

NOTICE OF MEETING

Meeting	River Hamble Harbour Management Committee
Date and Time	Friday, 23rd June, 2017 at 10.00 am
Place	Warsash Sailing Club, SO31 9FS
Enquiries to	members.services@hants.gov.uk

John Coughlan CBE
Chief Executive
The Castle, Winchester SO23 8UJ

FILMING AND BROADCAST NOTIFICATION

This meeting may be recorded and broadcast live on the County Council's website. The meeting may also be recorded and broadcast by the press and members of the public – please see the Filming Protocol available on the County Council's website.

AGENDA

1. APOLOGIES FOR ABSENCE

To receive any apologies for absence.

2. DECLARATIONS OF INTEREST

All Members who believe they have a Disclosable Pecuniary Interest in any matter to be considered at the meeting must declare that interest and, having regard to the circumstances described in Part 3 Paragraph 1.5 of the County Council's Members' Code of Conduct, leave the meeting while the matter is discussed, save for exercising any right to speak in accordance with Paragraph 1.6 of the Code. Furthermore all Members with a Non-Pecuniary interest in a matter being considered at the meeting should consider whether such interest should be declared, and having regard to Part 5, Paragraph 2 of the Code, consider whether it is appropriate to leave the meeting while the matter is discussed, save for exercising any right to speak in accordance with the Code.

3. MINUTES OF PREVIOUS MEETING (Pages 5 - 8)

To confirm the minutes of the meeting of the Management Committee held on 10 March 2017.

4. DEPUTATIONS

To receive any deputations notified under Standing Order 12.

5. CHAIRMAN'S ANNOUNCEMENTS

To receive any announcements the Chairman may wish to make.

6. MARINE DIRECTOR AND HARBOUR MASTER'S REPORT AND CURRENT ISSUES (Pages 9 - 30)

To consider a report of the Director of Culture, Communities and Business Services summarising incidents and events in the Harbour and covering issues currently under consideration by the Marine Director.

7. ENVIRONMENTAL UPDATE (Pages 31 - 36)

To consider a report of the Director of Culture, Communities and Business Services summarising environmental management of the Harbour.

8. HARBOUR WORKS CONSENT APPLICATION: PROPOSED PONTOON AT YMCA FAIRTHORNE MANOR (Pages 37 - 58)

To consider a report of the Director of Culture, Communities and Business Services setting out an application for Harbour Works Consent.

9. RIVER HAMBLE STATUTORY ACCOUNTS 2016/17 (Pages 59 - 92)

To consider a report of Director of Culture, Communities and Business Services presenting the final accounts for the financial year 2016/17.

10. REVIEW OF HARBOUR DUES (Pages 93 - 98)

To consider a report of the Director of Culture, Communities and Business Services in respect of the rate of Harbour Dues for 2018.

11. PROCEEDINGS OF THE ANNUAL FORUM (Pages 99 - 110)

To consider a report of the Director of Culture, Communities and Business Services giving an update on the proceedings of the 2017 Annual Forum.

12. FORWARD PLAN FOR FUTURE MEETINGS (Pages 111 - 114)

To consider a report of the Director of Culture, Communities and Business Services anticipating future business items for the Committee and Harbour Board.

ABOUT THIS AGENDA:

On request, this agenda can be provided in alternative versions (such as large print, Braille or audio) and in alternative languages.

ABOUT THIS MEETING:

The press and public are welcome to attend the public sessions of the meeting. If you have any particular requirements, for example if you require wheelchair access, please contact members.services@hants.gov.uk for assistance.

County Councillors attending as appointed members of this Committee or by virtue of Standing Order 18.5; or with the concurrence of the Chairman in connection with their duties as members of the Council or as a local County Councillor qualify for travelling expenses.

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Agenda Item 3

AT A MEETING of the River Hamble Harbour Management Committee of
HAMPSHIRE COUNTY COUNCIL held at Warsash Sailing Club on
Friday, 10th March, 2017

Chairman:

* Councillor Seán Woodward

* Councillor Graham Burgess	Councillor Frank Pearce
Councillor Mark Cooper	* Councillor Alan Rice
Councillor Shaun Cully	
Councillor Philip Fawkes	
* Councillor David Harrison	
* Councillor Roger Huxstep	
Councillor Christopher Matthews	

*Present

Co-opted members present

Rupert Boissier, Councillor Trevor Cartwright, Dermod O'Malley, Captain Martin Phipps, Nicola Walsh and Councillor Victoria Weston

168. NOTIFICATION OF FILMING AND BROADCAST

The Chairman announced that the press and members of the public were permitted to film and broadcast the meeting. Those remaining at the meeting were consenting to being filmed and recorded, and to the possible use of those images and recording for broadcasting purposes.

169. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Philip Fawkes, Chris Matthews, Mark Cooper, Jane Rich and from John Selby and Trevor Pountain.

170. DECLARATIONS OF INTEREST

Members were mindful that where they believed they had a Disclosable Pecuniary Interest in any matter considered at the meeting they must declare that interest at the time of the relevant debate and, having regard to the circumstances described in Part 3, Paragraph 1.5 of the County Council's Members' Code of Conduct, leave the meeting while the matter was discussed, save for exercising any right to speak in accordance with Paragraph 1.6 of the Code. Furthermore Members were mindful that where they believed they had a Non-Pecuniary interest in a matter being considered at the meeting they considered whether such interest should be declared, and having regard to Part 5, Paragraph 2 of the Code, considered whether it was appropriate to leave the meeting whilst the matter was discussed, save for exercising any right to speak in accordance with the Code.

Cllr Weston declared Personal Interests as a member of the Hamble River Sailing Club; Royal Yachting Association and as a mooring holder; Mr O'Malley declared Personal Interests as a member of Royal Southern Yacht Club, RAF Yacht Club and as a mooring holder; Ms Nicola Walsh declared a Disclosable Pecuniary Interest as an employee of Premier Marinas; Cllr Cartwright declared Personal Interests as a member of Warsash Sailing Club and the Royal Yachting Association.

171. MINUTES OF PREVIOUS MEETING

The minutes from the meeting held on 9 December 2016 were confirmed as a correct record and signed by the Chairman.

172. DEPUTATIONS

There were no deputations received on this occasion.

173. MARINE DIRECTOR AND HARBOUR MASTER'S REPORT AND CURRENT ISSUES

The Committee considered the report of the Director of Culture, Communities and Business Services (Item 7 in the Minute Book) regarding incidents and events in the Harbour and updates from the Marine Director.

An addendum was distributed at the meeting which outlined those events which had occurred since the publication of the papers.

Members praised the work of the Harbour Master and officers and noted the large volume of incidents that had occurred on the River during the period.

RESOLVED:

That the Management Committee notes the report.

174. ENVIRONMENTAL UPDATE

The Committee considered the report of the Director of Culture, Communities and Business Services (Item 8 in the Minute Book).

The report summarised environmental management of the Hamble Estuary from mid November 2016 to mid-February 2017.

Members agreed that the proposed objectives of the Marine Management Organisation's draft South Inshore Marine Plan would be positive for the River.

RESOLVED:

That the Management Committee notes the report.

175. RIVER HAMBLE ASSET REGISTER

The Committee considered the report of the Director of Culture, Communities and Business Services (Item 9 in the Minute Book).

The report contained details of an assessment of the condition of certain items of Harbour Authority infrastructure and outlined the intention to present this information periodically to inform decision making with regard to setting Harbour Dues and other fees and charges.

Members' attention was drawn to the attached annex containing the asset register table. Members were also made aware that Opus Engineering had been appointed to prepare condition reports for a number of structures listed within the report under section 3. It was noted that the inspection of these structures was planned to begin on 10 March 2017.

It was confirmed that a suitable and legal procurement process had been implemented to ensure that an appropriate contractor had been selected to complete the investigative surveys of each asset. Discussion was also held regarding the best timing for future annual Asset Register reporting to inform budget setting. It was agreed that the results of the initial inspection would forecast any future inspection and maintenance scheduling. It was suggested that this forecast of planned works would then be used to inform any future reporting patterns.

RESOLVED:

That the Management Committee notes the content of the report and agrees to recommend an annual review of the Register, each Spring, in time to inform budgetary decision making.

176. ANNUAL REVIEW OF BUSINESS PLAN

The Committee considered the report of the Director of Culture, Communities and Business Services (Item 10 in the Minute Book).

The Harbour Authority's Business Plan was appended to the report and the Committee heard that the document supported the Authority's overall strategic plan.

As part of the discussion, Member were reassured that the Business Plan, and the day to day work of the Harbour Office, is fairly divided between the Hamble and the Warsash sides of the River.

Members were invited to comment of the Business Plan and suggest any amendments. There were no proposed amendments to the Business Plan.

RESOLVED:

That the Management Committee did not propose any changes to the Business Plan for consideration by the River Hamble Harbour Board.

177. FORWARD PLAN FOR FUTURE ITEMS

The Committee considered the report of the Director of Culture, Communities and Business Services with regard to the future business items for the Committee and Harbour Board agendas (Item 11 in the Minute Book).

RESOLVED:

That the Management Committee notes the report.

HAMPSHIRE COUNTY COUNCIL

Report

Committee	River Hamble Harbour Management Committee
Date:	23 June 2017
Title:	Marine Director and Harbour Master's Report and Current Issues
Report From:	Director of Culture, Communities and Business Services

Contact name: Jason Scott

Tel: 01489 576387

Email: Jason.Scott@hants.gov.uk

1. Summary

- 1.1. This report combines the reports of the Harbour Master and Marine Director, summarises the incidents and events in the harbour and covers any issues currently under consideration by the Marine Director.

2. Patrols

- 2.1. The harbour has been patrolled by the Duty Harbour Master at various times between 0700 and 2230 daily.

3. Incidents and events

- 3.1. 21 Mar. Patrol conducted routine moorings check and towed a yacht to her new mooring.
- 3.2. 22 Mar. Patrol conducted routine moorings check. Nothing significant to report.
- 3.3. 23 Mar. Patrol conducted routine moorings check. Patrol gave verbal warning to two bait diggers digging underneath Warsash Sailing Club jetty.
- 3.4. 24 Mar. Patrol conducted routine moorings check. Nothing significant to report.
- 3.5. 25 Mar. Patrol conducted routine moorings check and assisted yacht in return to her mooring.
- 3.6. 26 Mar. Patrol conducted routine moorings check. Nothing significant to report.
- 3.7. 27 Mar. Routine moorings check. Lift out of Patrol Boat for routine maintenance.
- 3.8. 28 Mar. Routine moorings check. Commercial boat coding. Patrol towed yacht to 'G' pontoon. Replaced broken stern line on moored yacht. Patrol attended a report of an oil spill off a sailing club jetty. On arrival, light sheen of diesel from a bilge discharge. Sheen dispersed with propellor wash.
- 3.9. 29 Mar. Routine moorings check. Patrol conducted liaison visits to upper River yards.

- 3.10. 30 Mar. Routine moorings check. Visit to River Hamble Country Park (formerly Manor Farm Country Park) jetty. Litter pick. Patrol responded to report of speeding RIB – unable to locate.
- 3.11. 31 Mar. Patrol responded to a call of a yacht foul on her mooring. Attended and yacht freed. Routine moorings check revealed loose bolts on an 'L' pile. Contractors brought in to conduct defect rectification.
- 3.12. 1 Apr. Routine patrol and moorings check. Liaison visits to mid-River Marina. Patrol intervened with a number of yachts conducting practice berthing manoeuvres on private pontoons. Patrol conducted a liaison visit to Hamble Lifeboat.
- 3.13. 2 Apr. Routine patrol and moorings check. Re-secured a yacht with loose mooring lines. Planned maintenance on 'ROSE'. Routine liaison with Hamble Lifeboat.
- 3.14. 3 Apr. Routine patrol and moorings check. Assisted a visiting yacht to the midstream Visitors' Pontoon. Patrol recovered a large log afloat adjacent to no 5 channel marker. Patrol checked 'J' run for non-resident vessels following a report from a mooring holder. Nothing untoward found.
- 3.15. 4 Apr. Routine patrol and moorings check. Liaison with contractor on diving training exercise. Patrol completed crabbing advice leaflets and posters. Patrol locked and served notice on a yacht left on the midstream VP following non-payment of Harbour Dues.
- 3.16. 5 Apr. Routine patrol and moorings check. Routine maintenance work on 'CROWN'.
- 3.17. 6 Apr. Routine patrol and moorings check. Liaison visits to lower Hamble marinas. Returned a yacht from the midstream VP to her proper mooring following planned maintenance work. Owner informed on completion.
- 3.18. 7 Apr. Routine patrol and moorings check. Towed a yacht to a yard for lift out. Routine maintenance on 'CROWN'. Conducted a power wash of the Warsash pontoon. Patrol responded to a call from a marina near the A27 bridge regarding swimmers on pontoons.
- 3.19. 8 Apr. Routine Patrol and moorings check. Observed during patrol the 'FLYING SCOTSMAN' pass over the Hamble rail bridge. Continued routine maintenance work on 'CROWN'.
- 3.20. 9 Apr. Routine Patrol and moorings check. Patrol responded to a call from a member of the public concerning a man apparently stuck in deep mud North of Hamble Point Marina. On arrival, the man was stuck up to his waist in the mud, his tender having run aground. HLB, Hampshire Fire and Rescue mud rescue teams and Hampshire Ambulance Service attended and the man was recovered after an hour and taken to hospital with suspected Hypothermia. Follow-up, the gentleman had made a full recovery. Patrol assisted a tender, broken down North of the M27 bridge to her proper boatyard.
- 3.21. 10 Apr. Routine Patrol and moorings check. Patrol supported interview for new Patrol Officer. Patrol made routine enquiries in Clubs and Yards in support of Hampshire Marine Police. Patrol conducted routine liaison with an upper River marina.

- 3.22. 11 Apr. Routine patrol and moorings check. Further liaison with the Marine Police Unit. Patrol recovered an apparently abandoned kayak and RIB from Hook Spit. Further support to interview process for a replacement Patrol Officer. Patrol towed a yacht to the midstream VP. Patrol stopped and warned the helmsman of a motor boat for creating excessive wash in the vicinity of Salterns boatyard.
- 3.23. 12 Apr. Routine Patrol and moorings check. Further on-water practical assessment for Patrol Officer candidates.
- 3.24. 13 Apr. Routine Patrol and moorings check. Further on-water practical assessment for Patrol Officer candidates. Patrol assisted a yacht club on receipt of a report of a stolen tender.
- 3.25. 14 Apr. Routine patrol and moorings check. Responded to a call of a RIB speeding at the mouth of the River. Patrol unable to identify the RIB or to intercept it. Patrol warned 4 jet ski craft speeding at Port Hamble. Warning given and jet skis escorted out of the River to return to Totton.
- 3.26. 15 Apr. Routine patrol and moorings check. Patrol responded to a call from a mooring holder reporting a tender adrift in the River. Tender recovered adjacent to the Chinese Bridge and returned to its proper owner.
- 3.27. 16 Apr. Routine patrol and moorings check. Patrol towed a yacht to the midstream VP in preparation for planned maintenance on the 'V' run.
- 3.28. 17 Apr. Liaison with Hampshire Marine Police Unit. Patrol provided assistance to a yacht with a flat battery. Patrol stood by a yacht with an engine defect on her move to her marina. Patrol responded to a call from a member of the public regarding a speeding jet ski in the upper Hamble. Jet ski traced to a boatyard and the helmsman was given a formal written warning having admitted this first offence. Patrol towed a yacht from the midstream VP to her marina.
- 3.29. 18 Apr. Routine patrol and mooring check. Patrol towed a yacht from the midstream VP to her marina. Patrol intercepted a yacht exiting her marina at excessive speed and not keeping a proper lookout. Yacht passed a tender underway at close quarters. Skipper warned and reminded of the need to keep a proper lookout in accordance with IRPCS Rule 5.
- 3.30. 19 Apr. Routine Patrol and mooring check. Patrol stood by in a yacht move from a yacht club to Hamble Point Marina. Patrol assisted a motor boat with defective propulsion from the 'G' pontoon to the fuel berth at Mercury Marina.
- 3.31. 20 Apr. Routine patrol and mooring check. Patrol assisted large Dutch barge in mooring alongside Hamble Jetty. Patrol continued moving of yachts to and from the midstream VP to accommodate routine maintenance work on the 'V' run. Patrol assisted in the interview process of potential patrol officers.
- 3.32. 21 Apr. Routine patrol and mooring check. Patrol removed a dead fox from the water at Warsash slipway. Patrol moved further yachts from the 'V' run to the midstream VP to accommodate planned maintenance work. Patrol responded to a report from a river user of 2 jet skis speeding. Jet skis intercepted while not speeding and warned.
- 3.33. 22 Apr. Routine patrol and mooring check. Patrol towed a further yacht from the 'V' run to the midstream VP to accommodate planned maintenance work.

- 3.34. 23 Apr. Routine patrol and mooring check. Liaison with Crown Estate contractor regarding maintenance work. Responded to a report of 2 jet skis speeding following their launch at Hamble Point Marina. Not located.
- 3.35. 24 Apr. Routine patrol and mooring check. Patrol towed two yachts to their proper moorings from the midstream VP. Further liaison with the Crown Estate contractor regarding the planned maintenance on the 'V' run. Patrol searched for a missing mooring buoy. Not found.
- 3.36. 25 Apr. Routine patrol and mooring check. Patrol towed a yacht from the midstream VP to Deacon's boatyard.
- 3.37. 26 Apr. Routine patrol and mooring check. Patrol assisted the owner of a yacht stranded aboard with a defective mobile telephone. Owner taken to the Harbour Master's jetty. Patrol liaised with a piling barge regarding work on the 'L' run. Further liaison with the Crown Estate contractor regarding work on the 'V' run.
- 3.38. 27 Apr. Routine patrol and mooring check. Towed a yacht from the midstream VP to the Harbour Master's jetty at Warsash. Patrol conducted a search for a named power boat following a complaint from dinghy sailors of a close-quarters situation outside of the River. Vessel tracked down and contact made by the Harbour Master with her owner. Owner interviewed and given advice on the application of the IRPCS.
- 3.39. 28 Apr. Routine patrol and mooring check. Patrol towed a yacht from the 'J' run to Elephant Boatyard for lift out. Patrol supported the interview of a Patrol officer candidate. Patrol re-secured a yacht with a parted stern pile line. Reported to owner.
- 3.40. 29 Apr. Routine patrol and mooring check. Patrol towed a yacht from the midstream VP back to the 'V' run following completion of planned maintenance work. Patrol assisted in putting in touch owners following a minor berthing collision between yachts.
- 3.41. 30 Apr. Routine patrol and mooring check. Continued liaison with the Crown Estate contractor regarding maintenance work on the 'V' run. Patrol gave assistance to a yacht with a propulsion defect along with Hamble Lifeboat. Craft moored at Warsash Harbour Master's jetty for defect rectification. Patrol similarly assisted two further yachts to the midstream VP.
- 3.42. 1 May. Patrol took a report from a midstream mooring holder on board his yacht overnight who challenged a male walking over his deck. The male departed at speed in a blue Bayliner motor boat and crashed into an adjacent yacht. Patrol located the by now abandoned Bayliner motor boat adrift off Hamble Quay. Owner from a marina subsequently reported the boat missing to the Harbour office. Incident reported to the Police. Patrol towed a yacht with propulsion problems from the mouth of the River back to her proper mooring. Patrol towed a yacht from the midstream VP back to her proper mooring on the 'V' run following planned maintenance work.
- 3.43. 2 May. Routine patrol and mooring check. Patrol supported interview process for Patrol Officer candidates. Patrol towed a further yacht back to her proper mooring following planned maintenance work. Patrol cleared reeds from a pipe outfall near Botley. Patrol supported the annual Trinity House inspection of River Hamble Aids to Navigation.

- 3.44. 3 May. Routine patrol and mooring check. Patrol assisted the Crown Estate contractor in moving yachts on the 'V' run. Patrol towed a yacht from the 'L' run to the fuel berth at Swanwick. Patrol towed a yacht from the 'M' run to Stone Pier Yard.
- 3.45. 4 May. Routine patrol and mooring check. Patrol re-lashed a loose tiller on a yacht on a midstream mooring and reported that to the owner. Patrol responded to a report of bait digging adjacent to Stone Pier Yard. Bait digger unhappy being given advice and being reminded of Bye Laws, a copy of which was passed to him.
- 3.46. 5 May. Routine patrol and mooring check. Pontoon checks on the 'L' run. Assisted owner of a yacht on the 'G' run in replacing pile lines. Routine liaison visit to a yard towards the South of the River. Assisted a yacht in securing to her new mooring.
- 3.47. 6 May. Routine patrol and mooring check. Assisted a yacht with propulsion defects to her mooring.
- 3.48. 7 May. Routine patrol and mooring check. Responded to a VHF call from a yacht reporting receipt of three Man Overboard alarms. Reported to HMCG. No other reports received. No further support requested by HMCG.
- 3.49. 8 May. Routine patrol and mooring check. Nothing significant to report.
- 3.50. 9 May. Routine patrol and mooring check. Nothing significant to report.
- 3.51. 10 May. Routine patrol and mooring check. Responded to a call regarding bait digging at Badnam Creek. Bait diggers not digging in areas enforceable under RHHA Bye Laws.
- 3.52. 11 May. Routine patrol and mooring check. Routine liaison with Hampshire Marine Police Unit. Patrol conducted litter pick along the shore at the River Hamble Country Park. Patrol attended an unmanned motor boat on Hamble Town Quay. Payment sticker left.
- 3.53. 12 May. Routine patrol and moorings check. Preparation for the 2017 Hamble River Raid.
- 3.54. 13 May. Routine patrol and moorings check. Supported the 2017 Hamble River Raid. Towed a yacht with a propulsion defect to Badnam's Creek. Patrol responded to a call from a Marina requesting standby for defibrillator assistance. South Central Ambulance Service on scene before deployment. Stood down. Patrol responded to a call from a yacht with a foul propellor. Escorted to VP for defect rectification.
- 3.55. 14 May. Routine patrol and moorings check. Mooring holder informed about a missing pile line.
- 3.56. 15 May. Routine patrol and moorings check. Towed a yacht from 'Z' run to the midstream VP in advance of scheduled pile maintenance work. Patrol responded to a call from two River Users stranded without fuel near Bunny Meadows. On arrival, the River Users were safely ashore.
- 3.57. 16 May. Routine patrol and mooring check. Towed a further yacht from the 'Z' run to the midstream VP in advance of scheduled pile maintenance work.
- 3.58. 17 May. Routine patrol and mooring check. Routine liaison with the Crown Estate contractor regarding pile maintenance work.

- 3.59. 18 May. Routine patrol and mooring check. Patrol responded to a call for assistance from a yacht with a foul propellor. Lines cleared. Patrol took a call from a member of the public informing of a small rowing party departing from the Jolly Sailor.
- 3.60. 19 May. Routine patrol and moorings check. Patrol moved a further yacht from the 'Z' run prior to scheduled maintenance. Routine Marina liaison visits at the South of the River.
- 3.61. 20 May. Routine patrol and maintenance check. Patrol responded to a call reporting a sinking RIB on a midstream mooring. On arrival, the large RIB was down by the stern with her twin engine cowlings semi-submerged. RIB well secured and in a state of equilibrium. No hazard to navigation with considerable reserve of buoyancy remaining. Owner informed. RIB towed to Stone Pier Yard for defect rectification. Patrol recorded occasion of a collision between a sailing club Topper dinghy and a yacht moored on the Harbour Master's jetty at Warsash. Owners exchanged details.
- 3.62. 21 May. Routine patrol and maintenance check. Patrol attached a letter of advice to the windscreen of a Warsash Tender mooring holder for parking in the First Responder and Fishermen's access to the Harbour Authority path.
- 3.63. 22 May. Routine patrol and maintenance check. Assisted a yacht with a failed picking-up rope.
- 3.64. 23 May. Routine patrol and maintenance check. Routine liaison with Crown Estate contractor regarding planned maintenance work on the 'Z' run. Liaison between a sailing club and Hampshire Police regarding a stolen dinghy and fuel.
- 3.65. 24 May. Routine patrol and maintenance check. Planned maintenance on the 'Z' run complete. Seal observed at Land's End.
- 3.66. 25 May. Routine patrol and maintenance check. Towed vessels back their proper mooring following completion of planned maintenance.
- 3.67. 26 May. Routine patrol and maintenance check. Patrol responded to a call from a River User who had observed a Wanderer dinghy capsized near Mercury Marina. On arrival, the dinghy had been righted but the helm and his daughter were suffering from the cold. Foil blankets were issued and the pair were recovered to their sailing club and medical treatment. Liaison with Hampshire Police regarding swimmers jumping into the water from the A27 Bridge.
- 3.68. 27 May. Routine patrol and maintenance check. Patrol fixed a number of 'non-payment- stickers to vessels moored on the Warsash Harbour Master's Jetty. Patrol monitored the departure and return of those involved in the Itchen 'Parade of Sail'. In attempting to take Harbour Dues payments, Patrol faced abusive behaviour from two young males at Warsash Slipway. This is the subject of ongoing work in conjunction with Hampshire Police.
- 3.69. 28 May. Routine patrol and maintenance check. Routine liaison with Hampshire Marine Police Unit and UK Border Force. Monitoring of bait digging – not in the vicinity of navigational or fixed structures.
- 3.70. 29 May. Routine patrol and maintenance check. Patrol recovered a River User who had fallen from his boat while attempting to moor mid-stream. Fortunately, the he had only been in the water for a moment and was in good spirits, dried

quickly and returned to his yacht. Patrol responded to a report of a minor berthing collision at Swanwick. Light damage to gunwhales witnessed. Owners placed in touch with one another to resolve.

- 3.71. 30 May. Routine patrol and moorings check. Patrol liaised with Calshot Lifeboat to escort a yacht to a safe berth for the removal of a lobster pot caught around her propellor.
- 3.72. 31 May. Routine patrol and moorings check. Patrol put finishing touches to a display board about the River Hamble for Warsash Historical Society. Patrol responded to a call from a River User regarding possible pollution in the River. On arrival at the scene, a film of fibreglass sandings was seen and traced to operations within a yard. Incorrect procedures being followed – corrected and recorded.
- 3.73. 01 June. First day of extended Summer Patrol routines (0630-2230). Routine patrol and moorings check. Assisted a River User searching for a lost rudder. Rudder located and returned to owner. Monitored bait digging in the vicinity of the Pink Ferry to ensure no digging within 6 metres. Patrol attended a yacht with her bows lower in the water to discover a trapped pile line – freed. Patrol responded to a call regarding a speeding motor boat in the upper Hamble. Helm warned. Liaison with Police regarding bad behaviour and potential public order offences at Land's End. This is the subject of an ongoing police investigation.
- 3.74. 02 June. Routine patrol and moorings check. Patrol assisted a large yacht in mooring alongside Hamble Jetty. Patrol placed payment notice on a visiting yacht, unmanned on the midstream Visitors' Pontoon. Patrol supported the BLAZE class dinghy open meeting at Warsash Sailing Club.
- 3.75. 03 June. Routine patrol and moorings check. Patrol attended a visiting fancy dress yacht rally at the midstream Visitors' Pontoon. Assisted in recovering a RIB aground on Hook Spit to safety. Routine liaison with Hampshire Marine Police Unit. Assisted a River User with wheels stolen from his launching trolley in launching his boat.
- 3.76. 04 June. Routine patrol and moorings check. Patrol took a report from a River User regarding the theft of some oars and fuel from a tender.
- 3.77. 05 June. Routine patrol and mooring check. Patrol re-secured loose piling lines on a yacht moored mid-stream. Patrol re-secured a loose jib flogging in the breeze. Liaison with Hampshire Police regarding the ongoing investigation into recent activity at Land's End.

4. Designated Person

- 4.1. Following a competitive tender guided by Hampshire County Council procurement regulations, Mr Andrew Langford will continue as the RHHA Designated person under a new, three year contract, commencing 01 July 2017. Mr Langford's new company, NAUTX, was awarded the contract based on quality of service, relevant experience and cost, saving the Harbour Authority around 15% over the contract term. Full details of the contract award will be found on the Government Contract Website.

5. Annual Trinity House Light Inspection

- 5.1. The Annual inspection of Aids to Navigation was conducted by Trinity House on 2 May and these were found to be in good and efficient working order, with the exception of two minor defects which have been rectified. Trinity House has been informed. The report is at Appendix C.

6. Crown Estate Contract

- 6.1. The Management Contract for the Crown Estate is in the course of renewal for a further three year period.

7. Asset Register and Implications for the setting of Harbour Dues

- 7.1 The report on RHHA supporting infrastructure has been completed by Opus Engineering. The Asset Review process will become routine activity and will be used to reassure the Harbour Board that our income levels are sufficient to accommodate necessary maintenance of essential operational components.
- 7.2 The initial professional engineering review has revealed no immediate requirement for large-scale expenditure and that our structures in general are in a sound condition. The Review has highlighted some assets which require husbandry in the short term to optimise their longevity. It also gave an indicative cost of the likely annual level of funding necessary to sustain their condition over time. These figures are consistent with the total amount set aside currently within our annual budgetary process. Assets needing husbandry in the short-term will be subject to a programme funded by capital accumulated in the Asset Replacement Reserve for that purpose.
- 7.3 Our significant operational supporting assets will be surveyed, as recommended by our professional contractor, every five years, with the next survey taking place in 2022. In the mean time, our asset review work will be set before the Management Committee and Board each year and include annual rates of expenditure on asset maintenance to monitor any developing trends. This will inform ongoing judgement on the need to increase Harbour Dues.
- 7.4 In the light of the 2017 Review, there is no immediate requirement to increase Harbour Dues in 2018. This issue is addressed under a separate paper at Item (TBI). The updated Asset Register is at Appendix D.

8. Leisure Co-ordination Paper

- 8.1. Following a suggestion by a member of the Harbour Board, the Harbour Master was tasked with writing a paper to explore whether the Harbour Authority should co-ordinate formally all Leisure activity on the River Hamble. This paper is at Appendix E. The paper sets out our statutory requirements and concludes that the RHHA is adequately manned to deliver those safely. It sets out the breadth and depth of current formal and informal engagement with River actors which have led to the successful delivery of a number of improvement projects over the past two years. The paper goes on to explore the duties of authorities charged with leisure co-ordination responsibility and examines the needs of River users. In doing so, it concludes that more work is required to improve certain RHHA facilities; this is the subject of routine ongoing work of the sort that delivered recent projects in Warsash. It also concludes that no requirement

is established for taking on public leisure co-ordination responsibilities, the appropriate funding and additional resource for which would need to be decided. In outline, the paper recommends

- a. that the priority for the RHHA must be the maintenance of its marine safety, environment and development responsibilities;
- b. maintenance of the current strategic vision and business plan documents, allowing Harbour Authority staff to engage informally and formally with River Users in the way that it does now;
- c. not co-ordinating more formally recreational or leisure activity where no requirement is demonstrated but to continuing to facilitate the safe delivery and coordination of such marine leisure activity as River Users may require;
- d. driving a programme of improvement of RHHA leisure facilities around the River for the benefit of River Users, using the proven method of consultation that has delivered successful outcomes at Warsash over the last two years. Currently, priorities are for work at Swanwick and Hamble;
- e. Not to use Harbour Authority resources for the delivery of outcomes which are general municipal responsibilities and not likely to benefit River Users directly.

6. Recommendations

6.1. It is recommended that the River Hamble Harbour Management Committee:

- a. Notes paragraphs 3, 4, 5 and 6.
- b. Notes that the Asset review process as outlined in Section 7 has revealed no evidence to support an increase in Harbour Dues for 2018.
- c. Recommends to the River Hamble Harbour Board that the proposals set out in Section 8, paragraphs a to e are supported.

**CORPORATE OR LEGAL INFORMATION:
Links to the Corporate Strategy**

Hampshire safer and more secure for all:	yes
Corporate Improvement plan link number (if appropriate):	
Maximising well-being:	yes
Corporate Improvement plan link number (if appropriate):	
Enhancing our quality of place:	yes
Corporate Improvement plan link number (if appropriate):	

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

Document

Location

None

IMPACT ASSESSMENTS:

1. Equality Duty

1.1. The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- c) Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

1.2. Equalities Impact Assessment:

A full Equalities Impact Assessment for the River Hamble Harbour Authority's compliance with the Port Marine Safety Code (including environmental responsibilities) has been carried out. This report includes an Equalities Impact Assessment within the draft Strategic Plan.

2. Impact on Crime and Disorder:

2.1. This report does not deal directly with any issues relating to crime and disorder.

3. Climate Change:

3.1. How does what is being proposed impact on our carbon footprint / energy consumption? The contents of this report have no impact on carbon footprint or energy consumption

3.2. How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts? Not applicable to this report.



Trinity House

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 Tower Hill
 London EC3N 4DH
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 Fax: 020 7480 7662
www.trinityhouse.co.uk

Please Quote P1274 in all correspondence.

CC for Information

Harbour Master
 Hampshire County Council
 River Hamble Harbour Authority
 Shore Road
 Warsash
 Hants
 SO31 9FR

10/05/2017

Dear Sir,

Inspection of Local Aids to Navigation, Merchant Shipping Act, 1995, Section 198(1)

We wish to advise you that the local aids to navigation at River Hamble, under the management of Hampshire County Council, were inspected on 04/05/2017 by an Officer of Trinity House and found to be in good and efficient order, except for the following: -

Place	AtoN No	Aid To Navigation	Aid Type	Defect
P1274	N02098	Warsash Ferry Hard	Unlighted Beacon	Requires Painting
P1274	N17726	Eastlands Boatyard Pontoon Downstream	Lighted Beacon	Light Character Incorrect – upper unlit.

We would be grateful if you would arrange for the aforementioned to be rectified as soon as possible.

After rectification please ensure that this office is notified. If there are any problems with rectifying any of the above, please let us know.

Yours faithfully,

Stephanie Banner

Stephanie Banner - Local AtoN Officer
 E-Mail: seamarks@trinityhouse.co.uk
 Direct Dial: 0207 4816925

Cc: Jason Scott - Marine Director & Harbour Master

River Hamble Fixed Assets Register

Asset	Year of purchase	Purchase cost £	Life expectancy (years)	Replacement Due	Depreciation charge for 2016/17 £	Cumulative depreciation to 31/3/17 £	Net book value at 31/3/17 £	Annual Maint- budget £	Replace- ment Cost £
Marks, beacons, lights, piles & buoys									
Cardinal mark at river entrance – piling only	2000	3,000	30	2030	100	1,700	1,300	As req'd	3,500
Superstructure and cardinal top mark	2000	1,000	20	2020	67	1,000	0	A/R	1,500
9 beacons at river entrance, plastic piling	2000	30,000	30	2030	600	10,200	19,800	A/R	34,500
Sector lights – Hamble Point / Warsash superstructure	1997	30,000	30	2027	1,500	30,000	0	A/R	40,000
2 sector lights	2006	12,000	15	2021	800	8,800	3,200	A/R	15,000
5 port & starboard navigation marks / piles	1977	20,000	45	2022	500	20,000	0	A/R	25,000
Maintenance piles – Warsash	2002	33,000	30	2032	1,320	19,800	13,200	A/R	35,000
Maintenance piles – Hamble	1989	15,000	30	2019	0	15,000	0	A/R	16,000
Maintenance piles – Lands End	1988	15,000	30	2018	0	15,000	0	A/R	16,000
5 navigation buoys	2006	16,000	20	2026	800	8,800	7,200	A/R	18,000
Navigation lights at harbour entrance	2015	5,068	10	2025	507	1,521	3,547	A/R	5,500
Total		180,068			6,194	131,821	48,247		210,000
Bridges, walkways, jetties									
Bridge to Hamble jetty	1988	40,000	40	2028	1,333	38,666	1,333	2,000	50,000
Bridge to Warsash jetty	1990	40,000	40	2030	1,333	33,333	4,000	3,000 ¹	50,000
Walkway to Warsash jetty	1982	50,000	50	2032	1,000	35,000	15,000	Note 1	50,000

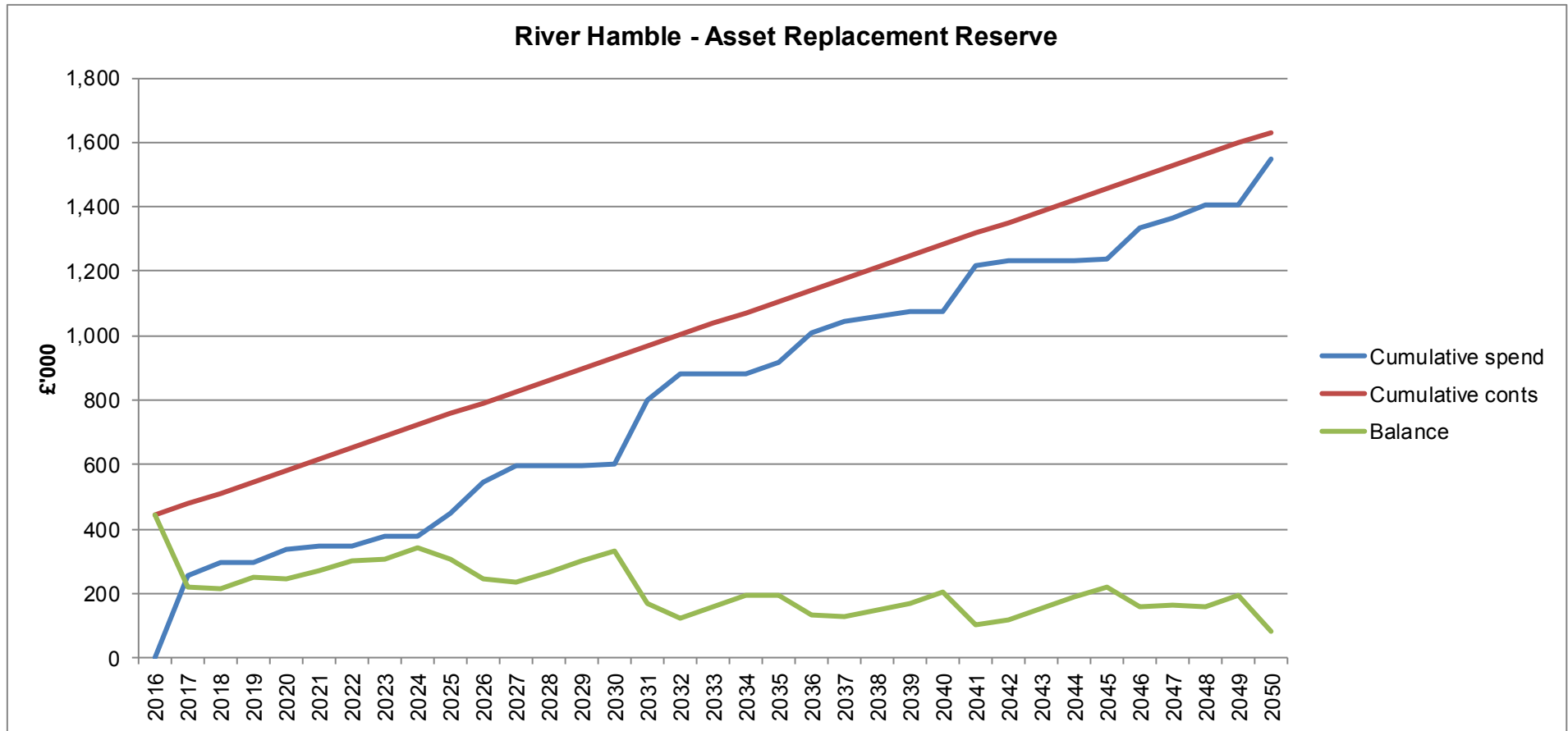
¹ For total Warsash jetties and piles.

Integral Appendix D

Asset	Year of purchase	Purchase cost £	Life expectancy (years)	Replacement Due	Depreciation charge for 2016/17 £	Cumulative depreciation to 31/3/17 £	Net book value at 31/3/17 £	Annual Maint-budget £	Replacement Cost £
10 support piles for Warsash walkway	1982	36,000	50	2032	720	23,760	10,800	Note 1	30,000
Warsash jetty – piling, pontoons, services, lighting etc	2006	170,000	35	2041	6,800	61,200	95,200	Note 1	190,000
Warsash connecting pontoon	2016	55,000	35	2051	1,570	393	54,607	1,000	55,000
Hamble jetty – piling, pontoons, services, lighting etc	1991	140,000	35	2026	5,600	145,600	0	2,000	160,000
Fisherman's pontoon / jetty	2006	48,000	20	2026	2,400	26,400	21,600	1,000	55,000
Visitors' pontoon and piles	2000	60,000	25	2025	2,400	38,400	19,200	2,000	65,000
River Hamble Country Park Jetty	2014	Est 55,000	25	2039	1,000	3,000	52,000	1,000	55,000
Total		694,000			24,156	405,752	273,740		760,000
Boats									
2 patrol boats	2011	40,000	12	2023	3,333	20,000	26,666	2,000	30,000
RIB	2012	15,000	15	2027	1,000	5,000	10,000	500	15,000
Engines ²	2015/6/7	45,000	2.5	2017/8/9	10,830	15,164	33,100	Contract ³	45,000
Total		105,000			15,163	40,164	69,766		90,000
Maintenance Dredging (Not included in asset calc)	2006	20,000	10	A/R	N/A	N/A	N/A	A/R	25,000
Total		20,000							25,000
Grand Total		999,068			45,513	577,737	391,753	14,500	1,085m

² Staggered purchases for 5 engines in 3 boats. Trade in value for each engine of around £2500 against new purchase at 2.5 year intervals.

³ Within engine contract.



Indicative profiling of additions to Asset Replacement Reserve, expenditure on asset replacement and the resulting annual balance held in reserve. This assumes expenditure occurs at the replacement values and dates described in the schedule above and that anything with a replacement outstanding and due prior to 2017 happens during 2017. Based on annual ARR contribution of £35,000 and balance at the end of 2016/17.

River Hamble Harbour Authority – Leisure and Recreation Co-ordination

Background

1. The Marine Director has been tasked by the Chairman of the Harbour Board to explore the requirement and options for the coordination of leisure and recreational activity on the River Hamble following a suggestion by a member of the Harbour Board.

Scope

2. Any study focusing on change must first concentrate on the requirement. Any pursuant change in policy or the scoping of additional resource that may be needed will not be considered in detail here but will be the subject of further work, if directed. This short paper will therefore explore the requirement for leisure and recreational co-ordination on the River by examining the planning policies of Hampshire County, Borough and Parochial Councils against the needs of River Users and the general public. It will examine the existing duties and activities of the Harbour Authority in supporting River Users within that context and make recommendations on any next steps.

The Requirement

3. The co-ordination of public leisure and recreational activity within Hampshire is a municipal responsibility. Bounding the River are three Borough Councils, each of which holds responsibility for the co-ordination of recreation and leisure activity within their respective areas. Analysis of the respective Borough's policies for leisure and recreation is therefore important in defining any requirement for the co-ordination of activity afloat within the River Hamble.

4. Borough Councils set their own local policy for leisure and recreation:

- Fareham Borough Council's Leisure Policy⁴ derives from a core strategy statement to 'encourage healthy lifestyles' and a major part of that declared strategy is to 'ensure that people have access to suitable indoor and outdoor sports facilities. The current FBC Leisure Plan led to the conduct of studies to identify the needs of both indoor and outdoor sports facilities. None of these studies talk about a requirement on the River Hamble.
- Eastleigh Borough Council's Sport and Recreation Policy identifies the needs of the Borough as a whole. Section 9.38 of the plan comments on the recreational opportunities provided by the River but establishes no requirement to co-ordinate leisure or recreational activity on the Hamble.
- Winchester City Council's policy derives from a comprehensive review of the leisure and recreation environment conducted jointly with East Hampshire District Council in 2008. Key findings drawn from focus groups made no reference to the Hamble. The general tenet was of ensuring general accessibility to open spaces⁵.

⁴ Fareham Borough Council Local Plan Part 2, Dated June 2015. DSP 52, DSP 53, DSP 54.

⁵ Winchester City Council Study into Open Space, Sports and Recreation (2008)

While maintaining accessibility to spaces is a priority for each Council, the requirement for formal co-ordination of leisure and recreation on the Hamble by the authorities holding that responsibility is not demonstrated.

5. How the River is used and by whom helps build a sense of what RHHAs facilities may be required by those who use it. The River Hamble is a Municipal Harbour Authority with 8.5 miles of water stretched between Southampton Water and the parishes of Botley and Curbridge. The River is used for a wide range of activities throughout the year, organised by either larger institutions (such as clubs or societies) or private individuals. While yacht sailing is the major activity, the River plays host to other recreational activities, from dinghy sailing, paddle boarding, canoeing, gig racing and swimming at one end of the spectrum, to crabbing at the other. Four sailing clubs have premises towards the mouth of the River and a range of other clubs enjoy organised sailing and other water-borne leisure activities throughout the River to meet their own members' needs. Additionally, Regattas and other organised events, such as the River Hamble Games take place throughout the Summer Season, organised voluntarily by members of the public for public benefit. These activities are user led and driven, with the Harbour Authority's role being one of engagement and co-ordination to ensure that events are not mutually exclusive and conducted safely within the guidance given in the Port Marine Safety Code (PMSC).

6. Among the duties of a Harbour Authority under the PMSC is to take such action as may be necessary or desirable for the maintenance, operation, improvement or conservancy of the Harbour⁶. This includes the delivery of essential responsibilities and the provision of certain facilities. Some institutions enjoy the use of their own organic facilities tailored to their needs. Other organisations and the public make use of facilities provided by the RHHAs to enjoy the River. These latter facilities are under standing review by the Harbour Authority to ensure that they continue to meet the needs of River Users. The Authority has, over the past two years, completed two programmes of work to provide improvements to the facilities at Warsash following formal and informal consultation with various groups and communities. These programmes of work were executed smoothly and, unusually, the manner of that execution earned public praise. A plan for work in Hamble was turned down in 2015 as consensus was not reached on its design. Other options for improvement of RHHAs facilities around the River are being pursued and these will follow a similar consultation process to that which took place in Warsash.

7. The funding of any additional service or facility by the RHHAs will be derived from the payment of Harbour Dues and income from managing the Crown Estate's moorings. Harbour Authority capital is not drawn from taxpayers' money per se. The use of income drawn from Harbour Dues for services or facilities which do not benefit those who contribute will also be a factor in deciding on what additional services or facilities are appropriate.

⁶ PMSC 2016 – Article 3.3. General Duties.

The River Hamble Harbour Authority – Responsibility

8. The role of the River Hamble Harbour Authority follows the Port Marine Safety Code direction and is set out in its current Strategic Vision. It is:

‘to manage, maintain and improve the River Hamble Harbour’.

It is worth noting a statement in that vision. That:

‘for clarity, the Board has no desire to extend either its statutory jurisdiction or statutory responsibilities’.

9. Whereas secondary duties can be set and amended, the primary function of a Harbour Authority is set out in the Port Marine Safety Code (November 2016) and the associated Guide to Good Practice. The River Hamble Harbour Authority Duty Holder(s) have a statutory obligation to meet this requirement, both collectively as a Harbour Board and as individual members. The Duty Holder(s) must ensure by law that sufficient resources are available to discharge its marine safety obligations and set the level of dues accordingly⁷.

10. The Harbour Authority is established and currently adequately resourced in terms of policy, funding and capability to deliver its core safety and environmental responsibilities. Any additional requirement placed upon the Authority would bring with it the need for additional resource, as well as a change in policy. In that event, consideration would need to be given to the most appropriate source of such funding for a role which, if justified as being necessary, would be designed to provide an enhanced leisure service for the benefit of the general public. Whether Hampshire County Council or Borough Council financial or other support would be available is not considered here but given the prevailing financial climate, appetite would need to be gauged.

11. The Harbour Authority already contributes capital and coordinating resource for the benefit of River Users, supporting a range of initiatives and activities and providing facilities for local and visiting sailors. Among these initiatives, the River Hamble Handbook, funded by the Authority, is produced annually and has been developed in conjunction with and to meet the needs of River Users. It has been recognised publically as ‘best practice’. The Authority’s financial and material support to regular annual events such as the Bursledon Regatta, the River Hamble Games and the Hamble River Raid are also examples of ongoing engagement to meet the needs of those who pay Harbour Dues.

12. The way in which similar harbours act in respect of co-ordinating leisure and recreational activity merits analysis to see whether the RHA may be out of step. Scrutiny of a number of South Coast Harbours⁸ has revealed that Harbour Authorities engage through formal Port User and Management Groups, as well as by less formal means to remain aware of the needs of those who operate in their areas of responsibility. This is consistent with the way in which the RHA operates. The transparency offered by HCC Democratic Services’ support to quarterly Board and Management Committee meetings, as well as the Annual Forum, when added to Harbour Authority membership

⁷ Harbours Act 1964, Section 26. PMSC 2016 Article 3.4.

⁸ Poole, Cowes, Chichester.

of representative groups such as the Boatyard and Marina Operators', as well as the Combined Sailing Clubs and other interest groups,⁹ means that the Harbour Authority maintains strong levels of insight into the needs of those organisations which use the River on a regular basis, as well as of the needs of members or the public who use the River on a more ad hoc basis.

13. The Harbour Authority facilitates the Hamble Estuary Partnership (HEP); a grouping of representatives from a wide range of interested parties including harbour users and those with either a statutory or voluntary interest in the Hamble Estuary and the surrounding area, with an aim of enhancing mutual understanding of other parties' points of view, and of facilitating and co-ordinating joined-up management of the Estuary. The HEP:

- Organises a minimum of two partnership meetings per year, plus project workshops and topic groups as required;
- Distributes electronic updates/news letters on a needs basis;
- Identifies and facilitates the delivery of Priority Projects identified by partners that might require the combined resources and efforts of two or more organisations, and which without HEP input will be less likely to happen;
- Manages a website with information about the partnership, its members' areas of responsibility, meetings and minutes, project information and links to other relevant websites;
- Sponsors a student research fund to encourage academic research into topics directly relevant to the Hamble Estuary;
- Provide a consultative role to the Hamble Harbour Board.

Engagement with the HEP and other organisations is reported on formally to the Harbour Board.

14. The River Hamble Harbour Authority uses the strategic guidelines set out in its Strategic Vision and subordinate Business Plan to engage with River Users as part of its routine business. These guidelines shape that engagement and mean that staff effort is focussed on what matters most to those using the River.

15. Engagement with those having an interest in the River ranges from formal membership of committees to less formal written, verbal and financial support to interest groups and informal meetings with groups and individuals in their communities. This engagement is routine activity and takes place on a daily basis. It is not routinely reported at Governing Committees unless there are strategic implications. This support and engagement allows the Harbour Authority to understand the needs and appetite of River Users for improvement projects on the River and to channel staff

⁹ Including Parish Councils, Sea Scouts, the YMCA, disability groups, kayak, paddleboard and canoeing clubs, swimming clubs, model yacht clubs and wildlife institutions, formal membership of the UK Harbour Masters Association, the Solent and Southern Harbour Masters' Association, Marina and Boatyard Operators Association, the River Hamble Combined Clubs, the Hamble Estuary Partnership and the River Hamble Games. Attendance at and written support to Residents' Associations, Hamble River Valley Forum, River Hamble Mooring Holders' Association.

effort to meet those requirements, using the established planning and approval processes. Measuring the effectiveness of this technique through documented favourable reports from the Annual Forum and in response to recent River developments¹⁰ indicate that this approach is bearing fruit.

Conclusions

16. The following conclusions are drawn:

- a. The Duty Holder is accountable for safe and efficient marine operations within the River Hamble. Port operations within the Hamble are conducted in accordance with the current strategic vision set out by the Harbour Board. This primary accountability cannot be compromised.
- c. The Harbour Authority is resourced adequately to deliver a safe marine operating environment within the meaning of the Port Marine Safety Code. It is not resourced currently to take on additional duties. The existing Harbour Board Vision makes it clear that there is no appetite to take on additional responsibilities. Any additional responsibility will require both additional resource and a change in policy.
- d. The Harbour Authority engages successfully with River Users in a broad and deep range of fora within the strategic guidelines set by the Harbour Board. The current style and frequency of engagement allows the Harbour Authority to remain alive to opportunities to deliver improvements which match River Users' needs.
- e. Following analysis of Council Policy and feedback from River Users, no requirement is established for formal enhanced coordination of leisure activity. Associated additional resource would need to be brought to bear and consideration given to where that should come from.
- f. The strategic guidelines and priorities agreed by the Board allow the Harbour Authority the operational freedom to engage with River Users to deliver improved River facilities.
- g. Recent examples at Warsash indicate that this approach has been effective. Empirical evidence confirms that the Harbour Authority's engagement is delivering the services expected.
- h. There are a number of facilities requiring improvement around the River. Certain RHHHA owned facilities continue to require improvement – this is ongoing and Routine business.

Recommendations

17. The following recommendations are made:

¹⁰ The Warsash slipway and subsequent Warsash pontoon connection.

- a. To agree that the priority for the RHHA must be the maintenance of its marine safety, environment and development responsibilities, for which it is adequately resourced.
- b. In the light of the level of broad and deep public engagement that exists at tactical and operational levels, to maintain the current strategic vision and business plan documents, allowing Harbour Authority staff the freedom of manoeuvre to engage informally and formally with River Users in the way that it does now.
- c. Not to co-ordinate more formally recreational or leisure activity where no requirement is demonstrated but to continue to facilitate the safe delivery and coordination of such marine leisure activity as River Users may require.
- d. To drive a programme of improvement of its own leisure facilities around the River for the benefit of River Users, using the proven method of routine consultation that has delivered successful outcomes at Warsash over the last two years. Currently, priorities are for work at Swanwick and Hamble.
- e. Not to use Harbour Authority resources for the delivery of outcomes which are general municipal responsibilities and not likely to benefit River Users directly.

J A SCOTT

Marine Director and Harbour Master

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HAMPSHIRE COUNTY COUNCIL

Report

Committee	River Hamble Harbour Management Committee
Date:	23 June 2017
Title:	Environmental Update
Report From:	Director of Culture, Communities and Business Services

Contact name: Alison Fowler

Tel: 01489 576387

Email: Alison.fowler@hants.gov.uk

1. Summary

- 1.1. This report summarises activities relating to the River Hamble Harbour Authority's (RHHA) environmental management of the Hamble Estuary from mid-February to mid-May 2017.

2. Updates

2.1. Port Waste Management Plan

The Environment & Development Manager (EDM) has commenced consultation for the 3-yearly review of the River Hamble Port Waste Management Plan (PWMP), as required under The Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 as amended. Marinas and clubs have been contacted directly. Any river users wishing to comment on the provision of waste facilities in the Hamble Estuary provided for the disposal of waste produced by boats which berth in the Hamble should contact the EDM, as advised on the website and in the Hamble Directory.

2.2. Oil Spill Response & Planning

The EDM and Marine Director have met with representatives from BP Hamble Oil Terminal, who requested a briefing on the Hamble Estuary and the River Hamble Harbour Authority's (RHHA) oil spill response plan and oil spill response capability. Benefits were gained by both parties through improved understanding of each other's control measures, response plans and communication strategies.

2.3. Pile replacement Consents

Pile maintenance permissions have been granted for the following sites: Hamble Point Marina, Warsash Sailing Club, Cabin Boatyard, and Prince Philip Yacht Haven. The latter two are yet to be completed.

2.4. Sea View 2027 Project

The EDM represented RHHA at a workshop of the Southampton Water Users Group (SWUG) section of Sea View 2027, a DEFRA initiative to improve the marine environment on the Solent and Sussex coast to agreed goals and a Vision by 2027, ensuring that management is continued on from catchment partnerships on land to those at sea. Sea View assesses how various initiatives are contributing to an

increased understanding and improvement of 'health indicators' such as Shellfish Fishery, Shellfish Waters, Marine Litter and Special Area of Conservation Condition. Sea View also agrees and helps drive collective actions, such as the work to understand the sub- and inter-tidal physical environment around the estuary and how commercial needs, development and the environment can be balanced together. A next step is to agree a vision of the Southampton Water waterbody (which includes the Hamble Estuary) that embraces the aspirations of all these users in the estuary. The Environment Agency will present a further update at the Hamble Estuary Partnership Meeting on 29th June 2017.

2.5. Planning & Consents – Implications for HCC lease

The EDM met with representatives of Knight Frank (agent for The Crown Estate) and Hampshire County Council's Estates team to provide information on the various consenting requirements and processes associated with estuary developments, and to assist them with an improved understanding on the implications these may have within their own roles and requirements, including HCC/RHHA lease arrangements.

2.6. Conservation Advice Packages

Natural England delivered an interactive workshop, attended by the EDM, to train local coastal/marine decision makers to use Natural England's new 'Conservation Advice Packages' for the Solent European Marine Site (SEMS). Presentations and case studies demonstrated how this online tool makes it possible to access the information on which Natural England base their marine conservation advice. The web-based system enables anyone to enter details of a proposed activity and receive information about any potential impacts it is likely to have on protected marine sites. This new system should assist RHHA officers in not only determining external consent applications and responding to third party consultations, but also in assessing the environmental effects on the SEMS of RHHA's own development options and proposals.

2.7. Secrets of the Solent Project

The EDM, along with other local stakeholders representing commercial and leisure maritime user groups, heritage, archaeology and the environment, contributed to a workshop and interview organised by HIWWT to help frame a Heritage Lottery Fund bid the Trust is preparing called 'Secrets of the Solent'. The grant could unlock a five-year £1m investment in inspiring local people to get involved in protecting the unique habitats and heritage within our local Marine Protected Areas.

2.8. Beneficial Use of Dredgings in the Solent

The contract for Phase 1 of the Solent Forum's 'Beneficial Use of Dredgings in the Solent' (BUDS) Project has been let to ABPmer. This phase entitled "Project Scoping and Partnership Building" will run for approximately five months. The EDM is a member of the Steering Group, and this project compliments and builds upon the River Hamble saltmarsh restoration and sediment retention study recently produced for RHHA.

2.9. Solent Forum - Current Issues and Updates

The EDM represented RHHA at the bi-annual Solent Forum members' meeting in March, giving a brief presentation on the RHHA saltmarsh and sediment study, attended the bi-annual Natural Environment Group in April, and attended the Solent Forum's 25th Anniversary Conference in May. Updates on issues relevant to RHHA included the South Coast Marine Plan's next steps, the Solent Oyster Regeneration Project, Evidence and Management for Marine Recreational Activities, update on

Seaview project, The Green Blue Wildlife Guide for Boaters, Marine Litter, Solent's Importance for Habitats and Species, Recreational Boating Use of the Solent, Natural Capital, Advances and Applications of Coastal and Nearshore Monitoring, Sediment Management in Cowes, and Managing the Solent European Marine Site. Minutes and presentations for each can be found at <http://www.solentforum.org/networking/meeting/> and http://www.solentems.org.uk/natural_environment_group/NEG_Meetings/ and http://www.solentforum.org/networking/celebrations/Solent_Matters_Conference/

2.10. Solent Oyster Restoration Project

Representatives from University of Portsmouth and the Blue Marine Foundation met with RHHA staff to promote the Solent Oyster Restoration Project. The overall aim is to restore the Solent's native oyster population, *Ostrea edulis*, which has declined dramatically from what once was one of the largest oyster fisheries in Europe. Oysters have many socio-economic benefits as a food source, for filtering water and as a habitat for other species. Factors effecting *O edulis* are being investigated, including predation, parasites and water quality. Trial brood stock cages are being hung from various sites around the Solent, including in the Hamble, the aim being to develop an aquaculture method that can be easily used in commercial marinas and other suitable sites to house a protected population of adult native oysters that will produce juvenile oysters to repopulate the seabed populations across the Solent.

2.11. New Wildlife Guide for Boaters

The RYA/British Marine's Green Blue have launched its new 'Green Wildlife Guide for Boaters' to promote good practice to help minimise any impacts of boating activities on marine wildlife and protected sites. See <http://thegreenblue.org.uk/News/2017/March/New-Green-Wildlife-Guide-for-Boaters>.

3. Recommendations

3.1 It is recommended that the River Hamble Harbour Management Committee notes the contents of this report.

CORPORATE OR LEGAL INFORMATION:**Links to the Corporate Strategy**

Hampshire safer and more secure for all:	yes
Corporate Improvement plan link number (if appropriate):	
Maximising well-being:	yes
Corporate Improvement plan link number (if appropriate):	
Enhancing our quality of place:	yes
Corporate Improvement plan link number (if appropriate):	

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

DocumentLocation

None

IMPACT ASSESSMENTS:

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1.1. The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

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- Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

1.2. Equalities Impact Assessment:

A full Equalities Impact Assessment for the River Hamble Harbour Authority's compliance with the Port Marine Safety Code (including environmental responsibilities) has been carried out and this report does not raise any issues not previously covered by that Assessment.

2. Impact on Crime and Disorder:

2.1. This report does not deal with any issues relating to crime and disorder.

3. Climate Change:

3.1. How does what is being proposed impact on our carbon footprint / energy consumption? The contents of this report have no impact on carbon footprint or energy consumption

3.2. How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts? Not applicable to this report.

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HAMPSHIRE COUNTY COUNCIL

Report

Committee	River Hamble Harbour Management Committee
Date:	23 June 2017
Title:	Harbour Works Consent Application: Proposed Pontoon at YMCA Fairthorne Manor
Report From:	Director of Culture, Communities and Business Services

Contact name: Jason Scott or Alison Fowler

Tel: 01489 576387 Email: jason.scott@hants.gov.uk
alison.fowler@hants.gov.uk

1. Summary

- 1.1. This report sets out an application for Harbour Works Consent (HWC) made by YMCA Fairthorne Manor, Curdridge, Southampton, SO30 2GH
- 1.2. The proposal is to install a 12x3 metre floating pontoon to an existing quay wall at the YMCA Fairthorne Manor water sports centre, located at National Grid Reference SU518 119. The application also proposes some mitigation through the removal of existing structures from the intertidal mud.

2. Background

- 2.1. YMCA Fairthorne Manor is a Hampshire County Council approved outdoor activity centre which borders the River Hamble. It offers a wide variety of activity programmes to help develop life skills, stimulate learning and improve confidence. The site hosts over 12,000 young people per year across the 111 acre park and woodland site. The small water sports centre offers raft building, kayaking, open canoeing and sailing at higher states of the tide during the summer months only. This is a private site for use by supervised YMCA clients only.

3. Project Description

- 3.1. The YMCA wish to improve the safety of access to the water for its clients by installing a 12x3 metre pontoon fixed by runners alongside an existing sheet pile quay wall. The pontoon will extend 3 metres from the quay wall and will sit on the mud at lower states of the tide. This will complement an existing pontoon (12x2.9) located 2 metres further downstream.

- 3.2. An old pontoon (4.5x5.5 metres) formerly located at the site, which extended 8m from the quay wall, has previously been removed.
- 3.3. It is proposed that 2 redundant timber piles which supported the old pontoon also be removed, to be cut off at bed level.
- 3.4. The removal of an old boat mould, washed up on the foreshore upstream, is also proposed in order to free-up the intertidal mud area underneath.
- 3.5. The following plans and documents have been provided by the applicant to support this application, and reference must be made to these for a full understanding of the proposal (see Appendix 1a-c):
 - Appendix 1a
 - Project Description
 - Appendix 1b
 - Proposed Pontoon Drawing ref SOL-3273-SC01-000. Dated 01/09/2016.
 - Appendix 1c
 - Aerial photograph of location.
 - Location Plan (Ordinance Survey map).
 - Photograph showing proposed location.
 - Aerial photograph showing location of proposals.
 - Photograph of the old mould to be removed.

4. Harbour Authority's Responsibilities

- 4.1 Consent may be granted by the River Hamble Harbour Board permitting harbour works in the River Hamble in accordance with Section 10 of the Southampton Harbour Act 1924 and Section 48 of the Southampton Harbour Act 1949 as amended by the River Hamble Harbour Revision Orders 1969 to 1989. Within the River Hamble Harbour Board's statutory duties lies the responsibility to ensure that all matters concerning navigational safety and responsibilities under the Habitat Regulations are addressed. This area of responsibility includes the proposed development.
- 4.2 Navigational safety issues are addressed through the Port Marine Safety Code and the Harbour's Safety Management System. Specific issues relevant to this particular application are covered within the Harbour Master's comments below.
- 4.3 The River Hamble is part of the Solent European Marine Site and is afforded protection due to its international nature conservation value. The RHHA is a Relevant Authority under the Conservation of Habitats and Species Regulations 2010 as amended, commonly known as the Habitats Regulations. As a Relevant Authority the Harbour Authority has a duty to comply with the requirements of the Habitats Regulations. This means that

the RHHA must ensure that, in the exercise of any of its powers or functions, it must have regard to both direct and indirect effects on interest features of the European Marine Site.

- 4.4 As a Section 28G Authority under the Wildlife and Countryside Act 1981 (as amended), the RHHA has a duty to take reasonable steps, consistent with the proper exercise of the Authority's functions, to further the conservation and enhancement of the flora, fauna or geological or physiographical features by reason of which the site is of special scientific interest.
- 4.5 Under the Natural Environment and Rural Communities Act 2006, all public bodies, which include the Harbour Authority as statutory undertakers, have a duty to have regard, so far as is consistent with the proper exercise of their functions, to the purpose of conserving biodiversity.
- 4.6 The Harbour Authority addresses its responsibilities under the environmental regulations through consultation with Hampshire County Council, the Local Borough Councils, the Department for Environment, Food and Rural Affairs, Natural England and the Environment Agency. Specific issues relevant to this particular application are covered within the sections below.

5. Consultation process

- 5.1 Subsequent to receipt of the application for Harbour Works Consent the following actions were taken:
 - Project details and plans entered on the Harbour Authority's webpage for the online viewing of applications at <https://www.hants.gov.uk/thingstodo/riverhamble/worksappliation>
 - The plans and details of the application were made available in the Harbour Office for inspection by members of the public.
 - Notification email sent to all members of the River Hamble Harbour Management Committee and the River Hamble Harbour Board of the proposed development.
 - Email sent to interested parties and to members of the Hamble Estuary Partnership informing them of the application and requesting written comments by the deadline.
 - Direct liaison with the Natural England and the agent for The Crown Estate.

6. Responses to Consultation

- 3.6. The Crown Estate raised no objection to the proposed development.
- 3.7. Natural England raised no objection to the proposed development.
- 3.8. One response to the public consultation, a holding objection, was received from Eastleigh Borough Council. The objection was made on the grounds of

there being insufficient environmental information within the plan. Natural England raised no similar objection.

7. Harbour Master's Comments

- 3.9. This section details the aspects of the application relevant to the consideration of Harbour Works Consent. These are the impacts of the proposal on safety and ease of navigation and on the environment, both during construction and once operational.
- 3.10. This proposal also requires permissions from other authorities (Local Planning Authority, Environment Agency, Marine Management Organisation and The Crown Estate). Issues pertaining to their policies and regulations should be addressed with the appropriate organisation.
- 3.11. This proposal is targeted at improving safe access to the River. It delivers that.
- 3.12. There is no impact on navigation within the main channel of the River at that point. The removal of redundant piles which project further into the River will enhance the water space available at that point.
- 3.13. Use of the new pontoon will need to be subject to a new local Risk Assessment by the user to ensure that risks such as but not limited to entrapment are ameliorated.
- 3.14. No increase in the number of permanent River moorings is proposed.

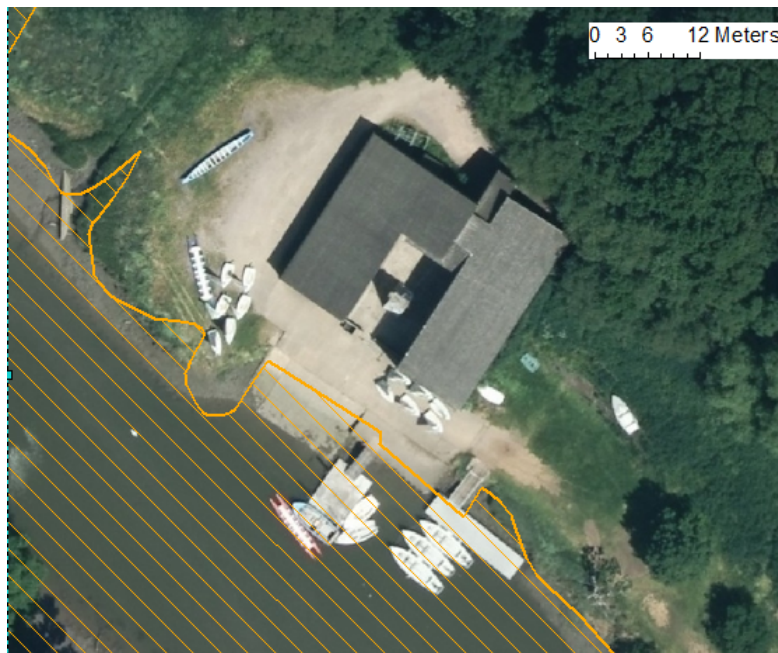


Figure 1: Boundary of SAC, SPA, SSSI & Ramsar sites (yellow hatched area)

- 3.15. Minimal environmental information has been submitted to support this application. The proposal is sited within an inter-tidal section of the Solent Maritime Special Area of Conservation (SAC), the Solent & Southampton

Water Special Protection Area (SPA) and Ramsar Site, and the Upper Hamble Estuary & Woods Site of Special Scientific Interest (SSSI). See figure 1 above.

- 3.16. No piling work is necessary as the pontoon will be fixed to runners on the quay wall. Two redundant piles will be removed, cut off at bed level.
- 3.17. No dredging of sub tidal or inter-tidal habitat is required for this development, however, the proposed pontoon (36m²) will sit on the intertidal mud during half of the tidal cycle, resulting in direct loss of designated intertidal habitat. The left hand pontoon in figure 1 (occupying 30m²) has already been removed from the intertidal area and, in addition, an old mould of about 6m² (which has been washed up in the creek upstream for at least 5 years) will also be removed to release an area of the intertidal.
- 3.18. Natural England's (NE) consultation response is provided at Appendix 2. NE confirms that the proposal will not have a likely significant effect on the designated sites *"due to the proposed mitigation for the minor loss of intertidal habitat and the pontoon's location is within an area that is currently used to launch small craft. In particular, the pontoon will be installed parallel to the existing wall and won't significantly protrude into the channel compared to existing infrastructure. The pontoon will therefore not increase the area of disturbance or lead to a further fragmentation of the habitat available to birds"*.
- 3.19. NE is satisfied that RHHA may grant consent for the proposal and recommend that condition at 9.1b and 9.1c be added to the consent.
- 3.20. If the River Hamble Harbour Board decides to grant permission for this application it would be adhering to its responsibilities under environmental legislation.

8. Strategic Vision

- 8.1 Before reaching a decision regarding this application, it is important to consider it within the context of the Harbour Board's Strategic Vision. The non-statutory Strategic Vision 'seeks to meet the aspirations of all those users who have a stake in the future prosperity of the River Hamble, whether their interests are commercial, recreational or environmental' but should be read in its entirety before reaching any conclusions with regard to this specific application.

9. Recommendation

- 9.1 **That the River Hamble Harbour Management Committee recommends to the Harbour Board to approve Harbour Works Consent for the proposal set out in Section 3 of this report and subject to the following conditions:**

- a. That the proposal is to be built in accordance with the details, plans and method set out in paragraph 3.5.
- b. That all reasonable precautions are undertaken to ensure no pollutants enter the water-course.
- c. That all equipment and debris associated with the works should be removed from the area upon completion of the works and the area returned to its previous condition.
- d. That the user completes a full Risk Assessment for the new pontoon arrangement to ensure that all risks to those are reduced to a level that is as low as reasonably practicable.
- e. That the development must be completed within 3 years from the date of the approval granted by the Harbour Board.

CORPORATE OR LEGAL INFORMATION:

Links to the Corporate Strategy

Hampshire safer and more secure for all:	yes
Corporate Improvement plan link number (if appropriate):	
Maximising well-being:	yes
Corporate Improvement plan link number (if appropriate):	
Enhancing our quality of place:	no
Corporate Improvement plan link number (if appropriate):	

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

DocumentLocation

None

IMPACT ASSESSMENTS:

1. Equality Duty

1.1. The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

Equalities Impact Assessment:

1.2 A full Equalities Impact Assessment for the River Hamble Harbour Authority's compliance with the Port Marine Safety Code (including environmental responsibilities) has been carried out and this report does not raise any issues not previously covered by that Assessment.

1. Impact on Crime and Disorder:

1.1. This report has no impact on crime and disorder.

2. Climate Change:

2.1. How does what is being proposed impact on our carbon footprint / energy consumption? The contents of this report have no impact on carbon footprint or energy consumption.

2.2. How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts? Not applicable to this report.

YMCA River pontoon

1. Site Location and Works

The site location is on the site of the YMCA Fairthorne Manor see the attached location information for details of the site location.

The works has been laid out in the method statement but a summary of the work is to attach a 3m by 13m floating pontoon onto guides that are attached to a sheet pile wall on the banks of the Fairthorne site. This has been shown in the attached pontoon dimensions drawing supplied by Solent Marine. Also within the proposal is the removal of old piles within the river and also the removal of an old mould that is in the river freeing up mud habitat.

2. Required Consents

Harbour works consent from River Hamble harbour authorities

Crown Estate for a small works license – this is ongoing and crown estate have been on site and I am currently waiting for advice on the next step in regards to this.

A marine license from the Marine Management Organisation (MMO) this is ongoing

A Permit from the Environment Agency

Planning permission from Winchester County Council this is currently being looked into and awaiting a decision if this is needed.

3. Proposed Use

The proportion for the use of the pontoon would be for improving the access onto the water for sailing boats and educational trips for young people adults and people with additional needs to enjoy the river and gain access to the natural environment via power boats that are already used on the water so there would be no increase in powered vessels on the water. It would also make the access onto the water safer for all who use it improving the health and safety of people on site. The pontoon would get most use during the summer months as water based activities do not run during the winter period. It would be for the soul use of the YMCA Fairthorne manor and the clients who use us on organised activities. The pontoon would fall under the risk assessments carried out for pontoons on the centre all risks associated with the pontoon will be managed in accordance with the measure identified in the risk assessment.

4. Navigation

I believe the addition of this pontoon would not effect navigation on the river as it will sit 3m out from the bank and in no way near the main flow of water and main channel of the river. With the removal of the piles will help with navigation as they do sit into the river and closer to the main channel removing them will remove an obstacle.

5. Method Statement

Below is the methodology that has been sent to me by Solent Marine Ltd they will be the ones installing the pontoon into its permeant position. Currently the pontoon is floating so there will be no need for a crane lift of the pontoon. Also to make things clear there is no piling within this plan. The runners will be held in position by a small Hiab crane from the side and welded from there. Any waste material from grinding and the build will be caught on the sheets placed onto the mud and swept up and disposed off.

Below is the outline of the method used it will be in three stages tide dependant this will take place over the course of 2 separate days.

Pontoon modification:

The pontoon will be brought onto the slipway at high tide and secured into place so that at low tide the pontoon will stay on the slipway so the work can be carried out.

- Solent marine will then make any modifications to the frame needed on the dry pontoon this will include

- Moving cleats.
- Drill & treat frame.
- Bolt on ladder & one set of pile arms.

While the tide is low we would also attach the runners to the sheet pile:

Boards will be placed onto the mud to form a working area and to also provide a barrier between the mud and any work that is going on including collecting any debris that falls.

The equipment will be set up including the generator to be put on anti-spill mat.

The next steps would be Grind clean surface of sheet pile at weld locations, Position runners & secure in place, Weld runners directly to sheet piling. Finishing with Treat any exposed metals.

All equipment will be removed and a Clean-up/Make site as found would take place.

At the same time the tide is low the piles would be removed by cutting them off as low as possible and the large old mould that is within the river would be removed and disposed off by the YMCA.

Attaching Pontoon would take place when the tide is up, once pontoon is floating it would be pull into position over runners and the other remaining side of pile bracket would be bolted on

Oliver Powell
Design Engineer
Solent Marine Ltd.
Tel: 02392 466 666
www.solentmarine.com
Mill Rythe Lane
Hayling Island
PO11 0QG

6. Protected Areas

The area for the pontoon does fall within protected area thises are listed below.

SSSI – Site of special Scientific Interest

SPA – Special Protected area

SAC – Special Area Conservation

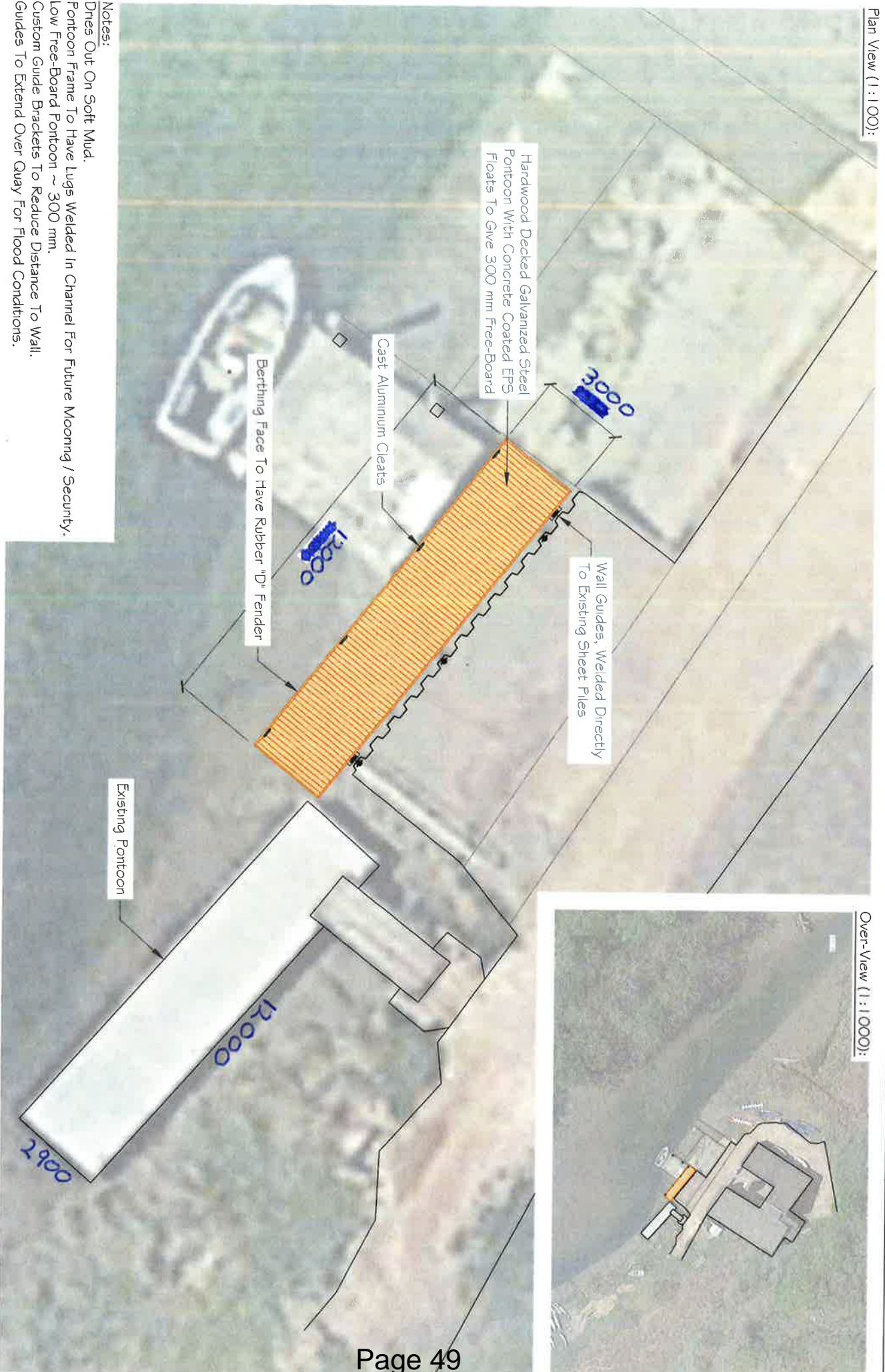
Ramsar

7. Impacts on Protected Areas



There would be no impact from the works to install the pontoon on the protect area as the works is very small and the measures to protect the area such as using boards to cover the mud and the collection of all if any of the filings from the grinding would stop any from entering the river. The generator would be within a bucket to stop any chance of spillage from this.

Once the pontoon is in place it would at low tide sit directly onto the mud the pontoon it self is 36m² on the decking however the pontoon is sat on 6 concrete floats each float is 2.88m² meaning a total of 17.28m² of pontoon will be resting on the mud at each low tide with the removal of the old mould estimated at 5 – 7m² from the river this would mean that there would be a very small impact on the mud and any habitat associated with the mud.

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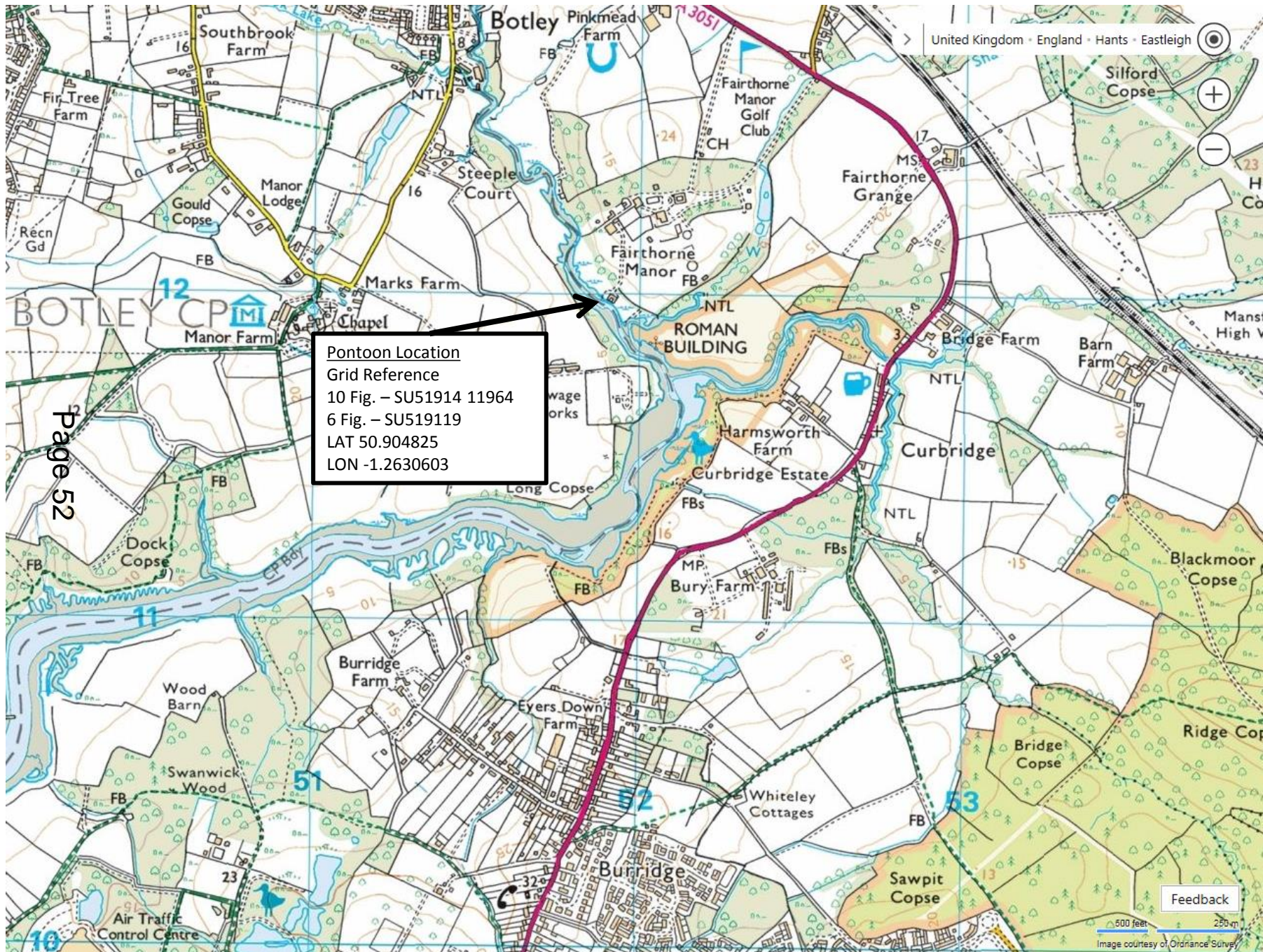
Notes:
 Dries Out On Soft Mud.
 Pontoon Frame To Have Lugs Welded In Channel For Future Mooring / Security.
 Low Free-Board Pontoon ~ 300 mm.
 Custom Guide Brackets To Reduce Distance To Wall.
 Guides To Extend Over Quay For Flood Conditions.

CLIENT	YMCA	DRAWING:	Proposed Pontoon	DRAWN BY	OP	SCALE	Shown @ A3	DATE	01/09/16
	Fairthorne Manor	DRAWING NO./REV	SOL-3273-SC01-000	APPROVED BY	x.x.	TYPE	Schematic		
Solent Marine Ltd. Mill Rythe Lane, Hayling Island, Hampshire, PO11 0QG		Tel: 02392 466 666		Email: Projects@solentmarine.com		 Solent Marine Ltd.		 Website: www.solentmarine.com	
REV	BY	DATE	DESCRIPTION						

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Google Earth





Ponton Location
Grid Reference
10 Fig. – SU51914 11964
6 Fig. – SU519119
LAT 50.904825
LON -1.2630603

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Feedback

600 feet 250 m
Image courtesy of Ordnance Survey



Pontoon will fix to this wall it has sheet pile on the waters edge fixings will be welded to this sheet pile

Pontoon will run along this wall 12m x 3m

Old Mould Location

Piles to be removed within Plan

Pontoon no longer in existence

Existing Pontoon staying

Page 54



Old Mould that will be removed to
free up Mud Habitat



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Date: 09 May 2017
Our ref: 212589
Your ref: Installation of pontoon, YMCA Fairthorne Manor



The River Hamble Harbour Authority
Shore Road
Warsash
SO31 9FR

15 Andover Road
Winchester
SO23 7BT

T 020802 64925

BY EMAIL ONLY

Dear Alison

Consultation request - installation of pontoon, YMCA Fairthorne Manor, Curdridge, SO30 2GH

Solent and Southampton Water Special Protection Area (SPA)
Solent and Southampton Water Ramsar site
Solent Maritime Special Area of Conservation (SAC)
Upper Hamble Estuary and Woods Site of Special Scientific Interest (SSSI)

Thank you for your consultation dated 05 April 2017. The following constitutes Natural England's formal statutory response.

Marine Works (Environmental Impact Assessment) Regulations 2007 (as amended)

It is our advice, on the basis of the material supplied by the applicant that in respect of statutory designated sites, seascapes and protected species an Environmental Impact Assessment (EIA) is not required for this application.

Marine and Coastal Access Act 2009

The works, as set out in the information supplied by the applicant, are not sited within or near to a Marine Conservation Zone. Natural England have not identified a pathway by which impacts from the development would affect the interest features of the site(s).

The Conservation of Habitats and Species Regulations 2010 (as amended) and The Offshore Marine Conservation (Natural Habitats, & c.) Regulations 2007 (as amended)

We can confirm that the proposed works are located within the Solent and Southampton Water SPA, Solent and Southampton Water Ramsar site and the Solent Maritime SAC. Natural England advises that providing the works are carried out in strict accordance with the details of the application which have been submitted, it can be excluded that the application will have a significant effect on any SAC, SPA or Ramsar site, either individually or in combination with other plans or projects. Therefore it is our view that an Appropriate Assessment of the implications of this proposal on the site's conservation objectives should not be required.

This is due to the proposed mitigation for the minor loss of intertidal habitat and the pontoon's location is within an area that is currently used to launch small craft. In particular, the pontoon will be installed parallel to the existing wall and won't significantly protrude into the channel compared to existing infrastructure. The pontoon will therefore not increase the area of disturbance or lead to a further fragmentation of the habitat available to birds.

We recommend that the following conditions are attached to the Harbour Works Consent to ensure that the activity is undertaken in accordance with the details of the application which have been submitted and therefore compliant with the above legislation:

Conditions

- All reasonable precautions are undertaken to ensure no pollutants enter the water-course.
- All equipment and debris associated with the works should be removed from the area upon completion of the works and the area returned to its previous condition.

Reason

To minimise environmental impacts on marine habitats and species

Wildlife and Countryside Act 1981 (as amended)

We can confirm that the proposed works are located within Upper Hamble Estuary and Woods SSSI. Natural England advises that the proposal, if undertaken in strict accordance with the details submitted, is not likely to damage the interest features for which the site has been notified. However we recommend that the following conditions are attached to the marine licence to ensure that the activity is undertaken as per the application and therefore compliant with the above legislation:

However, we recommend that the conditions outlined above are attached to the marine licence to ensure that the activity is undertaken as per the application and is therefore compliant with the above legislation.

For any queries relating to the content of this letter please contact me using the details provided below.

Yours sincerely

Sandra Unterhollenberg

Dorset, Hampshire and Isle of Wight
E-mail: Sandra.Unterhollenberg@naturalengland.org.uk
Telephone: 020802 64925

HAMPSHIRE COUNTY COUNCIL

Report

Committee	River Hamble Management Committee
Date:	23 June 2017
Title:	River Hamble Statutory Accounts 2016/17
Report From:	The Director of Corporate Resources and Director of Culture, Communities and Business Services

Contact name: Jenny Wadham
Jason Scott

Tel: 01962 847193 **Email:** Jennifer.Wadham@hants.gov.uk
01489 576387 Jason.Scott@hants.gov.uk

1. Executive Summary

- 1.1. The purpose of this report is to present the final accounts of the Harbour Authority for the year ended 31 March 2017 to the River Hamble Harbour Management Committee for consideration.
- 1.2. Under Section 42(1) of the Harbours Act 1964, the River Hamble Harbour Authority is required to prepare an annual statement of accounts relating to the harbour activities in accordance with the Companies Act 2006, to be submitted to the Secretary of State for Transport.
- 1.3. The River Hamble Harbour Authority is considered to be exempt from the requirement for these accounts to be separately audited, as set out in section 477 of the Companies Act 2006. However, the Harbour Authority accounts form part of Hampshire County Council's final accounts, and are therefore included within the audit for those accounts.
- 1.4. The statutory accounts for the year ended 31 March 2017 (as detailed in Appendix 1) show a net loss of £21,533. This is after a depreciation charge of £33,307, and expenditure on projects that have been funded from the Asset Enhancement Reserve totalling £7,424.
- 1.5. This report also compares the outturn position for income and expenditure for the year ended 31 March 2017, with the 2016/17 budget (detailed in Appendices 2 and 3).
- 1.6. The Harbour Undertaking returned a net deficit of £20,580 in 2016/17, after the agreed contribution to the Asset Replacement Reserve (ARR) of £35,000. A transfer of £21,272 was required from the General Reserve to maintain the agreed contribution to the ARR, consisting of the £20,580 to offset the deficit, plus £692 interest received on the General Reserve.

- 1.7. The deficit is a deterioration on the original budget forecast which predicted that there would be a net surplus of £16,000, but is an improvement on the revised forecast presented alongside the 2017/18 Budget Report to the Committee in December 2016 and the Board in January 2017, where it was predicted that a transfer of £25,000 would be necessary from the General Reserve to meet the full agreed contribution to the ARR.
- 1.8. The balance on the General Reserve as at 31 March 2017 is £88,063, which, although a reduction on the previous balance, remains in excess of the 10% gross revenue budget (equating to approximately £59,000) as per the agreed reserves policy.

2. Statutory Accounts

- 2.1 Under Section 42(1) of the Harbours Act 1964, the River Hamble Harbour Authority is required to prepare an annual statement of accounts relating to the harbour activities in accordance with the Companies Act 2006. Section 42(5) of the Harbours Act 1964 states that the published accounts should be sent to the Secretary of State for Transport, together with a report on the “state of affairs” disclosed by the accounts, within nine months of the financial year end.
- 2.2 Using guidance issued by the Department for Transport, the River Hamble Harbour Authority is considered to be exempt from the requirement to audit the statutory accounts under Section 477 of the Companies Act 2006. However, the Harbour Authority accounts form part of the overall Hampshire County Council accounts and therefore will be included within the audit of those accounts.
- 2.3 The statutory accounts, as detailed in Appendix 1, show a loss for the year of £21,533. However, this is after depreciation charged of £33,307, and projects that have been funded from reserves costing £7,424.
- 2.4 The statutory accounts also show an increase to the capital assets of the Harbour Authority of £52,725 (before annual depreciation charges), reflecting the Warsash Link Pontoon development.

3. 2016/17 Outturn

- 3.1. At the Committee meeting on 9 December 2016 and Board meeting on 13 January 2017, it was reported that a surplus on standard revenue activity of £10,000 was projected for the 2016/17 financial year, based on the actuals as at the end of September 2016 (quarter two). This projected surplus would be transferred to the Asset Replacement Reserve (ARR) together with a draw of £25,000 from the Revenue Reserve in order to make the agreed £35,000 annual contribution to the ARR, to fund the cost of replacing assets in future years.
- 3.2. The projected £10,000 surplus was £41,000 lower than the budgeted surplus, due to higher than budgeted staffing costs (reflecting the full year cost of the Assistant Harbour Master post), additional environmental maintenance expenditure resulting from clear up work after Storm Katie, and

lower than budgeted visitor income, partly offset by an anticipated underspend on central department charges.

- 3.3. The final position (as shown in Appendix 2) is a surplus of £14,420, approximately £37,000 below the budgeted surplus, but an improvement of approximately £4,000 on previous projections. After allowing for interest received on the Revenue Reserve balance, this will require a transfer of £21,272 from the Revenue Reserve to make the agreed £35,000 annual contribution to the ARR.
- 3.4. Total income for 2016/17 was £592,786, including £4,778 interest received on reserves balances, lower than both the £615,000 original budget and £603,000 projected at quarter two.
- 3.5. This is mainly due to visitor income, which was anticipated to be lower than budget at quarter two, returning to the levels of visitor income before the Royal Southern development and pile replacement works (which had the impact of increasing the use of the Harbour Authority's visitor mooring whist these works were undertaken). The actual visitor income for the year was £13,539, approximately £18,000 below budget and £6,000 less than previously projected.
- 3.6. Total revenue expenditure was £578,366, which is £14,366 higher than budgeted. This is mainly due to a £26,574 overspend on staff related expenditure, slightly lower than previously forecast due to lower than anticipated training costs, offset by an £11,529 underspend on Supplies and Services.
- 3.7. Within Supplies and Services, an underspend on Central Department Charges had been anticipated, offset by additional clear up costs after Storm Katie. In addition to this there were underspends against office expenses (due mainly to lower IT costs as developments to the E-Harbours system are not being progressed), Public Jetties & Navigational Safety, and Other Services (including Designated Person).
- 3.8. A more detailed breakdown of the income and expenditure is set out in the tables contained in Appendices 2 and 3 below. Further explanation is included in the Notes to Appendices 2 and 3.

4. Review of the 2017/18 Forward Budget

- 4.1 At the meeting on 13 January 2017, the Board approved the forward budget for the 2017/18 financial year. The approved budget allowed for a surplus on general revenue activities of £25,000, which would require a transfer of £10,000 from the Revenue Reserve to enable the full £35,000 contribution to the ARR.
- 4.2 As the forward budget was based on the forecast position for the 2016/17 financial year at quarter two, a review has been undertaken of the approved forward budget in comparison with the final accounts for 2016/17, to highlight any potential areas of pressure against the budget in the 2017/18 financial year.

- 4.3 The forward budget for expenditure was set at £586,000, and had provided for the increased staff related expenditure, as reflected in the 2016/17 final accounts. This compares favourably to the actual expenditure in the 2016/17 financial year of £578,366, and therefore no pressures are anticipated at this stage.
- 4.4 The January report highlighted that the proposed budget for Central Department Charges had been kept at £48,000, but that the level of support charges was being reviewed to maximise transparency, and this could lead to an increase or decrease in actual charges in the 2017/18 financial year.
- 4.5 Charges from legal and democratic services, which are based on actual hours provided, have been below budget in recent years, however, these charges depend on the level of work required and can increase significantly should a particular legal issue arise. Finance charges have been reviewed and are considered to be a fair reflection of the time undertaken on the Harbour Authority's affairs. The provision of office space is currently not recharged to the River Hamble Harbour Authority, but has been assessed by our property surveyors as having a value of £7,500 per annum.
- 4.6 The income budget for 2017/18 was set at £611,000, which allowed for the expected lower visitor income and an anticipated increase in Crown Estate income. However, the actual visitor income in 2016/17 was lower still and there was also a slight reduction in Harbour Dues. Should visitor income and Harbour Dues income remain at the same level, there could potentially be a small shortfall against the income budget, however, it is too early in the financial year to have reasonable certainty.

5. Reserves

- 5.1. The Harbour Board approved a reserves policy on 18 May 2007 which provided for the following three reserves:
- Asset Enhancement Reserve (AER) – £320,000 for a programme of future opportunities.
 - Asset Replacement Reserve (ARR) – to replace all Harbour Authority Assets and provide maintenance dredges over a 25 year cycle. Annual contribution of £43,000, later reduced to £35,000, to be received from revenue.
 - Revenue Reserve (RR, also known as the General Reserve) – to hold annual surpluses totalling no more than 10% of the gross revenue budget (for 2016/17, this equates to approximately £59,000). Any excess to be transferred to the AER, returned to mooring holders or to fund one-off revenue budget pressures as approved by the Board
- 5.2. The total reserves for the River Hamble were £603,432 at 31 March 2017, a decrease of £40,920 on the position at the end of 2015/16. The reserves are detailed in Appendix 4.
- 5.3. The Revenue Reserve decreased by £20,580 during the financial year, due to the overall net deficit of the Harbour Authority. A total of £60,119 was drawn from the Asset Enhancement Reserve in 2016/17 for a variety of projects including the work on the Warsash Link Pontoon and the River

Hamble Games 2016. The Asset Replacement Reserve was increased by the planned annual transfer of £35,000.

- 5.4. In 2016/17, interest of £5,471 was received on the reserves balances and income received in advance for annual harbour dues. Interest was paid at the agreed rate of 0.33% on all reserve balances.
- 5.5. The balance on the Revenue Reserve as at 31 March 2017 is £88,062, which remains in excess of the 10% gross revenue budget (equating to approximately £59,000) as per the agreed reserves policy. The Board committed to a zero percent increase in Harbour Dues for 2016 and 2017 to reduce the balance on the Revenue Reserve in a controlled way, to minimise the risk of higher increases to Harbour Dues in the future.

6. Conclusion

- 6.1. The report highlights that robust financial management has resulted in an improved position from the forecast presented alongside the 2017/18 Budget Report in January, with a lower than anticipated transfer being needed from the General Reserve to meet the agreed contribution to the ARR.

7. Recommendations

- 7.1 That this report, the statutory accounts and management accounts be noted by the River Hamble Harbour Management Committee and submitted to the River Hamble Harbour Board for approval.**
- 7.2 That the Committee notes the level of the General Reserve as at 31 March 2017, at £88,062, and that whilst the balance is reducing, it remains in excess of the stated level in the reserves policy.**

CORPORATE OR LEGAL INFORMATION:**Links to the Corporate Strategy**

Hampshire safer and more secure for all:	yes
Corporate Improvement plan link number (if appropriate):	
Maximising well-being:	yes
Corporate Improvement plan link number (if appropriate):	
Enhancing our quality of place:	yes
Corporate Improvement plan link number (if appropriate):	

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

DocumentLocation

None

IMPACT ASSESSMENTS:

1. Equality Duty

1.1. The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- c) Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

1.2. Equalities Impact Assessment:

Equality objectives are not considered to be adversely affected by the proposals in this report.

2. Impact on Crime and Disorder:

2.1. This report does not deal with any issues relating to crime and disorder.

3. Climate Change:

3.1. How does what is being proposed impact on our carbon footprint / energy consumption?

The contents of this report have no impact on carbon footprint or energy consumption.

3.2. How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

Not applicable to this report.

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River Hamble Harbour Authority

Report of the Board and unaudited financial statements
for the year ended 31 March 2017



River Hamble Harbour Authority
Contents of the Financial Statements
for the period ended 31 March 2017

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River Hamble Harbour Authority

Report of the Board for the year ended 31 March 2017

Hampshire County Council is the statutory Harbour Authority for the River Hamble Harbour. Responsibility for the governance of the River Hamble was transferred to Hampshire County Council in 1970 and the harbour has operated as a municipal port ever since.

Section 42 of the Harbours Act 1964, as amended by paragraph 10 of Schedule 6 to the Transport Act 1981, requires every statutory Harbour Authority to prepare an annual statement of accounts for the harbour activities in accordance with the requirements of the Companies Act 2006, for submission to the Secretary of State for Transport.

All harbour undertakings carried out by Hampshire County Council are part of the County Council's service provision to residents, and there is no separate legal entity in place to which the provisions apply. As such these accounts have been prepared for the River Hamble Harbour Authority in a style which is consistent with the reporting requirements of the Companies Act 2006.

Hampshire County Council delegates its executive decision making function to the River Hamble Harbour Board. The County Council and the representatives on the Harbour Board form a democratically accountable body responsible for overseeing the operation of the harbour and the impacts from it. The following members served on the Harbour Board during the year:

- Hampshire County Council:
 - Councillor Keith Evans (Chairman)
 - Councillor Keith House
 - Councillor Peter Latham
- Independent Board Members:
 - David Jobson (Recreation)
 - Chris Moody (Marine Industry)
 - Nikki Hiorns (Environment)
- Marine Director:
 - Jason Scott (Harbour Master)

In addition, the River Hamble Management Committee (constituted in accordance with the River Hamble Harbour Revision Order 1969, as subsequently amended) provides policy advice to the Harbour Board and is responsible for scrutinising the Harbour Board's decisions. The Management Committee is comprised of nineteen members: ten County Councillors (one of whom acts as the Committee Chairman),

three District Council Councillors (one from Eastleigh, one from Fareham and one from Winchester) and representatives from each of the following interested parties: Associated British Ports; Association of River Hamble Yacht Clubs; British Marine Federation; Hamble River Boatyard and Marine Operators Association; the Berth and Mooring Holders; and the Royal Yachting Association.

Principal Activities:

The principal activities of the Harbour Authority during the period under review were the management of moorings, pontoons and associated harbour facilities, and ensuring the safe and efficient operation of the River Hamble Harbour.

Political and Charitable donations:

No charitable donations were made during the year (2015/16 £70,000).

These accounts have been prepared in accordance with the special provisions of Part 15 of the Companies Act 2006 relating to small companies and in accordance with Financial Reporting Standard 102 Section 1A *Small Entities* and in keeping with the requirements of Section 42 of the Harbours Act 1964.

The financial statements were approved and authorised for issue by the Board on 14 July 2017 and signed on its behalf by Councillor Keith Evans.

River Hamble Harbour Authority

Harbour Master's report for the year ended 31 March 2017

This year has seen the completion of a number of environmental and development projects, as well as the commissioning of key asset review work to support longer term operational and financial planning. A number of plans have been or are in the course of being refined and contracts renewed with significant actors, including the Crown Estate and our Designated Person. A core of experienced and passionate officers remains central to the effective delivery of the essential marine safety service.

In terms of safety, the key development this year has been the initiation of formally recorded quarterly Operational and Safety Meetings to analyse incidents in the River and those recorded by authorities elsewhere. This allows the River Hamble Harbour Authority (RHHA) to check that the Safety Management System (SMS) reflects needs and puts in place any additional control measures that may be required. The latest check by the Designated Person ensured that our SMS remains appropriately robust.

In Governance terms, there have been no changes to either the Management Committee or the Harbour Board.

A robust financial position allowed the Harbour Board to maintain a zero per cent increase to Harbour Dues for the second year in succession. Of course, similar freezes in the future cannot be guaranteed. In order to be confident that revenue is being accumulated at a rate that ensures that sufficient capital is held to match our needs when our operational and supporting assets require maintenance or fall due for replacement, the RHHA commissioned Opus Engineering to survey major structures and provide a professional assessment of their condition, the work that might be required to optimise their lifespan and an indication, at current rates, of their replacement cost. It will inform judgement on whether or not Harbour Dues require adjustment. Income streams have been as expected and, in response to River Users' calls for more tender billets, the RHHA has delivered within budget the much needed connecting pontoon at Warsash.

In terms of other developments within the River, this year has been reasonably light. The old High Level Jetty at Universal Marina has been removed and there have been numerous applications to install pontoons on pile and fore-and aft moorings at various locations throughout the River.

The Harbour Authority continues to provide one-to-one advice for prospective developers and this service has been used extensively again this year. The Harbour

Authority also runs the Consents Advice Panel and, although demand has not required a meeting this year, this service, which is recognised nationally as an example of best practice, is still available. The Panel is a chance for those wishing to undertake works in the marine environment on the River to meet informally with consenting organisations prior to an application being submitted and marine consents sought.

Harbour Authority staff have, as usual, been broadly involved in supporting many River-wide activities, including the third River Hamble Games, the Bursledon Regatta, the Annual Harbour Master's Charity Pursuit Race for dinghies and the Hamble River Raid. Financial and other material contributions have been made to all these, as well as an important financial contribution, as usual, to the production of the River Hamble Handbook in conjunction with the Hamble River Combined Clubs. This important document provides vital safety information and acts as a comprehensive directory of services for those in and about the River. It was published in February and is available from the Harbour Office.

Management of the mid-stream moorings and the moorings Waiting List, on behalf of the Crown Estate continues. The waiting list remains reasonably long for most sizes of boat but opportunities continue to be sought to promote movement. Looking at other adjacent harbours' rates, the Hamble continues to represent good value for money.

Inter-agency co-operation aimed at improving mutual awareness and capability continues to be a relevant safety theme. There has been frequent cooperation with the Police, UK Border Force and the Southern Inshore Fisheries Conservation Authority this year. In the latter case, the Southern Inshore Fisheries Conservation Authority brought a successful prosecution against a fishing boat for £34,000 for the landing of undersize shellfish on the Hamble. The Authority continues to assist both the Police and Border Force in the discharging of their responsibilities on a routine basis.

In training terms, in October, the Authority completed successfully its mandatory three yearly practical Oil Spill Response Exercise. This exercise took place before the eyes of the Regulator at the Maritime and Coastguard Agency and will ensure that planning remains as robust as it can be and also that RHHA staff both afloat and ashore are able to deal with the workload placed upon them in a resilient way.

As ever, the Harbour Authority remains an active participant in the Solent European Marine Sites Management Group, ensuring that it, along with other Relevant Authorities, exercise statutory functions in such a way as to ensure that the Solent European Marine Sites are managed appropriately.

Staff also continue to support the work of the Hamble Estuary Partnership (HEP), which continues to provide a valuable network for a wide variety of organisations with an interest in the River. Many and varied talks have been presented to the HEP to ensure all members and their representative organisations continue to learn and remain up to date.

Last year, the RHHA commissioned a sediment management study to fill a gap in collective knowledge about the changes in vital saltmarsh habitats over time and also to gain evidence on what use might be made of dredged sediment to safeguard their integrity. The historical pattern of decline of saltmarsh is clear and the report highlights the key role played in this process by the original construction of marinas. Other additional factors have also contributed to continued decline. The study has provided empirical clarification of aspects often prone to assumptions. It provides much information which is of immediate application to the work of the RHHA, regulating authorities, landowners and those providing berthing facilities. Whilst it does not recommend a large scale project to reuse dredge arisings within the estuary, it outlines the potential for small scale options predominately involving sediment retention measures.

The Harbour Board continues to part-sponsor a PhD student to evaluate the spatial variation in the dissolution of sacrificial anodes in the Solent.

The River Hamble Safeguarding Agreement (RHSA) is now closed, although any subsequent dredging activity in the same area will trigger its reinitiation. This contract between Associated British Ports (ABP) Southampton and the River Hamble Harbour Authority was designed to protect the Harbour Authority and other River Hamble stakeholders from any adverse effects of excess sedimentation relating to ABP's capital dredge of Southampton Water. The dredging and associated monitoring programme revealed that one area in particular suffered appreciably with increased deposition. The owner of that area is, as a result of this work, eligible for compensation.

The Harbour Authority continues to engage in consultations associated with the Marine Management Organisation's emerging South Marine Plan, Natural England's proposed new Special Protection Area, and the Environment Agency's Seaview 2027 project.

Jason Scott
Marine Director and Harbour Master

River Hamble Harbour Authority

Accountant's report
for the year ended 31 March 2017

These accounts have been prepared in accordance with the requirements of the Companies Act 2006 and comprise the Income Statement, the Statement of Financial Position and related notes.

The River Hamble Harbour Authority meets the small company criteria contained in section 382 of the Companies Act 2006.

Under section 477 of the Companies Act 2006, a company that qualifies as a small company is exempt from the requirements of the Act relating to the audit of accounts for that year. These accounts are therefore presented unaudited.

The financial transactions, assets and liabilities of the River Hamble Harbour Authority are also included within the statutory accounts of Hampshire County Council. These are presented in accordance with the Accounts & Audit Regulations 2015 and are published at <http://www3.hants.gov.uk/finance/treasurers-statementofaccounts.htm>.

Signed:

Date:

Anne Hibbert
Corporate Accounting Manager

River Hamble Harbour Authority

**Income and Expenditure Statement
for the year ended 31 March 2017**

	Notes	2016/17 £	2015/16 £
Turnover	2	518,814	528,583
Other operating income	3	78,750	71,848
		<u>597,564</u>	<u>600,431</u>
Staff costs	4		
Salaries		327,157	319,856
National Insurance		32,603	23,757
Pension Contributions		60,017	56,713
Other employee expenses		3,797	9,962
Staff Advertising / Interview Expenses		0	3,211
		<u>423,574</u>	<u>413,499</u>
Depreciation and other amounts written off tangible and intangible fixed assets	11	33,307	36,483
Other operating charges			
Rent/Rates/Leases	5	16,569	12,855
Utilities		3,743	2,370
Other Premises Costs		2,504	1,215
Boats - Repairs & Expenses	6	29,794	16,249
Staff Travel		1,111	1,312
Insurance		1,600	1,600
Office Expenses	7	23,450	27,803
Environmental Maintenance	8	15,692	8,577
Public Jetties & Navigational Safety		6,668	16,255
Services provided by Hampshire County Council	9	42,100	37,758
Other Services inc Designated Person		7,095	8,500
Oil Spill Response		4,290	3,034
CCTV		176	100
The Crown Estate Settlement		0	6,985
Projects funded by Reserves	10	7,424	170,157
		<u>162,216</u>	<u>314,770</u>
Profit/(loss) for the financial year	14	<u>(21,533)</u>	<u>(164,321)</u>

River Hamble Harbour Authority

**Statement of Financial Position
as at 31 March 2017**

	Notes	2016/17 £	2016/17 £	2015/16 £	2015/16 £
Fixed assets					
Tangible assets	11		357,553		338,165
Current assets					
Debtors	12	7,578		22,262	
Cash at bank and in hand		960,421		994,894	
		<u>967,999</u>		<u>1,017,156</u>	
Creditors: Amounts falling due within one year					
	13	364,568		372,803	
Net current assets			<u>603,431</u>		<u>644,352</u>
Total assets less current liabilities			960,984		982,517
Net assets			<u>960,984</u>		<u>982,517</u>
Reserves					
Profit and loss account	14		<u>960,984</u>		<u>982,517</u>
			<u>960,984</u>		<u>982,517</u>

For the year ended 31 March 2017 the River Hamble Harbour Authority was entitled to exemption from audit under section 477 of the Companies Act 2006 relating to small companies.

No notice has been received in accordance with section 476 of the Companies Act 2006 that requires the River Hamble Harbour Authority to obtain an audit.

The Board acknowledges its responsibilities for complying with the requirements of the Act with respect to accounting records and for preparing accounts which give a true and fair view of the state of affairs of the River Hamble Harbour and of the profit or loss for the financial year.

These accounts have been prepared in accordance with the special provisions of Part 15 of the Companies Act 2006 relating to small companies and in accordance with Financial Reporting Standard 102 Section 1A *Small Entities*.

The financial statements were approved and authorised for issue by the Harbour Board and signed on its behalf by

_____ on _____
Councillor Keith Evans
Chairman of the Board

The notes on pages 12 to 17 form an integral part of these financial statements.

River Hamble Harbour Authority

Notes to the financial statements
for the year ended 31 March 2017

1 Accounting policies**1.1 Transition in financial reporting framework**

These financial statements are the first that have been prepared using FRS102 and the provisions set out in Section 1A *Small Entities*. This transition has not affected the reported financial position or financial performance under the previous financial reporting framework.

1.2 Accounting convention

The financial statements have been prepared under the historical cost convention and in accordance with the special provisions of Part 15 of the Companies Act 2006 relating to small companies and in accordance with Financial Reporting Standard 102 Section 1A *Small Entities*.

1.3 Turnover

Turnover represents the total value, excluding value added tax, of sales made during the year and derives from the provision of goods and services falling within the River Hamble Harbour Authority's ordinary activities.

This accounting policy has not changed with the transition in financial reporting frameworks.

1.4 Tangible fixed assets and depreciation

Depreciation is provided at rates calculated to write off the cost less residual value of each asset over its expected useful life, on a straight line basis.

This accounting policy has not changed with the transition in financial reporting frameworks.

2 Turnover

The total turnover for the year has been derived from the River Hamble Harbour Authority's principal activity, wholly undertaken in the UK.

	2016/17	2015/16
	£	£
Marinas and Boatyards	377,199	378,326
River Moorings	100,251	102,789
Jetty Charges	13,589	13,966
Mooring and Towing Charges	5,060	0
Miscellaneous Income - Commercial and Pleasure craft	4,701	4,956
Sublet, Waiting List & Late Payment Fee Income	4,475	10,441
Total Harbour Dues	<u>505,275</u>	<u>510,478</u>
Visitors	13,539	18,105
Total turnover	<u><u>518,814</u></u>	<u><u>528,583</u></u>

3 Other operating income

	2016/17	2015/16
	£	£
Crown Estate Management Fee	62,720	55,034
Miscellaneous Income	9,654	6,958
Interest	5,471	7,196
Other Funding	905	2,660
Total other operating income	<u><u>78,750</u></u>	<u><u>71,848</u></u>

4 Employees

	2016/17	2015/16
Staff numbers	11	11

5 Rent Rates Leases

	2016/17	2015/16
	£	£
Rent - Oil Spill Response Equipment Unit	3,600	3,594
Rent - Crown Estates	0	(3,280)
Rent - Warsash Jetty	1,735	1,640
Rent - Visitors Pontoon	1,734	1,640
Rent - Hamble Jetty	1,735	1,640
Rent - Fishermans Pontoon	1,734	1,640
Rent - Harbour Master's Office	5	5
Business Rates - River Hamble Harbour	6,026	5,976
Business Rates - 5B Stone Pier Yard Shore Road	0	0
	<u><u>16,569</u></u>	<u><u>12,855</u></u>

6 Boat repairs & expenses

	2016/17	2015/16
	£	£
Repair, Maintenance and Boat Refurbishment	14,844	14,462
Vehicle Running Expenses (Fuel)	6,199	99
Tools (including Chandlery)	8,751	1,688
	<u>29,794</u>	<u>16,249</u>

7 Office expenses

	2016/17	2015/16
	£	£
Equipment	1,351	1,103
First Aid Supplies/Health & Safety	1,832	279
Printing & Stationery	5,084	4,601
Catering/General	1,915	2,357
Retail (Crabbing Equipment)	473	445
Room Hire	250	325
Protective Clothing	4,967	5,180
IT Charges	23	4,425
Postage	2,625	2,001
Subscriptions	2,041	3,080
Phones	(5)	0
Promotional Events/Publicity/Publications	2,180	3,230
Credit Card Charges	714	777
	<u>23,450</u>	<u>27,803</u>

8 Environmental Maintenance

	2016/17	2015/16
	£	£
Waste Collection	1,269	1,007
Clearance of Warsash Slipway	14,200	7,395
Miscellaneous Environmental Maintenance Expenditure	223	175
	<u>15,692</u>	<u>8,577</u>

9 Services provided by Hampshire County Council

	2016/17	2015/16
	£	£
Accountancy	21,600	21,200
Transaction processing	2,488	2,488
Tax/cash management	200	200
Internal audit	3,410	3,410
Legal Services	6,750	3,164
Democratic Services	6,786	6,437
	<u>41,234</u>	<u>36,899</u>
Contribution to Solent Forum	866	859
	<u>42,100</u>	<u>37,758</u>

No separate charge is currently levied for the following:

- Rent and repair costs associated with the Harbour Office
- Access to and use of the County Council's IT infrastructure and systems
- Insurance, apart from a nominal premium of £1,600 relating to the Patrol Boats

10 Projects funded by Reserves

	2016/17	2015/16
	£	£
PhD - Sacrificial Anodes	5,000	5,000
Sediment Management Desktop Study	200	23,100
River Hamble Games	2,224	0
Warsash Slipway	0	68,657
Contribution to Hamble Lifeboat Station	0	70,000
Marine pile and sign	0	3,400
	<u>7,424</u>	<u>170,157</u>

11 Tangible fixed assets

	Marks, Beacons, Lights, Piles, £	Bridges, Walkways, Jetties £	Boats £	Other £	Total £
Cost					
At 1 April 2016	180,068	626,000	55,000	127,774	988,842
Refund of Capital Expenditure	0	0	0	(30)	(30)
Additions	0	52,725	0	0	52,725
Disposals	0	0	0	0	0
Transfers	0	0	0	0	0
At 31 March 2017	180,068	678,725	55,000	127,744	1,041,537
Depreciation					
At 1 April 2016	125,694	404,240	20,666	100,077	650,677
Charge for the year	6,127	19,776	4,333	3,074	33,310
On disposals	0	0	0	0	0
Adjustments re Refunds	0	0	0	(3)	(3)
At 31 March 2017	131,821	424,016	24,999	103,148	683,984
Net book values					
At 31 March 2017	48,247	254,709	30,001	24,596	357,553
At 31 March 2016	54,374	221,760	34,334	27,697	338,165

The revaluation with regards to Other refers to an adjustment to the cost price of the E-Harbours payment system.

12 Debtors

	2016/17 £	2015/16 £
Trade debtors	5,078	19,762
Prepayments and accrued income	2,500	2,500
	7,578	22,262

No debtor amounts fall due after more than one year

13 Creditors: amounts falling due within one year

	2016/17 £	2015/16 £
Trade creditors	0	6,985
Accruals and deferred income	364,568	365,818
	<u>364,568</u>	<u>372,803</u>

No creditor amounts fall due after more than one year

14 Profit and Loss Account

	Total £
At 1 April 2016	982,517
Transfers to/(from) Profit and Loss account	<u>(21,533)</u>
At 31 March 2017	<u>960,984</u>

15 Movement in reserves

	Cash backed Reserves			Total cash backed Reserves	Asset backed Reserve	Total Reserves
	General Reserve £	Asset Enhancement (£)	Asset Replacement (£)	(£)	(£)	(£)
As at 1 April 2016	108,642	130,899	404,811	644,352	338,165	982,517
Movement:						
2016/17 deficit	(21,533)	0	0	(21,533)	0	(21,533)
Transfers:						
Asset additions	0	(52,725)	0	(52,725)	52,725	0
Refund of capital exp.	0	30	0	30	(30)	0
Depreciation	33,307	0	0	33,307	(33,307)	0
Asset contribution	(35,000)	0	35,000	0	0	0
Projects	7,424	(7,424)	0	0	0	0
Interest	(4,778)	1,187	3,591	0	0	0
Total movement	<u>(20,580)</u>	<u>(58,932)</u>	<u>38,591</u>	<u>(40,921)</u>	<u>19,388</u>	<u>(21,533)</u>
As at 31 March 2017	<u>88,062</u>	<u>71,967</u>	<u>443,402</u>	<u>603,431</u>	<u>357,553</u>	<u>960,984</u>

River Hamble Harbour Authority

	Original Budget (£) 2016/2017	P6 Forecast Outturn (£) 2016/2017	Actuals (£) 2016/2017	Variance to Budget (£) 2016/2017
EXPENDITURE				
Staff Related				
Salaries	382,000	413,000	419,777	37,777
Training	15,000	15,000	3,593	(11,407)
Staff Advertising/Interview Expenses	0	0	0	0
Other Employee Expenses	0	0	204	204
Sub Total Staff Related	397,000	428,000	423,574	26,574
Premises				
Rent/Rates	19,000	17,000	16,569	(2,431)
Electricity	2,000	2,000	2,374	374
Gas	1,000	1,000	716	(284)
Water/Sewerage	1,000	1,000	653	(347)
Repair & Maintenance (including Health & Safety Modifications)	1,000	1,000	601	(399)
Service Charges	0	0	650	650
Cleaning	0	0	551	551
Burglar Alarms/Security	1,000	1,000	702	(298)
Sub Total Premises	25,000	23,000	22,816	(2,184)
Transport				
Repair, Maintenance and Boat Refurbishment	23,000	23,000	14,844	(8,156)
Vehicle Running Expenses (Fuel)	3,000	6,000	6,199	3,199
Tools (inc Chandlery)	2,000	2,000	8,751	6,751
Car Allowances/Staff Travel	1,000	1,000	1,111	111
Insurance	2,000	2,000	1,600	(400)
Sub Total Transport	31,000	34,000	32,505	1,505
Supplies & Services				
Office Expenses	27,000	27,000	23,450	(3,550)
Environmental Maintenance	10,000	15,000	15,692	5,692
Public Jetties & Navigational Safety (including Navigational Aids)	10,000	10,000	6,668	(3,332)

	Original Budget (£) 2016/2017	P6 Forecast Outturn (£) 2016/2017	Actuals (£) 2016/2017	Variance to Budget (£) 2016/2017
Central Department Charges	48,000	40,000	42,100	(5,900)
Other Services (including Designated Person)	11,000	11,000	7,095	(3,905)
Oil Spill Response	5,000	5,000	4,290	(710)
CCTV	0	0	176	176
Sub Total Supplies & Services	111,000	108,000	99,471	(11,529)
Gross Expenditure (Current)	564,000	593,000	578,366	14,366
INCOME				
Miscellaneous Income	(7,000)	(7,000)	(9,654)	(2,654)
Interest	(1,000)	(1,000)	(693)	307
Harbour Dues	(514,000)	(514,000)	(505,275)	8,725
The Crown Estate Funding	(56,000)	(56,000)	(62,720)	(6,720)
Other Funding	(5,000)	(5,000)	(905)	4,095
Visitor Income	(32,000)	(20,000)	(13,539)	18,461
Gross Income	(615,000)	(603,000)	(592,785)	22,215
NET REVENUE FUNDED EXPENDITURE	(51,000)	(10,000)	(14,419)	36,581
Projects Funded by Reserves				
- Asset Enhancement	63,000	63,000	60,119	(2,881)
- Asset Replacement	0	0	0	0
- Revenue Reserve	0	0	0	0
Gross Expenditure	63,000	63,000	60,119	(2,881)

	Original Budget (£) 2016/2017	P6 Forecast Outturn (£) 2016/2017	Actuals (£) 2016/2017	Variance to Budget (£) 2016/2017
Interest on Reserves				
- Asset Enhancement	(1,000)	(1,000)	(1,187)	(187)
- Asset Replacement	(3,000)	(2,000)	(3,591)	(591)
Gross Income	(4,000)	(3,000)	(4,778)	(778)
NET RESERVES FUNDED EXPENDITURE	59,000	60,000	55,341	(3,659)
TOTAL NET EXPENDITURE	8,000	50,000	40,921	32,921
RESERVES				
Contribution to Asset Replacement Reserves	35,000	10,000	35,000	0
Transfer Interest to Reserves	4,000	3,000	4,778	778
Transfers from Reserves - Projects	(63,000)	(63,000)	(60,119)	2,881
Total Transfers To/(From) Reserves	(24,000)	(50,000)	(20,341)	3,659
NET DEFICIT FUNDED FROM GENERAL RESERVE	(16,000)	0	20,580	36,580

River Hamble Harbour Authority

FURTHER DETAIL ON: Office Expenses; Other Services; Harbour Dues Income.

	Original Budget (£) 2016/2017	P6 Forecast Outturn (£) 2016/2017	Actuals (£) 2016/2017	Variance to Budget (£) 2016/2017
Office Expenses				
Equipment	1,000	1,000	1,351	351
First Aid Supplies/Health & Safety	1,000	1,000	1,832	832
Printing & Stationery	4,000	4,000	5,084	1,084
Catering/General	2,000	2,000	1,915	(85)
Retail (Crabbing Equipment)	1,000	1,000	473	(527)
Room Hire	0	0	250	250
Protective Clothing	3,000	3,000	4,967	1,967
IT Charges	5,000	5,000	23	(4,977)
Postage	2,000	2,000	2,625	625
Subscriptions	1,000	1,000	2,041	1,041
Phones	2,000	2,000	(5)	(2,005)
Promotional Events/Publicity/Publications	4,000	4,000	2,180	(1,820)
Credit Card Charges	1,000	1,000	714	(286)
Sub Total	27,000	27,000	23,450	(3,550)

Other Services				
Subscriptions/Memberships/ Licences/Designated Person	11,000	11,000	7,095	(3,905)
Sub Total	11,000	11,000	7,095	(3,905)

	Original Budget (£) 2016/2017	P6 Forecast Outturn (£) 2016/2017	Actuals (£) 2016/2017	Variance to Budget (£) 2016/2017
Harbour Dues				
Marinas and Boatyards	(380,000)	(380,000)	(377,199)	2,801
River Moorings	(102,000)	(102,000)	(100,251)	1,749
Jetty Charges	(15,000)	(15,000)	(13,589)	1,411
Mooring and Towing Charges	0	0	(5,060)	(5,060)
Miscellaneous Income - Commercial and Pleasure craft	(8,000)	(8,000)	(4,701)	3,299
Sublet, Waiting List & Late Payment Fee Income	(9,000)	(9,000)	(4,475)	4,525
Sub Total	(514,000)	(514,000)	(505,275)	8,725

Notes to Appendices 2 and 3

The details of significant variations are as follows:

1. Staff related expenditure was £26,574 higher than the original budget. Salaries costs were £37,777 higher than originally budgeted, due mainly to the full year cost of the new Assistant Harbour Master, recruited in October 2015. This post was previously vacant and not included in the budget. Additionally, the seasonal staff were in post for six months rather than the budgeted five months during the summer season, and there was increased overtime to cover events etc. The overspend on salary costs was partly offset by training costs being £11,407 lower than originally budgeted.
2. Premises costs were underspent by £2,184, mainly due to lower than budgeted spend on rent/rates.
3. The outturn for transport expenditure was £1,505 higher than originally budgeted. Repair, maintenance and boat refurbishment was £8,156 lower than the original budget – mainly due to work being carried out by Harbour Authority staff at a lower cost. However, this is offset by Tools (inc Chandlery) being £6,751 above the original budget due to increased requirements as a result of the maintenance work carried out in-house. Vehicle Running Expenses (Fuel) was £3,199 higher than originally budgeted due to the correction of the 2015/16 overclaim of the HMRC fuel rebate.
4. Supplies and Services expenditure was £11,529 lower than the original budget, including Office Expenses being £3,550 lower than budgeted (mainly due to lower IT charges and lower spend on promotional activities), Central Department Charges were £5,900 lower than budgeted, Public Jetties and Navigational Safety expenditure was £3,332 lower than anticipated, and Other Services were £3,905 lower than originally planned.
5. The Environmental Maintenance budget was overspent by £5,692, due to additional gravel clearance work having to be carried out as a result of the cleanup after Storm Katie.
6. Central Department Charges

The basis for the central department charges is detailed as follows:

- Operational Finance - £21,600 based on an assessment of the time devoted to the River Hamble and reviewed regularly
- Corporate Resources central charges – based on volumes and reviewed regularly. A more detailed breakdown of these services is listed below:

○ Integrated Business Centre (IBC)	£2,488
○ Tax/Cash Management	£200
○ Audit Services	<u>£3,410</u>
	£6,098

- The charge for Audit Services is an SLA to cover audit requirements, both for specific site visits to the River Hamble and to cover systems and processes used by the River Hamble, such as payroll and IT systems
- Legal Services and Democratic Services – these charges are based on actual hours worked multiplied by an hourly rate which has been benchmarked to ensure best value. £6,750 was incurred for legal advice, with the balance of £6,786 for Democratic and Member Services support.

The following costs are not currently borne by the Harbour Office:

- Notional rent and repair costs associated with the Harbour Office
 - Access to and use of the County Council's Information Technology infrastructure and systems
 - Insurance, apart from a nominal fee relating to the Patrol Boats
7. A saving of £3,905 was made against the Other Services budget, as no additional costs were incurred in relation to the expertise of the designated person and so only the annual retainer was paid.
 8. Total income for 2016/17 was £592,785, £22,215 lower than the £615,000 presented in the original budget, and £1,727 lower than the income achieved in 2015/16. This is mainly due to Visitor Income being £18,461 below budget, and Harbour Dues were also £8,725 below budget.

River Hamble Harbour Authority - Reserves 2016/2017

	General Reserve (£)	Asset Enhancement Reserve (£)	Asset Replacement Reserve (£)	TOTAL (£)
Balance as at 31 March 2016	(108,642)	(130,899)	(404,811)	(644,352)
E-Harbours	0	(30)	0	(30)
PhD project - Sacrificial Anodes	0	5,000	0	5,000
Sediment Management Desktop Study	0	200	0	200
Warsash Link Pontoon	0	52,725	0	52,725
River Hamble Games 2016	0	2,224	0	2,224
Plus Annual Interest	(692)	(1,188)	(3,591)	(5,471)
Transfer to ARR from Revenue	0	0	(13,728)	(13,728)
Transfer to ARR from General Reserve	21,272	0	(21,272)	0
Net Surplus for year	0	0	0	0
Balance at 31 March 2017	(88,062)	(71,968)	(443,402)	(603,432)
Transfer to ARR from Revenue	0	0	(25,000)	(25,000)
Surplus on standard revenue activity	10,000	0	(10,000)	0
PhD - Sacrificial Anodes	0	2,500	0	2,500
Plus Estimated Annual Interest	0	0	(2,000)	(2,000)
Plus Estimated Net surplus for year	0	0	0	0
Predicted Balance at 31 March 2018	(78,062)	(69,468)	(480,402)	(627,932)
Commitments for future projects	0	0	0	0
Balance Available	(78,062)	(69,468)	(480,402)	(627,932)

Reconciliation of profit and loss to deficit generated on general revenue activities

	2016/17
	£
Profit/(loss) for the financial year from Income Statement	(21,533)
Add back:	
Depreciation	33,307
Projects funded from reserves	7,424
Less:	
Interest on AER and ARR	(4,778)
Agreed transfer to ARR	(35,000)
	<u>(20,580)</u>
	<u><u>(20,580)</u></u>

HAMPSHIRE COUNTY COUNCIL

Report

Committee	River Hamble Harbour Management Committee
Date:	23 June 2017
Title:	Review of Harbour Dues
Report From:	Director of Culture, Communities and Business Services

Contact name: Jason Scott

Tel: 01489 576387

Email: Jason.scott@hants.gov.uk

1. Summary

- 1.1 The purpose of this paper is to recommend the rate for Harbour Dues for 2017. The decision on the setting of Harbour Dues would normally be made at the September Board meeting but, exceptionally this year, this meeting will be delayed until October.

2. Background

- 2.1 This year, the setting of Harbour Dues will take into account two considerations: the Statutory Accounts and also the Asset Review process. Both have been considered at this meeting and the recommendations in this report are dependent on the endorsement of those documents and their conclusions.
- 2.2 Regarding the report of the Statutory Accounts, the Management Committee has heard that the deficit for the 2016/17 year was £20,580. It was reported that the balance on the General Reserve, at 31 March 2017, was £88,063 and it was noted that this was in excess of the 10% gross revenue budget as per the agreed policy. The budget for the current financial year, as agreed by the Board at the meeting of January 2017, provided for a zero per cent increase in Harbour Dues for the 2017 calendar year and also provided for an overall surplus of £25,000 before the agreed annual contribution to the Asset Replacement Reserve. The forecast outturn for 2017/18 will be brought to the Board meeting in January 2018, together with the forward budget for the 2018/19 financial year for approval. However, it is currently projected that a small draw of £10,000 will in fact be required from reserves in order to meet the full contribution to the Asset Replacement Reserve. Nonetheless, the General Reserve would remain at a level above 10% of the gross revenue budget, as agreed in the reserves policy, and therefore the budget would support a further freeze to the Harbour Dues. Alternative options to benefit those paying Harbour Dues were explored last year and remain true this:

- a. To divide this small figure retrospectively among those who paid Harbour Dues last year. The headmark principle of this option would be to ensure that all those who contributed are refunded on an open, even and transparent basis. Any calculation would need to take into account the rates paid by yacht clubs and marinas based on berthing capacity and allow them to put in place arrangements to pass on the refund to their customers in turn. In the interests of equality, pursuing this recommendation would also need to take into accounts those who have paid day-rates or multiple day-rates. This solution refunds all those who have already contributed to the upkeep of the River. It is, however, the most complication solution with a high administrative cost in terms of staff time.
- b. To divide the figure in a forward looking manner on the same basis for next year. This may mean that those who contributed last year, but who no longer use the River, may not benefit. This is also a complication solution to administer in staff terms.
- c. To commit to no increase in Harbour Dues next year, with the intent of keeping rates flat for as long as possible. How long that might be would be subject to a prudent, ongoing review which would take account of events and the future financial position. This is the simplest solution to implement and offers the greatest flexibility.

In each of the first two cases, it would be necessary to make it explicit that any refund would be of a “one-off” nature.

- 2.3 The Asset Review process will become routine activity and will be used to reassure the Harbour Board that our income levels are sufficient to accommodate necessary maintenance of essential operational components. Our initial professional engineering review has revealed that there is no immediate requirement for large-scale expenditure.
- 2.4 The Review has highlighted some assets which require husbandry in the short term to optimise their longevity. This work will be addressed from funds accumulated in the Asset Replacement Reserve for that purpose. Our significant operational supporting assets will be surveyed, as recommended by our professional contractor, every five years, with the next survey taking place in 2022. In the mean time, our asset review work will be set before the Management Committee each year and include annual rates of expenditure on asset maintenance. This will inform ongoing judgement on the need to increase Harbour Dues. The 2017 Review does not indicate an immediate requirement to increase Harbour Dues in 2018.

3. Conclusions

- 3.1 The General Reserve remains at a level above 10% of the Gross Revenue Budget and will continue to do so with a small draw of £10,000 being made

in favour of the Asset Replacement Reserve, should that be necessary. This in itself does not support an increase in the rate of Harbour Dues in 2018.

- 3.2 The Asset Review has not revealed a requirement to accumulate greater a greater level of revenue for 2018.

4. Proposal

- 4.1 To commit to no increase in Harbour Dues for 2018 as outlined above in option C.

5. Recommendation

- 5.1. That the River Hamble Harbour Management Committee recommends to the River Hamble Harbour Board the approval of no increase in Harbour Dues for 2018.**

CORPORATE OR LEGAL INFORMATION:

Links to the Corporate Strategy

Hampshire safer and more secure for all:	yes
Corporate Improvement plan link number (if appropriate):	
Maximising well-being:	yes
Corporate Improvement plan link number (if appropriate):	
Enhancing our quality of place:	no
Corporate Improvement plan link number (if appropriate):	

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

<u>Document</u>	<u>Location</u>
None	

IMPACT ASSESSMENTS:

1. Equality Duty

1.1. The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- c) Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

Equalities Impact Assessment:

1.2 A full Equalities Impact Assessment for the River Hamble Harbour Authority's compliance with the Port Marine Safety Code (including environmental responsibilities) has been carried out and this report does not raise any issues not previously covered by that Assessment.

2. Impact on Crime and Disorder:

2.1. This report does not deal with any issues relating to crime and disorder.

3. Climate Change:

- a) How does what is being proposed impact on our carbon footprint / energy consumption? The contents of this report have no impact on carbon footprint or energy consumption
- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts? Not applicable to this report.

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HAMPSHIRE COUNTY COUNCIL

Report

Committee	River Hamble Harbour Management Committee
Date:	23 June 2017
Title:	Proceedings of the Annual Forum
Report From:	Director of Culture, Communities and Business Services

Contact name: Jason Scott

Tel: 01489 576387 Email: Jason.scott@hants.gov.uk

1. Summary

- 1.1 This paper reports on the proceedings of the River Hamble Annual Forum held on 28 March 2017.

2. Background

- 2.1 The twelfth River Hamble Annual Forum was held at Warsash Sailing Club and Chaired by Councillor S D T Woodward. The meeting was lightly attended by members of the public. Members of the Harbour Board, Management Committee and Harbour office staff attended. Details of the proceedings are at Appendix 1. The Harbour Master's Annual Report has been posted on the Harbour Authority website but is included at Appendix 2.
- 2.2 Two presentations were given. The first was from Mr Trevor Pountain, Chairman of the Association of Hamble River Yacht Clubs to reflect on sailing within the River over the past year. The second was given by Dr Tim Ferrero, strategy lead for marine advocacy at the Hampshire and Isle of Wight Wildlife Trust, to celebrate the Fauna particular to the Hamble.
- 2.3 No formal deputations were made but there were a number of questions from the floor. These were answered as fully as possible at the time. A brief synopsis of the answers is provided at Appendix 1.

3. Recommendation

- 3.1. **That the River Hamble Harbour Management Committee notes the content of this report.**

CORPORATE OR LEGAL INFORMATION:

Links to the Corporate Strategy

Hampshire safer and more secure for all:	yes
Corporate Improvement plan link number (if appropriate):	
Maximising well-being:	yes
Corporate Improvement plan link number (if appropriate):	
Enhancing our quality of place:	no
Corporate Improvement plan link number (if appropriate):	

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Equalities Impact Assessment:

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- a) How does what is being proposed impact on our carbon footprint / energy consumption? The contents of this report have no impact on carbon footprint or energy consumption
- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts? Not applicable to this report.

**River Hamble Annual Forum 2017– Report of Proceedings
28 March 2017**

Warsash Sailing Club

The meeting opened at 1930

Present:

Councillor Sean Woodward – Chairman
Councillor Keith Evans – Chairman of the River Hamble Harbour Board
Mr Jason Scott – Marine Director and Harbour Master
Mr David Shakespeare – Deputy Harbour Master
Mrs Alison Fowler – Environment and Development Officer

Questions were asked by members of the public on:

- Oysters – how might the Harbour Authority support the Blue Marine Foundation’s Solent Oyster Restoration Project?
 - A discussion around oysters ensued with leading contributions from Dr Tim Ferrero and Mrs Alison Fowler to explain the Project and how the Harbour Authority was engaged with the Foundation to explore supporting options.
- Bait Digging – what should the Harbour Authority do to prevent Bait Digging within the River?
 - Mrs Fowler explained the nature of bait digging to the Forum, including the Common Law right to dig for bait for private fishing purposes and the difference between that and the more vigorous effects of commercial bait diggers. The Harbour Master explained where and how the Harbour Authority could act; namely with regard to Bye Law 31. It was explained that the Harbour Authority contributed data on bait digging to the Southern Inshore Fishery Conservation Authority for the formulation of policy on bait digging in the Solent area.
- Model Yacht Sailing – would the Harbour Authority support model yacht sailing within the basin newly created by the Warsash tender pontoon?

- The Harbour Master said that he would welcome use of this area for model yacht racing.
- The RHHA Website – commenting on its generally poor quality and, specifically, the inability to find any telephone contact details.
 - The Harbour Master explained that the website was not perfect but an improvement on its predecessor. He welcomed further constructive criticism on how it might be improved. Access to the office contact telephone details, while not on the ‘front page’ of the site, was marked under the ‘contact us’ tile on the same page.
- Poor attendance levels at this year’s Annual Forum.
 - This year’s attendance levels were disappointingly lower than in previous years despite advertisement. It was suggested that more might be done to encourage greater attendance. The Chairman observed that attendance might reflect a general sense that there were fewer controversial issues affecting River Users than in earlier years. The Harbour Master undertook to explore options for improving advertisement for 2018.

Marine Director's Annual Report 2017

Good evening everyone and thank you for coming to this year's Annual Forum. In my second report as your Harbour Master, I would like to begin by thanking River Users for the way in which we have been supported over the past year. The new team has bedded in well with David Shakespeare picking up the duties of Deputy Harbour Master. Our Environment and Development Manager Alison Fowler has been driving a number of key initiatives including our sediment management study. The office and afloat team of Donna Taylor and Charon Baggaley, as well as our regular core patrol officers Andy Melhuish, Brett Winslade and Peter Jennings remains unchanged, although Jane Paull, our Moorings Officer, has left to take up a new role on the Beaulieu River. We are in the course of recruiting her replacement. Our additional seasonal patrol officers for the coming summer season, Nick McKinnon and Bob Clowes, will join us at the end of the week. This core of experienced and passionate officers is central to the effective delivery of the safety service we offer.

From a safety perspective, the key development this year has been the initiation of formally recorded quarterly Operational and Safety Meetings to analyse incidents in the River and those recorded by authorities elsewhere. This allows me to check that our Safety Management System (SMS) reflects our needs and put in place any additional control measure that may be required. Our latest check by our Designated Person ensured that our SMS remains appropriately robust.

In Governance terms, there have been no changes to either the Management Committee or the Harbour Board.

Our financial position has allowed the Harbour Board to maintain a zero per cent increase to Harbour Dues for the second year in succession. Of course, similar freezes in the future cannot be guaranteed. We must be confident that we are accumulating revenue at a rate that ensures that we have sufficient capital to match our needs when our operational and supporting assets require maintenance or fall due for replacement. To that end, I have commissioned Opus Engineering to survey our major structures and provide a professional

assessment of their condition, the work that might be required to optimise their lifespan and an indication, at current rates, of their replacement cost. This report will be brought before the board on an annual basis in March, so that we can continue to pass sound judgement on whether or not Harbour Dues require adjustment. Our income streams have been as expected and, in response to River Users' call for more tender billets, we have delivered within budget the much needed connecting pontoon here at Warsash. This modification has more than doubled our capacity at Warsash and also allowed us to put in place wider tender moorings for those less physically able. Councillor Woodward will be drawing the names for those berths and our berths at Hamble at the end of this meeting. On the financial front, a small surplus is anticipated for the current financial year (FY15/16).

In terms of developments within the River, this year has been reasonably light. The old High Level Jetty at Universal Marina has been removed.

There have been numerous applications to install pontoons on pile and fore-and aft moorings at various locations throughout the River. Each of these also requires planning permission and each is considered on its merits from the navigational safety point of view before Harbour Works Consent is granted by the Harbour Authority.

The Harbour Authority continues to provide one-to-one advice for prospective developers and this service has been used extensively again this year. The Harbour Authority also runs the Consents Advice Panel and, although demand has not required a meeting this year, this service, which is recognised nationally as an example of best practice, is still available. The Panel is a chance for people wishing to undertake works in the marine environment on the River to meet informally with consenting organisations prior to an application being submitted and marine consents sought.

Smart Water continues to help with deterring crime on the River and the affect has been very noticeable. Kits are still available from the Harbour Office. Anyone selling Smartwater-marked boats or equipment is reminded to advise Smartwater accordingly.

Following the tragic RIB accident in Padstow, the Harbour Authority has continued to be proactive in campaigning for greater use of kill cords on any boats with an outboard engine. As part of the campaign, floating keyrings have been issued to anyone who wants one, with the words 'Think Kill Cord'.

Harbour Authority staff have, as usual, been broadly involved in supporting many River-wide activities, including the third River Hamble Games, the Bursledon Regatta, the Annual Harbour Master's Charity Pursuit Race for dinghies and the Hamble River Raid. The imagination and efforts of all our Clubs in driving a wonderful array of sailing and afloat activity is one of those things that makes this River so special. September's inaugural Hamble Classics Regatta was a resounding success with a repeat event taking place over the weekend of 16/17 September. The Harbour Master's Pursuit Race, in support of Parkinson's UK, will take place on Saturday 10th June. Bursledon Regatta will take place over the Bank Holiday weekend of 26th and 27th August.

Once again, staff have worked with the Hamble River Combined Clubs on the preparation of the latest edition of the River Hamble Handbook and Directory which was published in February. In addition, our own Visitor Guide provides specific information for visiting yachtsmen.

Management of the mid-stream moorings and the moorings Waiting List, on behalf of the Crown Estate continues. The waiting list is still quite long for most sizes of boat but we continue to look for opportunities to promote movement. Looking at other adjacent harbours' rates, we do provide good value for money.

Members of staff have given a number of talks and presentations about the management of the harbour at a variety of venues including sailing clubs and at local Council fora.

Inter-agency co-operation aimed at improving mutual awareness and capability continues to be a relevant safety theme. We have seen much more frequent cooperation with the Police, UK Border Force and the Southern Inshore Fisheries Conservation Authority this year. In the latter case, SIFCA brought a successful prosecution against a fishing boat for

£34000 for the landing of undersize shellfish on the Hamble. We continue to assist both the Police and Border Force in the discharging of their responsibilities on a routine basis.

In training terms, in October, we completed successfully our three yearly practical Oil Spill Response Exercise. This exercise took place before the eyes of our Regulator at the Maritime and Coastguard Agency and will ensure that our plan remains as robust as it can be and also that our staff both afloat and ashore are able to deal with the workload placed upon them in a resilient way.

As ever, the Harbour Authority remains an active participant in the Solent European Marine Sites Management Group, ensuring that we, along with other Relevant Authorities, exercise our statutory functions in such a way as to ensure that the Solent European Marine Sites are managed appropriately.

Staff also continue to support the work of the Hamble Estuary Partnership (HEP), which continues to provide a valuable network for a wide variety of organisations with an interest in the River. Many and varied talks have been presented to the HEP to ensure all members and their representative organisations continue to learn and remain up to date.

Many of you will be aware that we commissioned a sediment management study last year to fill a gap in our collective knowledge about the changes in vital saltmarsh habitats over time and also to gain evidence on what use might be made of dredged sediment to safeguard their integrity. The historical pattern of decline of saltmarsh is clear and the report highlights the key role played in this process by the original construction of marinas. Other additional factors have also contributed to continued decline. The study has provided empirical clarification of aspects often prone to assumptions. It provides much information which is of immediate application to the work of the RHHA, regulating authorities, landowners and those providing berthing facilities. Whilst it does not recommend a large scale project to reuse dredge arisings within the estuary, it outlines the potential for small scale options predominately involving sediment retention measures. The immediate utility of the project will include but not be limited to:

- informing future strategic and project-level decisions by the Harbour Board.

- Informing the RHHA's review of the River Hamble Baseline Document for maintenance dredging.
- providing information to support future internal and external applications for harbour works consents.
- providing information to support Marine Licence applications made by commercial operators, private developers, sailing clubs and RHHA.
- informing local and regional discussions relating to saltmarsh decline and restoration, sediment management and reuse of dredgings.
- informing, at local level, the Solent Forum initiative 'Beneficial Use of Dredgings in the Solent Project' (BUDS) - RHHA has a seat on the steering group.
- enabling the continuation of partnership engagement (regulators, commercial operators, landowners, sector specialists) with a view to facilitating any future schemes associated with protection of saltmarsh.
- contributing to the sustainment of a culture of nature conservation within the river in accordance with the RHHA Harbour Boards' Vision.

The full report is available on our website in PDF format for those who wish:

<http://documents.hants.gov.uk/Hamble/RiverHambleSaltmarshandSoftSedimentHabitatRetentionFeasibilityStudy2016.pdf>

The Harbour Board continues to part-sponsor a PhD student to evaluate the spatial variation in the dissolution of sacrificial anodes in the Solent.

The River Hamble Safeguarding Agreement (RHSA) is now closed, although any subsequent dredging activity in the same area will trigger its reinitiation.. Pour memoire, this contract between Associated British Ports (ABP) Southampton and the River Hamble Harbour Authority was designed to protect the Harbour Authority and other River Hamble stakeholders from any adverse effects of excess sedimentation relating to ABP's capital dredge of Southampton Water. The dredging and associated monitoring programme revealed that one area in particular suffered appreciably with increased deposition. The amount of remedial dredging work having been costed, it has been agreed that the owner of that area is eligible for compensation.

The Harbour Authority continues to engage in consultations associated with the Marine Management Organisation's emerging South Marine Plan, Natural England's proposed new Special Protection Area, and the Environment Agency's Seaview 2027 project.

J A SCOTT

Marine Director and Harbour Master

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HAMPSHIRE COUNTY COUNCIL

Report

Committee:	River Hamble Harbour Management Committee
Date:	23 June 2017
Title:	Forward Plan for Future Meetings
Report From:	Director of Culture, Communities and Business Services

Contact name: Jason Scott

Tel: 01489 576387

Email: Jason.Scott@hants.gov.uk

1. Summary

- 1.1 This report sets out the key issues which it is anticipated will appear on the River Hamble Harbour Management Committee and Harbour Board agendas in the forthcoming months. The Forward Plan is attached at Appendix 1.

2. Recommendation

- 2.1. That the report be noted.

CORPORATE OR LEGAL INFORMATION:**Links to the Corporate Strategy**

Hampshire safer and more secure for all:	no
Corporate Business plan link number (if appropriate):	
Maximising well-being:	no
Corporate Business plan link number (if appropriate):	
Enhancing our quality of place:	no
Corporate Business plan link number (if appropriate):	

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

Document

Location

None

IMPACT ASSESSMENTS:

1. Equality Duty

1.1. The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- c) Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

Equalities Impact Assessment:

1.2 A full Equalities Impact Assessment for the River Hamble Harbour Authority's compliance with the Port Marine Safety Code (including environmental responsibilities) has been carried out and this report does not raise any issues not previously covered by that Assessment.

2. Impact on Crime and Disorder:

2.1. This report does not deal with any issues relating to crime and disorder.

3. Climate Change:

- a) How does what is being proposed impact on our carbon footprint / energy consumption? The contents of this report have no impact on carbon footprint or energy consumption
- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts? Not applicable to this report.

Management Committee Date	Agenda Item	Harbour Board Date
23 June 2017	<ul style="list-style-type: none"> • Marine Director and Harbour Master's Report and Current Issues • Environmental Update • Harbour Works Consent • River Hamble Final Accounts 2016/17 • Review of Harbour Dues • Proceedings of the Annual Forum • Forward Plan for Future Meetings • Annual Familiarisation Boat Trip 	14 July 2017
8 September 2017	<ul style="list-style-type: none"> • Marine Director and Harbour Master's Report and Current Issues • Environmental Update • Harbour Works Consent (if applicable) • Forward Plan for Future Meetings • Briefing (Man Cttee only) 	6 October 2017
N/A	<ul style="list-style-type: none"> • Marine Director and Harbour Master's Report and Current Issues • Environmental Update • Harbour Works Consent (if applicable) • Forward Plan for Future Meetings 	17 November 2017
8 December 2017	<ul style="list-style-type: none"> • Marine Director and Harbour Master's Report and Current Issues • Environmental Update • Harbour Works Consent (if applicable) • River Hamble Budget 2017/18 • Review of Fees and Charges • Forward Plan for Future Meetings 	19 January 2018
9 March 2018	<ul style="list-style-type: none"> • Marine Director and Harbour Master's Report and Current Issues • Environmental Update • Harbour Works Consent (if applicable) • Forward Plan for Future Meetings • Asset Register Review • Annual Review of Business Plan • Briefing (Man Cttee only) 	6 April 2018