

# HAMPSHIRE COUNTY COUNCIL

## Report

<b>Committee</b>	River Hamble Harbour Management Committee
<b>Date:</b>	9 December 2022
<b>Title:</b>	Review of Fees and Charges
<b>Report From:</b>	Director of Culture, Communities and Business Services

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### Purpose of this Report

1. The purpose of this report is to summarise 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 and increased by 1%.

### Recommendation

2. That the River Hamble Harbour Management Committee recommends to the River Hamble Harbour Board approval of the fees and charges set out below and to advertise them on the River Hamble Harbour Authority's website.

### Fees and Charges for Commercial Vessels and Personal Water Craft

3. It is proposed that Harbour Dues for commercial vessels should be adjusted as follows (previous fees in brackets where appropriate). In each case, relevant rationale is given. The principle of a 1% increase has in general been applied.
  - (i) The charge for a commercial vessel visiting Hamble Harbour: to remain at 15.5p plus VAT per Gross Registered Tonne (GRT) per visit. Last year's increase from (15.0p) had represented a 3.22% increase.
  - (ii) 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: 61p (60.5p) plus VAT per passenger.
  - (iii) Additionally, the launching fee for Personal Water Craft (PWC) or Jet Skis should remain at £10 in broad alignment with those levied elsewhere in the Solent.

## Fees for Harbour Works' Consents

4. In line with the policy adopted for Harbour Dues, it is proposed that there should be a 1% increase for charges for Harbour Works Consent. Thus, it is proposed that the charges in the following table will be implemented from 1 April 2023. Legacy capital dredge charges have undergone review and simplification to bring them into line with those for development, the procedure and effort for which is similar.

Size of project	Size increment	Proposed total charge for 2023/24
Up to and including 100 sq. metres	Nil	£442 + VAT
Over 100 sq. metres up to 500 sq. metres	Nil	£499 + VAT
Over 500 sq. metres up to 2,500 sq. metres	Nil	£668 + VAT
Over 2,500 sq. metres up to 10,000 sq. metres	Nil	£1237 + VAT
Over 10,000 sq. metres	Nil	£1795 + VAT
A reduced fee for applications which fall within the Harbour Master's delegated powers, and consents for maintenance work to structures etc.	Nil	£170 + VAT
Pre-application consultation fee. Attendance at the Streamlined Consents Meeting and one hour of pre-application consultation will be at no charge.	Nil	£55 per hour + VAT (for every hour or part thereof, after the first hour)
Routine maintenance dredge (per dredge campaign)	Nil	£170 + VAT
Capital dredge of up to 500m <sup>3</sup>	Nil	£499 + VAT
Capital dredge of 501m <sup>3</sup> to 2,500m <sup>3</sup>	Nil	£668 + VAT
Capital dredge of 2,501m <sup>3</sup> to 10,000m <sup>3</sup>	Nil	£1237 + VAT
Capital dredge over 10,001m <sup>3</sup>	Nil	£1795 + VAT

5. An additional charge of £55 + VAT is made for each Notice to River Users required in connection with each project.
6. It is further recommended that the Harbour Board adopts the following rates for discretionary services provided by the Harbour Authority for 2023/24:

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)	£90.50 per tow + VAT. An additional hourly rate will apply for operations which take

Service	Rate
	more than one hour.
Use of maintenance piles	£28 (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)	£55 per hour + VAT. Minimum charge £27 + VAT
Replacing broken or missing fenders or warps (at owner's request)	£55 per hour + VAT. Minimum charge £27 + VAT, plus 120% of cost of materials used.
Pumping out (to prevent further damage)	£55 per hour + VAT. Minimum charge £27 + VAT
Re-securing or lashing sails and covers (to prevent further damage)	£55 per hour + VAT. Minimum charge £27 + VAT
Re-securing or lashing sails and covers (to prevent further damage)	£54 per hour + VAT. Minimum charge £27 + VAT

### Climate Change Impact Assessment

7. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience impacts of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.
8. **Climate Change Adaptation.** Climate change considerations have been applied. There are no climate change applications in considering this decision.
9. **Carbon Mitigation.** Carbon mitigation considerations are not applicable in making decisions in respect of charges made for services already provided.

**REQUIRED CORPORATE AND LEGAL INFORMATION:**

**Links to the Strategic Plan**

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

## **EQUALITIES IMPACT ASSESSMENT:**

### **1. Equality Duty**

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 by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

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

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

### **2. Equalities Impact Assessment:**

This decision will have no impact on groups with protected characteristics.



**REQUIRED CORPORATE AND LEGAL INFORMATION:**

**Links to the Strategic Plan**

<b>Hampshire maintains strong and sustainable economic growth and prosperity:</b>	yes
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<b>People in Hampshire enjoy being part of strong, inclusive communities:</b>	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

## **EQUALITIES IMPACT ASSESSMENT:**

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### **4. Equalities Impact Assessment:**

An EIA is not required as no negative impacts are anticipated.