA and as appropriate to South Hams District Council (“SHDC”)

The applications will include a Visual Impact Assessment (“VIA”) which consists of computer generated images as to how the site will look (at night as well as during daylight). The points from which the views of the site will be generated in the VIA have been agreed with the DHNA and SHDC and include views from land and from the water.

The purpose of this document is to set out in descriptive terms the waterside proposals for the Noss site and will make clear certain aspects of the proposals.

Noss Marina Regeneration.

1 Summary

- **Noss Marina Plans**
Noss will be developed as a rejuvenated working marine centre with new workshops for rental to marine trades and boat building, improved boat handling equipment, outlets for boat sales and brokerage and offices for marine related services such as designers and surveyors.
- **Marine Employment**
The emphasis is on creating full time jobs on the site and all-year round activity with the investment in new marine premises and the South Devon College Noss Marine Academy with full time courses for 16-19 year olds and part time courses at the weekends and during school holidays. The Academy will for the most part be operating within the state education system.

2 New Marina Layout

- **Marina expansion**

There are long waiting lists for both the DHNA moorings and all the Dart and Torbay marinas. In the summer visiting yachts add to this demand.

Noss is acknowledged as the only place where any significant increase in berths on the Dart will be possible in the DHNA Moorings Policy 2005-2010.

The local increase in the number of yachts around the existing boatyard site will leave the upper reaches of the River Dart unaffected.

Additional boats at Noss will help in ensuring long term marine related jobs and services on the site and in the local area.

- **Earlier Planning Consent**

Planning permission was granted by SHDC for 160 new berths with a full capital dredge of Lower Noss Creek in 1989, the planning consent was renewed in 1995, now lapsed.

- **New Marina Size**

Currently 186 berths at Noss. The plan is for around 154 additional berths in a wholly new marina. Mix of berthing for yachts from 6 to 20m (20-65ft). Average planned berth size 12m (39ft), currently 9.5m (31ft) average at Noss. Minimum draft approx. 3m (10ft)

- **Marina Pontoon Layout**

Recognising that the existing marina with three long pontoons with boats doubled up is difficult for berth holders and visitors, the new marina layout is in line with current practice with finger pontoons and individual berths lined up with the tidal flow.

- **Fairway Design**

Extra wide fairways between the pontoons in areas of strong tidal flow, exceeding that of conventional UK marinas. Fairway widths to be 2 x LOA in the deepest water and 1.75 x LOA in the lighter flow off Lower Noss Point.

- **Visual Impact**

The area between the Lower Ferry and Noss is considered as the prime location for recreational and commercial moorings on the River Dart where all boating activity will be concentrated. The Upper Dart to remain as clear of moored boats as possible to protect the AONB.

The proposed extension of the marina up river off North Creek will only go as far as the existing deep water moorings.

The marina design features four separate pontoon areas to break up the visual mass of the boats. The marina layout is designed to align along the shore to avoid encroaching on the existing fairway.

The access channel to the ferry jetty in the heart of the site will create a wide break in the line of boats up and down the river.

The extremities of the marina pontoons both North and South have been staggered to break up the straight lines, improving the appearance when approaching up or down river and naturally leading boats out safely into the main channel without coming to an abrupt halt if they are too close inshore.

The architects are looking at introducing a variety of treatments for the seawalls to maintain the local character and minimize the impact at low tide. Possible options include stone and wood facing (both vertical and horizontal panels) as well as rock revetments as already used in South Creek. These treatments would be submitted in the planning process for comment.

- **North Marina off Upper Noss Creek**
Special 'dark' corridor created for movement of the Greater Horseshoe bats down the creek and across the river. Full 3.5m draft tidal access channel dredged up to the new boatyard dock.
- **Lower Noss Creek**
Full capital dredge of Lower Noss Creek in line with previous planning consents. Maintenance dredging required every few years.
- **Lower Noss Point South Marina**
New pontoons off Lower Noss Point extending alongside the concrete WW11 slipways. Curving land staggered pontoon layout following the shoreline is designed to be sensitive to the visual impact and avoid long straight lines of boats.
- **Fairway and Navigational Safety**
We have agreed with the Harbour Master that the proposed marina pontoon layout maintains an adequate river fairway and does not cause navigational issues. As part of the build out of the marina various existing river buoys may be relocated as specified by the Harbour Master and the "Admiralty Buoys" will be relocated into equally deep water upstream of their current position.

3 Environment

- **Environment**
Development to be sensitive to the environment with specialist studies undertaken on protected bats, marine species in the inter-tidal and sub-tidal habitat and wading birds. Mitigation plans where possible for any potential habitat losses.
- **Dredging**

Capital dredging will include a survey of seabed sediment with chemical analysis assessing any contamination, environmental impact and redistribution issues. The aim is to recycle as much of the dredged spoil as possible for land fill in line with the Dart Harbour Dredging Policy 2006. Licences for ongoing maintenance dredging will be applied for as required.

Contaminated material will be treated ashore strictly in accordance with Government regulations to avoid any impact on the local ecology.

Dredging will be undertaken with FEPA licences issued by the Marine & Fisheries Agency with disposal at sea in designated offshore zones.

- **Construction**

Marina construction timing to avoid disturbing migratory fish (salmon and sea trout) and breeding sea species (sea bass etc.).

- **Traffic**

A full transport study will be submitted with the planning application on the extra traffic created by the marina expansion, the new shore side facilities and the proposed housing. The impact on construction traffic will be significantly reduced by bringing in most construction materials by rail to be unloaded at a temporary “station” to be located at the site and served from the marshalling yard in Exeter.

Plans include improved access from the A379, a minibus service for students at the new Marine Academy, a new ferry service to Dartmouth and Kingswear and a new riverside walkway to the Higher Ferry and Kingswear.

4 Marina Facilities

- **Event and Visitor Berthing**

Visitor and reserved event berthing availability will be maintained to encourage regional, national and international yachting events and rallies to come to the Dart.

- **Security**

Keypad and electronic swipe card access for 24-hour access bridges to marina pontoons

- **Marina Facilities**

New marina office with marina amenities including toilets, showers, washing machines and ironing facilities.

- **Pump Out facility**

A blackwater pump-out station will be installed to bring the marina up to the highest European Environmental standards. This would be a service that would be available to all river users.

- **Fuel Berth**

The pontoon construction will include facilities for the supply of fuel. However being up stream of most of the craft on the Dart, the Noss site is not the most suitable place to supply fuel on the Dart and so it is not proposed to supply fuel unless the existing floating fuel barge ceases to operate. Rather than creating healthy competition it is believed that creating a second fuel outlet on the river will cause both outlets to be loss making and therefor unsustainable in the long term possibly leading to their being no outlet left on the Dart.

- **Dart Sailability**

Plans to maintain and enhance the facilities and access to the water for the Dart Sailability Trust which has been successfully operating sailing courses for the disabled at Noss for many years.

5 Marine Employment

- **Marina Staff**

Noss Marina staff will continue to service the marina, haul outs, the hard standing and the new Dry Stack.

- **Marine Trades, Business and Employment**

We will be working with Marine South West in Plymouth, South Hams District Council and the local Marine Trades Association to develop viable marine businesses at Noss with new offices and workshops for rental to marine companies including rigging, marine engineering, marine electrical services, boat repair and boat building, brokerage, new boat sales, marine survey and naval architecture.

Additional boats at Noss will help in ensuring the viability of these businesses.

- **Marine Offices, Retail and Brokerage**

New waterside 657sqm (7,000sqft) office centre for existing marine businesses, marine services, brokerage and new boat sales with retail outlet to service the marina with chandlery and essential items.

New 1,500sqm (16,000sqft) of office and light industrial workshops in the area of the existing Arches Building next to the new Marine Academy.

6 Boat Launching Facilities

- **Boatyard Access**

New access channel to the boat lifting area with 3.5m (11ft) draft at all states of the tide.

- **Crane 20 Tonne & 22 Tonne Boatmover**

The current lifting capacity at Noss is a 10 tonne crane and boat mover.

The plan is to increase the lifting capacity with a remotely controlled 20-tonne fixed electric crane for hauling out and mast rigging with a 22-tonne self-propelled boat mover servicing the hard standing area ashore.

An indicative table of boat lifting tonnage in the table below shows that a 20 tonne crane, in addition to doubling the existing capacity at Noss, should be sufficient for the demand from the marina and the local yachts on the River Dart with lifts for sail and power boats up to around 18m (60ft) and will complement the other local yards.

For the larger craft there are already excellent lifting facilities on the River Dart with a 35 tonne hoist at Darthaven Marina at Kingswear and a 65 tonne hoist at the MDL yard at Galmpton Creek.

Boat Tonnage for Lifting Ashore

| Boat | Type | Tonnes |
|-----------------------------|-------------|---------------|
| 12m Bavaria 39 | Sail | 8T |
| 13m Legend 44 | Sail | 10T |
| 17m Grand Soleil 56 | Sail | 10T |
| 14m Beneteau First 44.7 | Sail | 10T |
| 13m Princess 42 | Power | 13T |
| 14m Dehler 47 | Sail | 13T |
| 15m Sunseeker Portofino 46 | Power | 15T |
| 14m Sunseeker Carmargue 45 | Power | 15T |
| 16m Benteau Oceanis 523 | Sail | 15T |
| 13m Swan 46 | Sail | 17T |
| 16m Jeanneau Sun Odyssey 54 | Sail | 18T |
| 15m Azimut 50 | Power | 20T |
| 18m Farr 65 | Sail | 20T |
| 17m Moody 54 | Sail | 20T |
| 17m Beneteau 57 | Sail | 21T |
| 18m Fairline Squadron 58 | Power | 22T |
| 16m Sunseeker Manhattan 50 | Power | 23T |
| 19m Fairline Targa 62 | Power | 24T |
| 21m Princess 65 | Power | 26T |
| 17m Princess 57 | Power | 26T |
| 17m Oyster 56 | Sail | 26T |
| 19m Azimut 62 | Power | 30T |

- **Forklift 8 Tonne**

Marinised 8-tonne forklift with double lifting bay for fast and efficient service of the 96-boat drystack shed with racks for boats up to 9m (30ft).

7 New Boatyard Workshops, Drystack, Hard Standing and Slipway

- **Marine Workshops**

New 1,200 square metres (13,000sqft) of marine workshop facilities in the boatyard for rental to local marine companies including rigging, marine engineering, marine electrical services, boat repair and boat building.

- **Drystack**
New purpose built open-sided 80m dry stack shed with secure undercover racking for 96 boats up 9m (30ft) and 8 tonnes. Full seven-day launch and recovery service on contract.
- **Hard Standing**
The proposed new boat yard will have an area of approx. 7,200sqm (78,000sqft) serviced by a static electric 20-tonne crane and 22-tonne self-propelled boat mover and 8-tonne marinised forklift.

The proposed new drystack shed would be 80m x 11m (880sqm) with 96 boats stacked four high undercover giving an area for boats of approx. 3,520sqm (38,000sqft).

The total equivalent area of the new shore side hard standing including the drystack will therefore be approx. 10,720sqm (115,000sqft) which is not far off the existing hard standing total of North and South Creek.

The plan for the new hard standing is to reserve 40% of the available space on a pre-booked two month rotation system over the winter months from mid October to mid April to allow three eight-week periods for routine hull maintenance. The remaining 60% of the boat yard at the back would still be reserved for owners that require a full winter layup.

This in effect means that an area of 2,800sqm (30,000sqft) of the hard standing is used three times each season giving a total effective area of 8,400sqm (91,000sqft) over the winter period.

The operative area of new hard standing therefore equates to (4,200 + 8,400sqm) giving a total of approx. 12,600sqm (135,500sqft) which is similar to the area of existing hard standing in North and South Creek.

The total out of the water storage ashore including the drystack area would therefore be approx. 16,120sqm (173,500sqft).

- **Slipway**
The existing slipway has had practically no commercial use for many years as there has been no demand for it. The plan is for the natural rock slipway on the south side to be reinstated for dinghy and small boat launching. The upper part of the slipway would be enclosed with a caisson wall to provide a permanently flooded basin within the heart of the site with berthing for boats with marine heritage interest.

8 Public Access by Water

- **Ferry Pontoon**
A dedicated public pontoon for a new ferry service to Dartmouth bringing visitors directly into the heart of Noss. Access via a 70 metre (230ft) wide break in the marina which maintains the existing open view of the yard buildings from Dartmouth and the Higher Ferry.

- **Free Public Tender Berthing Pontoons**

Free berthing pontoons for up to 40 visiting tenders (less than 24 hours stay) recognising the widespread problem of tender parking on all local estuaries and harbours. This will ensure the vitality of the marine businesses and services on the Noss site.

9 Riverside Walk & Footpaths

- **Riverside Walk**

New riverside walk linking the Higher Ferry, Dartmouth and Kingswear directly with Noss by adding a boardwalk alongside the river side of the railway and into the old railway cutting south of Noss.

- **Footpaths**

Maintenance of the existing footpaths across the site to link up with footpaths and bridleways towards Hillhead Farm, the National Trust properties at Greenway House and Coleton Fishacre and the nearby towns of Paignton and Brixham.

14th April 2008

Noss Marina Limited