

THE ALDE & ORE ASSOCIATION

Registered Charity No. 1154583



ALDE AND ORE ESTUARY ASSESSORS REPORT

NAMES: Brian Johnson Juliet Johnson Brian Johnson Bobby Rusak	<ol style="list-style-type: none">1. 24th March 20222. 28th March 20223. 5th May 20224. 16th May 2022
LOCATION: Flood Cell 1	AREA OF ASSESSMENT: <ol style="list-style-type: none">1. Butley Mills to chainage 90002. Chainage 9000 to Boyton Dock3. Boyton dock to chainage 30004. Shingle Street to chainage 3000



INSPECTION 1. Butley Mills southwards to chainage point 9000

The upper part of the river from approx. chainage 9760 is reed marsh, the river edge is enclosed by rising ground and not a river wall. The river wall extends to this point and a considerable length southwards is covered with bramble and or broom fronted by extensive saltings.

Badger activity has damaged part of bank but above normal water level.

Grass on this part of cell 1 is cut.

INSPECTION 2. From Boyton Dock northwards to chainage 9000 track up to Butley Low Corner

There is no public access to river wall above ferry crossing. The grass on the bank is not cut above ferry crossing.

Whole length fronted by saltings of varying width except for short length around chainage where timber footing holds back defensive wall, see location on OS map extract below.

Level of land behind levee is approx. 3M below average river level. This can be seen on land side of disused pumping station formerly operated by steam (?) where land extract drain is exposed. This is potentially dangerous and should be covered despite public access not being allowed.

See previous reports referring to length of wall with timber footing: there does not appear to be any deterioration since last year although the construction of this footing is very degraded.

The average height of levee above saltings is general about 1.5M.

INSPECTION 3 From chainage 1300 north to Boyton Dock

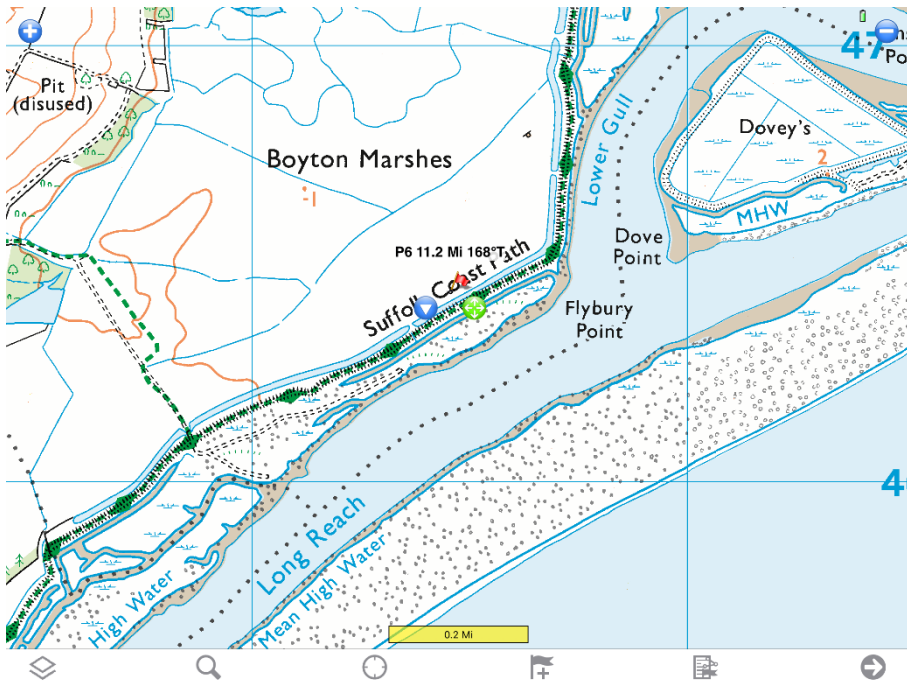
Extensive saltings throughout except fronting to Hollesley Marshes where concrete wall exists with pill box. and area at Flybury Point. New RSPB sign erected by pill box explaining that concrete wall and pill box were defensive WWII work.

What were concrete walls within Simpson's Saltings are no higher than the saltings.

Relatively low walls continue through to chainage 4000. Fence broken down at side of style at RSPB boundary approx. chainage 3200. At Flybury Point at northern end of saltings dividing gate has been removed, purposefully or not?

At Flybury Point the river side of wall is faced with concrete blocks of varying patterns, some footings are in timber, some concrete. The blocks in some places are bulging and maybe loose. For location see OS map and see photographs 1 and 2.

Boyton Dock, South and north sides horizontal timbers have been installed at top of wall retained by vertical posts. These are new repairs, evidence of subsidence on part of northern side of dock.



INSPECTION 4. From Shingle Street Road to chainage 1300.

Almost the total length of this section is fronted by Barthrop's Creek. No change to report except for some signs of overtopping of shingle banks at junction of river end creek.