

Able Marine Energy Park

Summary and in parts, expansion of verbal evidence given by Simon Taylor at the open hearing, Hedon Alexander Hall, 5th September 2012.

Simon Taylor (ST) was giving evidence on his own behalf (as a resident of Stone Creek) and on behalf of the Stone Creek Boat Club. Speaking without notes ST was unable to provide the panel with a written copy of the evidence given. This note addresses that omission.

ST concern was the effect the proposed compensation site would have on the opening times for the keyingham Drain sluice gate. Whilst the engineering documents produced by Black and Veatch discussed sedimentation, the effects on opening times of the sluices had not been considered.

Drainage of the Compensation site would now take priority over drainage of Stone Creek. i.e. waters would be unable to leave Stone Creek until the upstream waters from the compensation site had passed. This would have a time delay effect on the sluice gates opening.

This delay would impair the effective drainage of a large part of Holderness.

The sluice gates at Stone Creek are of strategic importance, nothing must be allowed to impair their effective operation either temporarily during the construction and settlement period or for the future.

During the floods of 2007 the Fire Brigade used their strategic high volume pump (7,000 Lts/hr) to reduce water levels in the keyingham drain, the HVP was later replaced by 4No. Diesel pumps running continuously.

The applicant has indicated agreement has been reached with the Internal Drainage board about future monitoring sedimentation levels within Stone Creek. For the record, The Internal Drainage Board has no jurisdiction over Stone Creek. Maintenance of Stone Creek seaward side and upstream is the responsibility of the EA.

Currently Stone Creek is in a very poor condition and heavily silted. This is due to deliberate neglect by the EA. The EA are responsible for managing flood risk associated with dwellings not land drainage. As keyingham Drain largely drains open land the EA believe they are, not obliged to maintain Stone Creek.

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ST then spoke on behalf of the Stone Creek Boat Club whose concerns were about maintaining the minimum depth of water for navigation. The SCBC has been in existence for 50 years and its right to enjoyment of navigation should not be effected by a commercial development. SCBC asked for the developer to be responsible for maintaining navigation minimum water depths.

If the developer is confident with their engineering submission then looking after navigation will place no burden upon them. This is covered in more detail in the SCBC written representation.

ST statement - There is no permanent habitat on the Humber, the Humber is alive and moving all the time. Stone Creek changes on a monthly cycle, larger mud banks may change on a 5 or even 10 year cycle.

ST Statement - the mud bank directly across from Stone Creek has risen over 4ft and a vast area of grasses (Saltmarsh) has in the last decade, taken hold.

Black and Veatch state incorrectly, *Stone Creek is subject to regular maintenance dredging*. This is not true. Stone Creek has been dredged once in the last 30 years.

ST and the SCBC have put forward a proposal to allow the compensation site to drain without affecting the Internal drainage. The proposal is too build a deflecting arm where the Stone Creek waters meet the inner channel. This will allow waters to leave Stone Creek unimpeded by the upstream flow, properly designed this could draw water out of the sluices whilst meeting the developers objectives to drain the compensation lake. This design could be a cost effective, win , win for all. See SCBC Submission.

4 No. things needed for effective maintenance of Stone Creek. To be effective all 4 operations need to be completed. There is no point doing one without the others. Dredging Stone Creek is the least £ cost effective option.

- Dredging or keeping the Creek clear. (Seaward side)
- Removing mud from behind the sluice doors. (Seaward side)
- Intelligent sluicing of the sluice doors. (holding water back to be released at low tide)
- Dredging/ maintaining the Channel upstream.

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