

Public Document Pack



NOTICE OF MEETING

Meeting	River Hamble Harbour Management Committee
Date and Time	Friday, 7th December, 2018 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 THE PREVIOUS MEETING HELD ON 8 JUNE 2018 (Pages 5 - 10)

To confirm the minutes of the previous meeting held on 8 June 2018.

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 MASTERS REPORT AND CURRENT ISSUES (Pages 11 - 38)

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 39 - 44)

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

8. HARBOUR WORKS CONSENT APPLICATION - RELOCATION OF EXISTING ACCESS BRIDGE AND INSTALLATION OF NEW PUBLIC ACCESS PONTOON AT DEACONS MARINA (Pages 45 - 84)

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

9. REVIEW OF FEES AND CHARGES (Pages 85 - 90)

To consider a report of the Director of Culture, Communities and Business Services to review the fees and charges for the Harbour Authority.

10. RIVER HAMBLE 2018/19 FORECAST OUTTURN AND 2019/20 FORWARD BUDGET (Pages 91 - 108)

To consider a report of the Directors of Corporate Resources – Corporate Services and Culture, Communities and Business Services outlining the forecast outturn for 2018/19 and the forward budget for 2019/20.

11. FORWARD PLAN FOR FUTURE MEETINGS (Pages 109 - 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.

This page is intentionally left blank

Agenda Item 3

AT A MEETING of the River Hamble Harbour Management Committee of
HAMPSHIRE COUNTY COUNCIL held at Warsash Sailing Club on Friday, 8th
June, 2018

Chairman:

p. Councillor Seán Woodward

p. Councillor Roger Huxstep
a. Councillor Fred Birkett
a. Councillor Mark Cooper
p. Councillor Rod Cooper
p. Councillor Tonia Craig
p. Councillor Pal Hayre
p. Councillor Rupert Kyrle

p. Councillor Pal Hayre
p. Councillor Rupert Kyrle
p. Councillor Stephen Philpott
p. Councillor Lance Quantrill

Co-opted members

p. Rupert Boissier - River Hamble Boatyard and Marine Operators Association
p. Councillor Trevor Cartwright - Fareham Borough Council
a. Dermod O'Malley - Berth and Mooring Holders
a. Councillor Frank Pearson – Winchester City Council
p. Captain Martin Phipps – Association of British Ports
a. Trevor Pountain - Association of River Hamble Yacht Clubs
a. Councillor Jane Rich – Eastleigh Borough Council
p. John Selby - Royal Yachting Association
p. Nicola Walsh – British Marine

1. APOLOGIES FOR ABSENCE

Apologies were received from Councillor Birkett, Councillor Rich, Trevor Pountain and Dermod O'Malley.

2. 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.

Councillor Rod Cooper declared an interest as a mooring holder and as a non-executive Board Director at the RAF Yacht Club; Ms Nicola Walsh declared a Disclosable Pecuniary Interest as an employee of Premier Marinas and as a mooring holder; Cllr Cartwright declared Personal Interests as a member of

Warsash Sailing Club and the Royal Yachting Association; Mr Rupert Boissier declared an interest as a mooring holder.

3. MINUTES OF PREVIOUS MEETING HELD ON 9 MARCH 2018

The minutes of the Committee meeting held on 9 March 2018 were confirmed as a correct record and signed by the Chairman.

4. DEPUTATIONS

There were no deputations.

5. CHAIRMAN'S ANNOUNCEMENTS

There were no announcements.

6. 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 6 in the Minute Book) regarding incidents and events in the Harbour.

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

RESOLVED:

That the River Hamble Harbour Management Committee notes the content of the report.

7. ENVIRONMENTAL UPDATE

The Committee considered the report of the Director of Culture, Communities and Business Services (Item 7 in the Minute Book).

The report summarised environmental management of the Hamble Estuary during spring 2018.

RESOLVED:

That the River Hamble Harbour Management Committee notes the content of the report.

8. HARBOUR WORKS CONSENT APPLICATION – BROOKLANDS QUAY MOORING BUOY RELOCATION

The Committee considered the report of the Director of Culture, Communities and Business Services setting out an application for Harbour Works Consent (Item 8 in the Minute Book).

It was confirmed that recommendation 1.1a (listed as 'a' below) had been incorporated following consultation with Natural England to ensure that the proposed mooring location be moved so that it is outside of the Solent Maritime Special Area of Conservation.

RESOLVED:

That the River Hamble Harbour Management Committee recommends to the River Hamble Harbour Board to approve Harbour Works Consent for the proposal set out in Section 4 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 submitted as set out in Appendix 1a and Appendix 1b, with the exception that the proposed mooring location is to be moved inshore so that it is located outside of the Solent Maritime Special Area of Conservation.
- b. That the final design of the mooring arrangement, location and the method statement for installation are to be submitted to and approved by the Harbour Master in advance of construction.
- c. That the maximum length overall of the vessel to be moored is to be 13 metres.
- d. That the existing mooring buoys located on the intertidal area within the creek are to be removed prior to installation of the new buoys.
- e. That all equipment, temporary structures, waste and/or debris associated with the licensed activities is to be removed upon completion of the licensed activities.
- f. That Harbour Dues are to be payable on any vessel occupying the mooring.
- g. That the development must be completed within 3 years from the date of the approval granted by the Harbour Board.

9. **HARBOUR WORKS CONSENT APPLICATION – SWANWICK SHORE ROAD CAR PARK RIVER WALL REPLACEMENT**

The Committee considered the report of the Director of Culture, Communities and Business Services setting out an application for Harbour Works Consent (Item 9 in the Minute Book).

RESOLVED:

That the River Hamble Harbour Management Committee recommends to River Hamble Harbour Board that it grants Harbour Works Consent for the proposal set out in Section 4 of this report and subject to the following conditions:

- a. That the proposal to the sea wall be built in accordance with the details, plans and method set out in Appendix 1a and Appendix 1b.
- b. That the method statement is to be submitted to and approved by the Harbour Master in advance of construction.
- c. That the applicant should ensure that only coatings and treatments that are suitable for use in the marine environment are used in accordance with best environmental practice. That all reasonable precautions will be undertaken to ensure no pollutants enter the waterbody.
- d. That all equipment, temporary structures, waste and/or debris associated with the activities is to be removed upon completion of the works.
- e. That the development must be completed within 3 years from the date of the approval granted by the Harbour Board.

10. **RIVER HAMBLE STATUTORY ACCOUNTS 2017/18**

The Committee considered the report of the Directors of Corporate Services – Corporate Resources and Culture, Communities and Business Services outlining the final accounts for 2017/18.

Members of the Committee were grateful to the officers for presenting a comprehensive finance report.

As part of the discussion, it was confirmed that the contract for patrol boats was due for renewal within the next year and that officers were exploring options for the replacement and/or renewal of the boats.

RESOLVED:

- 1.1. 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.
- 1.2. That the Committee notes the level of the General Reserve as at 31 March 2018 of £35,294, and that the balance has reduced under the stated level of no more than 10% of the gross revenue budget, as set out in the reserves policy.
- 1.3. That the Committee notes that, without any changes to the budget for 2018/19, the expectation is that the General Reserve will reduce to £12,294 at the end of 2018/19.
- 1.4. That the Committee recommends to the Harbour Board that the 2018/19 budget is revised so that:
 - a. Expenditure relating to patrol boat engine replacements is funded from the Asset Replacement Reserve rather than from revenue

- b. Expenditure relating to the maintenance of public jetties and navigational safety is funded from the Asset Replacement Reserve rather than from revenue.
- c. Expenditure relating to future asset engineering surveys is funded from the Asset Replacement Reserve rather than from revenue.
- d. That the staffing budget is increased to reflect the higher pay award to staff of 2%.

11. **REVIEW OF HARBOUR DUES**

The Committee considered the report of the Director of Culture, Communities and Business Services (Item 11 in the Minute Book).

The Committee considered options for setting the annual rate of Harbour Dues.

Following Members' questions it was confirmed that the demand for moorings remained high and that the intention behind the proposed 1.5% Harbour Dues increase was to cover the costs of the Harbour Authority, including staffing costs following the recent Local Government pay award, and not to make excessive profit.

All Members participated in the discussion and agreed the below recommendation in accordance with the existing dispensation, under Section 33(2) (a) and (c) of the Localism Act expiring on 31 July 2021, enabling all Members to fully participate and vote in any business of the River Hamble Harbour Management Committee when they would otherwise be prevented from doing so by virtue of a Disclosable Pecuniary Interest arising from holding a mooring on the River Hamble.

RESOLVED:

That the River Hamble Harbour Management Committee recommends to the River Hamble Harbour Board the approval of an increase in Harbour Dues of 1.5% for 2019

12. **PROCEEDINGS OF THE ANNUAL FORUM**

The Committee considered the report of the Director of Culture, Communities and Business Services (Item 12 in the Minute Book) detailing the proceedings of the Annual Forum held on 26 March 2018.

RESOLVED:

That the River Hamble Harbour Management Committee notes the report.

13. **FORWARD PLAN FOR FUTURE MEETINGS**

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 13 in the Minute Book).

RESOLVED:

That the River Hamble Harbour Management Committee notes the report.

This page is intentionally left blank

HAMPSHIRE COUNTY COUNCIL

Report

Committee	River Hamble Harbour Management Committee
Date:	7 December 2018
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. Recommendations

- 1.1. It is recommended that the River Hamble Harbour Management Committee supports the contents of this report to the Harbour Board.

2. Summary

- 2.1. This report summarises the incidents and events in the harbour and covers any issues currently under consideration by the Marine Director.

3. Patrols

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

4. Incidents and Events

- 4.1. The reporting period has seen the following trend:

- 4.1.1. A marked increase in anti-social behaviour at Hamble, resolved by Police action and the onset of cooler weather.

- 4.1.2. This Summer's fine weather meant that this became a daily event, involving large groups of as many as 60 young people (aged 9-teens), some of whom engaged in routine public intimidation, threats of as well as actual violence, trespass, criminal damage and breaking of a Hamble Parish Council (HPC) Bye Law. These are criminal and public order matters. Nevertheless, this activity also affected the businesses and visitors using Hamble Jetty, the Hamble Lifeboat and local Sailing Clubs. RHHA officers attended routinely and enjoyed some success in dispersing groups. Disappointingly, a more aggressive and persistent element remained, intimidating the public, damaging boats, subjecting the Pink Ferry to graffiti, threatening and assaulting their staff, and committing damage to safety services including Hamble Lifeboat.

- 4.1.3. Criminal activity is Police business. Swimming in the vicinity of the Quay is contrary to a HPC Bye Law. Enforcement of the relevant powers is

important to reassure the public. The RHHA and others represented this to the Police, who responded. This formed part of our effort to reassess the risk under the port Marine Safety Code and add additional control measures to ensure that our marine risks are maintained to levels that are as low as reasonably practicable.

- 4.1.4. The Police implemented three Dispersal Orders, covering all anti-social behaviour in the area. These gave Police and Police Community Support Officers the power to disperse those involved and prevent them returning within 48 hours.
- 4.1.5. Separately, the HM and DHM met with the Hedge End Sergeant and officers at Hamble Jetty on various occasions to act on offenders. Our body-worn cameras and the evidential regime put in place ensured that regular offenders could be targeted. Our social media posts updating the River community received widespread support and sharing. This went some way to reassuring River Users that this behaviour will not be allowed to continue.
- 4.1.6. We were mindful that anti-social behaviour and malicious hoax calling was taking place in regard to other areas of the River and did not allow this trend to distract us from our wider responsibility for Marine Safety within the Hamble. A Notice To River Users was also issued for the benefit of those navigating in the vicinity.
- 4.2. 9 Jul. Routine patrol and moorings checks. Liaison with a mid-stream mooring holder regarding theft at a mooring. Alongside Hamble Jetty to disperse successfully a group of swimmers. Attendance at a Marina Fuel berth to investigate spillage of diesel. A small quantity of diesel had spilled into the River when a tank was overfilled. The majority had been retained by bunding action and spray subsequently broken up by propellor wash. Renewal of fuelling risk assessments initiated.
- 4.3. 10 Jul. Routine patrol and moorings checks. Routine Patrol Boat maintenance. Clean tide gauges. Attended Hamble Jetty at various times throughout the day to disperse swimmers.
- 4.4 11 Jul. Routine patrol and moorings checks. Routine liaison visit to Fairthorne Manor. Patrol responded to a call from visiting pleasure craft reporting a yacht aground off Brooklands Quay. Chartered yacht had grounded on soft mud and re-floated with the assistance of a RIB. Skipper navigational error – for review at next Quarterly Operational and Safety Meeting (QOSM). Patrol responded along with Calshot Lifeboat (via HMCG) to an incident off a sailing club. A yacht, returning alongside her proper mooring after racing had suffered a berthing incident while approaching her pontooned berth. The crew had fallen from the boat while trying to step onto the pontoon and fallen onto the pontoon and then into the water, suffering suspected fractures in the process. Emergency services attended and victim recovered to Southampton General Hospital for treatment. Investigation conducted with Cdre of the Sailing Club in question. Subject to review at the next QOSM. Routine inspection of the Marine Safety Management System by the Designated Person.
- 4.5. 12 Jul. Routine patrol and moorings checks. Patrol responded to a call from HMCG regarding a Digital Selective Calling (DSC) Alert from a vessel at a mid-River marina. Liaison with HMCG revealed that a person had been

reported as having fallen into the water. Patrol attended, along with Hampshire Ambulance and HMCG Rescue Team. The casualty, wearing an automatic lifejacket (which self-inflated) had fallen overboard from a motor vessel attempting to unberth in a strong tidal stream and become trapped at the stern of another vessel. Casualty recovered and first aid administered by First Responders. Casualty evacuated to Southampton General Hospital for treatment and recovery. Investigation conducted by HM team to ascertain causes. Subject to review at next QOSM. Patrol assisted the owner of a moored yacht in picking up his proper mooring. Boat coding work. Patrol took a report of an attempted theft of an outboard motor on a mid-stream mooring near Lands End.

- 4.6 13 Jul. Routine patrol and moorings checks. Tow of a large yacht from her proper mooring to the mid-stream Visitors' Pontoon prior to routine pile maintenance. Routine Patrol Boat maintenance. Responded to a report from HMCG regarding a minor glancing collision in benign conditions between a yacht underway and a mid-stream moored yacht on the 'J' run. No injuries. Scuffing to the stern quarter of the impacted vessel. Initial investigation conducted. Details exchanged between owners and photographs passed to the owner of the damaged yacht.
- 4.7. 14 Jul. Routine patrol and moorings checks. Patrol conducted four tows of yachts from their proper moorings on the 'H' run prior to routine pile maintenance work. Following a report from an adjacent mooring holder, investigated an apparent buoyed mooring failure off Hamble. Crown Estate mooring contractors subsequently confirmed that the upper sinker arrangement had failed. Vessel fendered initially to avoid the potential for damage to adjacent moored yachts and the sinker arrangement made good.
- 4.8. 15 Jul. Routine patrol and moorings checks. Patrol in the mouth of the River to advise returning motor vessels of excessive wash. Assisted a visiting Dutch catamaran alongside in a strong ebb.
- 4.9. 16 Jul. Routine patrol and mooring checks. Patrol gave safety advice to a small group of swimmers inshore at Land's End. Patrol attended a grounded motor boat at Hook Spit. One person had been on board and was standing safely adjacent to the boat. Liaison with HMCG. Vessel re-floated at HW. Patrol attended Hamble Jetty once more in response to a report of anti-social behaviour. Patrol returned a white tender to her proper mooring following reports that it had been misappropriated by members of the group. On questioning, the group denied any knowledge.
- 4.10. 17 Jul. Routine patrol and moorings checks. Checked pile lines of a mid-stream moored yacht at the owner's request. Loose pile lines replaced. Attended Hamble Jetty for routine liaison with the Pink Ferry. Observed and reported to Southern Inshore Fisheries Conservation Authority and UK Border Force a group on in excess of 10 Cockle Pickers on Hamble Spit. Patrol recovered a drifting and unoccupied tender from the River between Crableck and Swanwick. Patrol attended a yacht with a fouled propellor off Warsash. Patrol conducted a tow of a yacht from her proper mooring on the 'H' run to the mid-stream Visitor's Pontoon prior to Routine Crown Estate pile maintenance.
- 4.11. 18 Jul. Routine patrol and moorings checks. Routine liaison with Southampton Harbour Patrol. Liaison with Hampshire Police regarding crime on or about the River. Male identified and arrested from CCTV

footage in a Marina for theft. Reported theft of CCTV to Police from a Warsash fishing vessel. Patrol recovered a large log from the Main Channel off Warsash.

- 4.12. 19 Jul. Routine patrol and moorings checks. Patrol towed a yacht to her proper mooring. Routine liaison with a Marina.
- 4.13. 20 Jul. Routine patrol and moorings checks. Patrol returned one yacht to her proper mooring following completion of planned Crown Estate pile maintenance work. Patrol followed a Motor Boat from Warsash to a mid River marina following a failure to adhere to Bye Law 5, and General Directions 1 and 2. Owner required to report to the Harbour Master for warning.
- 4.14. 21 Jul. Routine patrol and moorings checks. Patrol responded to a call from a boatyard above the bridges regarding individuals jumping into the River from the A 27 Bridge. Police called and attended. Patrol attended Hamble Jetty – three swimmers dispersed from the Jetty, not verbally compliant. Patrol remained at the Jetty for an hour to monitor. Patrol returned to Warsash to disperse a group on swimmers from the tender link span. Compliant. Patrol responded to a call from a vessel at a marina above the bridges regarding two speeding PWCs. Attended and warned. Patrol responded to a call from HMCG reporting a 'Pan' call from a vessel near the mouth of the River. On arrival, 'Sea Start' on scene and Hamble Lifeboat stood down by HMCG.
- 4.15. 22 Jul. Routine patrol and moorings checks. Responded to a report of a motor boat with engine failure and at anchor off RHCP. Four persons on board. Towed to a nearby boatyard for defect rectification. Attended Hamble Jetty to monitor and attempt to disperse a large group of around 60 young swimmers. Dispersal successful but remained alongside for deterrence purposes. Assisted Hamble Lifeboat in conveying a paramedic team to an incident off Calshot at HMCG request. Left Hamble Lifeboat on scene and returned to Hamble Jetty to attempt to disperse the same group of abusive and unruly swimmers. Left Hamble Jetty in pursuit of two speeding PWC, departing towards Calshot. PWC from outside the River. Unable to pursue.
- 4.16. 23 Jul. Routine patrol and moorings checks. In response to a call from a frightened member of the public, HM and Patrol attended Hamble Jetty to disperse a group of around 30 young swimmers, climbing on private property and the Hamble Lifeboat. Group advised individually and collectively of need to respect private property, the safety service provided by the Life Boat, the Hamble ferry and River taxi service, Hamble Parish Council's Byelaw against swimming within 5m of the Jetty and the Harbour Authority requirement not to swim from the Jetty. Group then warned and ordered from the pontoon. Warnings ignored. Owner of a Royal Yacht Squadron launch moored at the Jetty and subject to damage by the group contacted by RHHM via the RYS and advised to move (grateful response). Swimmers also committed damage to moored tenders at Hamble Jetty. Recorded on Body Worn Camera. Police called but higher priority events (among them a stabbing at Locks Heath) prevented immediate attendance. Notice to River Users issued (No 6 of 2018) to warn vessels in the vicinity of Hamble for the remainder of the Summer. Further calls taken through the afternoon of anti-social and threatening behaviour at Hamble Jetty. Two

Police Officers attended along with the HM and two patrol officers to identify and disperse the group at 1700. Some of the group returned during the evening and removed one of the remaining tenders to the adjacent slipway. A number of adults nearby became involved at further Police involvement became necessary although no arrests were made.

- 4.17. 24 Jul. Routine patrol and moorings checks. Patrol returned to Hamble Jetty to salvage two semi-submerged tenders from beneath the pontoon. Patrol monitored and reported to the relevant authorities two groups of bait diggers at Crableck and Swanwick. A further group of swimmers was identified at Hamble Jetty – compliant and dispersed on this occasion. Patrol towed two yachts from their proper moorings in advance of planned pile maintenance work.
- 4.18. 25 Jul. Routine patrol and moorings checks. Patrol responded to a further call of anti-social and abusive behaviour at Hamble Jetty, including youths climbing on and damaging the Hamble lifeboat. Police called. Harbour office continued to take calls from River users and members of the public throughout the day regarding Hamble Jetty. Callers reporting criminal and anti-social behaviour advised to call the Police on either 101 or 999. HM called Police. HM attended Hamble Jetty with Patrol Officers to await Police arrival and effect dispersal, again recording events and individuals on Body Worn Camera. Patrol took a call at 1700 from a Sailing Club reporting a number of 'suspicious individuals' within the Club. Advised to call the Police. Patrol responded to a call from a River User reporting a RIB speeding in the lower River. Vessel apprehended and skipper (not local) warned. Patrol took a call from a Marina reporting a threat made by a young swimmer at Hamble Jetty to one of its customers. Advised to call the Police. Informed by Hampshire Marine Police Unit (PC Mark Arnold) that two consecutive Police Dispersal Orders had been put in place for the Hamble foreshore for the periods 0930 on 26 July until 2130 on 27 July and then 0930 on 28 July until 2200 on 29 July in response to the reality of the threat to the public at Hamble. Dispersal Order published at the Police request on RHHA social media with widespread interest and support.
- 4.19. 26 Jul. Routine patrol and moorings checks. Patrol returned a yacht to her proper mooring following the completion of planned pile maintenance work. Replaced the upper section of the Crableck tide gauge. Police Dispersal order in force. Attended Hamble Jetty with Hampshire Marine Police Unit. Youths jumping from the RHHA bridge and Jetty and involved in anti-social behaviour. One young teenager subject to follow-up Police action after punching a member of the public. Case sub-judicae. Group dispersed and warned that to return within 48 hours would be a criminal offence. Evening patrol witnessed no swimmers at Hamble Jetty.
- 4.20. 27 Jul. Routine patrol and moorings checks. Cooler weather. Liaison with Police regarding the enforcement of the Dispersal order in force. Assisted a large yacht in returning to her mooring following the completion of planned pile maintenance work. Attended the 'G' run in response to a report of oil pollution. On arrival, a light sheen witnessed but with no obvious source. Broken up with propellor wash. HM and DHM attended Hamble Jetty to meet the local Police Sergeant and assess effectiveness of the Dispersal Order and reassure members of the public.

- 4.21. 28 Jul. Routine patrol and moorings checks. Patrol conducted enhanced checks in higher winds. Vessels generally well secured. Liaison with a number of owners regarding minor mooring defects. Attended a mid-stream moored yacht on the 'G' run which appeared to have power supplied to her plotter. Liaison with owner. Replaced a number of fenders on vessels moored on the 'B' pontoon. Patrol responded to a call from a dog walker reporting a vessel aground in the Upper Hamble. Patrol attended and vessel intended to spend the night at anchor at its location. Patrol responded to a report from a member of the public reporting a small (20 ft) yacht adrift in the 'L' run. Patrol deployed to locate and recover the yacht. Liaison with Hamble Life Boat, confirming that the vessel was unmanned. Owner of the vessel in question traced and subject on ongoing HM investigation.
- 4.22. 29 Jul. Routine patrol and moorings checks. Secured loose main sail on two mid-stream moored yachts. Gave assistance to three adults and 2 children stranded on a mid-stream pontoon. Replaced a number of loose fenders on yachts moored on the 'B' Pontoon. Replaced a parted stern line on a mid-stream moored yacht.
- 4.23. 30 Jul. Routine patrol and moorings checks. Re-secured a loose mainsail on a mid-stream moored yacht. Responded to a report of a break-in on a Sailing Club vessel. Secured and reported. Follow-up checks on other yachts in the vicinity. Nothing untoward witnessed. Patrol warned two sailing club safety craft speeding with no reason to do so.
- 4.24. 31 Jul. Routine patrol and moorings checks. Took a report from a boatyard reporting a stolen RIB, the theft of which was captured on local CCTV. Police informed. RIB subsequently located in Southampton Water with two males fishing. Routine patrol craft maintenance. Observation and reporting of bait digging north of the bridges. Assisted a yacht with a foul propellor to the mid-stream Visitors' Pontoon for defect rectification. Assisted a RIB aground off the Jolly Sailor public house with two persons on board. Towed clear.
- 4.25. 01 Aug. Routine patrol and moorings checks. Responded to a report of a broken down vessel at the mouth of the River. Towed back to her parent sailing club for defect rectification. Recovered a large section of a tree from the water under the A27 road bridge. Routine liaison with Hampshire Marine Police Unit. Analysis of effectiveness of recent Dispersal Orders at Hamble. Patrol responded to a call from a small racing keelboat aground on Hook Spit on an ebb tide. Yacht dry on arrival and two crew safe although frustrated at photographs being taken by passing vessels and at Harbour Authority's inability to assist pending more favourable tidal conditions. Liaison with HMCG and Calshot Lifeboat. Grounding occurred as a consequence of a parted shroud. Yacht re-floated at next HW (2200). Follow-up call from HM to Cdre of the affiliated Sailing Club.
- 4.26. 02 Aug. Routine patrol and moorings checks. Took a call from a member of the public reporting further anti-social behaviour at Hamble Quay. A tender had been misappropriated and was being used to gain access to the pontoons of the Royal Southern Yacht Club. Reported to the Police who attended jointly with Patrol. Police warnings given to those responsible.
- 4.27. 03 Aug. Routine patrol and moorings checks. Patrol responded to a call from a member of the public regarding further anti-social behaviour at Hamble Jetty and three youths damaging a tender. Caller advised to dial 101 to

report the incident. Attended Hamble Jetty and dispersed a known crowd of youths. Routine liaison with Crown Estate mooring contractors regarding forthcoming pile maintenance work. Returned a mid-stream moored yacht to her proper mooring following completion of planned pile maintenance. Patrol stopped a motor vessel with 3 persons on board, concerned at the erratic nature of their navigation. All were drinking alcohol. Skipper warned with regard to Byelaws and General Directions in force. Later took a report that the same vessel had been speeding within the River. Patrol attended and directed the vessel to the mid-stream Visitors' Pontoon. Skipper non-compliant and refused to give name and address, only that they came from Southampton. Verbal warning to skipper and crew recorded on body worn camera as evidence and vessel escorted from the River.

- 4.28. 04 Aug. Routine patrol and moorings checks. Stopped a PWC off Hamble Jetty to warn of excessive wake. Attended a vessel reported as having fouled that of an adjacent craft. Took a report from a member of the public about further anti-social behaviour at Hamble Jetty with a group of four youths stealing the same tender involved in earlier incidents. The group had attempted to row across the River and were apprehended mid-stream. Incapable of paddling back, the group abandoned the tender and swam back to Hamble Jetty monitored by patrol, which then recovered the tender and returned it to the Harbour Office pound to prevent further reoccurrence, informing the owner. Reported to the Police. Patrol towed a mid-stream moored yacht from her mooring to the Visitors' Pontoon pending completion of routine pile maintenance work.
- 4.29. 05 Aug. Routine patrol and moorings checks. Attended Hamble Jetty to disperse swimmers. Compliant. Assisted a canoeist in difficult in the Warsash pool. The canoe had capsized and was semi-submerged with the canoeist holding on to the upturned hull. Both recovered and returned to Hamble Jetty.
- 4.30. 06 Aug. Routine patrol and moorings checks. Traced a fishing net left on Warsash Hard to its owner. Routine liaison with UK Border Force. Informed of a number of gang-labourers deported having been working illegally near Shoreham. Gave assistance to a visiting French yacht.
- 4.31. 07 Aug. Routine patrol and moorings checks. Routine liaison with Hampshire Marine Police Unit.
- 4.32. 08 Aug. Routine patrol and moorings checks. Routine patrol boat maintenance work.
- 4.33. 09 Aug. Routine patrol and moorings checks. Liaison with Hampshire Police regarding criminal behaviour at an adjacent boatyard. Patrol recovered a large branch from the upper River. Patrol towed a small motor vessel with propulsions failure to Hamble Point Slip.
- 4.34. 10 Aug. Routine patrol and moorings checks. Increased traffic owing to Cowes Week. Late cover for Cowes Fireworks. Relatively light traffic. Numerous motor craft guided into the main channel with a number returning unlit. Reasonable steps, including the use of lights and night vision glasses taken to direct traffic back into the Main Channel off Hook Spit.
- 4.35. 11 Aug. Routine patrol and moorings checks. Patrol attended upper Hamble following report of a speeding RIB. Vessel located at the Jolly Sailor. Owner given a verbal warning.

- 4.36. 12 Aug. Routine patrol and moorings checks. Patrol recovered two logs from the upper River. Patrol responded to a call from a member of the public reporting a buoy adrift off Hamble Point Marina. Nothing found despite extensive search.
- 4.37. 13 Aug. Routine patrol and moorings checks. Patrol recovered and commenced search for a small dory recovered from the River bank near Swanwick. Routine RHHA RIB maintenance.
- 4.38. 14 Aug. Routine patrol and moorings checks. Boat coding work. Support given to Warsash Sailing Club 'Kipper' Week. Patrol recovered a number of large branches from the upper River. Stood by a yacht with intermittent propulsion failure pending her arrival at her berth in a Bursledon marina. Stood by a second yacht with intermittent propulsion failure pending her arrival at her mid-stream berth.
- 4.39. 15 Aug. Routine patrol and moorings checks. Patrol stood by a yacht with reported gearbox failure from the mouth of the River to Warsash Jetty for defect investigation. Patrol responded to a report from a Sailing Club of a speeding motor boat of Port Hamble. Nothing encountered.
- 4.40. 16 Aug. Routine patrol and moorings checks. Replaced mooring lines on behalf of a mid-stream mooring holder. Monitoring of bait diggers reported at Crableck.
- 4.41. 17 Aug. Routine patrol and moorings checks. Responded to a call from a boatyard of a semi-submerged vessel, apparently abandoned on a mid-stream pontoon. Patrol attended, pumped out and recovered vessel to the Harbour Office for tracing of owner. Liaison with Hampshire Police revealed that the vessel had not been reported as stolen.
- 4.42. 18 Aug. Routine patrol and moorings checks. Responded to a call from the member of the public requesting first aid assistance for a lacerated index finger. Immediate first aid given pending transfer to QA A and E. Liaison with UK Border Force regarding a visiting yacht. Assisted a RIB adrift off Hook Spit with engine failure. Liaison with Hampshire Police regarding a report of two young people (in a large mixed group) climbing on visiting boats at Hamble jetty causing distress and damage. This resulted in a vessel departing Hamble at 2240, fearing for their safety.
- 4.43. 19 Aug. Routine patrol and moorings checks. Patrol assisted in towing a large motor vessel to the proper berth. Patrol assisted a yacht with a broken rudder to Warsash for defect rectification.
- 4.44. 20 Aug. Routine patrol and moorings checks. Assisted a mid-stream mooring holder in pumping out an inundated tender.
- 4.45. 21 Aug. Routine patrol and moorings checks. Patrol towed a yacht commercially from the Fishermens' Jetty to the Harbour Master's Warsash Jetty.
- 4.46. 22 Aug. Routine patrol and moorings checks. Patrol stopped and cautioned the master of a yacht towing two girls through the water, holding on to a fender, off Warsash.
- 4.47. 23 Aug. Routine patrol and moorings checks. Routine liaison with UK Border Force for afloat checks. Carried out routine pontoon maintenance at Warsash.

- 4.48. 24 Aug. Routine patrol and moorings checks. Further routine liaison with UK Border Force for spot checks. Routine marina liaison visits, in company with UKBF. Liaison with Hampshire Marine Police Unit. Patrol attended Hamble Jetty in response to a call from a member of the public reporting that a cygnet had swallowed a hook and line. On arrival, the hook and line were removed (straightforward) and the cygnet released. Patrol towed a vessel with propulsion failure from the mouth of the River to her proper mooring for defect rectification.
- 4.49. 25 Aug. Routine patrol and moorings checks. Patrol conducted a commercial tow of a yacht from the entrance to the River to her proper berth. Patrol responded to a call from a local business about further anti-social behaviour at Hamble Jetty. Four repeat offenders were invited to leave the Jetty, which they did. Patrol attended the upper River following another report of a swan with a hook in its bill. Again, hook removed and swan released without incident. Notices placed and social media employed to illustrate the dangers of discarding tackle.
- 4.50. 26 Aug. Routine patrol and moorings checks. Patrol warned two Personal Water Craft (Jet Skis) off Warsash for creating excessive wash. Patrol responded to a report of an oil spill within a marina. On arrival, a small patch of diesel was traced to a spillage ashore that had not been sufficiently well cleaned up. Inclement weather had caused the remaining diesel to enter the River via a culvert. Broken up by propellor wash. Marina informed and clean up action taken.
- 4.51. 27 Aug. Routine patrol and moorings checks. Patrol towed a broken-down RIB from Bursledon to her proper berth. Patrol surveyed some broken branches obstructing the Main Channel near the Bark Store near Pinkmead. Intent to return and clear. Upper River very busy with canoeists, kayaks, Sups and a swimmer, as well as large numbers crabbing.
- 4.52. 28 Aug. Routine patrol and moorings checks. Patrol responded to a report from a private mooring resident that an adjacent moored vessel had dragged. Attended and discovered loose mooring lines. Resecured. Preparations and boat movements in advance of the Bursledon Regatta. Report of a minor berthing collision in a Bursledon Boatyard. Vessel owners placed in touch with one another. Steering gear failure had been a primary cause but skipper error was also a contributory factor. One of the crew of the motor vessel underway had twisted her ankle and was taken to hospital as a precaution. Patrol responded to a report from a member of the public reporting a speeding red motorboat between the bridges which had swamped a kayak. Motorboat traced to a local yard. HM contacted yard owner and obtained details of the owner. Subsequent investigation led to a meeting with the motorboat owner and kayaker. Other witnesses revealed that the motor boat had not been speeding, rather that the wash created had caused the kayak in question to roll heavily. On balance, the incident was less dangerous than was first apparent. Nevertheless, the motor boat owner was reminded that minimising both speed and wash were important factors when approaching small vessels. Owner contrite. Verbal warning deemed sufficient on this occasion.
- 4.53. 29 Aug. Routine patrol and moorings checks. Routine patrol boat maintenance. Patrol moved three vessels from their proper moorings to

alternatives in preparation for programmed routine Crown Estate pile maintenance.

- 4.54. 30 Aug. Routine patrol and moorings checks. Liaison with the Bursledon Regatta Committee and conducted three boat movements in advance of the Regatta firework display.
- 4.55. 01 Sep. Routine patrol and moorings checks. Patrol conducted a further three boat movements in advance of the Bursledon Regatta fireworks. Diagnosed and repaired engine fault on ROSE. Support to the Regatta programme.
- 4.56. 02 Sep. Routine patrol and moorings checks. Liaison with a Bursledon boatyard regarding a complaint made by a vessel in an adjacent yard. Monitoring of bait digging off Crableck. Return of boats displaced by the Bursledon Regatta fireworks to their proper moorings. Liaison with owners.
- 4.57. 03 Sep. Routine patrol and moorings checks. Patrol assisted a small yacht with intermittent propulsion failure from her mooring to a marina for defect rectification.
- 4.58. 04 Sep. Routine patrol and moorings checks.
- 4.59. 05 Sep. Routine patrol and moorings checks. Returned a yacht displaced from her proper mooring for the Bursledon Regatta Fireworks. Walk ashore litter pick at River Hamble Country Park.
- 4.60. 06 Sep. Routine patrol and moorings checks. Assisted a yacht which had had a propulsion failure while approaching her berth, resulting in a minor collision. Liaison with owners to exchange details.
- 4.61. 07 Sep. Routine patrol and moorings checks. Patrol assisted a yacht aground off Warsash. Yacht re-floated without incident. Skipper error. Patrol towed a yacht from the Harbour Master's Jetty to the mid-stream Visitors' Pontoon. Patrol gave a verbal warning to the skipper causing excessive wash at the mouth of the River.
- 4.62. 08 Sep. Routine patrol and moorings checks. Patrol towed a vessel from her proper mooring to the mid-stream Visitors' Pontoon in preparation for planned Crown Estate pile maintenance work. Patrol displaced two visiting yachts from piles vacated for the purposes of pile maintenance.
- 4.63. 09 Sep. Routine patrol and moorings checks. Patrol responded to a call from a boatyard reporting an injured Black-Tailed Godwit. A clam had become fastened on its foot. The bird was recovered to the office, the clam removed and the bird placed in a box to recover overnight. Patrol conducted a commercial tow a broken-down yacht from Hamble Point to Universal Marina.
- 4.64. 10 Sep. Routine patrol and moorings checks. Patrol to Botley for removal of overhanging branches preventing safe navigation. Warsash Jetty maintenance.
- 4.65. 11 Sep. Routine patrol and moorings checks. Supported Adler and Allen oil spill training exercise.
- 4.66. 12 Sep. Routine patrol and moorings checks. Routine Marina liaison.

- 4.67. 13 Sep. Routine patrol and moorings checks. Supported the Chairman of the Hamble Estuary Partnership and Southampton Solent University. Preparations for the Hamble Classics' Regatta.
- 4.68. 14 Sep. Routine patrol and moorings checks. Boatman licencing work. Intercepted a large yacht being towed by two RIBs and blocking the Main Channel. Tow escorted from the River and skipper of yacht advised of the requirement to complete a towing form for tows of that nature.
- 4.69. 15 Sep. Routine patrol and moorings checks. Routine liaison with Hamble Life Boat.
- 4.70. 16 Sep. Routine patrol and moorings checks. Patrol gave assistance to a mid-stream moored yacht which, in attempting to berth, had become caught fast on her mooring lines. Freed. Towed a RIB with engine failure from the mouth of the River to Warsash HM Jetty for defect rectification. Support to Hamble Classics' Regatta.
- 4.71. 17 Sep. Routine patrol and moorings checks. Routine liaison with Crown Estate contractors regarding pile maintenance.
- 4.72. 18 Sep. Routine patrol and moorings checks. Patrol responded to a report of two yachts with loose sails flogging in high winds. Patrol attended and re-secured sails. Patrol boat maintenance. Patrol responded to a report of a diesel spillage near Hamble Jetty. Attended, source not apparent. Light film broken up with propellor wash.
- 4.73. 19 Sep. Routine patrol and moorings checks. Freed a tender trapped under the Fishermens' Jetty. Responded to a report from a marina of a yacht with a flogging sail on a mid-stream mooring. Attended and made good.
- 4.74. 20 Sep. Routine patrol and moorings checks. Patrol replaced a parted bowline on a mid-stream moored yacht.
- 4.75. 21 Sep. Routine patrol and moorings checks. Patrol replace a number of fenders in strong winds. Attended a vessel with a parted stern line, swinging on its buoyed mooring. Made good and liaison with owner.
- 4.76. 22 Sep. Routine patrol and moorings checks. Patrol returned three vessels to their proper moorings following completion of routine pile maintenance. Liaison with HM Coast Guard and Calshot and Hamble Life Boats regarding the tow of a vessel to Hamble which had run aground at Calshot Spit. Vessel hull deemed intact and escorted into the River for defect rectification. Replacement of fenders in strengthening winds.
- 4.77. 23 Sep. Routine patrol and moorings checks. Patrol returned two vessels to their proper moorings following completion of routine pile maintenance. Patrol attended a mid-stream moored yacht with a flogging jib and re-secured it. Patrol gave assistance to a mid-stream moorer reporting criminal damage to his fuel filling cap. Liaison with Hampshire Police. Patrol directed two fishermen to leave the Harbour Master's Jetty following behaviour inconsistent with safety.
- 4.78. 24 Sep. Routine patrol and moorings checks. Patrol responded to a call from a Marina, of a yacht alarm on a mid-stream moored yacht. On attendance, the alarm was not evident and no obvious reason for an alarm was witnessed. Patrol conveyed a stranded boat owner to Universal Marina.

- Patrol assisted a yacht made fast on a mooring line off Hamble Point. Yacht freed.
- 4.79. 25 Sep. Routine patrol and moorings checks. Patrol recovered a derelict fishing tender to Warsash Slip.
 - 4.80. 26 Sep. Routine patrol and moorings checks. Liaison with owners of remaining vessels displaced as a result of the programmed Crown Estate pile maintenance programme. Routine liaison with the Crown Estate contractor.
 - 4.81. 27 Sep. Routine patrol and moorings checks. Patrol conducted a commercial tow of a yacht from her proper mooring to a boatyard for defect rectification. Patrol assisted a large commercial yacht to her berth following engine failure.
 - 4.82. 28 Sep. Routine patrol and moorings checks. Patrol recovered a large log from the River opposite Hamble Jetty. Patrol re-secured a flogging main sail on a mid-stream moored yacht and liaised with the owner. Patrol attended a minor berthing collision in a marina (skipper error) and ensured details exchanged. Patrol returned a yacht to her proper mooring following completion of planned pile maintenance work. Recovered a large block of wood (sleeper) from the River off Crableck.
 - 4.83. 29 Sep. Routine patrol and moorings checks. Assisted a mid-stream moored yacht owner to his mooring.
 - 4.84. 30 Sep. Routine patrol and moorings checks. Liaison with a number of mooring holders regarding pontoon defects. Patrol responded to a call from a member of the public reporting a floating obstruction in the water off the Chinese Bridge. On attending, nothing found. Verbal caution of skipper whose motor boat had created excessive wash. Routine liaison with Hamble Life Boat.
 - 4.85. 01 Oct. Routine patrol and moorings checks. Patrol towed a yacht from the mid-stream Visitors' Pontoon to the HM Jetty at Warsash.
 - 4.86. 02 Oct. Routine patrol and moorings checks. Patrol responded to a call from a departing yacht reporting her grounding on Hook Spit. Attended and towed off safely. Skipper error. Patrol apprehended a speeding RIB and gave a verbal warning to the skipper. Assisted a yacht onto her mooring.
 - 4.87. 03 Oct. Routine patrol and moorings checks. Bait digging observation at Hackett's Marsh. Hamble Jetty maintenance.
 - 4.88. 04 Oct. Routine patrol and moorings checks. Survey of potential mounts for an additional tide gauge North of the A27 bridge.
 - 4.89. 05 Oct. Routine patrol and moorings checks. Further visit to the Bark Store to remove overhanging branches.
 - 4.90. 06 Oct. Routine patrol and moorings checks. Assistance given to a visiting rally at Hamble Jetty.
 - 4.91. 07 Oct. Routine patrol and moorings checks. Boat coding work. Stood by a yacht with reported propulsion problem from the mouth of the River to Mercury Marina. Patrol recovered an abandoned tender to Warsash.

- 4.92. 08 Oct. Routine patrol and moorings checks. Support to routine ABP hydrographic survey. Boatman licencing work. Survey of power tools. Retrieved tender adrift off the 'I' Run and returned to owner.
- 4.93. 09 Oct. Routine patrol and moorings checks. Assisted a commercial craft with engine problems to Warsash Jetty. Liaison with HM Coast Guard to receive casualties at Warsash, arising from a motor vessel grounding on the Bramble Bank.
- 4.94. 10 Oct. Routine patrol and moorings checks. Preparation for Trinity House audit of Aids to Navigation. Routine patrol boat maintenance.
- 4.95. 11 Oct. Routine patrol and moorings checks. Routine patrol boat maintenance. Removed a number of large branches afloat in the upper River. Gave assistance to a River user reporting damage to his yacht.
- 4.96. 12 Oct. Routine patrol and moorings checks. Strong winds. Attended a small yacht with a deck-stepped mast, dismasted. Liaison with owner. Routine liaison with Hampshire Marine Police Unit. Liaison with a River boatyard. Recovered a number of branches afloat in the upper River. Re-secured a loose awning and flapping sail cover on separate mid-stream moored yachts.
- 4.97. 13 Oct. Routine patrol and moorings checks. Patrol replaced a number of fenders displaced during the spell of high winds.
- 4.98. 14 Oct. Routine patrol and moorings checks. Liaison with two yacht owners on the 'A' run reporting damage to their yachts. Returned a catamaran to her proper mooring following tackle maintenance. Patrol gave assistance to the skipper of a small motor boat, broken down on Warsash Slipway.
- 4.99. 15 Oct. Routine patrol and moorings checks. Warsash Jetty maintenance.
- 4.100. 16 Oct. Routine patrol and moorings checks. Hamble Jetty maintenance.
- 4.101. 17 Oct. Routine patrol and moorings checks. Warsash slipway clearance. Responded to a call from a marina reporting an alarm on a mid-stream moored yacht. Noting a previous alarm in a similar location, attended and located an alarm on a Crown Estate licensee on the 'M' run. On investigation, nothing untoward found. Owner contacted and alarm reset.
- 4.102. 18 Oct. Routine patrol and moorings checks. Assisted a mooring holder in transfer of equipment to his mid-stream moored yacht. Attended a yacht aground on Hook Spit. The yacht, a charter, had run aground because of skipper error. Yacht pulled clear and inspected for damage by the charter company. Responded to a call from a member of the public reporting net fishing. On investigation, the fisherman in question was one of a small number of RHHA licensed mullet fishermen.
- 4.103. 19 Oct. Routine patrol and moorings checks. 'Frank', the RHHA Budgerigar died. Many well-wishers gave their condolences. Frank had been much-loved by our visitors.
- 4.104. 20 Oct. Routine patrol and moorings checks. Liaison with Hamble Life Boat. A number of vessels warned verbally for the creation of excessive wash.
- 4.105. 21 Oct. Routine patrol and moorings checks. Assisted a mid-stream moored yacht skipper in the recovery of a submerged pile line. Patrol moved a RIB anchored on Mercury Bend. RIB skipper advised of Bye Law 16

- (prohibition of anchorage, except in an emergency). Towed a yacht which had run out of fuel to Hamble Jetty.
- 4.106. 22 Oct. Routine patrol and moorings checks. Patrol recovered an abandoned white tender from the mouth of the River to the Harbour Master's Jetty at Warsash. Small scale slipway clearance work at Warsash. Recovery of a second tender adrift off Bursledon to the Harbour Office.
 - 4.107. 23 Oct. Routine patrol and moorings checks. Dispute resolution between two parties near the Fishermens' Jetty.
 - 4.108. 24 Oct. Routine patrol and moorings checks. Boatman licensing work. Routine liaison with Hampshire Marine Police Unit. Observed two burned-out vehicles on National Trust property on the intertidal marsh at Burrige. Reported to both the Police and the National Trust. Only one identifiable but not yet reported as stolen. Vehicles have since been recovered by the National Trust. Trinity House Light Audit (report below).
 - 4.109. 25 Oct. Routine patrol and moorings checks. Assisted a mid-stream mooring holder whose yacht had a flat battery. Patrol gave a verbal warning to a RIB creating excessive wash in the upper River.
 - 4.110. 26 Oct. Routine patrol and moorings checks. Attended a yacht in twilight with an activated Man Overboard light. Yacht unattended. Local search conducted in case of MOB. Nothing found. Owner contacted and light extinguished.
 - 4.111. 27 Oct. Routine patrol and moorings checks. Small-scale slipway clearance at Warsash. Supported local bird count data. Assisted a large yacht in coming alongside the mid-stream Visitors' Pontoon. Patrol attended a yacht low in the water and discovered a large amount of water inside and in the cockpit. Pumped out and no obvious source of any leak discovered. Yacht secured and monitored. Owner contacted.
 - 4.112. 28 Oct. Routine patrol and moorings checks. Patrol stood by a large yacht with intermittent propulsion problems while returning to her proper marina berth. Investigation into persistent non-payment of Harbour Dues by a visiting charter yacht.
 - 4.113. 29 Oct. Routine patrol and moorings checks. Preparations for support to Portsmouth University/Blue Marine Foundation plan to regenerate native Solent oyster population. Patrol towed two yachts from their proper moorings to the mid-stream Visitors' Pontoon prior to planned pile maintenance work.
 - 4.114. 30 Oct. Routine patrol and moorings checks. Patrol attended a fire on a mid-stream moored yacht off Hamble Quay. The 26' yacht was on a privately owned mooring, approximately 50 yards off the Pink Ferry slip. Smoke in the cabin caused the skipper to be evacuated immediately. Emergency services (Hampshire Fire Brigade, RHHA teams, River Hamble Life Boat and HM Coast Guard) attended within 10 minutes. Fire quickly out of control, causing mast to fail and become embedded in the mud. The owner's report of embarked but unexploded gas bottles, combined with the severity of the blaze and associated acrid smoke, combined with the fact that the yacht would not be able to move meant that the Harbour Master and Chief Fire Officer made the decision to delay attacking the fire pending certainty that the gas canister had discharged. Hampshire Fire Service then

extinguished the blaze operating from the broad after deck of Hamble Life Boat. The vessel sank in 1.5m of water and was subsequently recovered for disposal.

4.115. 31 Oct. Routine patrol and moorings checks.

5. Marine Safety Management System

5.1. The Marine Safety Management System underwent a further routine inspection by the Designated Person on 11 July. On this occasion, focus fell on the tactical linkages between the Risk Assessments and the Standard Operating Procedures. All previous recommendations were closed out and the MSMS was certified as continuing to operate effectively. The Report is at Appendix 1.

6. Trinity House Light Audit

6.1. Trinity House conducted an audit of Aids to Navigation within the River Hamble on 24 Oct. There were no outstanding actions and our systems were reported as being in 'Good Order'. The report is at Appendix 2.

7. Three-yearly Navigational Safety Consultation

7.1. The Port Marine Safety Code Guide to Good Practice recommends that Harbour Authorities consult regularly and formally with harbour users on matters of safety. Our latest consultation is underway and seeks views on:

a. Uncontrolled swimming at Hamble Jetty - an invitation for any observations and suggestions on what might be done to reduce the risks to River Users.

b. The provision of Aids to Navigation within the River. Are there any suggestions for their improvement?

c. What additional safety information would be valued by River Users on signage at access points to the River?

CORPORATE OR LEGAL INFORMATION:**Links to the Strategic Plan**

Hampshire maintains strong and sustainable economic growth and prosperity:	yes
People in Hampshire live safe, healthy and independent lives:	yes
People in Hampshire enjoy a rich and diverse environment:	yes
People in Hampshire enjoy being part of strong, inclusive communities:	yes

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:

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.

This page is intentionally left blank



Hamble Harbour Authority

Port Marine Safety Code

Audit

11 July 2018

Author:	CRL	Checked by:	ARL	Authorised by:	ARL
Date:	11/07/18	Date:	16/7/18	Date:	16/7/18

Contents

1 Background	3
2 Executive Summary.....	3
3 Close-out of previous recommendations.....	4
4 Incident reports	5
5 Risk Assessment.....	5
6 Key Dates	6

1 Background

We are appointed as the Designated Person required by the Port Marine Safety Code. Our role is to provide independent assurance directly to the Duty Holder that the Marine Safety Management System (MSMS), for which the duty holder is responsible, is working effectively. Our main responsibility is to determine, through assessment and audit, the effectiveness of the Marine Safety Management System in ensuring compliance with the Code.

We audit Hamble Harbour Authority's compliance with the Port Marine Safety Code once a year. Chris Lisher of this office attended Hamble Harbour Authority's Office on 11 July 2018.

We would like to thank the Director and Harbour Master Jason Scott, and the Harbour Staff for their help in conducting this audit.

2 Executive Summary

As a consequence of this audit and subject to the findings in this report we can continue to independently assure the Duty Holder that the Marine Safety Management System (MSMS) for which they are collectively and individually responsible, continues to operate effectively.

We have the following recommendations from this audit:-

7/18 Recommendation 1: Incident Reports and Near Miss Reports

Incidents and Near Misses are now recorded on the "Pink" forms and separated from the day to day operational reports as we previously recommended. However the documentation could now be further improved by separating "Incidents" from "Near Misses" either with a simple tick box or perhaps in separate systems on a different coloured paper.

7/18 Recommendation 2: Signage

Clear, concise and up-to-date signage should be installed in all public areas of the Harbour Authority's jurisdiction for the purposes of advising the public on safety precautions that are to be taken in that

area to avoid risk to themselves and others and advising the public on the Harbour Authority's rules (Byelaws and General Directions) and the penalties for not abiding by those rules.

In some areas adjacent to the water there are signs placed by Hampshire County Council, Fareham Borough Council, and Hamble Le Rice Parish Council, possibly others, as well as some signs from Hamble Harbour Authority.

We recommend that the Harbour Authority consults with these other authorities to review the signage to enable clarity for the public.

7/18 Recommendation 3: Slipways and Maintenance Piles

The Harbour Authority has a number of slipways within its jurisdiction, some appear rarely used and neglected. A few have little or no signage.

We recommend that the Harbour authority reviews its requirement for all slipways and provides adequate safety signage and signage outlining the rules for use of the slipway including any charges that are payable at each slipway it retains.

Similarly, there are three sets of maintenance piles and at least one other area where boats can be safely moored for underwater maintenance.

We recommend that these are clearly marked on maps in the Harbour Guide and on the website, and that the rules for their use are displayed both at each site and in the Harbour's publications, including the website.

3 Close-out of previous recommendations

10/15 Recommendation 5

Produce a Skills and Training Matrix for employees and contractors

A live document which is updated as and when necessary. Closed.

11/17 Recommendation 1

Day-to-day Operational reports are now separated from Incident reports on pink forms. Closed.

(Please see also 7/18 Recommendation 1 above.)

11/17 Recommendation 2

Replaced by Recommendation 1 7/18 above. Closed

11/17 Recommendation 3

Individual elements of the MSMS now have issue dates and version numbers. Closed.

11/17 Recommendation 4

The Deputy Harbourmaster has now been trained in completing risk assessments so that the load can be shared with the Harbourmaster. Closed

4 Incident reports

Incident reports were reviewed as standard audit practice. There were no incidents of significant note i.e. none recording injury to the public or employees. There were no employee accidents since the November 2017 audit. All of the reports were fully completed with frank and factual disclosure and the findings acted upon. A process is in place to use the incident report finding to amend, if necessary, the Risk assessment, and understand lessons learned.

5 Risk Assessment

A sample of risk assessments were examined. Risk assessments are reviewed on an at least annual basis and whenever required in response to incidents or near misses, or when a change in the variables affecting the assessed task require it.

New Risk Assessment 56 added – Control of Vibration at Work – Hand/Arm Vibration

Risk Assessments 28, 29 – Annual review carried out.

We have long stressed the importance of a robust, methodical approach to the generation of Risk Assessments and their central role in the SMS in laying the groundwork to operating procedures.

6 Key Dates

Last letter of compliance to MCA	12 Jan 2018 (3 years)
Last Tier 2 oil spill exercise	13 th Oct 2016 (3 years)
Latest published Safety Plan for Marine Operations	10 th Oct 2017 (3 years)

With thanks to the Harbour Master and his staff for their assistance.

Respectfully submitted,



Chris Lisher
Surveyor
For and on behalf of NautX Ltd

The following forms part of this report:

This report is issued by NautX Ltd, the Officers of which have exercised reasonable care in conducting this audit. All details and particulars in this report are believed to be true, but are not guaranteed accurate. All judgments, conclusions and recommendations are expression of opinions based on skill, training and experience. Unless otherwise stated, no actual measurements or calculations were made by the auditor at the time of this inspection. NautX Ltd, its Officers and employees shall have no liability for consequential loss, no liability for personal injury damages, no liability for property loss damages and no liability for punitive damages, all of which shall be deemed to have knowingly and voluntarily waived upon receipt and use of this report. Further, in no event shall the legal liability for NautX Ltd, its Officers and employees ever exceed the fee, less expenses, paid by the requesting party for the issuance of this report, regardless of the number of claims, or suits and regardless of whether under theory of tort, contract, warranty, outrage or otherwise.

It is further agreed by any person relying on this report that NautX Ltd, its Officers and employees shall not be held liable under any circumstances whatsoever or responsible in any way for any error in judgement, default or negligence nor for any inaccuracy, omissions, oversights, misrepresentation or misstatement in this report and that the use of the report shall be construed to be an acceptance of the foregoing conditions.

This page is intentionally left blank



TRINITY HOUSE

Navigation Directorate
Trinity House
Tower Hill
London
EC3N 4DH

Please Quote A1190 in all correspondence

CC for Information

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

26/10/2018

Dear Sir

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

We are pleased to advise you that the audit of the records of the availability of the local aids to navigation under the management of Hampshire County Council was satisfactorily carried out on 24/10/2018 by an Officer of Trinity House and everything was found in good order and there were no matters arising which require further comment.

Your assistance during the audit was much appreciated.

Yours faithfully,

Joseph Anderson
Local AtoN Manager
Trinity House

Phone: 0207 481 6926
Mobile: 07990501975
E-mail: joseph.anderson@thls.org

The Corporation of Trinity House is a Registered Charity



HAMPSHIRE COUNTY COUNCIL

Report

Committee	River Hamble Harbour Management Committee
Date:	7 December 2018
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. Recommendation

- 1.1. It is recommended that the River Hamble Harbour Management Committee notes and supports the contents of this report.

2. Summary

- 2.1. This report summarises activities relating to the River Hamble Harbour Authority's (RHHA) environmental management of the Hamble Estuary between May and October 2018.

3. Updates

- 3.1. Oil Spill Preparedness

- 3.1.1 The Environment & Development Manager (EDM) has undertaken a comprehensive review of the RHHA Oil Spill Contingency Plan as required every 5 years under the Merchant Shipping (Oil Pollution Preparedness, Response and Co-operations Convention) Regulations 1998. The Plan received positive feedback from the statutory consultation and was approved by the Regulator (the Maritime & Coastguard Agency) in August. Formal copies have now been distributed to the official Plan holders. It will be valid until 2023.

- 3.1.2 The EDM and Marine Director took part in a Tier 2 oil spill response table-top exercise at ABP Southampton. Over 30 representatives attended on behalf of organisations likely to play key response roles in an oil spill incident, including the emergency services, oil companies, oil terminal operators, salvage operators, local harbour authorities and oil spill response contractors. The practical exercise was held by ABP Southampton in September 2018.

- 3.2. Port Waste Management Audit

The Maritime & Coastguard Agency conducted a formal inspection of RHHA's Port Waste Management Plan (PWMP) and waste facilities to ensure ongoing compliance with The Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003. The inspection reports states that the MCA was "*impressed by your proactive nature in dealing with your customers' waste requirements, as well as acting as the co-ordinator for the other 17 sites that fall within your PWMP. It can be clearly seen that you are complying with the spirit of the legislation in reducing the instances of marine pollution from waste disposal at sea*". RHHA's next review

of the Plan is due by Autumn 2020, however, work and discussions on improvements for the River remain continuous.

3.3. South Marine Plan

- 3.3.1 The South Inshore and Offshore Marine Plan was published on 17 July 2018 by the Marine Management Organisation (MMO). It has been prepared in collaboration with Defra colleagues, other government departments and with stakeholders representing relevant interests and sectors. The plan provides a policy framework to shape and inform decisions over how the marine environment is developed, protected and improved over the next 20 years. It aims to inform and guide decisions by regulators managing the development of industry in marine and coastal areas, while conserving and enhancing the environment and recognising leisure uses. The plan documents are available at: <https://www.gov.uk/government/publications/the-south-marine-plans-documents>.

All public bodies are legally required to make all authorisation and enforcement decisions which are likely to affect the marine areas in accordance with marine plans. Such decisions vary widely and the MMO is offering workshops aimed at decision makers to provide an outline of marine planning, legislation, obligations and responsibilities.

- 3.3.2 The EDM arranged a briefing for Solent Harbour Authorities from the MMO in September to ensure RHHA and others implement the South Marine Plan in its own decision-making processes appropriately.
- 3.3.3 The EDM and Marine Director attended a Marine Planning engagement workshop in October.
- 3.3.4 The impact of the Marine Plan on RHHA decision making is expected to be minimal as the principles of those policies relevant to RHHA are also addressed through one or more of the many existing regulatory frameworks, as well as the RHHA's Vision. An element of this is because the Hamble estuary (unlike some areas under the Plan that are solely 'marine') is also covered by (i) terrestrial planning policies, and (ii) is classed as a main waterbody under the Water Framework Directive.
- 3.3.5 The MMO will be attending this Management Committee meeting to give a briefing on the Marine Plan following the formal agenda.

3.4 Deacons Marina Redevelopment

Harbour Works Consent was granted by the Harbour Board in 2011 for Deacons to extend what is now the existing pontoon configuration out to the mid-stream pontoon location, creating a marina style layout. This RHHA consent has remained valid but the planning application related to the same design was turned down by Eastleigh Borough Council (EBC). The applicant has recently won an appeal against EBC's decision and intends to construct the development.

3.5 Hamble Estuary Partnership

A meeting of the Hamble Estuary Partnership was held on 19 June 2018. The meeting focussed on the wide variety of different local and regional projects underway, although there was a particular emphasis on plastic pollution. Presentations were given on the following:

- Marine plastic pollution overview
- Solent Forum's Clean Seas & Shores Project
- Secrets of the Solent Project led by Hants & IOW Wildlife Trust
- Marine Conservation Zones
- Solent Oyster Restoration Project

- Update on the drive to achieve a project to beneficially reuse dredged sediment for habitat restoration and enhancement in the Solent
- Research into the decay of sacrificial anodes on vessels
- The Port Energy & Carbon Savings project (PECS)
- 'Greening the Grey' to pilot ecological enhancements on the shoreline at Warsash.

Each HEP member gave an update on their organisation's work relevant to the Hamble Estuary. Members gave thanks to Anthony Gallagher who has chaired the HEP since 2011 and will now be standing down.

A copy of the minutes and presentations are available at

<http://www3.hants.gov.uk/hambleestuarypartnership/hep-members.htm>

3.6 Solent Oyster Restoration Project

RHHA has been assisting with the identification of suitable trial sites which are now underway on the river bed for a 6-month period until late Spring 2019. These will inform options for the pending large-scale restoration of bed populations of the native oyster which is planned for the next phase, subject to consents. More information on the project can be found at <https://www.bluemarinefoundation.com/>

3.7 Solent European Marine Sites (SEMS) Management Group

The EDM attended the bi-annual Solent Forum (SF) Members' Meeting and the SEMS annual meeting to ensure that RHHA both inputs and remains up to date on emerging issues and project work, and that environmental obligations continue to be met. The annual process relating to the SEMS Management Group ensures that relevant authorities such as RHHA are fulfilling duties with regards to monitoring and managing the impacts that activities (as opposed to plans or developments) have on the protected SEMS. The Marine Director has accepted the Solent Forum's invitation to become the new Chair of the group with immediate effect.

3.8 Regional Habitat Compensation Programme (RHCP)

The EDM attended the Regional Habitat Compensation Programme (RHCP) and Solent Bird Studies stakeholder meeting. RHHA input is helping to inform the potential options for consideration by the Eastern Solent Coastal Partnership in taking forward any future habitat creation sites relevant to the Hamble.

3.9 Winter Maintenance Dredging

Maintenance dredging will be undertaken this coming winter at Hamble Point Marina, Swanwick Marina and Mercury Marina, consistent with the approved River Hamble Maintenance Dredge Plan.

CORPORATE OR LEGAL INFORMATION:**Links to the Strategic Plan**

Hampshire maintains strong and sustainable economic growth and prosperity:	yes
People in Hampshire live safe, healthy and independent lives:	yes
People in Hampshire enjoy a rich and diverse environment:	yes
People in Hampshire enjoy being part of strong, inclusive communities:	yes

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:

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.

This page is intentionally left blank

HAMPSHIRE COUNTY COUNCIL

Report

Committee	River Hamble Harbour Management Committee
Date:	7 December 2018
Title:	Harbour Works Consent Application - Relocation of Existing Access Bridge and Installation of New Public Access Pontoon at Deacons Marina
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. Recommendation

- 1.1. That the River Hamble Harbour Management Committee recommends to the River Hamble Harbour Board to approve Harbour Works Consent for the proposal set out in Section 4 of this report and subject to the following conditions:
 - a. The proposal is to be built in accordance with the details, plans and method set out in paragraph 4.1.
 - b. Vibro-piling to be used as a standard. Percussive piling must only be used if needed to drive a pile to its design depth. If percussive piling is necessary then soft-start procedure must be used to ensure incremental increase in pile power over a set time period until full operational power is achieved.
 - c. All equipment, temporary structures, waste and/or debris associated with the licensed activities must be removed upon completion of the licensed activities.
 - d. Only coatings and treatments that are suitable for use in the marine environment to be used in accordance with best environmental practice. All reasonable precautions must be undertaken to ensure no pollutants enter the waterbody.
 - e. Dean and Reddyhoff to take such reasonable steps as may be necessary to ensure free access to the additional attraction delivered by the pontoon and control parking on the slipway.
 - f. The development must be completed within 3 years from the date of the approval granted by the Harbour Board.

2. Summary

- 2.1. This report sets out an application for Harbour Works Consent (HWC) made by Dean & Reddyhoff Ltd. for works at Deacons Marina, Bridge Road, Bursledon, SO31 8AZ.

The proposal is for the relocation of the existing access bridge from C, D & E jetties to alongside the existing crane area, and the installation of new public access pontoon adjacent to slipway at north end of site.

3. Background

- 3.1. Harbour Works Consent was granted by the Harbour Board in 2011 for Deacons to extend what is now the existing pontoon configuration out to the mid-stream pontoon location, creating a marina style layout. This remains valid. The planning application related to the same design has recently been granted by Eastleigh Borough Council (EBC) following an appeal by the applicant. A Marine Licence has also been granted by the Marine Management Organisation. These latter two permission have also included (i) the proposed bridge relocation and (ii) the proposed public pontoon. The applicant now seeks Harbour Works Consent for these two elements.

4. Project Description

- 4.1. 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 1):
- Drawing No. 10667/1
 - Project description “Proposed Access Bridge Relocation and Public Access Pontoon. Supporting Statement for Harbour Works Consent. Includes Method Statement, WaFD & WFD Assessments”
 - Correspondence between Natural England and the Marine Management Organisation

5. Harbour Authority’s Responsibilities

- 5.1. 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.
- 5.2. 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.
- 5.3. 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.

- 5.4. 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.
- 5.5. 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.
- 5.6. All public bodies such as RHHA are required to make all authorisation and enforcement decisions which are likely to affect the marine areas in accordance with the South Inshore and Offshore Marine Plan which was published in July 2018 by the Marine Management Organisation (MMO). The plan provides a policy framework to shape and inform decisions over how the marine environment is developed, protected and improved over the next 20 years.
- 5.7. The Harbour Authority addresses its responsibilities under the environmental regulations through consultation with Hampshire County Council, the Local Borough Councils, the Marine Management Organisation, Natural England and the Environment Agency. Additional consultation is undertaken with other organisations as relevant. Specific issues relevant to this particular application are covered within the sections below.

6. Consultation process

- 6.1. 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/worksapplication>
 - 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 registered interested parties and to members of the Hamble Estuary Partnership informing them of the application and requesting any written comments by the deadline.
 - Direct liaison with the Natural England.

7. Responses to Consultation

- 7.1. Natural England's statutory response raised no objection to the proposed development (see Appendix 2).
- 7.2. Two responses were received as a result of the Harbour Authority's public consultation. One was in favour, and one was not in favour of the proposal, The principal concerns cited were:

- In relation to the available access and encouragement given by the development to additional parking on the slipway.
 - In relation to parking on the access road to Dean and Reddyhoff's Marina.
 - The condition of the existing 'hard', owned by Dean and Reddyhoff.
 - A reduction in the usable waterline space at the slip as a result of the addition of the pontoon.
- 7.3. All responses given which relate to the Harbour Authority's statutory and safety responsibilities have been taken into account in the preparation of this report.

8. Harbour Master's Comments

- 8.1. 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.
- 8.2. This proposal has obtained the required permissions from other authorities including Eastleigh Borough Council, Environment Agency, Marine Management Organisation.
- 8.3. Comments given here relating to navigational safety focus on the differences between this plan and that which has already been granted Harbour Works' Consent. The altered position of the access bridge does not cause concern. The addition, gratis, of a pontoon controlled by Dean and Reddyhoff at the foot of the public-access slipway owned by them, on balance, offers River Users more options in accessing the water at that point. It is recognised that the positioning of the pontoon will reduce slightly the available length of the waterline at the foot of the slipway perpendicularly from the shore. However, a launching area which offers those wishing not to use the pontoon will still be available at the end of the slip.
- 8.4. This area of the River is prone to strong tidal streams. With that in mind, it will always remain the responsibility of those who navigate in or on any craft to plan their voyage responsibly and take into account the prevailing conditions and other factors, including the handling characteristics of the craft in question and the experience and/or ability of the skipper/craft user.
- 8.5. A number of comments were received which reflected on the restricted nature of the access to the slipway and a degree of inconsiderate parking which restricted access to the slipway and the water. The River Hamble Harbour Authority is refreshing its public information signage at every public access slipway. For Bursledon, this will include a statement reminding those who use the slipway to do so considerately. The slipway is not within the Harbour Authority's control and any signage it erects will therefore be advisory. It is recommended that the landowner, Dean and Reddyhoff, takes such action as will best maintain access to the water at the slipway and puts in place such measures as may be necessary to control inconsiderate parking on the slipway.
- 8.6. The proposal is sited 10 metres outside the boundary of the Solent Maritime Special Area of Conservation (SAC) and 500 metres outside the nearest

boundary of the Solent & Southampton Water Special Protection Area (SPA), the Solent and Southampton Water Ramsar site and the Lincegrove & Hackett's Marshes Site of Special Scientific Interest (SSSI). The proposal lies within the new Solent and Dorset potential Special Protection Area (pSPA) which is a 255 square nautical mile area extending from the Isle of Purbeck to Bognor Regis and encompasses the Hamble Estuary. This large designation is to protect foraging tern populations which breed in neighbouring coastal SPAs.

- 8.7. No dredging of sub-tidal or inter-tidal habitat is required for this development.
- 8.8. The applicant has proposed measures to mitigate environmental impacts i.e. vibropiling as the piling method.
- 8.9. The proposal will not result in any loss of intertidal foreshore. The relocated bridge and public pontoon will cover 85m² of the intertidal, and the removal of the existing bridge and associated mud berths will release 120m², resulting in a net gain of 35m² of intertidal habitat.
- 8.10. The ongoing activities resulting from the development i.e. vessel movements, marina berthing and launching from an existing slipway are consistent with those already associated with the site and surrounding areas of the Hamble.
- 8.11. Natural England's (NE) consultation response is provided at Appendix 2. NE is satisfied that RHHA may grant consent for the proposal, and recommends that best practice be adhered to through inclusion of the conditions set out in section 1.1.
- 8.12. If the River Hamble Harbour Board decides to grant permission for this application, subject to the conditions at 1.1, it would be adhering to its responsibilities under environmental legislation.

9. Strategic Vision

- 9.1. 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.

CORPORATE OR LEGAL INFORMATION:**Links to the Strategic Plan**

Hampshire maintains strong and sustainable economic growth and prosperity:	yes
People in Hampshire live safe, healthy and independent lives:	yes
People in Hampshire enjoy a rich and diverse environment:	yes
People in Hampshire enjoy being part of strong, inclusive communities:	yes

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 and this report does not raise any issues not previously covered by that Assessment.

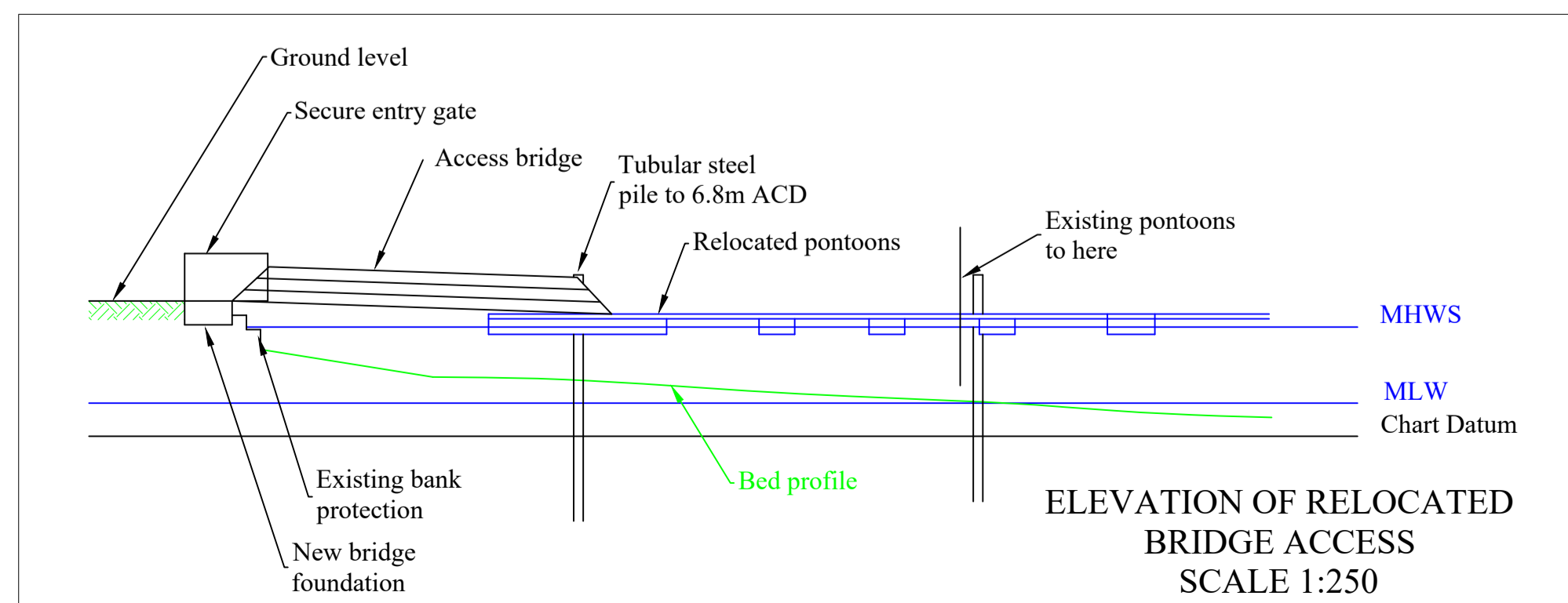
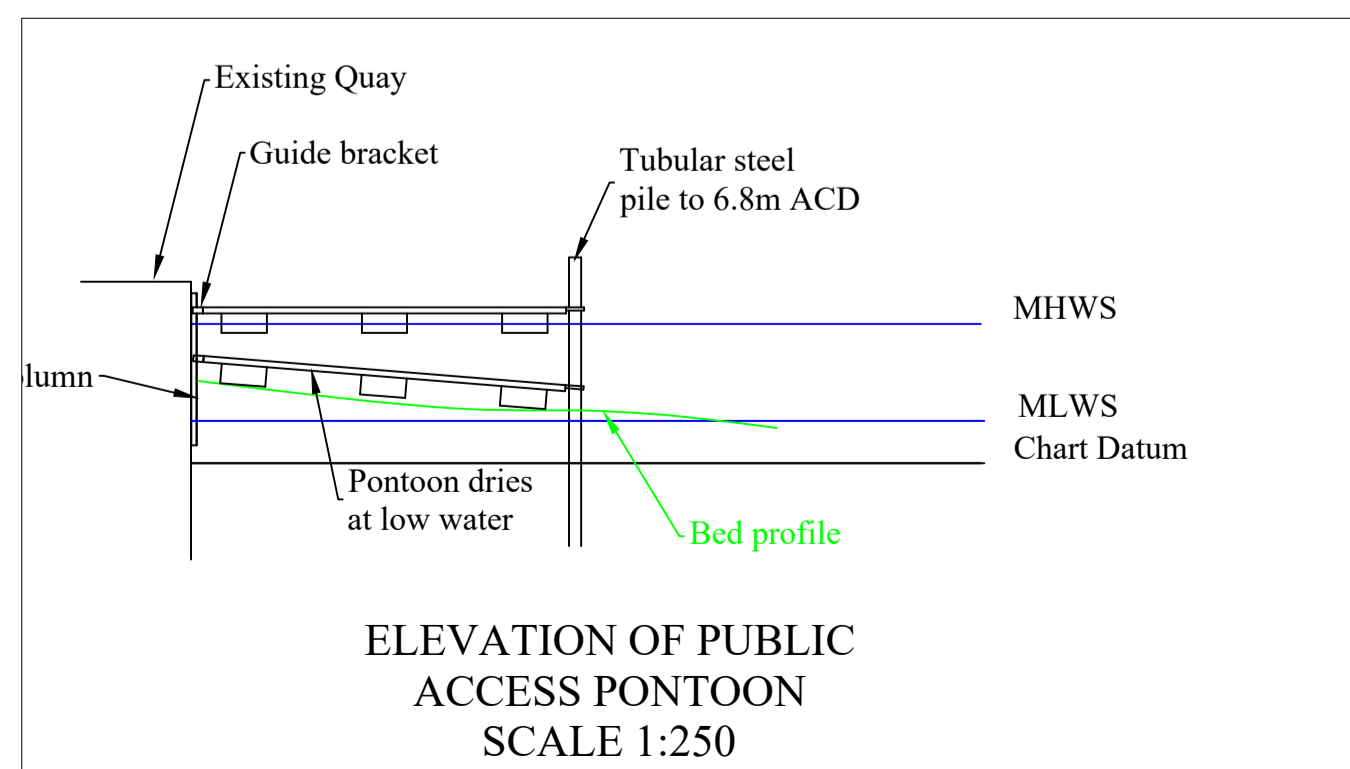
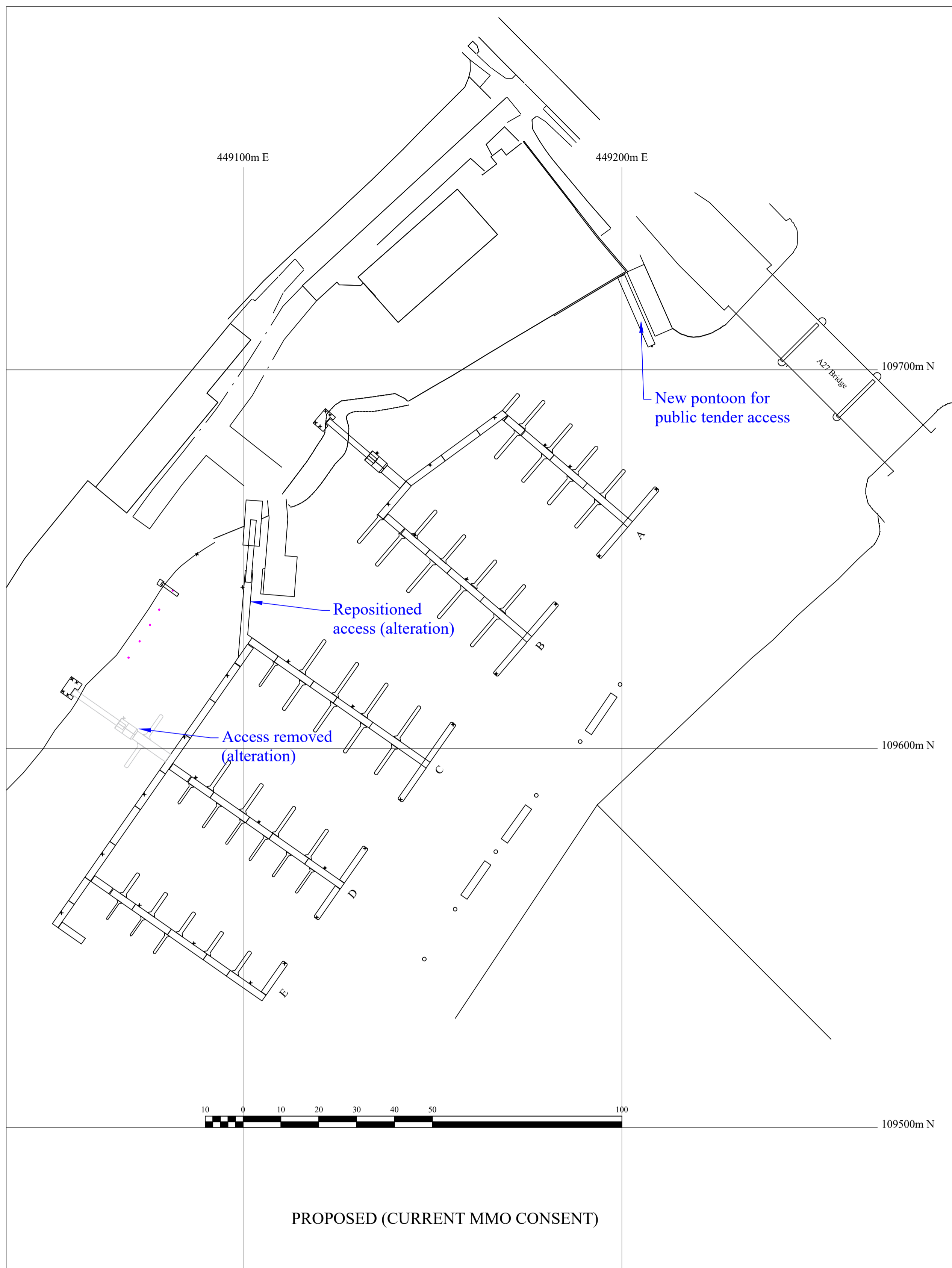
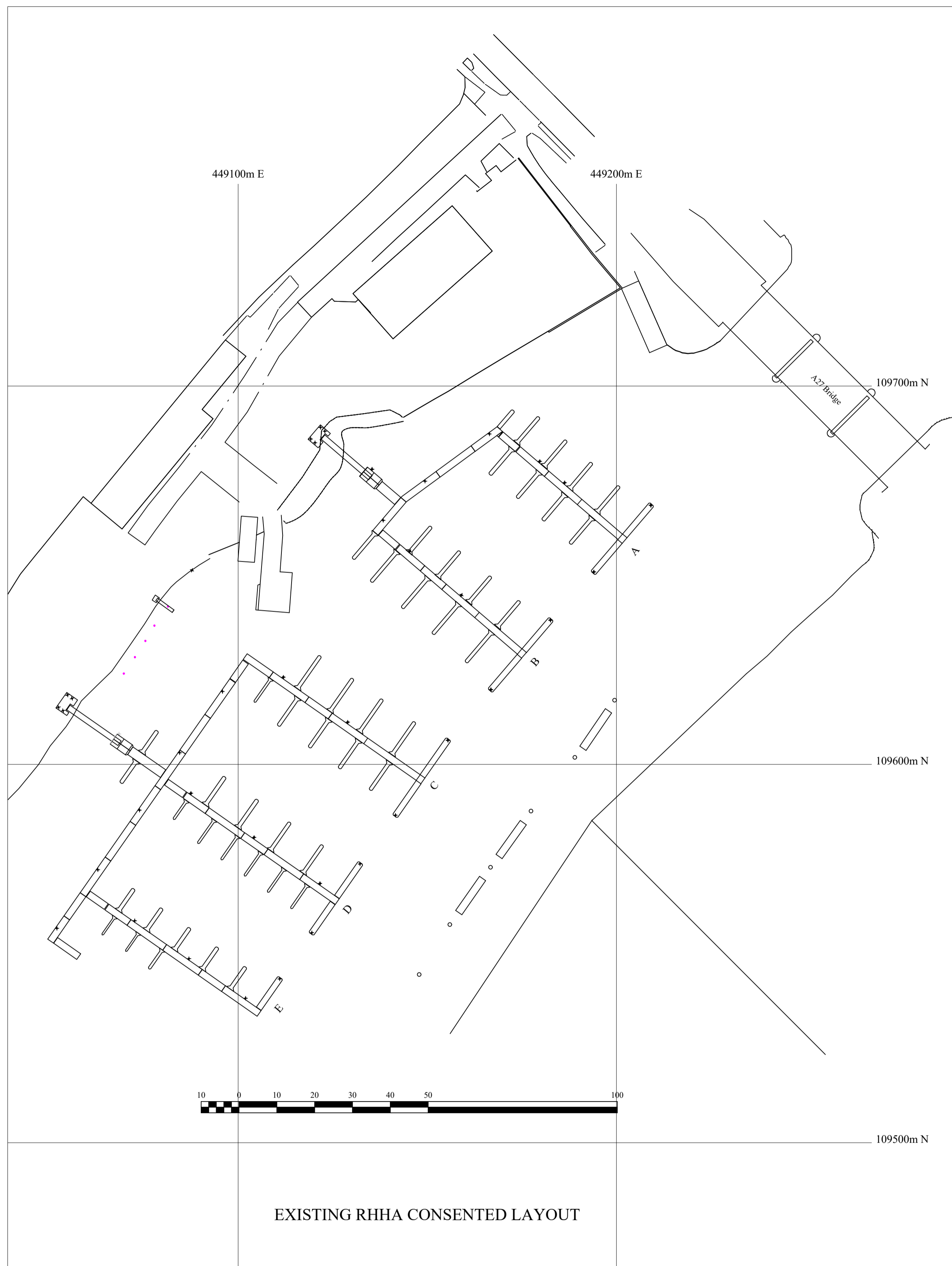
2. Impact on Crime and Disorder:

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.



NOTES

1. Grid shown is OS National Grid

Original LTS print only with Red Stamp

15:08:18 First Issue

Date Issue

LYMINGTON TECHNICAL SERVICES LTD

CLIENT
DEAN & REDDYHOFF LTD

SITE
DEACONS MARINA

TITLE
HWC APPLICATION - ALTERATIONS & ADDITIONS

SCALE 1:750 @ A1

DRAWN
P.Toswell

DATE
Aug 2018

DRG No 10667/1

This page is intentionally left blank

Dean & Reddyhoff Ltd

Deacons Marina

Proposed Access Bridge Relocation and Public Access Pontoon

Supporting Statement for Harbour Works Consent

Includes Method Statement, WaFD & WFD Assessments

Compiled by Dr P Tosswell

Lymington Technical Services Ltd

Revised September 2018

1. Background

Deacons Boatyard is a medium sized boatyard and marina situated on the western edge of the River Hamble just downstream of the A27 Bridge. The boatyard has been operating continuously since 1922.

The boatyard was purchased in 2017 by Dean & Reddyhoff Ltd who operate a number of marinas around the south coast.

Prior to the change in ownership the marina was dredged and re-built in 2012.

Drawing 10667/1 shows the proposed alterations to the current (30:09:11) Harbour Authority consent.

2. Proposal

The proposed works are shown on drawing 10667/1.

Public Access Pontoon –

This is a new free public facility for the launching of small craft and berthing of tenders. This is something that is a genuine public concern as access to the river for all is a key requirement.

The facility will enable small craft and tenders to be launched and then moored to the pontoon to assist safe embarkation. At the current time there are no such similar facilities at this end of the river.

It is intended that the pontoon will only be used to assist access to the river, it will not be used for the mooring of tenders and dinghies. The facility will be maintained and managed by Dean & Reddyhoff.

This addition already has LPA consent under application F/17/80845 (allowed on Appeal) and a Marine Licence from the MMO L2018/00208/1.

Bridge Access Relocation –

The existing access bridge to C, D & E Jetties is to be moved northwards so that entry is moved from the current location within an area of boat storage. This will improve the segregation between work areas and berth holder access.

This alteration has a Marine Licence from the MMO L2018/00208/1. An LPA planning application has been submitted.

3. MMO Assessment

The alterations to the existing layout have been designed and will be operated in accordance with the Yacht Harbour Association's Code of Practice (A Code of Practice for the Design, Construction of Coastal and Inland Marinas and Yacht Harbours). This is the current design guide for all developments of this type.

As part of the Marine Management Organisation application process various statutory consultees are asked for their views.

As these two proposals have been assessed within the MMO application it is helpful to include their comments.

Natural England – Letter Ref 237587, attached.

Environment Agency –

Dear Sir/Madam

COMPLETE THE ORIGINAL DESIGN (GRANTED IN 2012 BUT NOT FULLY COMPLETED) WITH SOME MODIFICATIONS TO THE ACCESS.

DEACONS MARINA, RIVER HAMBLE

Thank you for the consultation on the above application, please quote our reference on all correspondence.

Environment Agency Position

We have reviewed the Water Framework Directive Assessment provided for the works, together with the proposal for small-scale additions of a pontoon and re-positioning of the brow access.

We agree with the findings of the WFD assessment that the works are of small scale and that they are unlikely to impact water quality significantly.

We consider the activity to be low risk for water quality.

The supporting statement for the marine licence renewal and modifications details the addition of a landing pontoon. The statement does not include design details for the new pontoon.

The applicant should consider that Intertidal habitat is protected under the UK Biodiversity Action Plan and, as the lead authority for this habitat type, the Environment Agency is charged with achieving no net loss of intertidal. If the proposed works are likely to result in a loss of intertidal then the applicant must provide suitable mitigation to offset the loss; this can be achieved through either enhancement of existing habitat or creation of additional habitat. The Environment Agency would be happy to provide further guidance on this if necessary. If the proposal results in a net loss of intertidal and no suitable mitigation is provided then consent should not be granted. The UK Biodiversity Action Plan identifies species and habitats of 'principal' importance for the conservation of biological diversity nationally. These are listed for England under s41 of the Natural Environment and Rural Communities Act 2006.

In Habitats Directive designated waters the Environment Agency advises that underwater noise levels should not exceed 50dBht beyond half the width of the channel. In non-Habitats Directive designated sites the Environment Agency advises that underwater noise levels should not exceed 75dBht beyond half the width of the channel.

Piling operations often involve the production of high intensity noise that propagates through the bed of the estuary and the water column. At short range the noise intensity is sufficient to directly kill fish. At greater range hearing loss and/or a strong behavioural response can be elicited which may result in the fish never entering freshwater.

The risk of these effects largely depends on the location of the work, timing and type of piling carried out as well as the size of piles to be installed. Larger piles often require a larger driver and hence more noise is produced by the impact. To a certain extent this noise may be managed by the use of striking pads to extend the time-force curve of the impact. Bubble curtains can also be used but need to be several metres thick to be effective and do not moderate the sound travelling through the bed. Vibration piling is quieter and more advised for piling activities in estuaries which support migratory salmonids. We therefore welcome the use of vibro-piling techniques.

Maritime and Coastguard Agency – Navigational Safety Branch –

Dear MMO,

MLA/2018/00031 - Deacons Marina

Thank you for the opportunity to comment on the potential impact of the above proposed works on the safety of navigation.

The Marine Licence application and supporting documentation have been considered by Navigation Safety Branch. On this occasion, the Maritime and Coastguard Agency (MCA) has no objection to consent being granted provided all maritime safety legislation is followed and the conditions/advisories below are applied:

Conditions:

The Licencee must ensure that HM Coastguard, in this case nmoccontroller@hmcg.gov.uk, The National Maritime Operations Centre is made aware of the works prior to commencement.

The Licencee must notify the UK Hydrographic Office to permit the promulgation of maritime safety information and updating of nautical charts and publications through the national Notice to Mariners system.

In addition, the following advice should be provided to the applicant to facilitate the proposed works:

Advisories:

The Consent Holder should ensure suitable bunding, storage facilities are employed to prevent the release of fuel oils, lubricating fluids associated with the plant and equipment into the marine environment.

Any jack up barges / vessels utilised during the works/laying of the cable, when jacked up, should exhibit signals in accordance with the UK Standard Marking Schedule for Offshore Installations.

The site is within port limits and the applicant should gain the approval/agreement of the responsible local navigation authority or the Harbour Authority/Commissioners/Council. They may wish to issue local warnings to alert those navigating in the vicinity to the presence of the works, as deemed necessary.

If you require any further information please let me know.

Trinity House –

Dear Team,

Trinity House has no objections to the proposed application and confirm that the previous marking requirements still apply - i.e. 2 Fixed red lights, vert disposed, 2 metres apart with the lower light at least 2 metres above MHWS on the downstream extremity of Pontoon E and on the upstream extremity of Pontoon A as well as the centre of Pontoon C.

MMO Coastal Offices – document MLA 2018 00031 Deacons Marina Hamble.doc attached

RYA –

We have no objection to this proposal. However, we would comment that the reconfiguration of the pontoons may cause issues for those berthing at them due to the strong tides in this area as the current increases towards the middle of the river. We do not believe this would have an impact on any other recreational boaters on the river.

4. Design Details

The alterations to the existing layout have been designed and will be operated in accordance with the Yacht Harbour Association's Code of Practice (A Code of Practice for the Design, Construction of Coastal and Inland Marinas and Yacht Harbours). This is the current design guide for all developments of this type.

Public Access Pontoon – This consists of a 20m x 2m pontoon restrained at the seaward end by a single tubular steel pile and at the inshore end by a sliding bracket attached to the existing sheet pile wall.

Bridge Access Relocation – The existing brow, pontoons and piles will be removed and reinstalled at the new location.

The pontoons consist of fibre concrete cased floats supporting the metal framed walkways and fingers. The decking consists of a durable hardwood from a sustainable source. The finish is allowed to weather naturally.

The pontoons are held in place by tubular steel piles driven into the seabed as existing. The piles are painted with a marine friendly paint.

5. Method Statement

Public Access Pontoon - The pontoon will arrive on site by road and be craned off. It will then be lifted into the water. It will be floated into position and connected to the inshore bracket. A tubular steel pile will then be driven through the outer pile guide to provide restraint.

Bridge Access Relocation - A spud-legged crane barge will be used to remove the existing access over a high-water period (to minimise any impact on the intertidal habitat).

The landing pontoons will be floated into the new position and connected to the existing pontoons. They will be restrained with two tubular steel piles. The access brow will then be craned into position and fixed to the shore end connection.

All piling will be from a spud-legged crane barge using a vibro-hammer in accordance with accepted best practice. The piling works will be conducted in daylight hours to minimise noise impact with any percussion piling (if necessary) being restricted to between 1000-1600. In the unlikely event that percussion piling is necessary to reach design level then 'soft-start' procedures will be employed.

Piling works will also be conducted over the high-water periods to eliminate any possible impact on feeding wildfowl. Note that the works are adjacent to a busy main road bridge over the river.

It is expected that the Public access pontoon will be installed in one day and the bridge relocation over 10 days.

6. Navigation

Public Access Pontoon – This facility should improve safe entry onto the water and reduce the risk levels when launching from the existing slipway. The ability to moor a tender or small craft whilst boarding is an obvious advantage leading to a potential greater level of use. It is difficult to estimate the numbers, but existing use of the slipway is low (anecdotal evidence). Mooring of vessels for long periods will not be permitted.

In order to raise awareness of the potential issues with the A27 bridge and tidal flows it is proposed that a notice board be placed on the pontoon detailing the conditions of use and navigation advice. The wording of this to be in agreement with the RHHA as are the signs elsewhere on the marina.

Bridge Access Relocation – The position of the current access bridge does not permit through navigation and its relocation will make no change. In navigation terms there are no differences between the two locations. The reason for the relocation is solely to improve the segregation between work areas and berth holder access.

7. Waste Framework Directive

The works are located within a transitional/coastal water and therefore are not excluded under Article 2(3) WaFD.

No waste will be produced as part of these works.

8. Protected Areas

The site is within an existing area of high vessel activity and adjacent to a busy main road. It is not within or near a MCZ (whether designated, proposed or recommended).

SAC – Solent Maritime (UK0030059). The primary reasons for designation of this site are Estuaries, Spartina swards and Atlantic salt meadows. There are no Spartina swards or Atlantic salt meadows within the works area so there will be no negative impact on these habitats. In terms of the estuary the only possible impact will be the piling but this is far less intrusive (in terms of sediment suspension) than the regular maintenance dredging in the river. The works will have no measurable impact on the protected site.

pSPA – Solent and Dorset Coast. This proposed SPA is intended to protect the foraging areas utilised by the Sandwich Tern, Common Tern & Little Tern. The proposed boundaries in this area extend those of the Solent & Southampton Water SPA such that the application site is covered.

In construction terms the proposed works can only be conducted at high waters and are both within existing areas of high activity. In operational terms the only difference is potential increased human activity on the slipway, however this must be balanced against the existing impacts from the A27 Bridge use.

Nearby protected areas –

Local Nature Reserve (LNR) – Hackett’s Marsh (1009285). This area is a biological urban fringe reserve and is more than 500m downstream of the site. The reserve is unaffected by the proposed works.

Ramsar – Solent and Southampton Water (UK11063). This is also downstream of the works (overlays the LNR) and there will be no impact on the protected area.

SSSI – Lincegrove & Hackett’s Marshes (1080733). This also overlays the LNR and similarly the proposed works will have no impact.

SPA – Solent & Southampton Water (UK9011061). This overlays the above sites and is similarly unaffected by the proposal.

Shellfish Waters – Approaches to Southampton Water (36). This is nearly 3km downstream of the works area. There is no evidence of small scale vibro-piling having a negative impact on these shellfish waters. We have recently seen unrealistic timing conditions proposed (such as particular tidal states). These conditions have since been removed on the grounds of the small nature of the works and the plant proposed. The works will therefore have no negative impact on the shellfish waters.

Coastal Sensitive Areas – Eutrophic – Hamble Estuary (UKENCA123), nitrate sensitivity. The nature of the works is such that they can have no impact on the level of nitrates.

Best practice is being employed with the use of the most appropriate plant.

WFD Estuarine and Coastal Water Bodies Cycle 2 GB5207040202800 Southampton Water

WFD Habitats – higher sensitivity – saltmarsh (distant from proposed works)

WFD Habitats – lower sensitivity – intertidal soft sediment

9. Background to Water Framework Directive Assessment

The purpose of a Water Framework Directive (WFD) assessment is to determine whether the proposed works will compromise the attainment of a WFD objective or result in the deterioration of the current ecological status of the relevant waterbodies.

The EA have released (Dec 2016) a new version of 'Clearing the Waters for All' and this version is followed here.

The process consists of 3 stages –

Stage 1 – The Screening Stage

This stage is used to identify activities which need to be considered further (i.e. excludes those which do not require further assessment). Activities conducted between 2009-2014 are excluded as they would have been covered by the River Basin Management Plan (RBMP) evidence collection process. This typically applies to maintenance activities including dredging.

Stage 2 – The Scoping Stage

This stage identifies the potential risks to the following receptors:

- Hydromorphology
- Biology – fish habitats
- Biology – fish
- Water quality
- Protected areas

Stage 3 – Impact Assessment

This stage examines whether the activity will have a significant non-temporary effect on each receptor.

10. WFD Assessment

The assessment uses the new (Dec 2016) online EA tables which are reproduced in the following pages.

In order to improve clarity, the water body data from Catchment Data Explorer is reproduced below.

The Catchment Data Explorer provides data updated 08:08:18.

SOUTHAMPTON WATER

Overview

Download Water Body as [CSV](#) / [GeoJSON](#)

Overall classification for 2016
Moderate

Id	GB520704202800
Type	Transitional Water
Hydromorphological designation ⁱ	heavily modified
NGR ⁱ	SU4435507905
Surface area	3091.32 ha
Surface area	30.913 km2
Surveillance Water Body ⁱ	Yes

Classifications ⁱ

Cycle 2 classifications ⁱ

[Download as CSV](#)

Classification Item	2013	2014	2015	2016
▼ Overall Water Body	Moderate	Moderate	Moderate	Moderate
▼ Ecological	Moderate	Moderate	Moderate	Moderate
▼ Supporting elements (Surface Water)	Moderate	Moderate	Moderate	Moderate
Mitigation Measures Assessment	<u>Moderate or less</u>	Moderate or less	Moderate or less	Moderate or less
▼ Biological quality elements	Poor	Moderate	Good	Good
Angiosperms	Good	Good	Good	Good
Fish	Poor	Moderate	Good	Good
Invertebrates	Good	Good	Good	Good
Macroalgae	Good	Good	Good	Good
Phytoplankton	High	High	High	High

▼	Hydromorphological Supporting Elements	Supports Good	Supports Good	Supports Good	Supports Good
	Hydrological Regime	Supports Good	Supports Good	Supports Good	Supports Good
▼	Physico-chemical quality elements	Moderate	Moderate	Moderate	Moderate
	Dissolved Inorganic Nitrogen	<u>Moderate</u>	Moderate	Moderate	Moderate
	Dissolved oxygen	High	High	High	High
▼	Specific pollutants	High	High	High	High
	Triclosan	High	High	-	High
	2,4-dichlorophenol	High	High	High	High
	2,4-dichlorophenoxyacetic acid	High	High	High	High
	Arsenic	High	High	High	High
	Copper	High	High	High	High
	Diazinon	-	High	High	High
	Dimethoate	High	High	High	High
	Iron	High	High	High	High
	Linuron	High	High	High	High
	Mecoprop	High	High	High	High
	Permethrin	High	High	High	-
	Phenol	High	High	High	High
	Toluene	High	High	High	High
	Un-ionised ammonia	-	High	High	High
	Zinc	High	High	High	High
▼	Chemical	Fail	Fail	Fail	Fail
▼	Priority substances	Good	Good	Good	Good
	1,2-dichloroethane	Good	Good	Good	Good
	Atrazine	Good	Good	Good	Good
	Benzene	Good	Good	Good	Good
	Chlorpyrifos (Priority)	-	-	-	Good
	Chlorfenvinphos	Good	Good	Good	Good
	Diuron	-	-	-	Good
	Fluoranthene	Good	Good	-	Good
	Isoproturon	-	-	-	Good
	Lead and Its Compounds	Good	Good	Good	Good
	Napthalene	Good	Good	Good	Good
	Nickel and Its Compounds	Good	Good	Good	Good
	Pentachlorophenol	Good	Good	Good	Good
	Simazine	Good	Good	Good	Good
	Trichloromethane	Good	Good	Good	Good
▼	Other Pollutants	Good	Good	Good	Good
	Aldrin, Dieldrin, Endrin & Isodrin	Good	Good	Good	-
	Carbon Tetrachloride	Good	Good	Good	Good
	DDT Total	-	-	-	Good
	para - para DDT	Good	Good	Good	Good
	Tetrachloroethylene	Good	Good	Good	Good
	Trichloroethylene	Good	Good	-	-

▼	Priority hazardous substances	Fail	Fail	Fail	Fail
	Anthracene	-	-	-	Good
	Brominated diphenylether (BDPE) Calc	Fail	Fail	-	-
	Benzo (b) and (k) fluoranthene	-	-	-	Good
	Benzo (ghi) perylene and indeno (123-cd) pyrene	-	-	-	Good
	Benzo(a)pyrene	Fail	Fail	-	Good
	Cadmium and Its Compounds	Good	Good	Good	Good
	Di(2-ethylhexyl)phthalate (Priority hazardous)	Good	Good	-	Good
	Endosulfan	Good	Good	Good	-
	Hexachlorobenzene	Good	Good	Good	Good
	Hexachlorobutadiene	Good	Good	Good	Good
	Hexachlorocyclohexane	Good	Good	Good	-
	Mercury and Its Compounds	Good	Good	Good	Good
	Nonylphenol	Good	Good	Good	Good
	Tributyltin Compounds	Fail	Fail	Fail	Fail
	Trifluralin (Priority hazardous)	Good	Good	Good	Good

Cycle 1 classifications ⁱ [Show](#)

Upstream water bodies

Name ▲
Test (Lower)
Itchen
Monks Brook
Main River Hamble
Bartley Water
Langdown Stream
Tanner's Brook

Downstream water bodies

Name ▲
Solent

Investigations into classification status ⁱ

[Download as CSV](#)

Classification Element ▲	Cycle ▲	Year ▲	Status ▲	Outcome ▲
Fish	2	2013	Poor	
Tributyltin Compounds	2	2013	Fail	

Reasons for not achieving good status and reasons for deterioration ⁱ

[Download as CSV](#)

Reason Type	SWMI	Activity	Category	More	Classification Element
RNAG	Point source	Sewage discharge (continuous)	Water Industry	Details	Dissolved Inorganic Nitrogen
RNAG	Diffuse source	Poor nutrient management	Agriculture and rural land management	Details	Dissolved Inorganic Nitrogen
RNAG	Physical modification	Other (not in list, must add details in comments)	Local and Central Government	Details	Mitigation Measures Assessment
RNAG	Physical modification	Other (not in list, must add details in comments)	Local and Central Government	Details	Mitigation Measures Assessment
RNAG	Unknown (pending investigation)	Unknown (pending investigation)	Sector under investigation	Details	Brominated diphenylether (BDPE) Calc
RNAG	Point source	Sewage discharge (continuous)	Water Industry	Details	Tributyltin Compounds
RNAG	Point source	Trade/Industry discharge	Industry	Details	Tributyltin Compounds
RNAG	Diffuse source	Other (not in list, must add details in comments)	Navigation	Details	Tributyltin Compounds
RNAG	Diffuse source	Contaminated water body bed sediments	Industry	Details	Tributyltin Compounds

Objectives ⁱ

[Download as CSV](#)

Classification Item	Status	Year	Reasons
Overall Water Body	Moderate	2015	Unfavourable balance of costs and benefits Disproportionate burdens Cause of adverse impact unknown
Ecological	Moderate	2015	Unfavourable balance of costs and benefits Disproportionate burdens Cause of adverse impact unknown
Supporting elements (Surface Water)	Good	2027	Disproportionate burdens Cause of adverse impact unknown
Mitigation Measures Assessment	Good	2027	Disproportionate burdens Cause of adverse impact unknown
Biological quality elements	Good	2015	
Angiosperms	Good	2015	
Fish	Good	2015	
Invertebrates	Good	2015	
Macroalgae	Good	2015	
Phytoplankton	Good	2015	
Hydromorphological Supporting Elements	Supports Good	2015	
Hydrological Regime	Supports Good	2015	
Physico-chemical quality elements	Moderate	2015	Unfavourable balance of costs and benefits
Dissolved Inorganic Nitrogen	Moderate	2015	Unfavourable balance of costs and benefits
Dissolved oxygen	Good	2015	
Specific pollutants	High	2015	
2,4-dichlorophenol	High	2015	
2,4-dichlorophenoxyacetic acid	High	2015	
Arsenic	High	2015	
Copper	High	2015	
Diazinon	High	2015	
Dimethoate	High	2015	

Iron	High	2015	
Linuron	High	2015	
Mecoprop	High	2015	
Permethrin	High	2015	
Phenol	High	2015	
Toluene	High	2015	
Un-ionised ammonia	High	2015	
Zinc	High	2015	
Chemical	Good	2027	Disproportionate burdens
Priority substances	Good	2015	
1,2-dichloroethane	Good	2015	
Atrazine	Good	2015	
Benzene	Good	2015	
Chlorfenvinphos	Good	2015	
Lead and Its Compounds	Good	2015	
Napthalene	Good	2015	
Nickel and Its Compounds	Good	2015	
Pentachlorophenol	Good	2015	
Simazine	Good	2015	
Trichloromethane	Good	2015	

Other Pollutants	Good	2015	
Aldrin, Dieldrin, Endrin & Isodrin	Good	2015	
Carbon Tetrachloride	Good	2015	
para - para DDT	Good	2015	
Tetrachloroethylene	Good	2015	
Priority hazardous substances	Good	2027	Disproportionate burdens
Cadmium and Its Compounds	Good	2015	
Endosulfan	Good	2015	
Hexachlorobenzene	Good	2015	
Hexachlorobutadiene	Good	2015	
Hexachlorocyclohexane	Good	2015	
Mercury and Its Compounds	Good	2015	
Nonylphenol	Good	2015	
Tributyltin Compounds	Good	2027	Disproportionate burdens
Trifluralin (Priority hazardous)	Good	2015	

Protected areas ⁱ

[Download as CSV](#)

PA Name	ID	Directive	Type	More information
185	NVZ12SW011850	Nitrates Directive		
Solent & Southampton Water	UK9011061	Conservation of Wild Birds Directive	SPA	Natural England
Solent Maritime	UK0030059	Habitats and Species Directive	SAC	Natural England
SOUTHAMPTON WATER	UKSW35	Shellfish Water Directive		
River Itchen	UK0012599	Habitats and Species Directive	SAC	Natural England
River Hamble	UKENRI122	Urban Waste Water Treatment Directive		
Approaches to Southampton Water	UKSW36	Shellfish Water Directive		
Hamble Estuary	UKENCA123	Urban Waste Water Treatment Directive		
River Itchen (Hampshire)	UKENRI110	Urban Waste Water Treatment Directive		

10.1 Screening & Scoping Stage - WFD Tables for activities in estuarine and coastal waters

Works take place in or affect more than one water body, complete a template for each water body – *single water body*

Works include several different activities or stages as part of a larger project, complete a template for each activity as part of your overall WFD assessment – *single activity*

Activity	Description, notes or more information
Applicant name	<i>Dean & Reddyhoff Ltd</i>
Application reference number (where applicable)	<i>n/a</i>
Name of activity	<i>Deacons Boatyard Alterations</i>
Brief description of activity	<i>Alterations to access and installation of public access pontoon.</i>
Location of activity (central point XY coordinates or national grid reference)	<i>449150, 109670</i>
Footprint of activity (ha)	<i>200m² (0.02 ha)</i>
Timings of activity (including start and finish dates)	<i>Dependent upon Licence and plant availability. Works expected to take 6 weeks. This is not a continuous operation as vessels are constrained by tide. Work in daylight hours only.</i>
Extent of activity (for example size, scale frequency, expected volumes of output or discharge)	<i>Single event</i>
Use or release of chemicals (state which ones)	<i>No</i>

Water body ¹	Description, notes or more information
WFD water body name	<i>Southampton</i>
Water body ID	<i>GB5207040202800</i>
River basin district name	<i>South East</i>
Water body type (estuarine or coastal)	<i>Transitional Water (Estuarine from summary table)</i>
Water body total area (ha)	<i>3091.32</i>

Overall water body status (2016)	<i>Moderate</i>
Ecological status	<i>Moderate</i>
Chemical status	<i>Fail</i>
Target water body status and deadline	<i>Moderate by 2015</i>
Hydromorphology status of water body	<i>Supports Good by 2015</i>
Heavily modified water body and for what use	<i>Yes – Navigation – Ports & Harbours, Coastal protection, Flood protection</i>
Higher sensitivity habitats present	<i>Yes – saltmarsh distant from works</i>
Lower sensitivity habitats present	<i>Yes – subtidal & intertidal soft sediment</i>
Phytoplankton status	<i>High from summary table</i>
History of harmful algae	<i>No from summary table</i>
WFD protected areas within 2km	<i>Yes</i>

Specific risk to receptors -

Section 1: Hydromorphology

Consider if hydromorphology is at risk from your activity.

Use the water body summary table to find out the hydromorphology status of the water body, if it is classed as heavily modified and for what use.

Consider if your activity:	Yes	No	Hydromorphology risk issue(s)
Could impact on the hydromorphology (for example morphology or tidal patterns) of a water body at high status	Requires impact assessment	Impact assessment not required	<i>No</i>
Could significantly impact the hydromorphology of any water body	Requires impact assessment	Impact assessment not required	<i>No</i>
Is in a water body that is heavily modified for the same use as your activity	Requires impact assessment	Impact assessment not required	<i>Yes</i>

Record the findings for hydromorphology and go to section 2: biology.

Section 2: Biology

Habitats

Consider if habitats are at risk from your activity.

Use the water body summary table and Magic maps, or other sources of information if available, to find the location and size of these habitats.

Higher sensitivity habitats ²	Lower sensitivity habitats ³
chalk reef	cobbles, gravel and shingle
clam, cockle and oyster beds	intertidal soft sediments like sand and mud
intertidal seagrass	rocky shore
maerl	subtidal boulder fields
mussel beds, including blue and horse mussel	subtidal rocky reef
polychaete reef	subtidal soft sediments like sand and mud
saltmarsh	
subtidal kelp beds	
subtidal seagrass	

² Higher sensitivity habitats have a low resistance to, and recovery rate, from human pressures.

³ Lower sensitivity habitats have a medium to high resistance to, and recovery rate from, human pressures.

Consider if the footprint ⁴ of your activity is:	Yes	No	Biology habitats risk issue(s)
0.5km ² or larger	Yes to one or more – requires		No
1% or more of the water body's area			No

Within 500m of any higher sensitivity habitat	impact assessment	No to all – impact assessment not required	No
1% or more of any lower sensitivity habitat			No

⁴ Note that a footprint may also be a temperature or sediment plume. For dredging activity, a footprint is 1.5 times the dredge area.

Fish

Consider if fish are at risk from your activity, but only if your activity is in an estuary or could affect fish in or entering an estuary.

Consider if your activity:	Yes	No	Biology fish risk issue(s)
Is in an estuary and could affect fish in the estuary, outside the estuary but could delay or prevent fish entering it or could affect fish migrating through the estuary	Continue with questions	Go to next section	No
Could impact on normal fish behaviour like movement, migration or spawning (for example creating a physical barrier, noise, chemical change or a change in depth or flow)	Requires impact assessment	Impact assessment not required	No
Could cause entrainment or impingement of fish	Requires impact assessment	Impact assessment not required	No

Record the findings for biology habitats and fish and go to section 3: water quality.

Section 3: Water quality

Consider if water quality is at risk from your activity.

Use the water body summary table to find information on phytoplankton status and harmful algae.

Consider if your activity:	Yes	No	Water quality risk issue(s)

Could affect water clarity, temperature, salinity, oxygen levels, nutrients or microbial patterns continuously for longer than a spring neap tidal cycle (about 14 days)	Requires impact assessment	Impact assessment not required	<i>No – works are not continuous for more than 14 days</i>
Is in a water body with a phytoplankton status of moderate, poor or bad	Requires impact assessment	Impact assessment not required	<i>No</i>
Is in a water body with a history of harmful algae	Requires impact assessment	Impact assessment not required	<i>No</i>

Consider if water quality is at risk from your activity through the use, release or disturbance of chemicals.

If your activity uses or releases chemicals (for example through sediment disturbance or building works) consider if:	Yes	No	Water quality risk issue(s)
The chemicals are on the Environmental Quality Standards Directive (EQSD) list	Requires impact assessment	Impact assessment not required	<i>Yes</i>
It disturbs sediment with contaminants above Cefas Action Level 1	Requires impact assessment	Impact assessment not required	<i>Yes</i>

If your activity has a mixing zone (like a discharge pipeline or outfall) consider if:	Yes	No	Water quality risk issue(s)
The chemicals released are on the Environmental Quality Standards Directive (EQSD) list	Requires impact assessment ⁵	Impact assessment not required	<i>No</i>

⁵ Carry out your impact assessment using the Environment Agency's surface water pollution risk assessment guidance, part of Environmental Permitting Regulations guidance.

Record the findings for water quality go on to section 4: WFD protected areas.

Section 4: WFD protected areas

Consider if WFD protected areas are at risk from your activity. These include:

- special areas of conservation (SAC)
- special protection areas (SPA)
- shellfish waters
- bathing waters
- nutrient sensitive areas

Use Magic maps to find information on the location of protected areas in your water body (and adjacent water bodies) within 2km of your activity.

Consider if your activity is:	Yes	No	Protected areas risk issue(s)
Within 2km of any WFD protected area ⁶	Requires impact assessment	Impact assessment not required	Yes

⁶ Note that a regulator can extend the 2km boundary if your activity has an especially high environmental risk.

Record the findings for WFD protected areas and go to section 5: invasive non-native species.

Section 5: Invasive non-native species (INNS)

Consider if there is a risk your activity could introduce or spread INNS.

Risks of introducing or spreading INNS include:

- materials or equipment that have come from, had use in or travelled through other water bodies
- activities that help spread existing INNS, either within the immediate water body or other water bodies

Consider if your activity could:	Yes	No	INNS risk issue(s)
Introduce or spread INNS	Requires impact assessment	Impact assessment not required	No

Summary

Receptor	Potential risk to receptor?	Note the risk issue(s) for impact assessment

Hydromorphology	Yes	<i>Within an HMWB for same use</i>
Biology: habitats	Yes	<i>Soft sediment</i>
Biology: fish	No	
Water quality	Yes	<i>EQS Chemical list, Chemicals above AL1</i>
Protected areas	Yes	
Invasive non-native species	No	

11. WFD Impact Assessment & Mitigation

The assessment has identified potential risks to the following:

Hydromorphology -

The works relate to a minor rearrangement of an access and a single additional pontoon. This is within a well-established operational marina, there is no additional risk.

Biological habitats –

Intertidal sediment (low sensitivity for WFD but also a BAP habitat)- The alteration to the access removes one structure (with berths) which rests on intertidal mud and replaces it with one that will cover a smaller area of intertidal mud. The public access pontoon will rest on the mud at low water so cover some intertidal area.

The existing intertidal covered by the bridge access and berths is 120m².

The relocated bridge access will cover 45m² and the public pontoon 40m², a total of 85m².

The net result of this is an intertidal habitat gain of 35m².

Water quality –

The sediment sample analysis undertaken for the dredging in 2011 showed some chemicals above AL1. However, these were all only just above AL1 and considered suitable for sea disposal.

For the current works there will be no dredging and release of the chemicals into the water column would be below limits of detection.

The works will therefore have no impact on the water quality.

Protected areas –

The following area covers the site –

SAC – Solent Maritime (UK0030059). The primary reasons for designation of this site are Estuaries, Spartina swards and Atlantic salt meadows. There are no Spartina swards or Atlantic salt meadows within the works area so there will be no negative impact on these habitats. In terms of the estuary the only possible impact will be the piling but this is far less intrusive (in terms of sediment suspension) than the regular maintenance dredging in the river. The works will have no measurable impact on the protected site.

pSPA – Solent and Dorset Coast. This proposed SPA is intended to protect the foraging areas utilised by the Sandwich Tern, Common Tern & Little Tern. The proposed boundaries in this area extend those of the Solent & Southampton Water SPA such that the application site is covered.

In construction terms the proposed works can only be conducted at high waters and are both within existing areas of high activity. In operational terms the only difference is potential increased human activity on the slipway, however this must be balanced against the existing impacts from the A27 Bridge use.

The following areas are within 2km of the site –

Local Nature Reserve (LNR) – Hackett’s Marsh (1009285). This area is a biological urban fringe reserve and is some 500m downstream of the site. The reserve is unaffected by the proposed works.

Ramsar – Solent and Southampton Water (UK11063). This is also downstream of the works (overlays the LNR) and there will be no impact on the protected area.

SSSI – Lincegrove & Hackett’s Marshes (1080733). This also overlays the LNR and similarly the proposed works will have no impact.

SPA – Solent & Southampton Water (UK9011061). This overlays the above sites and is similarly unaffected by the proposal.

The works will therefore have no negative impact on the protected sites.

12. WFD Summary

The proposed works are relatively small in scale and very short in time. By following EA guidance, it is concluded that the proposal will not have a negative impact on the water body nor any protected area.

13. Assessment of Proposal

The proposed works consist of two components:

Public Access Pontoon – Whilst this sits on existing intertidal habitat this is offset by the positive impact of the relocated bridge. This positive impact has been accepted by both the MMO and

the LPA (accepted in the Officer's recommendation for approval and supported by the Appeal decision). The often-requested improvement for public access to the river is enabled by this feature. There is a potential for increased activity but this will be controlled as detailed earlier.

Bridge Access Relocation – this is simply a relocation and has a positive impact in reducing the any intertidal impact. There are no navigational implications.

The proposed method statement is compliant with all current best practice.

ASSOCIATED DOCUMENTS:

1. Drawing 10667/1
2. Natural England response to MMO
3. MMO Coastal Offices response to MMO

This page is intentionally left blank

Date: 26 February 2018
 Our ref: 237587
 Your ref: MLA/2018/00031



Marine Management Organisation
 Lancaster House
 Hampshire Court
 Newcastle Upon Tyne
 NE4 7YH

Hornbeam House
 Crewe Business Park
 Electra Way
 Crewe
 Cheshire
 CW1 6GJ

T 0300 060 3900

VIA EMAIL ONLY

Dear Sir/Madam

Consultation: Application (Construction of new works, Other works)

Location: Deacons Marina, River Hamble

Designated sites:

- Solent Maritime Special Area of Conservation (SAC)
- Solent and Dorset Coast potential Special Protected Area (pSPA)
- Solent and Southampton Water SPA
- Solent and Southampton Water Ramsar
- Lincegrove and Hackett's Marshes Site of Special Scientific Interest (SSSI)

Thank you for your consultation dated 30 January 2018, consulting Natural England on the above application. 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) will not be 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. We are therefore confident that the works will not hinder the conservation objectives of such a site.

The Conservation of Habitats and Species Regulations 2017

We can confirm that the proposed works are located within or in close proximity to the above SPA, SAC or Ramsar Site. Natural England advises that providing the works are carried out in strict accordance with the details of the application which has been submitted, it can be concluded that the application will not 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 should not be required. We recommend that the following conditions are included to ensure that the activity is undertaken in accordance with the details of the application which has been submitted:

Condition 1

The applicant should ensure that only coatings and treatments that are suitable for use in the marine environment are used in accordance with best environmental practice. All reasonable precautions will be undertaken to ensure no pollutants enter the waterbody.

Reason: To ensure hazardous chemicals that may be toxic, persistent or bio-accumulative are not released into the marine environment.

Condition 2

The applicant should ensure that all equipment, temporary structures, waste and/or debris associated with the licensed activities is removed upon completion of the licensed activities.

Reason: To minimise impacts to the marine environment and other users of the sea/seabed.

Condition 3

Vibro-piling should be used as standard. Percussive piling must only be used if needed to drive a pile to its design depth. If percussive piling is necessary then soft-start procedure must be used to ensure incremental increase in pile power over a set time period until full operational power is achieved.

Reason: To reduce the effect of acoustic disturbance upon over wintering birds and to allow mobile sensitive receptors to move away from the source of acoustic disturbance in order to reduce the risk of injury.

Wildlife and Countryside Act 1981 (as amended)

We can confirm that the proposed works are located within or in close proximity to the above SSSI. Natural England advises that the proposal, if undertaken in 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 above conditions are included to ensure that the activity is undertaken as per the application:

Should the application change, or if the applicant submits further information relating to the predicted impacts of this proposal on the SSSI aimed at reducing the damage likely to be caused, we will provide further advice as appropriate.

If you are minded to grant consent for this application contrary to the advice relating to the above conditions contained in this letter, we refer you to Section 28I (6) of the Wildlife and Countryside Act 1981 (as amended), specifically the duty placed upon you, requiring that you;

- Provide notice to Natural England of the permission, and of its terms. This notice should include a statement of how (if at all) you have taken account of Natural England's advice; and
- Shall not grant a permission which would allow the operations to start before the end of a period of 21 days beginning with the date of that notice.

For any queries regarding this letter, for new consultations, or to provide further information on this consultation please send your correspondences to consultations@naturalengland.org.uk.

Yours faithfully

Joanne Widgery
Consultations Team

This page is intentionally left blank

Date: 04 October 2018
 Our ref: 258432
 Your ref: Relocation of existing access bridge (Hants) 13092018



River Hamble Harbour Authority
 Harbour Master's Office
 Shore Road, Warsash, SO31 9FR

4th Floor
 Eastleigh House
 Upper Market
 Street
 Eastleigh
 SO50 9YN
 T.07552268049

VIA EMAIL ONLY

Dear Alison Fowler

Consultation: Relocation of existing access bridge and installation of new public access pontoon

Location: Deacons Marina, River Hamble

Designated sites:

Solent Maritime Special Area of Conservation (SAC)
 Solent and Dorset Coast potential Special Protection Area (pSPA)
 Solent and Southampton Water Special Protection Area (SPA)
 Solent and Southampton Water Wetland of International Importance under the Ramsar Convention (Ramsar site)
 Lincegrove and Hackett's Marshes Site of Special Scientific Interest (SSSI)

Thank you for your consultation dated 13 September 2018, consulting Natural England on the above application. 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) will not be 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. We are therefore confident that the works will not hinder the conservation objectives of such a site.

The Conservation of Habitats and Species Regulations 2017

We can confirm that the proposed works are located within or in close proximity to the above SPA, pSPA, SAC and Ramsar Sites. Natural England advises that providing the works are carried out in strict accordance with the details of the application which has been submitted, it can be concluded that the application will not 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 should not be required.

Wildlife and Countryside Act 1981 (as amended)

We can confirm that the proposed works are located within or in close proximity to the above SSSI. Natural England advises that the proposal, if undertaken in 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 below conditions are included to ensure that the activity is undertaken as per the application:

If you are minded to grant consent for this application contrary to the advice relating to the below conditions contained in this letter, we refer you to Section 28I (6) of the Wildlife and Countryside Act 1981 (as amended), specifically the duty placed upon you, requiring that you;

- Provide notice to Natural England of the permission, and of its terms. This notice should include a statement of how (if at all) you have taken account of Natural England's advice; and
- Shall not grant a permission which would allow the operations to start before the end of a period of 21 days beginning with the date of that notice.

Other Relevant Matters

In order to further reduce environmental pressures, we recommend that the following best practice should be adhered to:

- The applicant should ensure that only coatings and treatments that are suitable for use in the marine environment are used in accordance with best environmental practice. All reasonable precautions will be undertaken to ensure no pollutants enter the waterbody.
- The applicant should ensure that all equipment, temporary structures, waste and/or debris associated with the licensed activities is removed upon completion of the licensed activities.
- Vibro-piling should be used as standard. Percussive piling must only be used if needed to drive a pile to its design depth. If percussive piling is necessary then soft-start procedure must be used to ensure incremental increase in pile power over a set time period until full operational power is achieved.

For any queries regarding this letter, for new consultations, or to provide further information on this consultation please send your correspondences to consultations@naturalengland.org.uk.

Yours faithfully
Milly Fellows

Solent Team

HAMPSHIRE COUNTY COUNCIL

Report

Committee	River Hamble Harbour Management Committee
Date:	7 December 2018
Title:	Review of Fees and Charges
Report From:	Director of Culture, Communities and Business Services

Contact name: Jason Scott

Tel: 01489 576387

Email: Jason.Scott@hants.gov.uk

1. Recommendation

- 1.1. That the River Hamble Harbour Management Committee recommends to the River Hamble Harbour Board to approve the fees and charges set out below and to advertise them on the River Hamble website.

2. Summary

- 2.1. This report forms a review of fees and charges applicable to the River Hamble. It does not cover Harbour Dues for privately owned leisure vessels, which have been reviewed separately.

3. Fees and Charges

- 3.1. Harbour Dues for commercial vessels were last increased in 2015 by 0.5 pence (plus VAT) per Gross Registered Tonne). It is proposed that Harbour Dues for commercial vessels should increase as follows:
 - a. The charge for a commercial vessel visiting Hamble harbour: 13.5p plus VAT per Gross Registered Tonne (GRT) per visit.
 - b. In addition, the charge for commercial vessels visiting the Hamble harbour and licensed to carry more than 12 passengers which either embark or disembark passengers on public jetties: 55p plus VAT per passenger.
- 3.2. In line with the policy adopted for Harbour Dues, it is proposed that there should be a 1.5% increase for charges for Harbour Works Consent. Thus, it is proposed that the following charges will take place from 1 April 2018:

Size of project	Size increment	Proposed total charge for 2018/19
Up to and including 100 sq. metres	Nil	£406 + VAT
Over 100 sq. metres up to 500 sq metres	Nil	£458 + VAT
Over 500 sq. metres up to 2,500 sq. metres	Nil	£614 + VAT
Over 2,500 sq. metres up to 10,000 sq. metres	Nil	£1134 + VAT
Over 10,000 sq. metres	Nil	£1654.50 + VAT
A reduced fee for applications which fall within the Harbour Master's delegated powers, and consents for maintenance work to structures etc.	Nil	£155.80 + VAT
Pre-application consultation fee. Attendance at the Streamlined Consents Meeting and one hour of pre-application consultation will be at no charge.	Nil	£50 per hour + VAT (for every hour or part thereof, after the first hour)
Routine maintenance dredge (per dredge campaign)	Nil	£155.80 + VAT
Capital dredge up to and including 500m3	Nil	£89.50
Capital dredge of 501m3 to 2,500m3	Nil	£178.50
Capital dredge of 2,501m3 to 10,000m3	Nil	£893
Capital dredge over 10,001m3	Nil	£1,373

3.3. An additional charge of £51 + VAT is made for each Notice to River Users required in connection with each project.

3.4. It is further recommended that the Harbour Board adopts the following rates for discretionary services provided by the Harbour Authority for 2017/18. The figure for towing has been changed to bring it into line with other harbour authorities' figures and not risk undercutting local businesses.

Service	Rate
Emergency towing to nearest point of safety	Free of charge
Other towing/movement of boats within the Harbour Authority limits (at owners request)	£82 per tow + VAT. An additional hourly rate will apply for operations which take more than one hour.

Use of maintenance piles	£25 (inc VAT) per 24 hours or part thereof. Vessels displaying a valid annual Harbour Dues sticker are entitled to the first 24 hours free of charge.
Specific visits to check on boats for security/damage (at owners request)	£50 per hour + VAT. Minimum charge £25 + VAT
Replacing broken or missing fenders or warps (at owner's request)	£50 per hour + VAT. Minimum charge £25 + VAT, plus 120% of cost of materials used.
Pumping out (to prevent further damage)	£50 per hour + VAT. Minimum charge £25 + VAT
Re-securing or lashing sails and covers (to prevent further damage)	£50 per hour + VAT. Minimum charge £25 + VAT

CORPORATE OR LEGAL INFORMATION:**Links to the Strategic Plan**

Hampshire maintains strong and sustainable economic growth and prosperity:	Yes
People in Hampshire live safe, healthy and independent lives:	Yes
People in Hampshire enjoy a rich and diverse environment:	Yes
People in Hampshire enjoy being part of strong, inclusive communities:	Yes

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 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.

This page is intentionally left blank

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	River Hamble Harbour Management Committee
Date:	7 December 2018
Title:	River Hamble 2018/19 Forecast Outturn and 2019/20 Forward Budget
Report From:	The Director of Corporate Resources and Director of Culture, Communities and Business Services

Contact names: Rob Sarfas
Jason Scott

Tel: 01962 846290 **Email:** Rob.Sarfas@hants.gov.uk
01489 576387 Jason.Scott@hants.gov.uk

1. Recommendations

- 1.1. That the report is supported by the River Hamble Harbour Management Committee and submitted to the River Hamble Harbour Board for approval.
- 1.2. That cost pressures and the potential impact on the general reserve balance and future decisions on harbour dues are noted.
- 1.3. That the River Hamble Harbour Management Committee recommends to the River Hamble Harbour Board that delegated authority to spend is granted to the Harbour Master for the maintenance and replacement of fixed assets up to the value of £5,000 from the Asset Replacement Reserve (ARR) to enable more timely action to be taken.

2. Executive Summary

- 2.1. The purpose of this report is to present the 2018/19 outturn forecast as at the end of September 2018 and the 2019/20 forward budget to the River Hamble Harbour Management Committee for comment.
- 2.2. The 2018/19 original budget has been updated to reflect the agreement of the recommendations presented to the Harbour Board on 13 July 2018 and forecasts are presented against this budget.
- 2.3. Income generated by the River Hamble Harbour Authority (RHHA) is used to fund the activities of the RHHA and has remained broadly static for the past five years. Members of the Management Committee will recall the recent Harbour Dues report in which various cost pressures were identified. Following this report, the Harbour Board agreed to the recommendation of a 1.5% increase in Harbour Dues for the calendar year 2019, to manage those cost pressures which could not otherwise be mitigated. This will generate up

to £2,000 of additional income in 2018/19, with the full benefit to be realised in the 2019/20 financial year.

- 2.4. In attempting to mitigate cost pressures, the Harbour Authority has taken steps to minimise expenditure commensurate with the requirement to sustain appropriately the Marine Safety Management System. These steps have included the cessation of a £16,500 slipway clearance contract, replacing this with more economical but still effective measures, enabling an annual saving of £8,500 to be made.
- 2.5. In addition, improved engine reliability means that engines can be replaced less frequently, allowing the smoothing of replacements over three years rather than two, resulting in savings of approximately £7,000 per year on average. £16,000 had been earmarked for engine replacements from the Asset Replacement Reserve (ARR) this year, however the new approach means that only £7,000 is expected to be spent in 2018/19.
- 2.6. Expenditure has been further constrained by the sensible use of Harbour Authority personnel time to effect repairs to infrastructure without compromising the essential marine safety services. Examples of this include light slipway clearance duties and, where possible and practicable, the maintenance of supporting operational infrastructure.
- 2.7. Hampshire County Council is the Harbour Authority and staff are therefore employed on Hampshire County Council terms and conditions. Inflationary pay increases for staff have been minimal during the period of austerity, however a 2% increase was agreed for 2018/19 and a further 2% increase is anticipated for 2019/20. The impact of this increase is approximately £8,000 in 2018/19, with a further increase of £8,000 in 2019/20 (£16,000 cumulative increase).
- 2.8. In addition, employer's pension costs have also increased over the past three years as a result of the actuarial valuation of the pension fund and the associated calculation of the required level of employer's contributions. The impact is expected to be approximately £6,000 in 2019/20.
- 2.9. Despite the measures that have been taken to minimise costs and the resultant savings that have been made, the modest increase in Harbour Dues is not expected to be sufficient to fully offset the additional salary and pension costs set out above.
- 2.10. For the 2018/19 financial year, the River Hamble is therefore projected to achieve a surplus of £20,000 on revenue funded expenditure, compared to a budgeted surplus of £33,000.
- 2.11. In order to fully meet the agreed £35,000 contribution to the Asset Replacement Reserve (ARR) in 2018/19, it is projected that £15,000 will need to be transferred from the Revenue Reserve (RR).

- 2.12. The proposed budget for 2019/20 provides for a surplus of £21,000 on general revenue activities. A draw of £14,000 would be required from the RR to fully meet the £35,000 transfer to the ARR
- 2.13. As a result, the Revenue Reserve balance is expected to reduce from £35,294 at 31 March 2018 to £6,294 at the end of the 2019/20 financial year.
- 2.14. It is anticipated that there will need to be transfers from the Asset Enhancement Reserve (AER) to meet the cost of specific projects in both years, partially offset by interest received on reserve balances.
- 2.15. The detailed original budget for 2018/19 (as approved by the Harbour Board in January 2018 and revised in July 2018), the 2018/19 outturn forecast and the proposed 2019/20 forward budget are set out in Appendix 1.
- 2.16. The categorisation of income has been amended in the management accounts to give a more accurate and transparent representation of activity and to aid understanding and decision making.

3. 2018/19 Forecast Outturn

- 3.1. The outturn forecast for 2018/19 as at period 6 (September 2018) is detailed in Appendices 1 and 2. Current projections are that a surplus on standard revenue activity of £20,000 will be achieved, £13,000 lower than the original budgeted surplus of £33,000.
- 3.2. It was agreed by the Board in May 2007, that a contribution of £43,000, later reduced to £35,000 per annum would be made to the Asset Replacement Reserve (ARR) to fund the cost of replacing assets in future years. This contribution is met from the surplus on revenue funded expenditure, supplemented by a transfer from the Revenue Reserve if necessary.
- 3.3. The £20,000 surplus will therefore be transferred to the ARR in full, together with a transfer of £15,000 from the RR, in order to fully meet the agreed annual transfer to the ARR of £35,000. The balance on the RR as at 31 March 2019 is expected to be £20,294.
- 3.4. Total gross expenditure is projected at £585,000, which is £5,000 higher than the budgeted £580,000. This is mainly due to increased staffing costs, partially offset by a decrease in spend on supplies and services. Detailed reasons for the variance to budget are set out below.
- 3.5. Staff related costs are expected to be £7,000 higher than budgeted, mainly due to additional spend on overtime and a casual staff member to cover sickness absence.
- 3.6. Supplies and services expenditure is projected to be £2,000 higher than budgeted. Savings have been identified across office expenses budgets of £2,000 in addition to a £2,000 saving on environmental maintenance costs due to a reduction in slipway clearance costs. These savings are offset by expenditure of £6,000 against the maintenance of public jetties and

navigational safety budget for the annual costs of the Bathymetric Survey. The budget for this expenditure was moved from revenue to the ARR in July 2018, however it has been identified that it would be more appropriate to keep this specific cost in revenue.

- 3.7. Income is expected to be £2,000 lower than budgeted overall at £605,000, as set out below.
- 3.8. Additional income of £7,000 is anticipated from towing charges. This is due to the recently agreed increase in the hourly charge out rate, which now accurately reflect the costs incurred by the Harbour Authority, and a drive to ensure all towing is charged for, including any towing carried out on behalf of the Crown Estate relating to the pile replacement programme.
- 3.9. The recently agreed increase in Harbour Dues for the 2019 calendar year will result in up to £2,000 of additional income in 2018/19, with the full benefit in 2019/20. The forecast for Harbour Dues has been updated to reflect recent trends of actual income received resulting in a reduction against the original budget of £6,000. This results in a net adverse forecast variance against harbour dues of £5,000.
- 3.10. The increase applied to the Crown Estate Management Agreement has been set at 2.5%, which is lower than originally estimated and will result in income from this source being £1,000 lower than budgeted. The original budget also included income of £3,000 in respect of a contribution from Fareham Borough Council towards the overspill clearance of seaweed adjacent to Warsash Slipway. This contribution has not been required over the past three years and is not anticipated to be required in 2018/19.
- 3.11. Projects funded from the Asset Enhancement Reserve consist of £3,000 relating to the approved spend on the 2018 River Hamble games. A £50,000 earmark previously made for potential projects is not anticipated to be required in 2018/19 although discussions continue with regards to potential opportunities for developments in 2019/20.
- 3.12. Spend against the Asset Replacement Reserve of £21,000 is now anticipated. This consists of £7,500 on engine replacement costs, £2,900 on the refurbishment of hand rails, £4,000 on replacement decking materials, £3,000 on new signage throughout the river, and approximately £3,000 on public jetty maintenance. It is intended that Harbour Authority staff will carry out the fitting of the replacement decking, which is expected to save £7,000 through cost avoidance. Approximately £2,000 is expected to be added to reserves as interest generated on balances.

4. 2019/20 Forward Budget

- 4.1. The proposed 2019/20 forward budget is detailed in Appendices 1 and 2 and projects a surplus of £21,000 on general revenue activities. This will need to be supplemented by a £14,000 draw from the RR to meet the agreed £35,000 transfer to the ARR for the cost of replacing assets in future years. This would leave a balance on the General Reserve at the end of 2019/20 of

£6,294. Approximately £2,000 is expected to be added to the ARR balance as the result of the generation of interest on reserves balances.

- 4.2. The proposed gross expenditure budget has been set at £591,000, an increase of £17,000 compared with the original 2018/19 budget, and a £6,000 increase on the 2018/19 outturn forecast.
- 4.3. The forward budget includes a proposed net increase in the staffing budget of £13,000. This includes £8,000 for the impact of pay inflation and £6,000 to cover increases in employer's pension costs as a result of the actuarial valuation of the pension fund, partially offset by a £1,000 reduction resulting from various other minor adjustments.
- 4.4. These increases to staff costs are partially offset by a £3,000 projected reduction in environmental maintenance costs for slipway clearance. This will be made possible by reducing the frequency of contracting out clearing activities and carrying out some light slipway clearance duties in house using Harbour Authority personnel when possible and appropriate, ensuring core activities are not affected.
- 4.5. The income budget for 2019/20 has been set at £612,000, which is an increase of £5,000 from the original 2018/19 budget.
- 4.6. The Harbour Dues income budget has been adjusted to reflect historic trends resulting in a decrease in the baseline budget of £6,000. Offset against this is the impact of the increase in Harbour Dues of 1.5% for the 2019 calendar year. This accounts for a £7,000 increase in income, including £6,000 for marinas and boatyards and a further £1,000 for river moorings.
- 4.7. In addition, a £7,000 income target has been set for towing charges. The hourly charge out rate now reflects the cost to the Harbour Authority of providing towing and the budget also includes expected income from charging the Crown Estate for all towing carried out on its behalf, specifically related to the pile replacement programme. It should however be noted that the Crown Estate's pile replacement activity is not predictable and there is therefore likely to be some variability in the actual towing income achieved.
- 4.8. The income budget for other funding has been decreased by £3,000 in relation to a contribution from Fareham Borough Council towards slipway clearance in line with recent years actuals and the 2018/19 forecast.

5. Reserves

- 5.1. The Harbour Board approved a reserves policy on 18th 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) - to hold annual surpluses totalling no more than 10% of the gross revenue budget. 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. A detailed breakdown of reserves is contained in Appendix 3. The reserve balances include an estimate for interest receivable on reserves and projected and incurred expenditure.
 - 5.3. Interest received on the reserves is estimated to be £2,000 in both 2018/19 and 2019/20.
 - 5.4. Expenditure of £3,000 will be incurred in 2018/19 for the River Hamble Games and will be funded by the AER.
 - 5.5. Expenditure from the AER for potential projects expected to cost approximately £50,000 have been postponed until 2019/20 while discussions continue with regards to potential opportunities for developments in 2019/20 (subject to approval from the Board).
 - 5.6. There has been £10,400 expenditure incurred during the first six months of 2018/19, which has been funded by the ARR. This includes £7,500 for the net cost of a new boat engine, and £2,900 for hand rail refurbishment. Further expenditure of approximately £4,000 on replacement decking, £3,000 on replacement signage throughout the river, and approximately £3,000 on public jetty maintenance is expected over the remainder of the year.
 - 5.7. Provision has been made for planned expenditure of £28,000 from the ARR in 2019/20 including £25,000 for a replacement harbour management system and £3,000 on pile capping maintenance work in accordance with the asset replacement cashflow forecast.
 - 5.8. The reserves policy states that the balance on the RR should not be more than 10% of the gross revenue budget, equating to approximately £57,000 for 2018/19.
 - 5.9. The balance is anticipated to be £20,294 as at 31 March 2019, reflecting the £15,000 transfer to ARR in the 2018/19 financial year. By the end of 2019/20 it is expected that this balance will reduce to £6,294.
 - 5.10. The agreed increase in Harbour Dues of 1.5% for 2019, increased income from towing charges and savings made against expenditure budgets have mitigated some of the cost pressures faced by the Harbour Authority.

- 5.11. The Management Committee and the Board will, however, need to consider what further action will be required to manage future cost pressures and to ensure the annual contribution to the ARR can be made.
- 5.12. The balance in the AER is expected to be £66,760 as at 31 March 2019. £50,000 is earmarked for potential projects in 2019/20, which will reduce the remaining balance to £16,760 at 31 March 2020 if spent.
- 5.13. The balance in the ARR is expected to be £496,268 as at 31 March 2019, increasing to £505,268 by 31 March 2020. This balance is for planned asset replacements as per the ARR cash flow forecast and is considered appropriate to meet the future costs of replacing the assets of the Harbour Authority as required.
- 5.14. It is not always possible to plan for all maintenance and replacement of fixed assets. Therefore, it is recommended that delegated authority is granted to the Harbour Master to spend against the ARR for the maintenance and replacement of fixed assets up to the value of £5,000. This will enable more timely action to be taken.

6. Impact Assessment

- 6.1. This report is in accordance with the budget strategy and the County Council's financial management policy. This policy applies equally to all services and ensures consistent financial management decisions across all services. The proposals outlined in this report are not considered discriminatory.

CORPORATE OR LEGAL INFORMATION:**Links to the Strategic Plan**

Hampshire maintains strong and sustainable economic growth and prosperity:	Yes
People in Hampshire live safe, healthy and independent lives:	Yes
People in Hampshire enjoy a rich and diverse environment:	Yes
People in Hampshire enjoy being part of strong, inclusive communities:	Yes

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.

Equalities Impact Assessment:

1.2. This report is in accordance with the budget strategy and the County Council's financial management policy. This policy applies equally to all services and ensures consistent financial management decisions across all services. The proposals outlined in this report are not considered discriminatory.


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.

River Hamble Harbour Undertaking

	Original Budget 2018/19 (£)	Variance 2018/19 (£)	P6 Forecast Outturn / Revised Budget 2018/19 (£)	Adjustments 2019/20 (£)	Forward Budget 2019/20 (£)	Notes
EXPENDITURE						
Staff Related						
Salaries	443,000	6,000	449,000	6,000	455,000	1
Training	5,000	0	5,000	0	5,000	
Professional Subscriptions	0	1,000	1,000	0	1,000	2
Sub Total Staff Related	448,000	7,000	455,000	6,000	461,000	
Premises						
Repair & Maintenance (including Health & Safety Modifications)	1,000	1,000	2,000	(1,000)	1,000	3
Electricity	2,000	0	2,000	0	2,000	
Gas	1,000	0	1,000	0	1,000	
Rent / Rates	18,000	1,000	19,000	0	19,000	
Water / Sewerage	1,000	0	1,000	0	1,000	
Burglar Alarms / Security	1,000	0	1,000	0	1,000	
Sub Total Premises	24,000	2,000	26,000	(1,000)	25,000	
Transport						
Repair, Maintenance and Boat Refurbishment	3,000	0	3,000	0	3,000	
Vehicle Running Expenses (Fuel)	3,000	0	3,000	0	3,000	
Tools (including Chandlery)	2,000	0	2,000	0	2,000	
Car Allowances / Staff Travel	1,000	0	1,000	0	1,000	
Insurance	2,000	0	2,000	0	2,000	
Sub Total Transport	11,000	0	11,000	0	11,000	
Supplies & Services						
Office Expenses	25,000	(2,000)	23,000	2,000	25,000	4
Environmental Maintenance	10,000	(2,000)	8,000	(1,000)	7,000	5
Public Jetties & Navigational Safety (including Navigational Aids)	0	6,000	6,000	0	6,000	
Central Department Charges	42,000	0	42,000	0	42,000	6
Designated Person	9,000	0	9,000	0	9,000	
Oil Spill Response	5,000	0	5,000	0	5,000	
Sub Total Supplies & Services	91,000	2,000	93,000	1,000	94,000	
Gross Expenditure (Current)	574,000	11,000	585,000 	6,000	591,000	

	Original Budget 2018/19 (£)	Variance 2018/19 (£)	P6 Forecast Outturn / Revised Budget 2018/19 (£)	Adjustments 2019/20 (£)	Forward Budget 2019/20 (£)	Notes
INCOME						
Harbour Dues	(482,000)	5,000	(477,000)	(6,000)	(483,000)	7
The Crown Estate Funding	(67,000)	1,000	(66,000)	(1,000)	(67,000)	8
Visitor Income	(43,000)	0	(43,000)	0	(43,000)	
Miscellaneous Income	(9,000)	0	(9,000)	0	(9,000)	
Towing Charges	0	(7,000)	(7,000)	0	(7,000)	9
Other Funding	(5,000)	3,000	(2,000)	0	(2,000)	10
Interest	(1,000)	0	(1,000)	0	(1,000)	
Gross Income	(607,000)	2,000	(605,000)	(7,000)	(612,000)	
NET REVENUE FUNDED EXPENDITURE	(33,000)	13,000	(20,000)	(1,000)	(21,000)	
Projects Funded by Reserves						
- Asset Enhancement	53,000	(50,000)	3,000	47,000	50,000	
- Asset Replacement	47,000	(26,000)	21,000	7,000	28,000	
- Revenue Reserve	0	0	0	0	0	
Gross Expenditure	100,000	(76,000)	24,000	54,000	78,000	
Interest on Reserves						
- Asset Enhancement	0	0	0	0	0	
- Asset Replacement	(2,000)	0	(2,000)	0	(2,000)	
Gross Income	(2,000)	0	(2,000)	0	(2,000)	
NET RESERVES FUNDED EXPENDITURE	98,000	(76,000)	22,000	54,000	76,000	
TOTAL NET EXPENDITURE	65,000	(63,000)	2,000	53,000	55,000	
RESERVES						
Contribution to Asset Replacement Reserve	33,000	(13,000)	20,000	1,000	21,000	11
Transfer Interest to Reserves	2,000	0	2,000	0	2,000	
Transfers from Reserves - Projects	(100,000)	76,000	(24,000)	(54,000)	(78,000)	
Total Transfers To/(From) Reserves	(65,000)	63,000	(2,000)	(53,000)	(55,000)	
NET (SURPLUS) / DEFICIT TRANSFERRED TO GENERAL RESERVE	0	0	0	0	0	

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

	Original Budget 2017/18 (£)	Variance 2017/18 (£)	P6 Forecast Outturn / Revised Budget 2017/18 (£)	Adjustments 2018/19 (£)	Forward Budget 2018/19 (£)	Notes
Office Expenses						
Equipment	1,000	0	1,000	0	1,000	
First Aid Supplies/Health & Safety	1,000	0	1,000	0	1,000	
Printing & Stationery	3,000	1,000	4,000	(1,000)	3,000	
Catering/General	1,000	0	1,000	0	1,000	
Protective Clothing and Safety Equipment	3,000	0	3,000	0	3,000	
IT Charges	5,000	(3,000)	2,000	3,000	5,000	
Postage	2,000	0	2,000	0	2,000	
Subscriptions	1,000	1,000	2,000	0	2,000	
Phones	1,000	(1,000)	0	0	0	
Promotional Events/Publicity/Publications	5,000	(2,000)	3,000	0	3,000	
Retail (Crabbing Equipment)	1,000	0	1,000	0	1,000	
Credit Card Charges (re Income Collection)	1,000	2,000	3,000	0	3,000	
Sub Total	25,000	(2,000)	23,000	2,000	25,000	4
Other Services						
Subscriptions/Memberships/ Licences/Designated Person	9,000	0	9,000	0	9,000	
Sub Total	9,000	0	9,000	0	9,000	
Harbour Dues						
Marinas and Boatyards	(380,000)	0	(380,000)	(5,000)	(385,000)	
River Moorings	(102,000)	5,000	(97,000)	(1,000)	(98,000)	
Sub Total	(482,000)	5,000	(477,000)	(6,000)	(483,000)	8
Visitor Income						
Mid Stream Visitors Pontoon	(20,000)	0	(20,000)	0	(20,000)	
Warsash Jetty	(13,000)	0	(13,000)	0	(13,000)	
Hamble Jetty	(2,000)	0	(2,000)	0	(2,000)	
Commercial and Pleasure Craft Income	(8,000)	0	(8,000)	0	(8,000)	
Sub Total	(43,000)	0	(43,000)	0	(43,000)	

Notes to Appendices 1 and 2

Further details of significant variations are as follows:

1. The 2018/19 outturn forecast for salaries is expected to be £6,000 higher than the 2018/19 original budget due to increased overtime and hiring an additional casual staff member to cover sickness absence.

The 2019/20 salary budget has been increased by £12,000 from the 2018/19 original budget. This includes £8,000 for the anticipated 2% pay award and £4,000 for an additional 1% increase to employers LGPS contributions to meet the requirements for employer's contributions for current staff based on the actuarial valuation of the pension fund.

In addition, a charge of £23,000 was included in the original 2018/19 budget to cover the past service deficit element of employer's contributions to the cost of the LGPS, which is also determined by the actuarial valuation of the pension fund. The 2019/20 forward budget is set £2,000 higher at £25,000 to reflect the anticipated increase. Other minor adjustments to staffing offset the above increases by £2,000.

2. £1,000 has been added to the 2018/19 outturn forecast and 2019/20 forward budget within staff related costs to cover professional subscriptions paid on behalf of staff.
3. The 2018/19 outturn forecast for Repairs & Maintenance (including Health & Safety Modifications) has been increased by £1,000 for the installation of two new finger pontoons for the patrol boats.
4. The 2018/19 outturn forecast for Office Expenses is expected to be a net £2,000 lower than the original 2018/19 budget mainly due to delays in the implementation of a new harbour management system. This budget includes a provision to fund the annual running costs once the system is in place.

Other small variances in the 2018/19 outturn forecast include £1,000 higher printing and stationery costs for new warning booklets, offset by £1,000 less expected against phone charges. There is expected to be £2,000 less expenditure on Promotional Events/Publicity/Publications because of an effort to reduce spend on payments to magazine publishers for promotional activity. This is offset by £2,000 of additional expenditure for credit card charges in relation to payments taken through the Hampshire online shop. The budgets in these areas for 2019/20 have been set to match the anticipated expenditure included in the 2018/19 outturn forecast.

5. Environmental Maintenance costs for slipway clearance from storm deposits is expected to be £2,000 less for 2018/19 due to only clearing

when necessary. A target to reduce this from £10,000 to £7,000 for the 2019/20 forward budget has been set.

6. Central Department charges

The charges based on activity are charged annually in March – all other charges are charged monthly via an annualised bill plan.

- The anticipated charge for support from Operational Finance is £21,800 in 2019/20 and is based on an assessment of the time devoted to the River Hamble.
- The anticipated 2019/20 Corporate Resources charges are based on the actual costs incurred in 2017/18.

	<u>£</u>
▪ Processing of payments and travel claims, Processing of debtor transactions - invoices, etc.£	2,500
▪ Tax/cash management and Processing of pay by Payroll Technical Team	£200
▪ Audit services £	3,400
	6,100

- The charge for Audit Services is for 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.
- £14,500 has been budgeted for charges from Democratic Services and Legal Services. The actual charge will vary depending on activity and requirements and is based on hours worked multiplied by an hourly rate, which is benchmarked to ensure best value.

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 premium.

7. The 2018/19 outturn forecast and 2019/20 forward budget for Harbour Dues was adjusted to reflect historic trends of actual levels of income. The 2018/19 outturn forecast for Harbour Dues has by £6,000 compared with the original budget reflect historic trends, slightly offset by an increase of up to £2,000 for the 2019 part year effect (January to March 2019) of the 1.5% increase as agreed at the July 2018 Harbour Board meeting. The 2019/20 forward budget has been set at £7,000 higher compared to the 2018/19 outturn forecast to accommodate the full year effect of the 1.5% increase in 2019/20. A further increase to Harbour

Dues for the calendar year 2020 has not been assumed but may need to be considered. A detailed breakdown of Harbour Dues is presented in Appendix 2.

8. The 2018/19 original budget for Crown Estate Management agreement was set based on a 4% increase on the 2017/18 agreed level of £64,000, which was rounded to £67,000 for the 2018/19 budget. The actual increase applied by the Crown Estate was 2.5% and the 2018/19 outturn forecast has been reduced by £1,000 to £66,000 to reflect this. There is an anticipated 2.5% increase for 2019/20 adding an extra £1,000 of income onto the 2019/20 forward budget making it £67,000.
9. Towing charges are expected to increase by £7,000 for both the 2018/19 outturn forecast and 2019/20 forward budget. This is due to the rise in hourly charge out rate and a drive to ensure all towing is charged for, specifically any towing that is carried out on behalf of the Crown Estate relating to the pile replacement programme. It is not known if the Crown Estate pile replacement programme will continue past 2019/20.
10. "Other Funding" includes £3,000 from Fareham Borough Council relating to a contribution towards Warsash slipway clearance. This contribution has not been required over the past three years and is not anticipated to be required in 2018/19 and has therefore been removed from the 2018/19 outturn forecast and 2019/20 forward budget.
11. The budgeted in-year surplus to contribute to the Asset Replacement Reserve will be £21,000 in 2019/20, and it is proposed that the shortfall on the Board agreed transfer to the ARR of £35,000 is met by a transfer from the RR of £14,000.

River Hamble Harbour Authority - Reserves 2018/2020

	General Reserve (£)	Asset Enhancement Reserve (£)	Asset Replacement Reserve (£)	TOTAL (£)
Balance as at 31 March 2018	(35,294.28)	(69,759.73)	(480,268.19)	(585,322)
Transfer to ARR from General Reserve	15,000	0	(15,000)	0
Transfer to ARR from Revenue	0	0	(20,000)	
River Hamble Games 2018	0	3,000	0	3,000
Engine Replacement, Handrail Refurbishment, and Other Planned Maintenance	0	0	21,000	21,000
Plus Annual Interest	0	0	(2,000)	(2,000)
Plus Net Surplus for year	0	0	0	0
Balance at 31 March 2019	(20,294)	(66,760)	(496,268)	(563,322)
Transfer to ARR from General Reserve	14,000	0	(14,000)	0
Transfer to ARR from Revenue	0	0	(21,000)	(21,000)
Potential Projects	0	50,000	0	50,000
Asset Replacement	0	0	28,000	28,000
Plus Estimated Annual Interest	0	0	(2,000)	(2,000)
Predicted Balance at 31 March 2020	(6,294)	(16,760)	(505,268)	(508,322)
Commitments for future projects	0	0	0	0
Balance Available	(6,294)	(16,760)	(505,268)	(508,322)

Interest is generated on general reserves and is included in the net transfer (to) / from general revenue reserves

This page is intentionally left blank

HAMPSHIRE COUNTY COUNCIL

Report

Committee:	River Hamble Harbour Management Committee
Date:	7 December 2018
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. Recommendation

1.1. That the report be noted.

2. 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.

CORPORATE OR LEGAL INFORMATION:**Links to the Strategic Plan**

Hampshire maintains strong and sustainable economic growth and prosperity:	yes
People in Hampshire live safe, healthy and independent lives:	yes
People in Hampshire enjoy a rich and diverse environment:	yes
People in Hampshire enjoy being part of strong, inclusive communities:	yes

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 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.

Management Committee Date	Agenda Item	Harbour Board Date
7 December 2018	<ul style="list-style-type: none"> • Marine Director and Harbour Master's Report and Current Issues • Environmental Update • Harbour Works Consent - Deacons Marina • River Hamble Budget 2017/18 • Review of Fees and Charges • Forward Plan for Future Meetings • Briefing – The South Marine Plan (Man Cttee only) 	11 January 2019
15 March 2019	<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) 	5 April 2019
June 2019	<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 2018/19 • Review of Harbour Dues • Proceedings of the Annual Forum • Forward Plan for Future Meetings • Annual Familiarisation Boat Trip 	12 July 2019
13 September 2019	<ul style="list-style-type: none"> • Marine Director and Harbour Master's Report and Current Issues • Environmental Update • Forward Plan for Future Meetings • Briefing (Man Cttee only) 	4 October 2018
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 	15 November 2019
6 December 2019	<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 2019/20 Forecast Outturn and 2020/21 Forward Budget • Review of Fees and Charges • Forward Plan for Future Meetings 	10 January 2020

This page is intentionally left blank