

SUPPLEMENTARY PAPER A – TIDAL FLOWS AROUND PORT RAMSGATE

Annex 1

Response to proposals in the Levelling Up Fund Bid for Green Port Ramsgate

Produced for Ramsgate Regeneration Alliance 10/09/21

In the LUF bid to invest in a Modern Green Port for Ramsgate, both the proposed new rock breakwater (Item 1.1b page 62) and the planned alterations to the Berths 4/5 (item 1.1a page 56) have been heavily criticised by the experts used to compile the main Tidal Flow report. Here is their new written evidence in support of the following conclusion:

Plans for a Green Port Ramsgate need detailed review before any LUF money is committed.

Written evidence from Ron Blay

The main report on Tidal Flow used expert evidence from Ron Blay (Master of the resident dredging vessel – Ramsgate - for 30 years). Here are his comments on the proposed new rock breakwater (LUF bid p62):



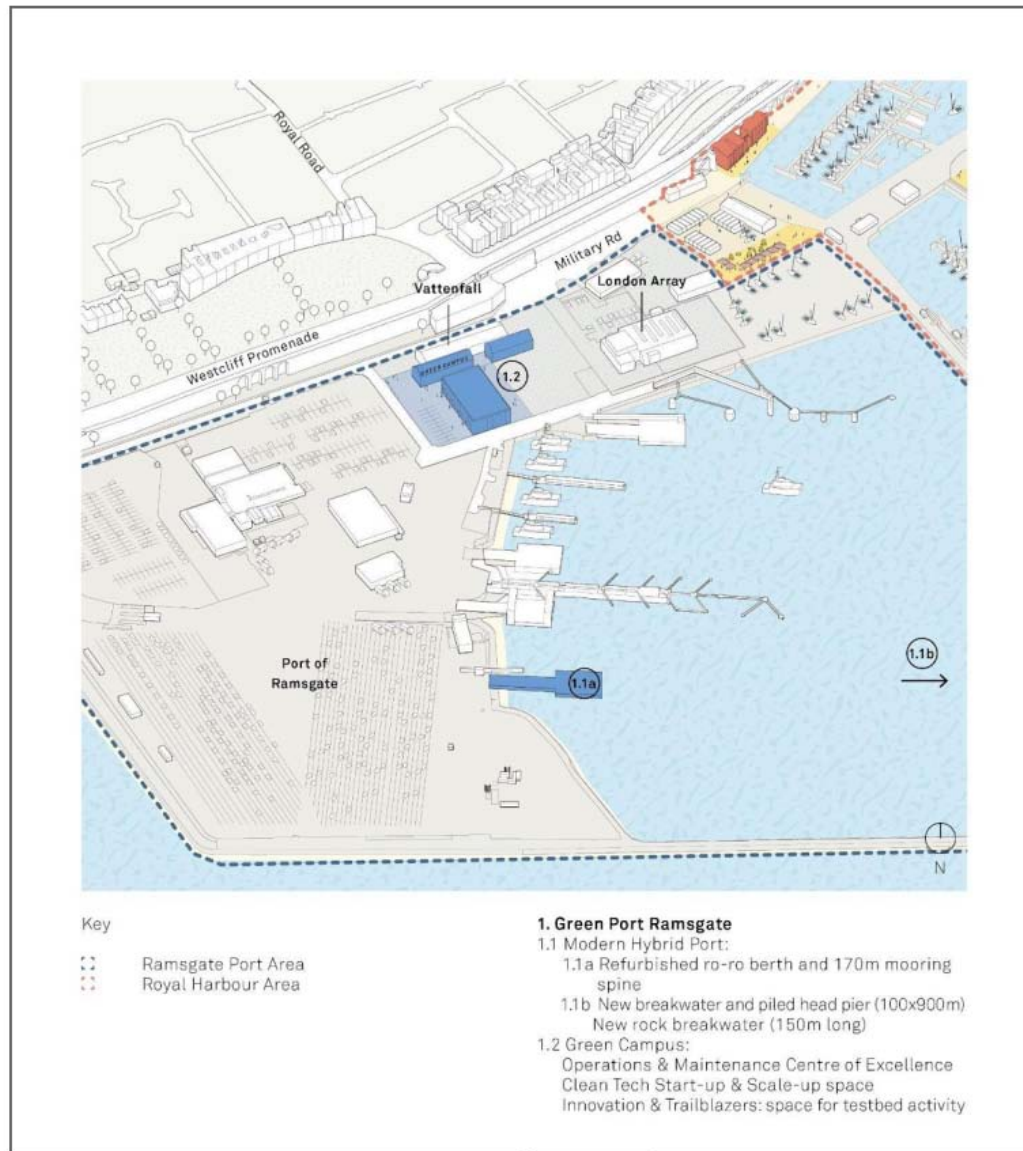
“Looking at the port plan that shows a 150m breakwater abutting the eastern breakwater 1.1b I cannot believe that any planner can be stupid enough to build there. it will do no good whatsoever the swells will still roll into the terminal bringing sand and when it encounters that 1.1b will swing into the Royal harbour just as it does now around the east pier, head, this will make the sand problem worse.”

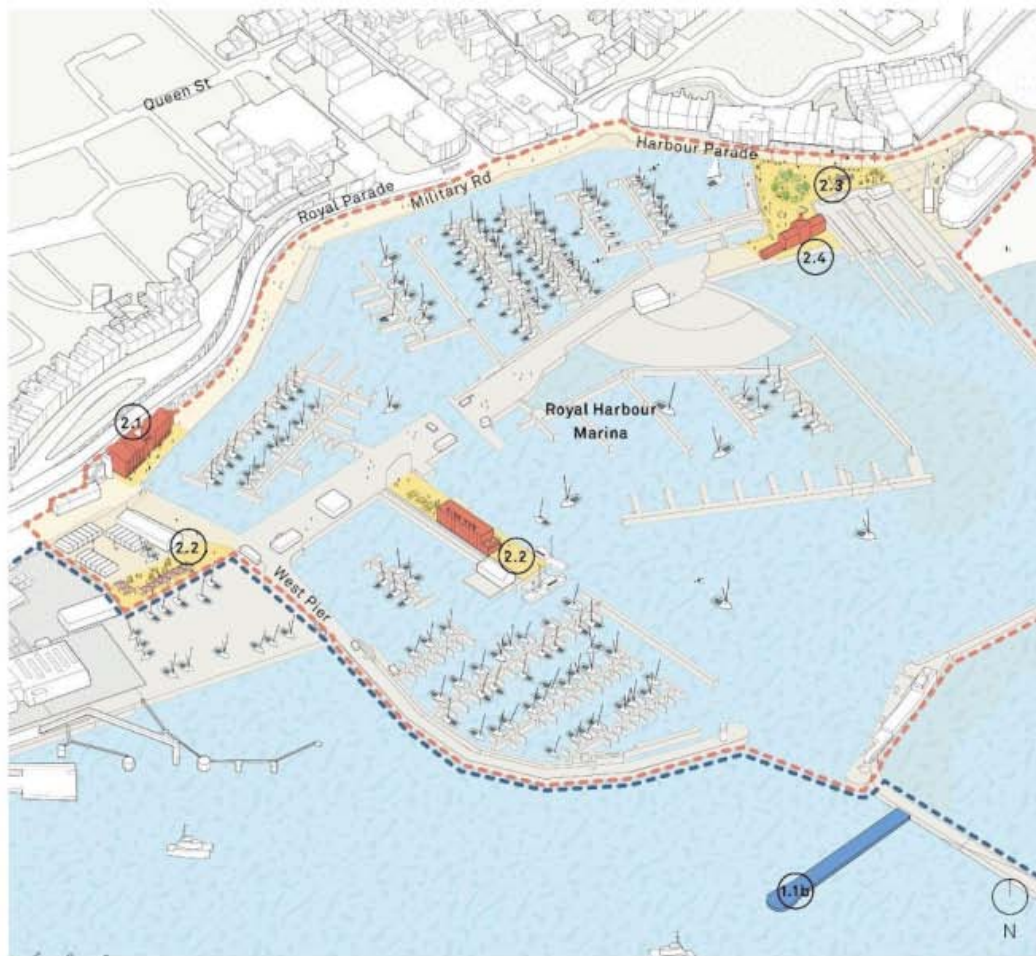
(31/08/21)

Written evidence from Andrew McCulloch

Here is evidence concerning the proposed Green Port Ramsgate from Andy McCulloch (Channel Ferry Captain with forty three years experience at sea) drawing on his knowledge of navigation in The Dover Straits and work undertaken in Calais.

To prevent frequent cross-referencing with other documents I have attached the two relevant plans from pages 56 and 62 of the LUF application form.





Key

- Ramsgate Port Area
- Royal Harbour Area

1. Green Port Ramsgate

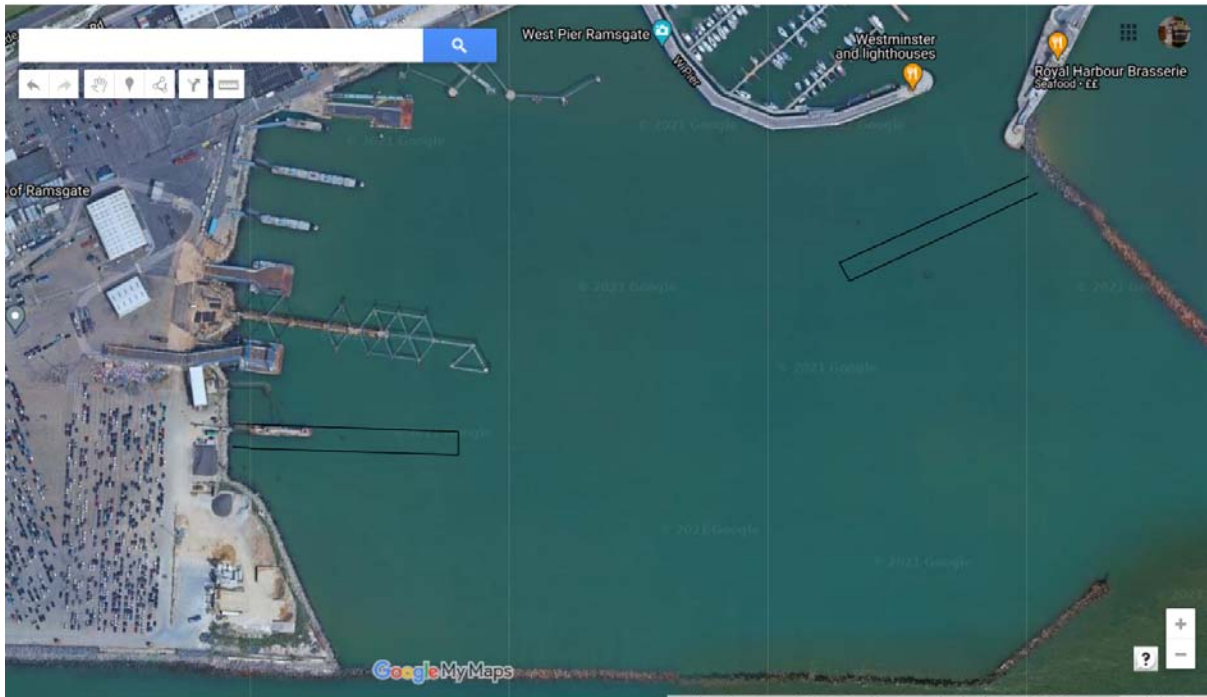
- 1.1 Modern Hybrid Port:
- 1.1b New rock breakwater (150m long)

2. Inclusive Harbour Attractions

- 2.1 Smackboys Building
- 2.2 Fishing Facilities and Restaurant
- 2.3 Pier Yard Public Realm
- 2.4 Clock House Building

The Royal Harbour is adjacent to Ramsgate town centre and the most popular beach in the town. It is also connected to the Port of Ramsgate Military Road.

I have then mocked up a Google Map satellite view, with the two pieces of marine infrastructure superimposed. The lengths of the two additions are to scale; the alignments may not be entirely true.



Green Port Ramsgate 1.1a – Refurbished ro-ro berth and 170 metre mooring spine
 Green Port Ramsgate 1.1b – New rock breakwater (150m long)

My first impression when reading these two items was that they were written by someone with

1. A confused understanding of the present arrangements in the commercial port
2. No working knowledge of manoeuvring commercial ships
3. No working knowledge of the movement of silt materials in a tideway

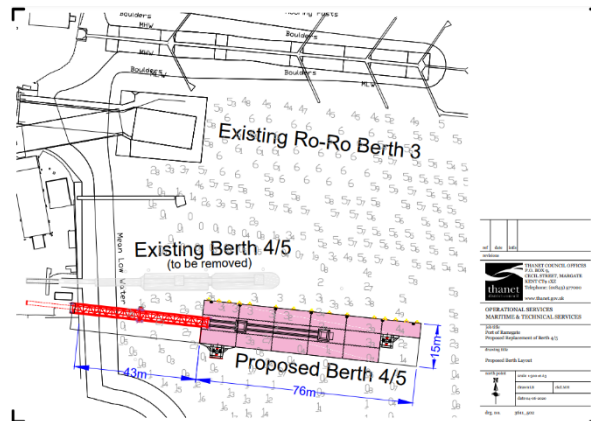
1 A confused understanding of the present arrangements in the commercial port.

Annex A is at best a confusing and incomplete proposition.

- Planning application PA/TH/20/1092 concerns the demolition of the existing berth 4/5 and its replacement with a new berth just to the south of the old one.
- In the description on item 1.1a on page 56 this proposal is described as a refurbished ro-ro berth.
- In the planning application the total length of the new berth is given as 43m + 76m =119m. The LUF application describes a berthing spine of 170m in length – this is the length demonstrated in my mock up map above.
- Berth 4/5 has been used for the discharging of bulk gravel by Bretts. Application PA/TH/20/1092 is for a replacement bulk gravel berth.
- So either the author of this LUF application doesn't know the difference between bulk and ro-ro cargoes or the import of gravel to the port has ended.
- There are already two functional ro-ro berths in the port. Both are in

need of refurbishment, and No 3 should be converted to single level arrangements, as at No 2. However once refurbished they should serve all the commercial needs of the port – for reasons that I have explained many times there is no likelihood of ferry operations returning to Ramsgate.

- The LUF application makes no mention of the fate of Nos 2 and 3 berths, nor the effectively derelict No 1 Berth
- Hence the confusion. What exactly is proposed?



2 No working knowledge of manoeuvring commercial ships

- The mock up satellite map page 4 above shows the scale length of the proposed breakwater; 1.1b of Annex A. The orientation is approximate.
- This breakwater will present a serious problem for ships manoeuvring in the port
- When entering and approaching any of the berths, (2, 3, 4 and 5) in any strong or gale force wind from NorthEast round to East, ships will want to stand well upwind – ie well to the north – before making a controlled descent into the berth.
- On departure from any of these berths, ships will need to turn through 180 degrees before leaving the port and entering the Approach Channel. This involves swinging the stern of the ship through the wind – with winds in the northeast quadrant that means swinging with the stern to the north. The proposed breakwater would make this manoeuvre difficult

3 No working knowledge of the movement of silt materials in a tideway

- Silt is carried into the port on the tide. If the proposed breakwater is built this silt will build up against the seaward side of it.
- In addition, the orientation of the breakwater will deflect the inflowing tide (and therefore the silt) in a south westerly direction, thereby causing even greater siltation in the area of No 4/5 Berth.

It is foolhardy in the extreme to attempt to mitigate the effects of tidal siltation without first modelling the proposed solutions. Previous attempts to use breakwater extensions for this purpose have singularly failed yet still more breakwaters are being proposed without any firm evidence that they will be effective. The port of Calais spent most of the last decade modelling the tidal flow around the area of the port extension to determine the most effective configuration of breakwaters; this should be a lesson for those proposing changes to the port of Ramsgate.

(1/09/21)

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