

**APPENDIX 7**

	<b><u>Name of Harbour:</u></b>	<b>BUCKIE</b>																		
<b>1</b>	<b><u>General description:</u></b>																			
	<p>The harbour is a fishing and cargo port with 4 basins. About 60 cargo ships/year visit and handle cargos of timber, salt, barley, soya, food stuffs and fabricated goods for the oil industry. Distant sea fishing has declined due to quota regulations and closure of the ice house, however there has been a limited growth in inshore fishing. Major industries such as the Shipyard and Forsyths depend upon the harbour for their continued operations.</p>																			
<b>2</b>	<b><u>General condition:</u></b>																			
	<p>Fair - but repairs to the 100 year old concrete piers are becoming more and more frequent as shown by the backlog of works and annual diving inspection.</p> <p>Dredging after northerly or easterly gales is required quickly to ensure continued use of the port by cargo ships. Without such dredging, cargo ships would not be able to use the port.</p>																			
<b>3</b>	<b><u>Ongoing maintenance description:</u></b>																			
	<p>Routine annual repairs are carried out to the cargo shed, pilot boat, navigation lights and ladders. Concrete repairs to piers involving divers are also required each year. Other works include the annual diving inspection, a contribution to the demolition of the ice house, and dredging of the channel after storms.</p>																			
<b>4</b>	<b><u>Backlog maintenance description:</u></b>																			
	<p>1. Concrete repairs</p> <p>2. Removal of debris</p>	<p><b><u>Revenue works backlog £69k</u></b></p> <p>Dredging backlog £48k</p>																		
<b>5</b>	<b><u>Budget:</u></b>																			
<b>5.1</b>	<p>Main items of expenditure (£'000):</p> <table border="0"> <tr> <td>1. Staff</td> <td align="right">254</td> <td></td> </tr> <tr> <td></td> <td align="right">25</td> <td></td> </tr> <tr> <td>2. Premises</td> <td align="right">37</td> <td>60 projected 2008/09</td> </tr> <tr> <td>3. Repairs and maintenance</td> <td align="right">13</td> <td></td> </tr> <tr> <td>4. Administration</td> <td align="right">40</td> <td></td> </tr> <tr> <td>5. Dredging</td> <td></td> <td></td> </tr> </table>		1. Staff	254			25		2. Premises	37	60 projected 2008/09	3. Repairs and maintenance	13		4. Administration	40		5. Dredging		
1. Staff	254																			
	25																			
2. Premises	37	60 projected 2008/09																		
3. Repairs and maintenance	13																			
4. Administration	40																			
5. Dredging																				
<b>5.2</b>	<p>Main items of income (£'000):</p>																			

	<table> <tbody> <tr> <td>1. Vessel dues</td> <td>64</td> <td>6. Pilotage</td> <td>16</td> </tr> <tr> <td>2. Cargo dues</td> <td>78</td> <td>7. Cargo Shed</td> <td>8</td> </tr> <tr> <td>3. Fishing dues</td> <td>41</td> <td>8. Misc</td> <td>11</td> </tr> <tr> <td>4. Rent</td> <td>49</td> <td></td> <td></td> </tr> <tr> <td>5. Weighbridge</td> <td>18</td> <td></td> <td></td> </tr> </tbody> </table>	1. Vessel dues	64	6. Pilotage	16	2. Cargo dues	78	7. Cargo Shed	8	3. Fishing dues	41	8. Misc	11	4. Rent	49			5. Weighbridge	18		
1. Vessel dues	64	6. Pilotage	16																		
2. Cargo dues	78	7. Cargo Shed	8																		
3. Fishing dues	41	8. Misc	11																		
4. Rent	49																				
5. Weighbridge	18																				
<b>5.3</b>	<p>Average deficit funding level (£'000):</p> <p><u>Deficit 88</u></p>																				
<b>5.4</b>	<p>Capital (£,000):</p> <table> <tbody> <tr> <td>1. Hand rail extensions</td> <td>34</td> </tr> <tr> <td>2. Removal of timber jetty</td> <td>60</td> </tr> <tr> <td>3. Concrete works</td> <td>245</td> </tr> <tr> <td>4. Demolition of asbestos sheds</td> <td>25</td> </tr> </tbody> </table>	1. Hand rail extensions	34	2. Removal of timber jetty	60	3. Concrete works	245	4. Demolition of asbestos sheds	25												
1. Hand rail extensions	34																				
2. Removal of timber jetty	60																				
3. Concrete works	245																				
4. Demolition of asbestos sheds	25																				
<b>6</b>	<p><b><u>Requests from harbour Users:</u></b></p> <p>1. Provision of pontoons for recreational craft has been requested by non cargo/fishing interests. There has been concern expressed in the past about mixing commercial and recreational use at a single port.</p>																				
<b>7</b>	<p><b><u>Local Plan designations &amp; developments:</u></b></p> <p>I6 : Existing Business Area No longer restricted to Harbour related uses only. Operational needs to have priority, but there is scope to re-develop and regenerate with the introduction of a wide range of uses, which will be considered on their merits.</p>																				
<b>8</b>	<p><b><u>Economic development constraints/opportunities:</u></b></p> <p>Existing uses such as cargo; fishing; shipyard/life boats; constrain the introduction of new activities. Shoreside, the lack of large parcels of land and large single users such as Moray Seafoods and Forsyths affect ability for comprehensive re-development. Availability of car parking and service access are a restricting factor (e.g. for re-use of fish market). Pedestrian access and safety considerations are a further factor when leisure/tourism uses are proposed. Security measures to restrict access to essential personnel only are required as part of counter terrorism measures overseas by TRANSEC.</p> <p>However the Harbour is the main focal area for the town and visual enhancement and new activities would be a serious contribution to re-generation of the town, and complement previous environmental/tourism investments.</p> <p>Public Sector Investment in the last 10 years has included the provision of cargo handling sheds; slipway extensions; reduction in pier length; lifeboat repair building/road strengthening; Many environmental works carried out in harbour area as part of wider</p>																				

	town project.
<b>9</b>	<p><b><u>Public sector land holding in harbour area:</u></b></p> <p>Small, dispersed parcels (assuming Thomson's yard is sold to HIE). Slightly off pitch is the Drifter and its car park. Fish Market; station yard; harbourmaster/weighbridge. Confirm seabed ownership</p>
<b>10</b>	<p><b><u>Regeneration constraints/opportunities:</u></b></p> <p>Many under used and semi-derelict sites which would lend themselves to re-development. New uses will depend whether marina is pursued, and what support facilities required.</p> <p>Land contamination may affect economics of development, especially housing. Progress with the planning approval for flats on the lanstown shipyard may affect market for other quayside flat proposals, but Commercial Road more sheltered.</p>
<b>11</b>	<p><b><u>Commercial constraints/opportunities:</u></b></p> <p>Contamination; berthing charges/viability of marina; willingness of land owners to participate; competition in marketplace. Increased maintenance costs. Expressions of interest in provision of Marina. Possible Euro funding if Council is developer?</p>
<b>12</b>	<p><b><u>Conclusions:</u></b></p> <p>There seems to be market support for a marina, and Councillor and public expectation. This would be aimed at new users, able to pay the appropriate berthing fees, and as such should avoid "complaints" about any increases. But economic viability remains to be tested. Council to pursue or private investment? Looking for economic return or accept as loss leader as in other communities/ A decision on this would influence shore side development, which could be taken up with a series of development briefs agreed with willing landowners. Current market climate may deter speculative building e.g. flats, and mitigation of contamination would need to be established. Must have a big picture and plan for infrastructure such as traffic circulation; parking; servicing; then take forward piece by piece. Re-establish objectives/strategy</p> <ol style="list-style-type: none"> <li>1. introduce new uses to the harbour/generate income</li> <li>2. visual/physical upgrade to whole area; regenerate with new activities</li> <li>3. tourism/environmental improvements</li> </ol>

	<b><u>Name of Harbour:</u></b>	<b>BURGHEAD</b>															
<b>1</b>	<b><u>General description:</u></b>	The harbour consists of a single basin and is used by up to 24 fishing vessels and about 24 recreational craft. All vessels are berthed alongside quays/piers since the harbour is unsuitable for pontoons. Number on waiting list = 25.															
<b>2</b>	<b><u>General condition:</u></b>	Piers and Quays: Poor. The sandstone quays are subject to undermining and the steel sheet piled walls suffer from corrosion. The harbour layout is unsuitable for pontoons due to the single basin, its limited width, and wave heights. Harbour approaches – Poor. The reduced dredging budget has allowed a major sand bank to build up near the entrance. There is no longer sufficient depth of water for cargo ships.															
<b>3</b>	<b><u>Ongoing maintenance description:</u></b>	The approaches require dredging 2 or 3 times/year and especially after northerly gales. Without this work, the port will close to fishing vessels. Current works include pilot boat and navigation light maintenance as well as the annual diving inspection.															
<b>4</b>	<b><u>Backlog maintenance description:</u></b>	<table> <tr> <td>1. Concrete and masonry repairs</td> <td>Revenue works backlog</td> <td>£91k</td> </tr> <tr> <td>2. Navigation light replacement</td> <td>Dredging backlog</td> <td>£96k</td> </tr> <tr> <td>3. Pier surfacing</td> <td></td> <td></td> </tr> <tr> <td>4. Slipway replacement</td> <td></td> <td></td> </tr> <tr> <td>5. Dredging</td> <td></td> <td></td> </tr> </table>	1. Concrete and masonry repairs	Revenue works backlog	£91k	2. Navigation light replacement	Dredging backlog	£96k	3. Pier surfacing			4. Slipway replacement			5. Dredging		
1. Concrete and masonry repairs	Revenue works backlog	£91k															
2. Navigation light replacement	Dredging backlog	£96k															
3. Pier surfacing																	
4. Slipway replacement																	
5. Dredging																	
<b>5</b>	<b><u>Budget:</u></b>																
<b>5.1</b>	Main items of expenditure (£'000):																
	1. Staff costs	29															
	2. Premises	5															
	3. Repairs and maintenance	18 Projected 2008/09															
	4. Dredging	30															
<b>5.2</b>	Main items of income (£'000):																
	1. Vessel dues	15 (a more typical figure is 10)															
	2. Fishing dues	16															
	3. Rent	9															

	There is no scope to increase the number of vessels berthed in the harbour without resorting to multiply berthing.										
<b>5.3</b>	Average deficit funding level (£'000):  <u>Deficit 79</u>										
<b>5.4</b>	Capital (£,000):  <table border="0"> <tr> <td>1. Cathodic protection to steel piles</td> <td>170</td> </tr> <tr> <td>2. Reface South Pier</td> <td>450</td> </tr> <tr> <td>3. Toe rails</td> <td>50</td> </tr> <tr> <td>4. Handrail extensions to ladders</td> <td>12</td> </tr> <tr> <td>5. Other</td> <td>140</td> </tr> </table>	1. Cathodic protection to steel piles	170	2. Reface South Pier	450	3. Toe rails	50	4. Handrail extensions to ladders	12	5. Other	140
1. Cathodic protection to steel piles	170										
2. Reface South Pier	450										
3. Toe rails	50										
4. Handrail extensions to ladders	12										
5. Other	140										
<b>6</b>	<b><u>Requests from harbour Users:</u></b>  <ol style="list-style-type: none"> <li>1. Dredging</li> <li>2. Security</li> <li>3. Control of slipway use</li> <li>4. Double berthing</li> <li>5. Provision of handrails at ladders</li> </ol>										
<b>7</b>	<b><u>Local Plan designations &amp; developments:</u></b>  HBR1: harbour to be considered as mixed for fishing and recreational use. Revitalisation of harbour and surroundings for tourist, recreational or residential use encouraged. ENV 10 : Regeneration Area R1 North Quay: gap sites for possible development. Conservation area status to be investigated.										
<b>8</b>	<b><u>Economic development constraints/opportunities:</u></b>  Still regarded as a commercial/operational harbour, so business uses could still be considered. Limited land associated with harbour for major uses. Redevelopment of the gap sites would significantly improve the visual image. However, residential use in warehouses may constrain some commercial activities. Improved image/appearance may increase popularity of recreational sailing. Listing of North Quay and historic value of the harbour may be a constraint ( in eyes of Historic Scotland) Anecdotal comments re business potential (Diageo; wind farms) Long route in through town to access harbour; tight corners for vehicles. Burghead Bay good for sailing? The harbour is unsuited to pontoons.										

9	<p><b><u>Public sector land holding in harbour area:</u></b></p> <p>Minimal, other than quay surfaces?          What was inquiry from Tullochs to advertisement?          Gap sites an eyesore but one of them recently sold by Council.</p>
10	<p><b><u>Regeneration constraints/opportunities:</u></b></p> <p>Harbour area has been subject to a recent environmental improvement scheme at the North Quay. This consisted of resurfacing of pedestrian area in Caithness Flagstones, installing new seating and lighting columns. Total cost £351,249 (inc fees). So limited scope for further action. Opportunity for infill housing development at warehouses.</p>
11	<p><b><u>Commercial constraints/opportunities:</u></b></p> <p>Lack of land for related/support activities. Low level of existing services etc.          Prevailing weather conditions/shelter?          Restricted capacity in basins given fishing use.</p>
12	<p><b><u>Conclusions:</u></b></p> <p>Would something have been done before now if there had been any real scope?          Are there any prospects of increased business use?</p>

	<p><b><u>Name of Harbour:</u></b> <b>CULLEN</b></p>
1	<p><b><u>General description:</u></b></p> <p>Although a 2 basin harbour, only the inner basin is suitable for berthing. 14 vessels are moored on a single 12 year old pontoon. The total number of berths is 24. Number on the waiting list is 21. The harbour's sandy beach is also used in the summer months for paddling/swimming by holiday makers.</p>
2	<p><b><u>General condition:</u></b></p> <ol style="list-style-type: none"> <li>1. Piers – fair.</li> <li>2. Pontoon – fair but held in place by chains and require continual maintenance.</li> <li>3. Harbour bed – prone to continual silting which restricts use of the port by vessels – dries out a low tide.</li> <li>4. Beacon – consent for removal requested due to its condition.</li> <li>5.</li> </ol>

<b>3</b>	<p><b><u>Ongoing maintenance description:</u></b></p> <ol style="list-style-type: none"> <li>1. Pressure grouting of piers</li> <li>2. Replacement of rope ladders</li> <li>3. Pontoon repairs required on a regular basis due to their age and the mooring system of chains.</li> </ol>									
<b>4</b>	<p><b><u>Backlog maintenance description:</u></b></p> <ol style="list-style-type: none"> <li>1. Revenue works backlog - pressure grouting, concrete repairs, undermining of masonry piers - £34k</li> <li>2. Dredging backlog - £15k/year</li> </ol>									
<b>5</b>	<p><b><u>Budget:</u></b></p>									
<b>5.1</b>	<p>Main items of expenditure (£'000):</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 40%;">1. Repairs and maintenance</td> <td style="width: 10%; text-align: right;">5</td> <td style="width: 50%;">Projected 2008/09</td> </tr> <tr> <td>2. Staff</td> <td style="text-align: right;">6</td> <td></td> </tr> </table>	1. Repairs and maintenance	5	Projected 2008/09	2. Staff	6				
1. Repairs and maintenance	5	Projected 2008/09								
2. Staff	6									
<b>5.2</b>	<p>Main items of income (£'000):</p> <ol style="list-style-type: none"> <li>1. Vessel dues 3</li> <li>2. There are no other sources of income due to the lack of land available for leasing as part of the harbour.</li> </ol>									
<b>5.3</b>	<p>Average deficit funding level (£'000):</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 40%;">1. Deficit</td> <td style="width: 10%; text-align: right;">15</td> <td style="width: 50%;"></td> </tr> </table>	1. Deficit	15							
1. Deficit	15									
<b>5.4</b>	<p>Capital (£,000):</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 40%;">1. Replace chains with piles</td> <td style="width: 10%; text-align: right;">60</td> <td style="width: 50%;"></td> </tr> <tr> <td>2. Toe rails and handrails</td> <td style="text-align: right;">39</td> <td></td> </tr> <tr> <td>3. Additional pontoon berthing. DDA compliant</td> <td style="text-align: right;">280</td> <td></td> </tr> </table>	1. Replace chains with piles	60		2. Toe rails and handrails	39		3. Additional pontoon berthing. DDA compliant	280	
1. Replace chains with piles	60									
2. Toe rails and handrails	39									
3. Additional pontoon berthing. DDA compliant	280									
<b>6</b>	<p><b><u>Requests from harbour Users:</u></b></p> <ol style="list-style-type: none"> <li>1. Replacement of pontoon mooring chains with a pile to secure the pontoon in place.</li> <li>2. Provision of a second pontoon and security.</li> <li>3. Regular dredging.</li> <li>4. Replacement of beacon (requested by Community Council).</li> <li>5.</li> </ol>									

7	<p><b><u>Local Plan designations &amp; developments:</u></b></p> <p>T1 : harbour reserved for uses related to recreational sailing, to encourage tourist/visitor activity in the town.</p> <p>Harbour is located within the conservation area, and is a category B listed building.</p>
8	<p><b><u>Economic development constraints/opportunities:</u></b></p> <p>Few opportunities. No real land available; proximity of conservation area; road access/parking.</p>
9	<p><b><u>Public sector land holding in harbour area:</u></b></p> <p>None? Portlong Road store; public toilet/harbourmaster office?</p>
10	<p><b><u>Regeneration constraints/opportunities:</u></b></p> <p>Generally the surrounding area is in good order and no physical or visual blights. Has had concrete slab repairs, benches, and resurfacing of quay at cost of £13,000. No need/opportunity for further regeneration. Uses likely to be low key only/continue existing approach. Provision of further pontoons may be restricted by non nautical factors such as provision of parking.</p>
11	<p><b><u>Commercial constraints/opportunities:</u></b></p> <p>None</p>
12	<p><b><u>Conclusions:</u></b></p> <p>No real potential for increasing activity. Role to remain low key. On going maintenance costs may not be covered by income? Not a business case?</p>

	<p><b><u>Name of Harbour:</u></b> <b>FINDOCHTY</b></p>
1	<p><b><u>General description:</u></b></p> <p>The harbour consists of 2 basins with 3 pontoons in the inner basin. The outer basin is unsuitable for berthing due to wave heights. There is also a single deep water pier 200m along the coast, however, this is very exposed and unsuitable as a long term berth. The outer basin is used for swimming in the summer months. Total number of berths 96.</p>

	Number on the waiting list 33.
<b>2</b>	<p><b><u>General condition:</u></b></p> <p>Piers – good but occasional repairs to concrete are required.  Pontoons – very poor due to their age and anchorage type.</p>
<b>3</b>	<p><b><u>Ongoing maintenance description:</u></b></p> <p>Pontoons require repairs after most storms because of their age and the way they are held in place (chains). Of all the harbour maintenance works, replacing the pontoons and their anchorage type is the most urgent.</p>
<b>4</b>	<p><b><u>Backlog maintenance description:</u></b></p> <ol style="list-style-type: none"> <li>1. Provision of cathodic protection to steel sheet piling at the West Pier</li> <li>2. Repairs to concrete steps</li> <li>3. Repairs to pontoons</li> <li>4. Dredging</li> </ol> <p>Total maintenance works backlog £52k  Dredging backlog £48k</p>
<b>5</b>	<p><b><u>Budget:</u></b></p>
<b>5.1</b>	<p>Main items of expenditure (£'000):</p> <ol style="list-style-type: none"> <li>1. Staff 10</li> <li>2. Repairs 7</li> </ol>
<b>5.2</b>	<p>Main items of income (£'000):</p> <ol style="list-style-type: none"> <li>1. Vessel dues 15</li> </ol> <p>There is no scope to extend the existing pontoons because of the way they are held in place (with chains). This restricts income from vessel dues. Longer pontoons could be installed if they were fixed with piles and would berth more craft, giving higher income.</p>
<b>5.3</b>	<p>Average deficit funding level (£'000):</p> <ol style="list-style-type: none"> <li>1. Breaks even</li> </ol>

5.4	<p>Capital (£,000):</p> <ol style="list-style-type: none"> <li>1. Replace pontoon fixing chains with piles (This is the most urgent of all the harbour schemes. £710k</li> <li>2. Cathodic protection to sheet piles 39</li> <li>3. Additional pontoon fingers 18</li> <li>4. Handrail extensions to ladders 13</li> </ol> <p>Limited land availability for expansion. Road access and parking present constraints. Anything too big would be out of character in any event.</p>
6	<p><b><u>Requests from harbour Users:</u></b></p> <ol style="list-style-type: none"> <li>1. Security</li> <li>2. Provision of water electricity at berths on the pontoons</li> <li>3. Replacement of pontoon chains with piles</li> <li>4. Replacement of old pontoons</li> <li>5. Dredging</li> <li>6. Provision of out of water winter berthing</li> <li>7.</li> </ol>
7	<p><b><u>Local Plan designations &amp; developments:</u></b></p> <p>HBR 1: harbour to be retained for recreational sailing use; additional facilities and activities may be provided. Located within conservation area.</p>
8	<p><b><u>Economic development constraints/opportunities:</u></b></p> <p>An attractive harbour at the heart of the conservation area with a public house and caravan site nearby, presenting a good core of facilities to support water sports etc. Note – there is land available at part of the harbour for development.</p>
9	<p><b><u>Public sector land holding in harbour area:</u></b></p> <p>Limited/none?</p>
10	<p><b><u>Regeneration constraints/opportunities:</u></b></p> <p>None. This is a well maintained area with no dereliction and no opportunities for regeneration.</p>
11	<p><b><u>Commercial constraints/opportunities:</u></b></p> <p>Additional pontoons? Expand on current role if opportunities arise. Increase pontoon berths from 82 to 98.</p>



5.2	<p>Main items of income (£'000):</p> <ol style="list-style-type: none"> <li>1. Vessel dues 9</li> <li>2. Rent 10</li> </ol> <p>There is little scope to increase income by providing further berthing since the inner basin is now at capacity.</p>
5.3	<p>Average deficit funding level (£'000):</p> <ol style="list-style-type: none"> <li>1. Deficit 25</li> </ol> <p>The deficit is largely due to the continual need for repairs to the piers – this in turn is due to their age. Delaying repairs will create larger problems in the future.</p>
5.4	<p>Capital (£,000):</p> <ol style="list-style-type: none"> <li>1. Install toe rails 119</li> <li>2. Hand rail extensions to ladders 18</li> </ol>
6	<p><b><u>Requests from harbour Users:</u></b></p> <ol style="list-style-type: none"> <li>1. Regular dredging</li> <li>2. Increased security at both piers and pontoon to prevent theft from boats</li> <li>3. Controlled use of the slipway</li> <li>4. Extension of the slipway</li> <li>5. Provision of handrails at ladders</li> <li>6.</li> </ol>
7	<p><b><u>Local Plan designations &amp; developments:</u></b></p> <p>HBR1: Scope for further recreational or tourism use.</p> <p>Pontoons only recently installed at cost of £343,000. Environmental enhancements carried out prior to that.</p>
8	<p><b><u>Economic development constraints/opportunities:</u></b></p> <p>Beaches and general position make the harbour a good location for recreational/tourism use. Café/gift shop been established. However road access and shortage of land and parking will constrain any real expansion beyond current levels of use. Recent interest in developing a “boutique hotel” (application refused)</p>
9	<p><b><u>Public sector land holding in harbour area:</u></b></p> <p>Limited?</p>

10	<p><b><u>Regeneration constraints/opportunities:</u></b></p> <p>No real dereliction needing attended to. Generally well maintained and subject of environmental scheme, involving shed repairs (£25,000); car parking; concrete slab repairs; seating (£12,000).</p>
11	<p><b><u>Commercial constraints/opportunities:</u></b></p> <p>Limited</p>
12	<p><b><u>Conclusions:</u></b></p> <p>Recent investment represents about as much as is possible. Maintain activity at its current level.</p>

	<p><b><u>Name of Harbour:</u></b> PORTKNOCKIE</p>
1	<p><b><u>General description:</u></b></p> <p>The harbour consists of 2 basins with 3 pontoons in the inner basin. Only the inner basin is suitable for full time berths. Visiting craft use the outer basin in summer only.  Total number of berths = 49  Total number on waiting list = 21  The outer basin is also used for paddling/swimming in the summer months</p>
2	<p><b><u>General condition:</u></b></p> <p>The outer piers are in poor condition and require regular repairs to undermining and weathering.  The pontoon anchor chains and ladders are in poor condition due to the age and type of the anchorage system.</p>
3	<p><b><u>Ongoing maintenance description:</u></b></p> <ol style="list-style-type: none"> <li>1. Regular repairs to undermined and weathered concrete piers are required almost every year due to the age of the structures</li> <li>2. Repairs to pontoon chains and ladders following storms are required due to the age and type of the anchorage system. Replacement of the pontoons and installation of piles to secure them in place is essential to ensure their long term use.</li> </ol>

4	<p><b><u>Backlog maintenance description:</u></b></p> <ol style="list-style-type: none"> <li>1. Dredging of inner basin</li> <li>2. Concrete repairs and pressure grouting</li> <li>3. Replace ladders</li> <li>4. Replace pontoon guide rails</li> </ol> <p>Total works backlog = 113 Dredging backlog = 48</p>						
5	<p><b><u>Budget:</u></b></p>						
5.1	<p>Main items of expenditure (£'000):</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%;">1. Staff</td> <td style="text-align: right;">6</td> </tr> <tr> <td>2. Repairs and maintenance</td> <td style="text-align: right;">9</td> </tr> </table>	1. Staff	6	2. Repairs and maintenance	9		
1. Staff	6						
2. Repairs and maintenance	9						
5.2	<p>Main items of income (£'000):</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%;">1. Vessel dues</td> <td style="text-align: right;">8</td> </tr> </table> <p>There is no scope to increase income by providing further berths without incurring annual dredging of the inner basin</p>	1. Vessel dues	8				
1. Vessel dues	8						
5.3	<p>Average deficit funding level (£'000):</p> <ol style="list-style-type: none"> <li>1. Deficit</li> </ol> <p>The deficit is largely due to the continual need for repairs to piers and pontoons due to their age. Delaying repairs will create larger problems in the future</p>						
5.4	<p>Capital (£,000):</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%;">1. Replace chain anchors at the pontoons with piles</td> <td style="text-align: right;">120</td> </tr> <tr> <td>2. Concrete repairs</td> <td style="text-align: right;">255</td> </tr> <tr> <td>3. Hand rail extensions to ladders, new slipway</td> <td style="text-align: right;">46</td> </tr> </table>	1. Replace chain anchors at the pontoons with piles	120	2. Concrete repairs	255	3. Hand rail extensions to ladders, new slipway	46
1. Replace chain anchors at the pontoons with piles	120						
2. Concrete repairs	255						
3. Hand rail extensions to ladders, new slipway	46						
6	<p><b><u>Requests from harbour Users:</u></b></p> <ol style="list-style-type: none"> <li>1. Security</li> <li>2. Dredging</li> <li>3. Provision of water and electricity supplies</li> <li>4. Replacement of pontoon mooring chains with piles to reduce movement</li> </ol>						
7	<p><b><u>Local Plan designations &amp; developments:</u></b></p> <p>T1: Prime use of harbour will be for recreational/tourist use. Located within conservation area.</p> <p>Has benefited from pontoon (£64,000) and environmental (£13,500 on slipway extension and re-surfacing) investment in recent years.</p>						

8	<p><b><u>Economic development constraints/opportunities:</u></b></p> <p>Topography and steep access constrain any real opportunities for development.</p>
9	<p><b><u>Public sector land holding in harbour area:</u></b></p> <p>Minimal</p>
10	<p><b><u>Regeneration constraints/opportunities:</u></b></p> <p>None. Harbour is central to village and is located at the heart of a well maintained conservation area. Some support facilities might be possible but increasing traffic to/from the harbour is not to be encouraged.</p>
11	<p><b><u>Commercial constraints/opportunities:</u></b></p> <p>No opportunities given traffic and access constraints</p>
12	<p><b><u>Conclusions:</u></b></p> <p>No prospects for new developments. Maintain existing role. Berthing fees not providing economic return on investment costs?</p>