obanbaymarine

MEMBERS GENERAL MEETING JUNE 2008

notes from a general members meeting at 7pm on Monday 9th June 2008
at Argyllshire Gathering Hall, Breadlalbane Street, Oban

Present

Board: John McGregor; Paul Sloan; Calum MacLachlainn; Elaine Lauder; Mike Robertson; Roddy MacEachan; Adrian Lauder; Roger Parry; Morag Brown

Members: John Anderson; Helen Anderson; Alison Chadwick; Bill Taylor; Hannah Thompson; Tony Hill; Tim Bowis; Jill Bowis; Thomas Lynn; Jim Heward; Irene Murray; Bob Clement; Ron Stevenson; Duncan Martin; Ian Wallace; Duncan MacEachen; Graham MacQueen;

Apologies

Chris & Von Lindesay; Robert Kincaid; Colin Crawford; Chris Jackson; Dave Petrie; Twig Olsen; Stephen Thomas; Jamie McGrigor MSP; Alan Reid MP; Sue Anderson; Brian Fair; Ronnie Frew; David Ainsley; Jim Mather MSP

Welcome

The Chairman welcomed members present, introduced the Board, and gave a short introduction. This is a deliverable and sustainable project, which has started well and aims to lodge the planning application later this week; we remain on target to be up and running by next year. The design is modular, flexible and able to be moved at any future date and to suit any future plans for Oban Bay. He re-emphasized the point that this project aims to give facilities for all with no user disadvantaged. We have consulted widely and while most - not all – agree with our aims, we are confident that the application will be successful.

He then introduced Morag Brown, Project manager.

Report by Project Manager - Morag Brown

Since we held the last meeting back in January an enormous amount of work has been carried out by the board, the project manger and the engineers Wallace Stone. I'll give a Brief overview on the main points to date and then I have a few slides to show you.

January

We started to look for funding for the initial work to pay for the project management costs and engineering fees. The business community has been superb and pledged money with 33 local business contributing monthly to cover our costs.

HIE also agreed to contribute 50% of the survey costs, up to £56,000

A grant application was submitted to the common good fund for £28,000.

An initial meeting was held with the Crown Estate.

Trial pits were dug on the beach and the results were favourable indicating a strong likelihood there would be no rock present in the area between the two piers. Many thanks go to John Peden for overseeing that work and producing the report, and to Sean Sinclair for carrying out the digging.

February

The wave study was commissioned. This study was asked to report on the wave climate either side of the North Pier. This study was important as it was clear that some form of protection would be required wherever the pontoons were to be located. The preferred protection was floating concrete breakwaters known as attenuators. These were ideal for this project as, in addition to offering protection for the pontoons, they could if required be relocated to a different site at any point in the future if required.

We met with the engineers and they advised us to use a plough dredger to investigate the ground conditions in the bay.

Consultation began and initial meetings with Calmac and A&BC were held

March
A dive study was undertaken, further indicating that rock was unlikely to be found in the proposed area.

A report on the proposals was written for A&BC.

Written consultation began with requests for feedback from Calmac, A&BC, Northern Lighthouse Board, SEPA, Scottish Water, SNH, RSPB, Historic Scotland, The Crown Estate etc.

OBM directors met with the Project Board and John did an excellent presentation to them to convince them of the need for such a facility in Oban. This was followed up with a report giving an idea of sustainability and costs for the project.

We went to Edinburgh to meet with the Crown Estate and they indicated an interest in the project.

OBM became VAT registered.

April
Wave study results were produced from 2 sites and the Project's appointed Consulting Civil Engineers, Wallace Stone, Dingwall, were able to look at these results and amend a layout design.

<extract from wave study>
The study confirmed the general view that swell waves from south of the Sound of Kerrera would have little effect on either Site 1 – South between the North Pier and the Railway Piers, and Site 2 - North to the north of the North Pier

The dominant effect would be from waves generated locally in the bay and waves generated in the Sound of Kerrera and Firth of Lorne and propagated into the bay. The study also confirmed that the wave climate in the most extreme events would be more severe at the northerly site, most likely due to the longer fetch.

The extreme conditions predicted in the worst storm expected in 25 years were considered – table 1. below:-

Site	Extreme Wave Height	Extreme Wave Period	Direction
Site 1 (south)	1.18m	4.1 sec	WNW
Site 2 (north)	1.28m	4.6 sec	WSW

Whilst the extreme wave heights at the north site (site 2) are only around 9% higher than at site 1, the 12% increase in wave period is very significant. The effectiveness of floating attenuators falls off rapidly as wave period increases above 4 seconds, and the combination of higher wave height and longer wave period is estimated to result in over 30% higher waves behind the attenuators, as shown in Table 2 below:-

Site	Extreme Wave Height	Estimated Attenuated Wave Height
Site 1 (south)	1.18m	0.47m
Site 2 (north)	1.28m	0.64m

In the most severe predicted summer wave climate, conditions behind the attenuators are expected to be similar at both sites, with site 1 exposed to slightly higher waves of a slightly shorter period. In both cases, estimated attenuated wave height is 0.38m.

The predictions are based on wind speeds recorded at Dunstaffnage between 1973 and 2000, and they show extreme summer wind speeds considerably less than those recorded over the winter period. Changing weather patterns since 2000 have resulted in increased incidence of storms over the summer months and increased severity of maximum summer wind speeds.
It would, therefore, be prudent to allow for a rather more severe climate when considering summer predictions.

It is currently proposed that berths will remain occupied only over the summer months. However, there may be a demand for winter berth occupancy. In any case, the pontoons and finger berths will require to remain in place over the winter period.

It is concluded, as a consequence, that the wave climate at the south site (site 1) is more suitable for the

proposed pontoon facility, and the development is proposed at the south site.
<end of extract>

A presentation was made to Argyll Charter Boats Association

May
Section 34 consent was received for the dredging element of the project.

A meeting was held with local fishing representatives and as a result the design was further amended to accommodate their berthing and manoeuvrability requirements at the Railway Pier.

An otter survey was carried out and a bird survey was commissioned at the request of A&BC and SNH.

Calmac indicated they had no problems with the layout indicated and agreed that temporary berthing on the outside of the attenuators would be acceptable so long as the skipper was on board and could move off at any time if required.

A&BC indicated they were happy with the entrance requirements at the North Pier.

June
Outline proposal was submitted to the Big Lottery for consideration. This was unfortunately turned down by the lottery.

An invitation to submit an outline proposal for funding from SRDP Rural priorities was issued. This is a European funding programme. European funding is becoming very difficult to source as Oban is not considered a fragile area within Europe and this therefore rules out funding from ERDF programmes. Also Europe have indicated that they are less inclined to fund marina style projects.

Consents have been applied for from the Marine Lab in Aberdeen and Section 34 consent for the full project.

The Planning application is at the point of submission* and this will be submitted along with a series of reports on the technical details and environmental impacts of the project.

Layout Plan and Photo Montage
Members present spent some time perusing a copy of the proposed layout plan, and also viewing a number of slides of photo montages of Oban Bay which represent what the proposed facility would look like.

Replies to Questions from the floor
With regard to visiting cruise vessels, Morag confirmed that provision of Customs facilities were unlikely to be required in Oban as this is only an issue on disembarkation at the first port of call in any country which is not normally the case for liners etc visiting Oban.

A number of ways of how control the numbers and movements of vessels are still under consideration.

The floating breakwater attenuator specifications have been increased to 4m wide with a view to providing the best shelter possible in response to the wave survey.

All being well, the project is still on target to commence initial work by 1st November 2008.

Close
There was a vote of thanks for the efforts of the Board from the floor, gratefully received. The Chairman thanked those for attending, and closed the meeting at 7.40pm.

*Follow-up note – the Planning Application was lodged on Thursday 12th June 2008