

Oil Spill Contingency Plan: Strategic Oil Booming/Container Sites

The following are sites where oil booming might be deployed to prevent oil spreading into designated conservation sites, nature reserves or important habitats, or simply to prevent oil spreading under influence of wind or tide. The significance of each booming site is recited. In many cases booming would be for deflecting oil spills rather than containment/removal, because of the remoteness and difficulty of access for oil recovery.

Some sites would be operable only at certain times, especially because of strength of tidal stream or strong fluvial currents after heavy rainfall.

This schedule of sites is complimentary to Appendix 11, which indicates appropriate to contain oil near source, including sites at high risk due to proximity of boatyard operations, fuelling etc.

River Bure

Wroxham: Wroxham Viaduct to Wroxham Viaduct BA Moorings:

Boom diagonally across the river from viaduct piers to mooring frontage. To contain a major spill in Wroxham from spreading upriver on flood tide into the unspoiled reaches and Bridge Broad. Would close river to navigation but effect on traffic would be limited. Access to moorings for oil recovery not good but workable. There is available space for temporary oil storage tank. Tidal streams gentle and well sheltered.

Wroxham Broad North and South Entrances:

To deflect a major spill in the main river near Wroxham from entering and polluting Wroxham Broad. Both entrances are fairly narrow. Tidal streams are gentle. Access for oil recovery is poor.

Salhouse Broad East and West Entrances:

To deflect a major spill in the main river from entering Salhouse Broad.

Hoveton Great Broad Entrances:

Upper entrance overgrown and difficult to boom. Lower entrance (opposite Woodbastwick Hall) better defined and more easily boomed. Potential to protect very large area of high conservation importance from pollution.

Hoveton Little Broad (Black Horse Broad) Dyke:

Single narrow dyke, if boomed could prevent spillage entering Hoveton Little Broad or Pound End.

Ranworth Dam:

Boom across mouth of Ranworth Dam to prevent oil from entering Malthouse Broad and Ranworth Broad from a spill in Main River. Significant disruption to navigation acceptable.

Ranworth Broad:

Boom across entrance to Ranworth Broad to deflect spill in Malthouse Broad from entering Ranworth Broad.

South Walsham Fleet Dyke:

Boom across mouth of Fleet Dyke to deflect oil in main river from entering the dyke and broad and the high grade marshes which take water from Fleet Dyke.

Boom diagonally across Fleet Dyke near entrance of South Walsham Broad to contain oil spilled into Broad from spreading to main river and marshes. Possibility of oil recovery at Environment Agency moorings: access poor but space available for temporary containment. Tidal streams gentle.

River Ant

Wayford Bridge:

Containment boom diagonally across river from Mr Cooks houseboat site immediately above the bridge to moorings opposite, to contain oil spilled downriver from entering North Walsham and Dilham Canal and Broad Fen or Dilham Arm. Gentle streams. Reasonable access to moorings for oil removal and space available for temporary oil storage tanks. Disturbance to navigation minimal.

Stalham Arm:

Boom across mouth of Stalham Arm to deflect oil in Main River from entering Stalham Arm and Sutton Broad. Access for recovery very poor/impossible.

Barton Turf:

Booms across main channel (south of Heater Island) and Paddy's Dyke to deflect oil spilled on Barton or in Upper Ant from entering Barton Turf.

Neatishead Arm:

Boom across Gay's Staithe to north bank to prevent oil spilled in Barton Broad or main river from entering Limekiln Dyke, conversely to contain oil in Limekiln Dyke from entering Barton Broad, with good oil recovery possibilities at Gay's staithe.

Irstead Staithe:

Diagonal cross-river booming to contain oil at staithe. Possible to install boom for either flood or ebb tide use. I.e. to contain spills on Upper Ant or prevent spills in lower river spreading onto Barton Broad. Good oil recovery possibilities and access. Minimal disruption to navigation.

Ludham Bridge:

Diagonal cross-river booming upriver at Ludham Bridge with fair access both sides for oil recovery on flood or ebb. Moderate tidal streams clear of bridge hole. Major disruption to navigation.

River Thurne

Waxham Cut:

Boom across mouth of cut to deflect oil from entering. Very little tide. Very poor access and no possibility of oil recovery from shore. Minimal navigation disruption.

Meadow Dyke:

Booming possible at either end of dyke to contain oil to area of source, but access very poor and not practicable to recover oil from shore. Very moderate streams.

Candle Dyke/Thurne Junction:

Possible deflecting booming site to prevent oil coming upriver from Potter Heigham from approaching Hickling/Horsey. Possible effective especially if used in conjunction with (a) a secondary containment/collection boom diagonally across river to the Eel Set by the Holt (or Candle Dyke) and (b) deflection boom at Martham Ferry to deflect oil for collection in Martham Ferry Dyke where access for recovery is good, thus minimising spread upriver towards Martham Broad. A further secondary collection boom might be installed at Dungeon Corner. Moderate navigational disruption but extremely high conservation priority.

Such a deflection/containment system would be even more effective if a diagonal cross-river boom from Broads Authority moorings, Martham Bank, to mooring basin on Broads Authority land immediately down river of bypass road bridge.

Potter Heigham:

Flood tide containment boom diagonally across river from premises of former Bridge Hotel immediately upriver of bridge to Broads Authority frontage opposite with collection and removal from mooring basin at upriver end of Broads Authority frontage. Good access and still water in mooring basin. Moderate tidal stream.

Ebb tide containment by diagonal cross river boom from Broads Authority moorings, Martham Bank, to mooring basin on Broads Authority land immediately down river of bypass road bridge.

Womack Water:

Deflection boom across entrance of Womack Dyke to prevent oil in main river entering dyke, with possible secondary deflection boom across dyke, deflecting oil into Broads Authority field base mooring basin for removal.

River Yare

Trowse Eye:

Diagonal booming across River Yare between premises of Carrow Yacht Club and Norwich Rowing Club. Could be installed for flood or ebb tide operation to prevent oil spilled in the main river Yare/Wensum entering the headwaters or contain spillage from entering the main river. Good access and sheltered conditions with moderate tidal streams at most times. (Increased streams at times or high rainfall)

Thorpe Rail Bridges (Upper or Lower):

Boom installed across the bridges could prevent spill emanating from Thorpe Old River entering the main River Yare or vice versa. Access for oil recovery is poor, especially at lower bridge and streams can run moderately strongly. Effectiveness probably greatest if deployed as deflection booms to prevent main river pollution from entering the Old River.

Surlingham Broad Dykes:

Booms could be deployed across the mouths of both Surlingham Fleet Dyke (the short dyke at the downriver side of the broad) or Surlingham Birds Dyke (the longer dyke at the upriver, west end of the broad) These would be deflection booms to prevent main river oil spills from entering the broad. Shore access to both dykes for oil removal is very poor or impossible. A spill within Surlingham Broad would be contained with booms across the dykes and in this case would be essential also to deploy a boom across the dyke at the junction of Birds Dyke and the broad, which gives access to a very large area of marsh and reed bed and the creeks up to Surlingham Staithe. Disruption to navigation by closure would be minor.

Rockland Broad Dykes:

Booms would be deployed across the mouths of Rockland Fleet Dyke (the longer upriver dyke and the short, downriver dyke to deflect main river oil from entering the broad and thence the dykes and reed beds of the Ted Ellis Wheatfen Reserve. This would be a high priority in view of the undefended and highly vulnerable nature of this very important reserve and it s habitats.

Haddiscoe New Cut:

It should be a primary aim to prevent oil spillage in the Yare entering the Waveney system and vice versa. It is therefore important to deploy containment booming in the Haddiscoe new cut to cope with oil passing in either direction. The Reedham end of the cut is not ideal; on the ebb the flow is mainly from Haddiscoe towards Reedham, leading to turbulence and strong streams at the Reedham junction. Access for oil removal is also extremely poor. The Cantley Oil Spill Contingency Plan identified that a more appropriate place to deploy containment booming would be the vicinity of the Haddiscoe Flyover with diagonal cross river booming and oil removal from the moorings immediately west of the flyover, which has good road access and space for temporary tank storage.

River Waveney**Geldeston Locks:**

Possible deployment of containment boom across the main river beneath the footbridge near the Locks Inn (the head of navigation) with containment and removal from meadow opposite. Boom able to be deployed for both flood and ebb tide operation to contain oil from downstream entering the non-navigable river to Ellingham and up-river oil entering the navigable sections below Geldeston.

Geldeston Dyke:

Deflection boom across mouth of Geldeston Dyke to prevent main river oil from entering the dyke and boatyard moorings.

Beccles Dam Bridge:

Ebb tide containment boom using bridge fendering Gillingham side for securing, running diagonally across river to town side with deflection onto Loaves and Fishes Dyke for removal. Good access to dyke for oil removal and temporary storage. To contain oil spills emanating from Beccles and upriver. Strong stream may be experienced on spring ebbs or after rainfall. Moderate disruption to navigation.

Beccles Bypass Bridge:

Diagonal cross river containment booming beneath Bypass Bridge to public bridge mooring frontages immediately downriver of bridge. Good access for oil removal but still water containment area and river subject to moderately strong streams on spring ebbs and after rainfall (2-3 knots).

Haddiscoe Environment Agency Depot:

Possible deflection booming to deflect surface oil into New Cut for containment and removal adjacent to Haddiscoe Cut junction. Strong streams would require midstream anchors.