

Meeting Date: Thursday 23<sup>rd</sup> November 2023

Opened at: 7:05pm

Closed at: 9:00pm

## 1. Welcome and Apologies

Present:

Consultative Body

Bill Hook	
Aadilia Morton	Peter Stenner
Amy Stenner	Mark Layton
James Crawford	Graeme Smith
Mark Brookfield	Steve Pocock
Roger Bufton	Chris Clarence
James Hamafin	Robert Phipps
Tom Mahon	
Claire Stoye	
Paul Barczok	
Rona Boyne	

## Teignmouth Harbour Commissioners

Richard Perks	
Vic Weston	
Jo Sparks	
Derek Davis	

## Teignmouth Harbour Staff

Toby Dean	
Humphrey Vince	

## Apologies

Nick Clarence	
James Stoye	
Jude Chivers	
Sue Astbury	
Dan Hallet	

2.	<p>Minutes of May Meeting Adoption of minutes Proposed: Roger Bufton Seconded: Paul Barzok</p> <p>Matter Arising:</p> <p>Richard Perks RP regarding leisure charges, email sent to Mark Layton ML and Peter Stenner PS, no/late response so will forward.</p> <p>Humphrey Vince HV email sent to MMO regarding disposal sites as yet no reply. Chris Clarence CC asked exactly what email said Robert Phipps RoP asked if it asked for a variation. HV confirmed that it did.</p> <p>CC updated regarding Teignbridge view of temporary beach hut area 44 huts at £350 +vat to site hut and can charge an extra £100 if they desire. If no sand £11,000 lost revenue to Teignbridge per year.</p>	<p>Action ML and PSA to respond</p> <p>Action HV to chase</p>
3.	<p>Way forward regarding beaches</p> <p>RP gave THC presentation see attached slides</p> <p>Graeme Smith GS agreed mostly correct. Teignbridge lead on coastal erosion, EA lead on flood prevention. Regarding the BMP Jacobs have been appointed to carry out work, output is expected in approximately 12 months. Engineers Binneys? Have been appointed to look at structural integrity of sea wall. All funding Defra with the EA being the gatekeepers.</p> <p>BMP will be carried out to industry standard costing £100K and will provide evidence for what needs to be done. Main aim is to protect life and residential properties.</p> <p>PS asked if it was mandatory to dredge to book or 1.5m above, stated that THC is expecting council to pay to put sand back. Stated that the channel has moved too far out.</p> <p>HV THC are allowed to dredge to 3m above book Tom Mahon TM stated the dredging was about economics, does not make sense to bring in bigger ships as not enough space in the river.</p> <p>ML after the Orion dredge in 1992 THC moved to ploughing, this has changed the shape of the beach, it is now flatter, the water dynamics have changed, the wave shape has changed and therefore the shape of the beach has changed. Suggested that ploughing is stopped.</p> <p>CC agreed with ML and PS suggests putting sand at the lighthouse. Reminded group what Capt. Spratt's study contains.</p>	<p>Action GS to update at next meeting</p>

<p>Toby Dean TD that since Capt. Spratt's study many manmade structures have been put in place which effect sand movement and that sand loss is not solely down to dredging.</p> <p>Claire Stoye CS asked if the style of dredging could be changed TD stated that the type of dredger employed was down to cost, the Mannin cost £35k per 10 days a suction dredger would cost £150 for the same period.</p> <p>CS asked that the channel is not gouged, that the channel have a dog leg put back in it as that would encourage sand retainment.</p> <p>ML asked if it would be possible to have a longer term contract with the Mannin, more regular visits and therefore less bed levelling.</p> <p>GS it is a criteria of the BMP was to include the influence of dredging. Teign C movements are not included.</p> <p>TD the Mannin goes behind the dredger to level out the pot holes.</p> <p>CS asked if THC will allow sand to go where it is requested. HV said THC would but could not guarantee the type of sand.</p> <p>GS said there was no emergency funding available to Teignbridge to rectify problems caused by Bibet and Ciaren.</p> <p>CS Teignbridge and Shaldon Parish council are to apply to MMO for a license variation for sand deposit. CC said unlikely that Shaldon. Parish council can afford to apply for license and it would be acting outside of their derestriction. RP said THC will support Shaldon Parish Council and Teignbridge in their application, if required.</p> <p>RoP stated that there was not enough sand and THC were taking it away as they did not want it. The Sprey Point dump site goes right onto the beach, the Mannin should put the sand right on the beach. There are no groynes on the beach, sea wall piles are not designed to be exposed. The sea wall is breaking up. Tax payers' money is spent on groynes, they need to reach the sea wall otherwise they are useless.</p> <p>James Crawford JC PS Bill Hook BH all asked what depth of ship is the maximum and what depth are THC mandated to dredge to. HV/TD/TM largest ship is 6m. THC are mandated to maintain a channel for safe navigation and a channel depth up to 3m in the harbour limits and pilotage area.</p> <p>PS has the newly exposed wall on the point been checked and there is a cable exposed on the beach.</p> <p>Giles Squirrel GSq who owns the beach now it bits under the MHW, GS stated that the MHW was a line on a map and does not change.</p> <p>Rona Boyne said during storm waves washing across point, over salty and hitting railway line in the river.</p>	<p>Action HV to speak to Mannin director regarding this</p> <p>Action HV to deal with this</p>
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	<p>MB asked what authority the consultative group had, RP the group is a sounding board. GSq suggested group meet separately to devise a plan of action.</p> <p>TD advised that Teignmouth cannot take any longer vessels although the beam may increase. The hope is to keep the port but it is recognised that Catwater would like the trade. He said the THC will look at changing the regime to pull sand back onto the point.</p>	<p>Action GSq to do this</p> <p>Action TD/HV to look at this</p>
4	Harbour masters report TD/HV slides attached	
5	<p>JC asked if the waiting list system for moorings is up to date. TD yes.</p> <p>JC asked do we have an opinion on the cost of moorings, facilities getting worse, how is rise calculated, when will costs stop increasing.</p> <p>Jo Sparks JS explained how the mooring fees are calculated, and explanation as to why the fees went up 20% last year.</p> <p>TD costs are driven by inflation, capital expenditure, the costs are levelling.</p> <p>BH how much have the shipping fees increased. TD did not have the information to hand but would find out.</p>	Action TD
6	Roger Bufton asked about walk ashore pontoons, GS stated Teignbridge had no funding and nothing was in the offing.	
7	<p>PS asking if the THC think we will ever finish paying the PNPF, RP said the scheme had been revaluated and repayments are currently looking at a 1-year extension. PS asked why we had paid off capital, it was explained that in order to keep the rates we have we cannot hold assets and also that the interest rate at the time the extra payment was made was 6% so it made financial sense.</p> <p>CS asked if our pilotage fees were competitive TM said they were.</p>	
	Next meeting 23.1.24 7pm at the Rugby Club.	



# THC's Position on Beach and Channel Management

Part 1: The Current Situation

Part 2: Moving Forward

November 2023

- Going to put across to you THC's position re Beach and Channel Management
- Different levels of knowledge
- So apologies if telling you stuff you know
- Going to talk about what we do and why
- Then about how we may be able to move forward
- Take questions on understanding
- Otherwise please wait!




## Part 1: The Current Situation

### THC's Legal Obligations.



Maintenance Dredging, to keep Port access open, is mandatory. It is included in THC's 1924 Harbour Order and is covered under its responsibilities as a Competent Harbour Authority (provider of a pilotage service as per the 1987 Pilotage Act).

- No licence is needed for Maintenance Dredging.
- THC has a Marine Management Organisation (MMO) Marine Licence for disposal of the dredged material. 
- The licence allows 100,000 Tonnes to be disposed of each year and states where it should be placed.
- The licence is renewable every 10 years.

## Maintaining the Channel.



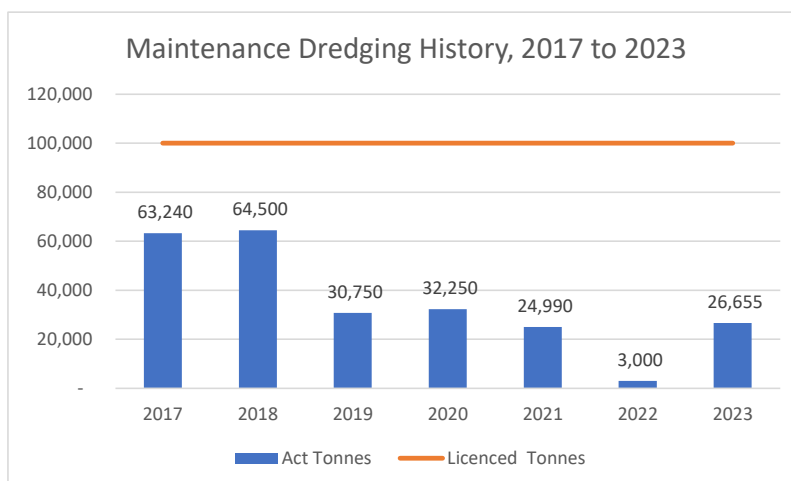
### Dredging Keeps the Channel open.

- The aim is to keep the channel depth at 1.5m below chart datum
- The current situation after dredging and two storms is about 1.3m below chart datum (Nov '23)
- The worst it has been since 2016 is 0.9m below chart datum

### Channel Depth is important, because.....

- Ships vary their loads according to available depth.
- For an average ship into Teignmouth a reduction of 10 cm in channel depth equals circa 100 tonnes reduction in cargo carrying capability
- The smaller the cargo, the less cost effective the shipping operation.

## Maintenance Dredging is below Licenced Disposal Limits



- Maintenance Dredging preserves an existing channel.
- (Capital Dredging extends or deepens a channel and needs a separate licence).
- THC dredges as little as reasonable due to cost and environmental impact.
- Since 2017 THC has dredged and deposited 35% of it's licenced allowance.

So that is where we are regarding dredging



## The Beaches

- THC does not “own” any of the beaches and has no jurisdiction above mean HW within the harbour.
- The beaches (above HW) are the responsibility of Teignbridge District Council and Shaldon Parish Council.
- The MMO have indicated that they are open to issuing a Marine Licence for beach replenishment from dredged material.
- The Councils, as the beach “owners”, are able to engage with the MMO and apply a Marine Licence themselves.
- THC would support them in this, within cost and legislative constraints.



It's a bit like wanting to build on a piece of land you own.

The landowner gets permission, then finds someone to do the work





## Part 2: Moving Forward

There is a Formal Hierarchy to Shoreline Management.....



Marine Management Organisation (MMO) is part of DEFRA. It regulates sustainable marine activities around England and Wales.



South Devon and Dorset Coastal Authorities Group. It has particular regard to sediment movements, shoreline defences, research and planning. Their principle output is a Shoreline Management Plan.



Teign Estuary Coastal Partnership. Led by Teignbridge District Council. It promotes integrated coastal management of the estuary and coast between Torbay and the Exe Estuary.



Output →

Teignbridge Beach Management Plan, which will be guided by South Devon and Dorset Shoreline Management Plan.

## We Have a Vehicle for Managing our Beaches



## Teignbridge Beach Management Plan

### Specification for creating the plan:

This project covers the length of coast from The Ness, Shaldon to the Teign Estuary to Shaldon Bridge to the West, and Parsons and Clark headland near Hatherly to the North with the primary focus for the work being undertaken being along the Teignmouth frontage.

The strategic approach to coastal flood and erosion management within the project area is guided by the South Devon and Dorset Shoreline management plan (SMP2) policies defined in 2010 and are primarily "Hold the Line" along this frontage. The Teignmouth Harbour Commission is currently initiating a refresh of the adopted policies and is envisaging change in some sections of the project area including those commensurate with proposals being brought forward by Natural England.

A new Beach Management Plan (BMP) is needed for the project area to guide flood, erosion and beach management along the frontage for the next 20-30 years. This BMP and associated activities must be within the context of a longer term sustainable and integrated plan for managing these risks over the next 100 years that further develops the detail of how to implement the current SMP2 policies and those emerging through the duration of the project from the SMP refresh process.

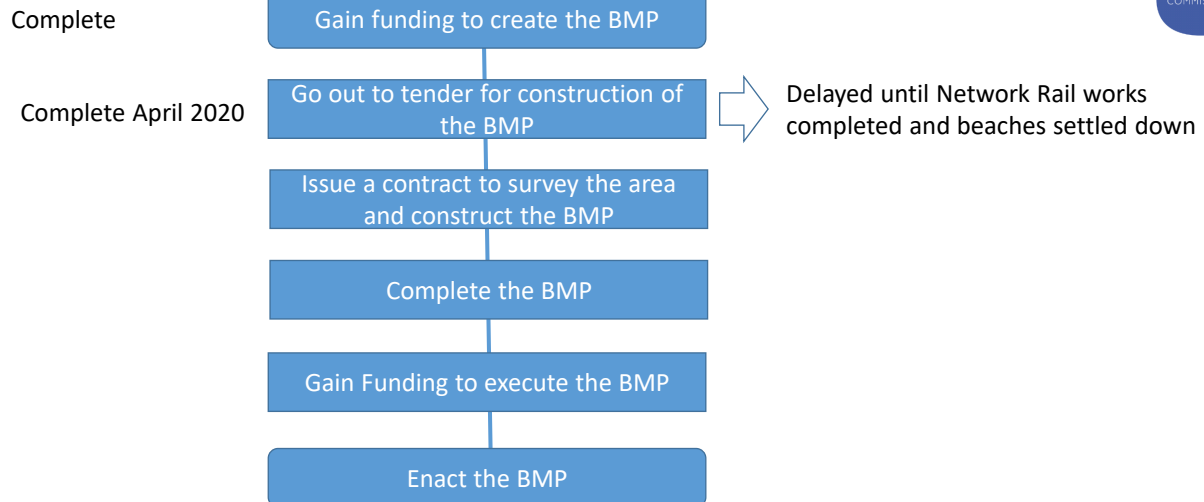


The Opportunity here, is to stand behind this plan and get the best result possible

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## Delivering the Beach Management Plan

### The Process:



## Finding a Solution Isn't Easy.....

- Everyone is legally compliant.
- No one is breaking the law.
- Opinions vary.
- Its unlikely that any single entity has the resources/influence to please everyone.

### However,

- There is a definite Hierarchy of established official bodies.
- The building blocks are in place to identify a way forward, and
- THC will be open to supporting the formal management process that is currently in progress.

## In Summary



- THC has a Statutory Requirement to maintain the channel and doesn't control where dredged material is deposited. It also doesn't have any formal responsibility for the beaches above Mean HW.
- In recent years THC has dredged, on average, 35% of it's licenced disposal tonnage. It will continue dredge as little as it can.
- Beach replenishment is within the gift of the Councils to initiate.
- There is a definite official hierarchy for the management of our shoreline.
- The building blocks are in place to create and enact Teignbridge Beach Management Plan (BMP).
- If there are opportunities for synergy with the BMP, then THC will be open to supporting the plan, within its legislative and cost constraints.
- Finally, this presentation should be seen as THC's position on this topic.



# Thank You



## Back-up Material

## Teignbridge Beach Management Plan 1 of 2

### Teignmouth Beach Management Plan

Teignbridge District Council [↗](#)

[Buyer Profile](#) **PRO**

**90710000** Environmental management [↕](#)

Location South West

Value £110,000

Duration 1 year

Contract Dates 29/06/2020 » 27/06/2021

Single Lot

CPV Code Breakdown [↕](#)

**90** 50% Sewage-, refuse-, cleaning-, and environmental services

**92** 50% Recreational, cultural and sporting services

Published: 29/4/2020

[Contract](#) [🔖](#) [✉](#) [🔔](#) [⋮](#)

Closed : 29/5/2020 [Finished](#)

[Publisher Details](#)

Forde House  
Brunel Road  
Newton Abbot  
TQ12 4XX  
England

Award Criteria  
Not Specified

[Full Documentation](#) [📄](#)

<https://www.contractfinderpro.com/doc/bLXr7/teignbridge-district-council/teignmouth-beach-management-plan>

# Responsibility for Managing Our Coast

## Marine Management Organisation (MMO)

The Marine Management Organisation (MMO) is an executive non-departmental public body of the [Department for Environment, Food and Rural Affairs \(DEFRA\)](#).

The MMO license and regulate marine activities in the seas around England and Wales so that they're carried out in a sustainable way.

### Marine Planning

The Marine Management Organisation (MMO) has responsibility for preparing marine plans for the English inshore and offshore regions according to the policies and objectives set out in the Marine Policy Statement (MPS). Marine Plans will be given effect by their statutory status and delivered through the decisions made under them. As set out in the Marine and Coastal Access Act, all public authorities taking authorisation or enforcement decisions that affect or might affect the UK marine area must do so in accordance with marine policy documents (the MPS and relevant Marine Plans) unless relevant considerations indicate otherwise. There are two levels in the marine planning system: the Marine Policy Statement at a UK level and marine plans at national and sub-national level.

Marine plans inform and guide marine users and regulators, managing the sustainable development of marine industries, such as wind farms, shipping, marine aggregates and fishing, alongside the need to conserve and protect marine species and habitats and recognise leisure uses too.

The South Marine Plan was adopted in 2018. The South Inshore and South Offshore Marine Plan Areas includes a coastline that stretches from Folkestone to the River Dart. DEFRA recommend that Coastal Partnerships' such as the Sussex Marine and Coastal forum should be used to assist with stakeholder engagement for the marine plan areas.

### MMO Overview:

- Part of DEFRA
- Sustainably regulates the sea around England and Wales
- It creates plans for inshore and offshore areas.
- Public Authorities must comply with plans.
- Plans inform and guide marine users
- The South Marine Plan was adopted in 2018.
- It promotes Coastal partnerships to assist stakeholder engagement.
- Hence the South Devon and Dorset Coastal Authorities Group.

[Home](#) > [Community and people](#) > South Devon and Dorset Coastal Authorities Group

## South Devon and Dorset Coastal Authorities Group

Teignbridge host and lead the South Devon Coastal Authorities Group (SDADCAG).

The Group covers the area between Durlston Head in Dorset, to Rame Head in eastern Cornwall. It involves all the coastal and estuarine Councils, statutory agencies such as Environment Agency, Natural England, Marine Management Organisation and Heritage England together with several larger landowners such as Network Rail and the National Trust in the integrated management of this area.

The Group has particular regard to sediment movements, shoreline defences, research and planning. One of the principle outputs of the Group is the Shoreline Management Plan.

For further details please contact [coastal@teignbridge.gov.uk](mailto:coastal@teignbridge.gov.uk)

Last updated 22 December 2020

## South Devon and Dorset Coastal Shoreline Management Plan Review (SMP2) Advisory Group (SDADCAG) Durlston Head to Rame Head

[SDAD\\_SMP2\\_parts1to5\\_FINAL.pdf \(coastalmonitoring.org\)](#)

**4.1.10 Holcombe to Hope's Nose.** This is a largely undeveloped, hard cliffed section of coastline, with the main areas of development located at Teignmouth and Shaldon either side of the Teign Estuary mouth, and Newton Abbot at the head of the estuary. Long term recession of the coast will be limited in the most part by the geological resistance of the cliffs. Beaches will narrow along much of this shoreline where it is backed by hard defences. As well as the geological and environmental importance of this shoreline, a key policy driver here is maintaining the mainline railway. The plan here is to continue to hold the existing line of defences to ensure this link remains. This will also serve to protect a range of tourist related assets.

Within the upper Teign Estuary, an area of Managed Realignment towards the head of the estuary could help reduce flood risk within other parts of the estuary whilst also providing habitat creation opportunities. Along the undefended coast, the plan is to maintain this current natural status. Whilst this has the potential for some loss of local features and agricultural land, this will deliver some of the environmental objectives in this area.

### THC's MMO Licence: Activities Section.

Site 1 - SPREY POINT	
Site location	Sprey Point disposal site
Activity 1.1 - Disposal	
Activity type	Disposal of dredged material
Activity location	Sprey Point
Description	<p>Teignmouth Harbour Commission have the power to dredge authorised in the Teignmouth Harbour Order 1924 Section 13. This marine licence is to allow for disposal of the dredged material below Mean High Water Springs.</p> <p>Dredged material will be deposited at the official disposal site Sprey Point (PO070) at Teignmouth which will then move ashore onto the beach protecting the Brunel sea wall of the mainline railway between Dawlish and Teignmouth (Paddington to Penzance) and in turn remain within a circular system which replenishes Teignmouth beach before being washed into the channel to be dredged and disposed/reused as above.</p>



## Slide 21

# MMO Response

RE: Enquiry about the recharging local beaches with Dredged material. - F.O.A. Natalie

SM-MMO-SH - MFA Marine Consents (MMO) (marine.consents@marinemanagement.org.uk) [Add contact](#)

09/11/2

To: Richard Perks;

Dear Richard,

Apologies for the delay in response I've been unexpectedly out of office.

This sounds like beneficial use of dredged material and will need a standard licence. This is a complex enquiry, and you will need to submit a chargeable enquiry which will be allocated to the case team.

Some guidance regarding the application timeline:

[The marine licence application timeline - GOV.UK \(www.gov.uk\)](#)

Guidance regarding fees: [Marine licence fees - GOV.UK \(www.gov.uk\)](#)

Kind Regards,

Natalie Morton| Business Support Team| Marine Management Organisation

Tel: 0208 225 8786| [Natalie.Morton@marinemanagement.org.uk](mailto:Natalie.Morton@marinemanagement.org.uk) | Lancaster House, Hampshire Court, Newcastle Business Park, Newcastle upon Tyne, NE4 7YH

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## Slide 22

# MMO Contact Details

## Marine Management Organisation contact details

The main ways to contact the Marine Management Organisation (MMO) are:

- Marine planning  
(0208) 026 5325 or email [planning@marinemanagement.org.uk](mailto:planning@marinemanagement.org.uk)
- Marine licensing  
(0191) 3762791 or email [marine.consents@marinemanagement.org.uk](mailto:marine.consents@marinemanagement.org.uk) or visit the marine licensing pages
- Fisheries management & control  
email [intel@marinemanagement.org.uk](mailto:intel@marinemanagement.org.uk) or [fishingvessellicensing@marinemanagement.org.uk](mailto:fishingvessellicensing@marinemanagement.org.uk)
- Marine & fisheries funds  
(0208) 026 5539 or email [mff.queries@marinemanagement.org.uk](mailto:mff.queries@marinemanagement.org.uk)
- Blue Belt  
email [bluebelt@marinemanagement.org.uk](mailto:bluebelt@marinemanagement.org.uk)
- Statistics and analysis  
(0208) 026 6481 or email [statistics@marinemanagement.org.uk](mailto:statistics@marinemanagement.org.uk)
- Other enquiries  
(0300) 123 1032 or by email to [info@marinemanagement.org.uk](mailto:info@marinemanagement.org.uk)

<https://www.gov.uk/government/publications/marine-licensing-fees/marine-licensing-fees#band-2>



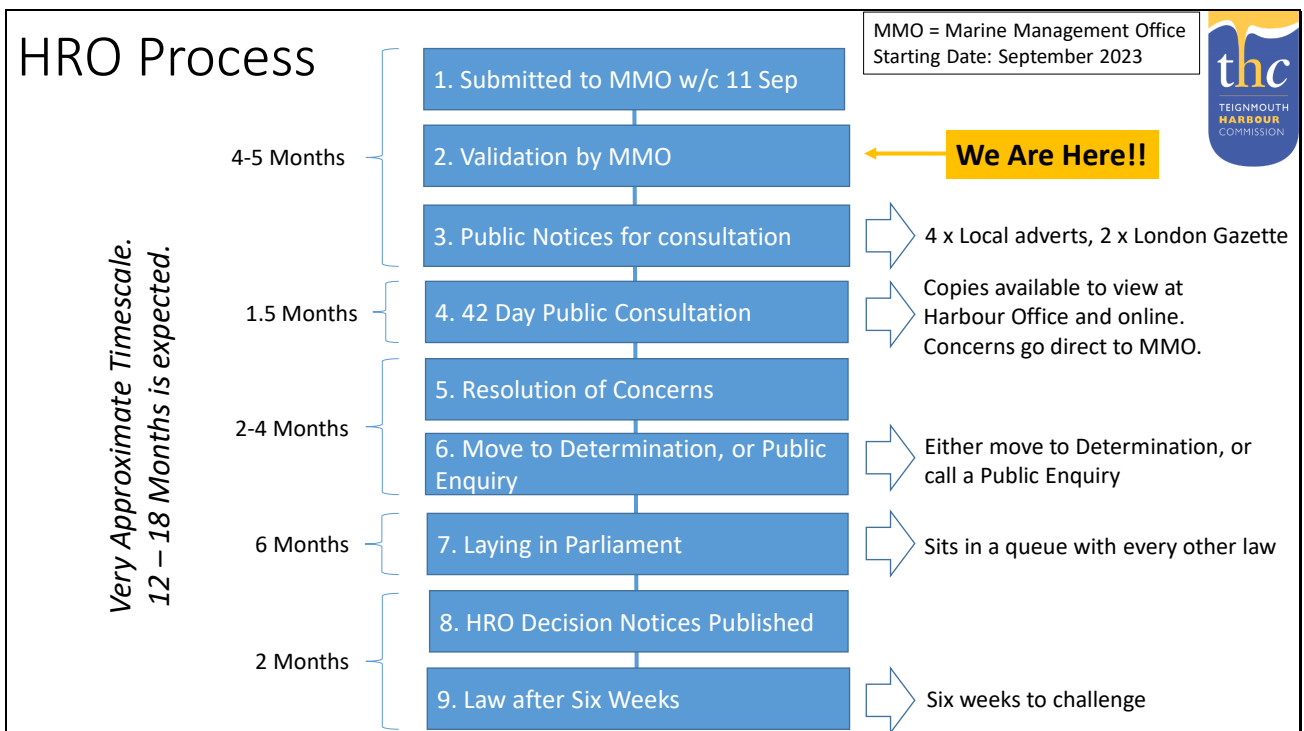
Slide 1



# THC Report

Consultative Group  
23 November 2024

Slide 2



## Moorings Policy Queries

### Could the first year's mooring licence fees be discounted by the waiting list charge?

The Commission has already voiced its concerns around the cost recovery shortfall from leisure moorings. Refunding waiting list charges would represent a loss of income of circa £4,500/yr, so will not be acceptable.



### Concern over “outsiders” getting moorings before locals.

To prioritise “Locals” would be fraught with problems. The Commissioners’ decision is to maintain the status quo. We have a simple process and the waiting list is managed scrupulously fairly.

Individuals who think they may have been treated unfairly should contact the Harbour Office themselves.



## Provision of Drinking Water



- As indicated from the floor at the last Consultative Body, the technical complexities of having water available will be too costly to introduce. This has proved to be the case.
- Water is currently provided for visiting vessels from the Sand Quay and this will be continued. THC will provide some plastic containers for the purpose.

## Storm Babet Impact. Serious Easterly storm with low pressure on flood tide led to:



Flattened of the Point and extended the sand/shingle 15-20 metres WSW, or 40 metres from the Starboard Hand Beacon.



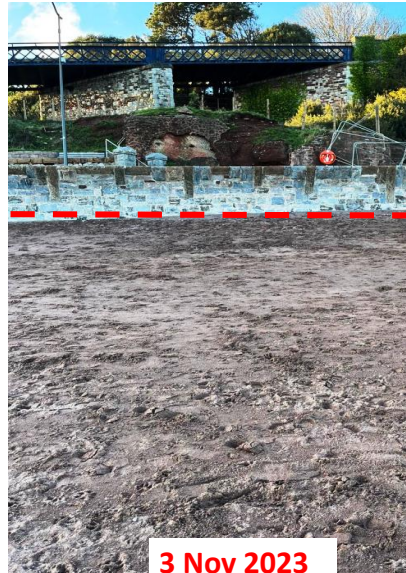
## Situation as of 15 November 2023



Slide 7

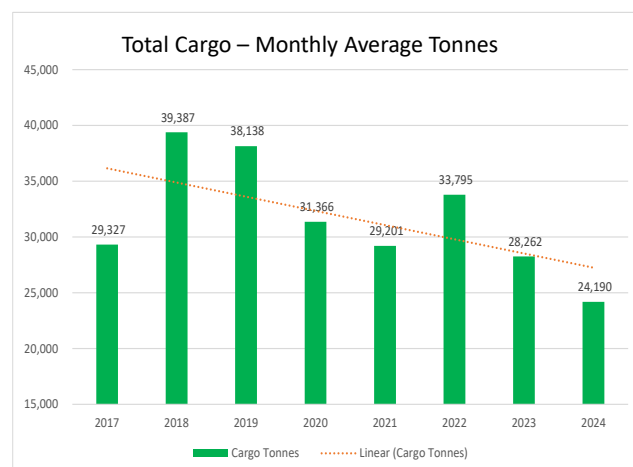
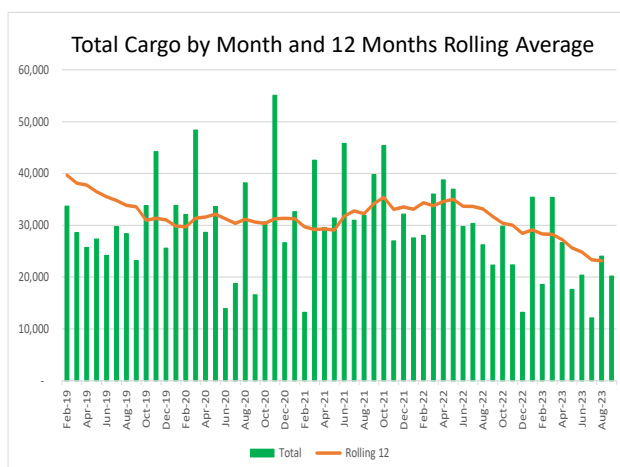
## Beaches Changes at TCYC.

Two photos of the wall taken two weeks apart.



Slide 8

## Cargo Tonnage to Oct 2023



This appears to be in line with the experience of other South West Ports



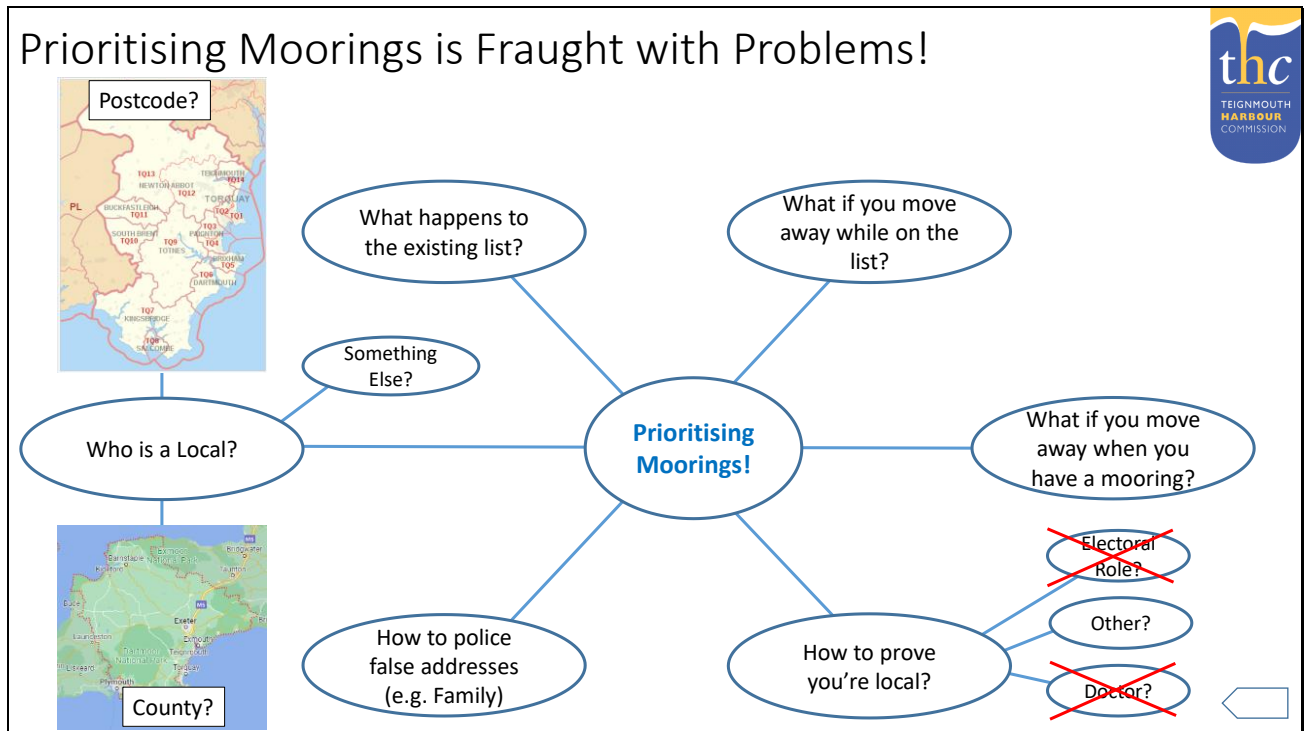
Thankyou



Back-up Material



Slide 11



Slide 12



## Income Loss....

Discounting First Year's Mooring by Waiting List Fee.



- Ave. New Maintained Mooring Holders : 15/yr = £ 900
- Ave. New Non-Maintained Mooring Holders: 45/yr = £2,700
- Ave. New Dinghy Mooring Holders: 15/yr = £ 900

**Sub-Total = £4,500**

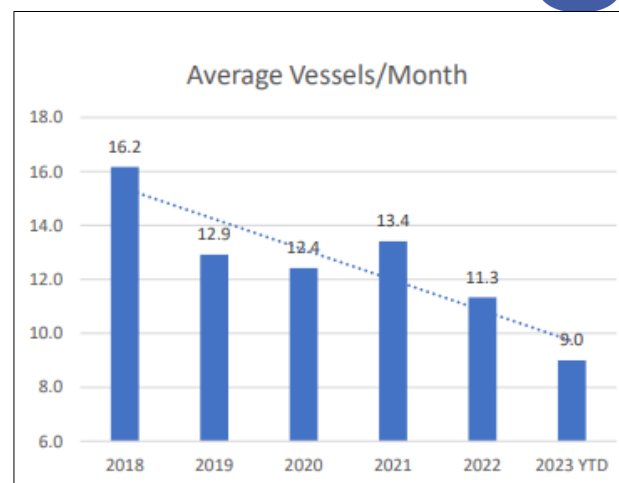
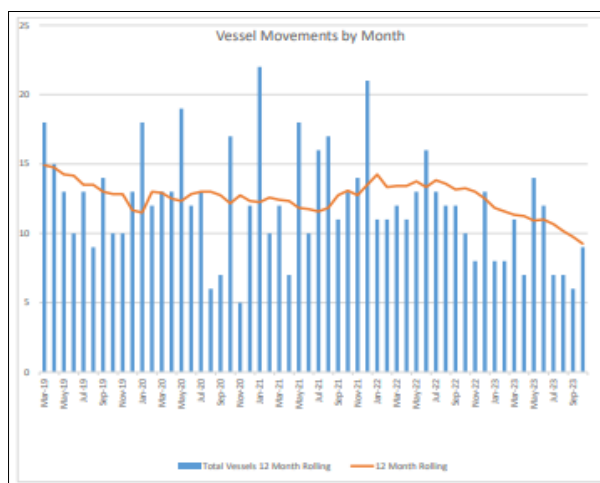
- Plus, Ave. Move requests: 10/yr = £ 600

**Grand Total = £5,100**

(Actual new moorings at end of 2022: - 22 Maintained and 43 Non Maintained)



## Shipping Movements to End October 2023



This appears to be in line with the experience of other South West Ports