

NOTICE OF MEETING

Meeting	River Hamble Harbour Board
Date and Time	Friday, 6th April, 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 PREVIOUS MEETING (Pages 5 - 8)

To confirm the minutes of the previous meeting held on 12 January 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. MINUTES OF THE MEETING OF THE RIVER HAMBLE HARBOUR MANAGEMENT COMMITTEE - 9 MARCH 2018 (Pages 9 - 12)

To receive the draft minutes of the meeting of the River Hamble Harbour Management Committee held on 9 March 2018.

7. MARINE DIRECTOR AND HARBOUR MASTER'S REPORT AND CURRENT ISSUES (Pages 13 - 30)

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

8. ENVIRONMENTAL UPDATE (Pages 31 - 34)

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

9. HARBOUR WORKS CONSENT APPLICATION - VARIATION TO EXISTING CONSENT FOR PROPOSED PONTOON LAYOUT AT SWANWICK MARINA (Pages 35 - 52)

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

10. RIVER HAMBLE ASSET REGISTER (Pages 53 - 58)

To consider a report of the Director of Culture, Communities and Business Services outlining the register of Harbour Authority assets and timescales for replacement.

11. ANNUAL REVIEW OF BUSINESS PLAN (Pages 59 - 64)

To consider a report of the Director of Culture, Communities and Business Services reviewing the Harbour Authority Business Plan.

12. FORWARD PLAN FOR FUTURE MEETINGS (Pages 65 - 68)

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

ABOUT THIS AGENDA:

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

ABOUT THIS MEETING:

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

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

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Agenda Item 3

AT A MEETING of the River Hamble Harbour Board of HAMPSHIRE COUNTY COUNCIL held at Warsash Sailing Club on Friday, 12th January, 2018:

Chairman:
p. Councillor Keith Evans

p. Councillor Peter Latham
a. Councillor Keith House
p. Nikki Hiorns
p. David Jobson
p. Chris Moody
p. Jason Scott

24. **APOLOGIES FOR ABSENCE**

Apologies were received from Councillor Keith House.

25. **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. Mr David Jobson declared Personal Interests including memberships of the Royal Southern Yacht Club; RAF Yacht Club; Royal Yachting Association and as a Midstream Mooring Holder.

26. **MINUTES OF PREVIOUS MEETING**

The minutes of the meeting held on 6 October were agreed as a correct record and signed by the Chairman.

27. **DEPUTATIONS**

There were no deputations.

28. **CHAIRMAN'S ANNOUNCEMENTS**

There were no announcements.

29. **MINUTES OF THE MEETING OF THE RIVER HAMBLE HARBOUR MANAGEMENT COMMITTEE - 1 DECEMBER 2017**

The Board received and noted the draft minutes of the River Hamble Harbour Management Committee meeting held on 1 December 2017 (Item 6 in the Minute Book).

30. **MARINE DIRECTOR AND HARBOUR MASTER'S REPORT AND CURRENT ISSUES**

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

Board members were pleased to hear of the results of the independent inspection of the Marine Safety Management System and the Harbour Authority's continued compliance with the Port Marine Safety Code. Members were also pleased to hear that the recommendations from the previous inspection had been acted upon effectively. It was confirmed that the findings of the inspection would be shared with river users more widely and that the Marine Director regularly attended club meetings and local groups to keep stakeholders informed of related matters and to share feedback.

Members were grateful for the information contained within the graph at Figure 1 and requested that the numerical data showing frequency of incidents also be presented in a table alongside the graph for future reporting.

RESOLVED:

That the River Hamble Harbour Board:

- a) Endorses the independent Inspection by the Designated Person of the Marine Safety Management System, at paragraph 5 and agrees to write a signed statement of compliance with the Port Marine Safety Code to the Maritime and Coastguard Agency.
- b) Notes the remainder of the report content.

31. **ENVIRONMENTAL UPDATE**

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

The report summarised environmental management of the Hamble Estuary throughout autumn 2017.

The Board were interested to hear about the Solent Oyster Restoration Project as outlined within section 3.7 of the report. It was confirmed that the organisers were undertaking initial negotiations and baseline site surveys at the time of the meeting. It was agreed that, once it had been made available, information about

the next steps of the proposed project would be brought to a future meeting of the Board.

RESOLVED:

That the River Hamble Harbour Board notes the report.

32. **REVIEW OF FEES AND CHARGES**

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

Discussion was held regarding the proposal to increase the rate for towing and/or movement of boats within the Harbour Authority limits (at an owner's request) from £49 (+ VAT) to a new figure of £82 (+VAT). It was confirmed that all other fees and charges were proposed to remain at the same level as previous years. Some members expressed that they needed more information about what would be included within the towing charge before they would be able to support any increase. It was agreed that this additional information would be provided at a future Board meeting with the intention of a decision being made.

RESOLVED:

That the River Hamble Harbour Board approve the fees and charges set out within the report with the exception of the 'Other towing/movement of boats within the Harbour Authority limits (at owners request)' fee – as listed at the bottom of page 38.

That information regarding the breakdown of the proposed £82+VAT towing charge be brought to a future Board meeting to enable the 2018/19 fee to be agreed.

33. **RIVER HAMBLE 2017/18 FORECAST OUTTURN AND 2018/19 FORWARD BUDGET**

The Board considered the report of the Directors of Corporate Resources – Corporate Services and Culture, Communities and Business Services (Item 10 in the Minute Book).

Members were pleased to hear that operational costs had remained consistent with previous years. The Board were pleased that prudent financial management was in place, including planning ahead for any unforeseen circumstances, however some Members emphasised that the level of reserves held be regularly reviewed to ensure that the accrued rate was at an appropriate level.

It was agreed that a further breakdown of the spending over the years from the Asset Enhancement Reserve would be brought to a future meeting of the Board for information.

RESOLVED:

That the River Hamble Harbour Board:

- a) Notes the 2017/18 forecast outturn.
- b) Approved the 2018/19 forward budget as set out within the report.

34. **FORWARD PLAN FOR FUTURE MEETINGS**

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

RESOLVED:

That the River Hamble Harbour Board notes the report.

Agenda Item 6

AT A MEETING of the River Hamble Harbour Management Committee of
HAMPSHIRE COUNTY COUNCIL held at Warsash Sailing Club on Friday, 9th
March, 2018

Chairman:

p. Councillor Seán Woodward

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

a. Councillor Rupert Kyrle
a. Councillor Stephen Philpott
p. Councillor Lance Quantrill
p. Councillor Bruce Tennent

Co-opted members

p. Rupert Boissier - River Hamble Boatyard and Marine Operators Association
p. Councillor Trevor Cartwright - Fareham Borough Council
p. Dermod O'Malley - Berth and Mooring Holders
p. Trevor Pountain - Association of River Hamble Yacht Clubs
p. John Selby - Royal Yachting Association
p. Nicola Walsh – British Marine

32. APOLOGIES FOR ABSENCE

Apologies were received from Councillors Birkett, Hayre, Philpott, Pearson and Kyrle. Councillor Bruce Tennent was in attendance as the Liberal Democrat deputy member.

33. 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; Cllr Cartwright declared Personal Interests as a member of Warsash Sailing Club and the Royal Yachting Association; Mr John Selby declared Personal Interests as a trustee of Warsash Sailing Club; committee member of the Royal Yachting

Association, of the River Hamble Combined Clubs and of the River Hamble Mooring Holders Association; Mr Trevor Pountain declared Personal Interests as the Chair of the Association of River Hamble Yacht Clubs, a member of the Hamble River Sailing Club, the Royal Southern Yacht Club, the Royal Yachting Association and as a mooring holder.

34. MINUTES OF PREVIOUS MEETING - 1 DECEMBER 2017

The minutes of the Committee meeting held on 1 December 2017 were confirmed as a correct record and signed by the Chairman.

35. DEPUTATIONS

A deputation was received from Mr Alex Benfield on behalf of Marina Projects Ltd. in relation to Item 8 on the agenda. Mr Benfield spoke in support of the application for a variation to the existing Harbour Works Consent for the pontoon layout at Swanwick Marina. He commented that he considered the report at Item 8 to be thorough and that it had addressed any concerns raised by consultees.

36. CHAIRMAN'S ANNOUNCEMENTS

There were no announcements.

37. 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.

In response to a question regarding the zoning of activities on the River, it was confirmed that communication and engagement with river users was crucial to ensure that users were fully informed and aware of scheduled events and potential risks. Furthermore, members were reassured that river users and local groups were encouraged to liaise with the Harbour Office regarding upcoming events and activities to ensure that appropriate advice and assistance was sought and implemented.

RESOLVED:

That the River Hamble Harbour Management Committee:

- i) Recommends that the Harbour Board approves the publication of the revised Strategic Vision and Plan as outlined in Section 5 and as attached at Appendix 1 and 2.
- ii) Notes the remainder of the report.

38. **ENVIRONMENTAL UPDATE**

The Committee considered the report of the Director of Culture, Communities and Business Services summarising the environmental management of the Hamble Estuary during winter 2017/18 (Item 7 in the Minute Book).

RESOLVED:

That the River Hamble Harbour Management Committee notes the report.

39. **HARBOUR WORKS CONSENT APPLICATION - VARIATION TO EXISTING CONSENT FOR PROPOSED PONTOON LAYOUT AT SWANWICK MARINA**

The Committee considered the report of the Director of Culture, Communities and Business Services setting out an application for a variation to an existing Harbour Works Consent for a proposed pontoon layout at Swanwick Marina (Item 8 in the Minute Book).

RESOLVED:

That the River Hamble Harbour Management Committee recommends that the River Hamble Harbour Board approves the variation to the Harbour Works Consent for the proposal set out in this report and subject to the following conditions:

- a) That the proposed pontoon layout is to be built in accordance with the details and plan set out in paragraph 4, with conditions as specified in River Hamble Harbour Authority's Harbour Works' Consent dated 23 July 2007, with the single exception that fixed navigation lights as approved by Trinity House shall be fixed to each Hammerhead.
- b) Any changes to the exact location of any piles supporting the proposed layout that are found to be required at detailed design must be approved in writing by the Harbour Master.
- c) 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.
- d) 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.
- e) 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.

- f) That the pontoon reconfiguration must be completed within 3 years from the date of the approval granted by the Harbour Board.

40. RIVER HAMBLE ASSET REGISTER

The Committee considered the report of the Director of Culture, Communities and Business Services outlining the register of Harbour Authority assets and timescales for replacement (Item 9 in the Minute Book).

RESOLVED:

That the Committee recommends to the Board that this report be taken into account alongside the annual statutory accounts in setting Harbour Dues for 2018/19 at the June Board meeting.

41. ANNUAL REVIEW OF BUSINESS PLAN

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

RESOLVED:

That the Committee note the content of the Business Plan and recommend that this be approved by the River Hamble Harbour Board.

42. 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 11 in the Minute Book).

RESOLVED:

That the River Hamble Harbour Management Committee notes the report.

HAMPSHIRE COUNTY COUNCIL

Report

Committee	River Hamble Harbour Board
Date:	6 April 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. That the River Hamble Harbour Board approves:

- i) The publication of the revised Strategic Vision and Plan as outlined in paragraph 5.
- ii) That the towing charge be increased to £79.00 (ex VAT) as outlined in paragraph 7.

1.2. That the River Hamble Harbour Board notes the remainder of the report.

2. Summary

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

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 trends. No graph is presented on this occasion as any difference from the figure previously presented is too minor to be noticeable:

- a. Poor weather leading to damage to some moorings and signage around the River.
- b. A spate of outboard motor thefts, across the River but most notably in the Warsash area.

4.2. 12 Jan. Routine patrol and moorings checks. Liaison with HM Coast Guard and Southern IFCA regarding an abandoned kayak recovered off Solent Breezes holiday camp. Liaison with a private mooring holder at Land's End

- regarding a failed pontoon caused by a combination of high water and storm surge. No risk to River users generally but owner's boat towed to an alternative mooring pending defect rectification.
- 4.3. 13 Jan. Routine patrol and moorings checks. Collection and return of broken HCC Countryside signage to Upper Hamble Country Park.
 - 4.4. 14 Jan. Routine patrol and moorings checks. Pump-out of inundated dinghies at Warsash. Yard clearance.
 - 4.5. 15 Jan. Routine patrol and moorings checks. Severe weather warning. Routine boatyard liaison visit. Observed a yacht sitting lower than usual on a midstream mooring. On investigation, bilges awash. Pumped out yacht and liaised with owner.
 - 4.6. 16 Jan. Routine patrol and moorings checks. Routine liaison with Marina. Liaison with mid-stream mooring holder regarding evidence of non-compliance with lease.
 - 4.7. 17 Jan. Routine patrol and moorings checks. Liaison with Crown Estate mooring contractor regarding programmed pile maintenance works.
 - 4.8. 18 Jan. Routine patrol and moorings checks. Overnight strong winds. Nothing significant to report. Liaison with a marina boat owner and the Police regarding a possible break-in in the Bursledon area of the River. Liaison with HMCG regarding a member of the public, temporarily stuck in the mud off Warsash Sailing Club while attempting to rescue a trapped deer. Member of the public managed to make own way to safety. HMCG rescue team attended.
 - 4.9. 19 Jan. Routine patrol and moorings checks. Further liaison with boat owner (4.8). Evidence of tampering with a lock on the boat but no evidence of theft.
 - 4.10. 20 Jan. Routine patrol and moorings checks. Liaison with the Crown Estate contractor regarding programmed pile maintenance work.
 - 4.11. 21 Jan. Routine patrol and moorings checks. Routine liaison with UK Border Force.
 - 4.12. 22 Jan. Routine patrol and moorings checks. Replacement of No 2 Beacon light (faulty). Patrol towed two yachts to the midstream Visitors' Pontoon in advance of programmed maintenance work. Liaison with a local sailing club regarding theft of fuel.
 - 4.13. 23 Jan. Routine patrol and moorings checks. High winds. Nothing significant to report.
 - 4.14. 24 Jan. Routine patrol and moorings checks. Made enquiries with a yard about rubble deposited below Mean High Water Springs. Rubble in course of removal. Replaced and re-positioned a number of fenders on mid-stream moored yachts. Liaison between a mid-stream moored boat owner and the Crown Estate contractor regarding a failed horse rail bolt.
 - 4.15. 25 Jan. Routine patrol and moorings checks. Towed two boats from their moorings to the mid-stream Visitors' Pontoon prior to planned maintenance work.
 - 4.16. 26 Jan. Routine patrol and moorings checks. Staff briefing on potential replacement software for the Harbour Management System. Liaison with a

River user regarding theft of an outboard engine. CCTV footage showed the time of the theft to be in the early evening - passed to the Police.

- 4.17. 27 Jan. Routine patrol and moorings checks. On passing a yard North of the A27, hailed by a River user who reported the theft of an outboard motor.
- 4.18. 28 Jan. Routine patrol and moorings checks. Further report of an outboard motor theft from Warsash. Tow of a further two yachts from their moorings to the mid-stream Visitors' Pontoon prior to planned maintenance work.
- 4.19. 29 Jan. Routine patrol and moorings checks. Underwater escape training. Jet wash of mid-stream Visitors' Pontoon. Patrol assisted a motor vessel aground off Hook Spit.
- 4.20. 30 Jan. Routine patrol and moorings checks.

5. Review of the River Hamble Harbour Board's Strategic Vision and Plan Documents

- 5.1. These two mature papers set the top-level strategic guidelines for the Harbour Authority and are reviewed at three yearly intervals as part of the PMSC management process. Members of the Board along with two Members of the Management Committee met in January to refine both documents, which are included as Appendices to this report. These revised papers will serve the Harbour Authority until 2021.
- 5.2. While the Vision sets the context for the Harbour Authority's effort, the strategic objectives set out in the Plan provide headmarks against which progress can be measured. Although more remains to be done, advancement has been made towards each of the seventeen objectives. Progress against each has been reported 'in stride' over the past three years but a number of examples are given here:
 - a. In terms of Governance, the Harbour Authority continues to conform with and anticipate Department for Transport best practice for Municipal Ports, given in September 2017¹.
 - b. The recent revision of the Harbour's Marine Safety Management System has afforded the Chairman of the Harbour Board the independent reassurance necessary to certify to the Maritime and Coastguard Agency that the River Hamble Harbour Authority remains compliant with the Port Marine Safety Code as the central pillar of what we do.
 - c. The Harbour Authority has ensured compliance, both as a planner and a regulator, with the Habitats Regulations and other relevant environmental legislation. It has played a leading role in a wide range of fora² and supported a number of academic and practical studies into issues including salt marsh loss and the degradation of anodes.

¹ DfT Consultation on draft Ports' Good Governance Guidance dated September 2017.

² Perhaps most notably the Hamble Estuary Partnership.

- d. The Harbour Authority has focused on improving the public understanding of its business by broad and regular formal and informal engagement with those having an interest in the River³.
- e. Routine, regular and positive engagement with the Crown Estate and its Agents has seen a renewal of the RHHA Management Agreement in March 2017, as well as Crown Estate agreement for the development of moorings in a way that meets the needs of River Users⁴.

5.4 The key evolutionary amendments made are summarised as follows:

a. Vision

- (i) In the overall statement, to add 'now and for succeeding generations';
- (ii) In paragraph 4.2, similarly;
- (iii) In paragraph 5.2.1, to add 'The Board will seek, where practicable, to support initiatives that will enhance the environment';
- (iv) In paragraph 5.3.1, to acknowledge the use of Stand Up Paddleboards (SUP);
- (v) In paragraph 5.4.1, to add 'This will include sustaining pro-actively the Asset Enhancement Reserve';
- (vi) In paragraph 6.1, to review the Vision every three years.

b. Plan

- (i) In paragraph 1.1, to review the Plan annually within the Vision context;
- (ii) In paragraph 2.1, to acknowledge the use of Stand Up Paddleboards (SUP);
- (iii) In paragraph 6.1, to add: 'through conserving and where practicable enhancing the environment';
- (iv) In paragraphs 7 and 8, to exchange 'Pressures' for 'Constraints';

6. Association of River Hamble Yacht Clubs – Code of Practice for Events in the River Hamble

6.1. This document forms part of the River Hamble Marine Safety Management System and is aimed at helping those who plan races, events and regattas on the River Hamble to build risk assessments to ensure that risks are reduced to levels that are As Low As Reasonably Practicable. The document was refreshed and renewed following engagement with the Association of River Hamble Yacht Clubs on 26 January 2018.

³ Examples include Parish Councils, Sea Scouts, YMCA, disability groups, kayak, paddleboard and canoeing clubs, swimming clubs, model yacht clubs, school presentations, sailing club presentations, Borough Council presentations, U3A and WI presentations, membership of professional organisations (UKHMA, SASHMA, BPA, RYA, the Nautical Institute), Association of River Hamble Yacht Clubs, River Hamble Marina and Boatyard Operators' Association, RHHA Annual Forum, Hamble Estuary Partnership, Hamble River Valley Forum, River Hamble Mooring Holders' Association, River Hamble Games Committee, Bursledon Regatta Committee.

⁴ 'L' Run as well as in the co-ordination of the annual CE pile maintenance programme.

7. Towing Charges

- 7.1. The Harbour Board asked for a best-endeavours breakdown of the cost to the Authority of towing before agreeing to commit to an increase in charges for this service. Establishing the precise cost of a tow cannot be exact, as commitment to a tow brings in a number of hidden costs which must be borne by a commercial organisation but not by the River Hamble Harbour Authority per se: The cost of any insurance is, for example, covered under Hampshire County Council's policy to self-insure; any risk of or requirement to re-task alternative patrol craft capability to cover safety duties is not included; excluded too is the cost of any wear and tear on ancillary equipment such as ropes and fenders.
- 7.2. In breaking down the cost of a tow, the following measurable factors are taken into account:
- a. The capitation rate for two patrol staff for one hour or part thereof (£50.37)⁵;
 - b. The maintenance cost per hour, applied to a single, twin-engined Cheetah catamaran (£12.54)⁶;
 - c. The approximate fuel cost per hour for a single, twin-engined Cheetah catamaran (£2.51)⁷;
 - d. Administrative support (£6.76)⁸;
 - e. Management overhead costs (£7.22).⁹

The total outline cost for a single, non-emergency tow is therefore £79.39 (ex VAT).

- 7.3. In the light of Board guidance that the Harbour Authority should cover its costs, it is recommended that the cost of towing be increased to £79.00 (ex VAT).

8. Asset Enhancement Reserve – Expenditure Since Inception

- 8.1. The Harbour Board asked for a summary of those projects that had been funded by the Reserve since its inception. That report is at Appendix 3 and gives a strategic sense of the rate at which projects have been commissioned. This is provided in order to frame future discussion on how best to prepare to take advantage of development opportunities for the benefit of River users.

⁵ 2x Patrol (mid F grade) Officer's salary including on-costs assuming 6 weeks leave and 2 weeks bank holidays (44 weeks per year) working 37 hours per week.

⁶ Based on two engines maintenance and replacement costs per annum at £10k each (based on 1.5 engines, 0.5 for contingency for one engine breaking down).

⁷ Based on £3000 fuel cost per annum with the engine working 23 hours per week.

⁸ Figure based on C grade with 6 weeks leave per annum, 2 weeks bank holidays, spending 30 minutes organising the tow and invoicing for each towing hour.

⁹ Management overhead costs. 10% management overhead for overseeing operations and compliance with regulations and Health & safety.

9. Annual Forum

- 9.1. The Annual Forum and Tender Ballot for midstream mooring holders at Warsash and Hamble took place at Warsash Sailing Club at 1900 on Monday 26 March. A full report will be presented at the next Board meeting.

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.

THE RIVER HAMBLE HARBOUR BOARD'S STRATEGIC VISION 2018-2021

16 January 2018

1. Introduction and Vision

1.1. The Harbour Board's Strategic Vision is:

To conserve the natural beauty, character and history of the harbour, balanced with the needs of the many people who use it, whilst ensuring that it is safe to navigate and accessible to as many people as possible, now and for succeeding generations.

1.2. The 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.

2. Background

2.1. The River Hamble is a popular waterway and harbour with a unique history and a diverse range of uses. Hampshire County Council (HCC) is the statutory Harbour Authority (River Hamble Harbour Authority (RHHA)). The Harbour Board, advised and scrutinised by the Management Committee, is appointed by HCC as the governing body to ensure that the RHHA fulfils its statutory responsibilities. The relationship between the Harbour Board and the Management Committee is as set out in the County Council's Constitution. The Harbour Board wishes to provide clear leadership and direction for all interested parties, including the three riparian local authorities (Eastleigh, Fareham, and Winchester) to achieve a universally agreed approach to the evolution of the harbour and to influence developers to find a balance between contemporary design and conservation.

2.2. The role of the Harbour Authority is to manage, maintain and improve¹ the River Hamble Harbour. Whilst the Harbour Authority is not the planning authority for the River Hamble – this role falls to the three riparian authorities – the Harbour Board nonetheless wishes to play a key role in defining the Harbour's future, primarily by considering and determining consent for harbour works. Full enjoyment of the harbour is dependent on the relationship with adjoining land uses and its true non-statutory extent may be said to be all that land which supports and sustains the harbour activities and those of other interested parties – ie. the support infrastructure. For clarity, the Board has no desire to extend either its statutory jurisdiction or its statutory responsibilities.

3. Purpose

3.1. The Vision is not intended to be a plan or a statement of policies. It is a starting point and a statement of shared values. It aims to take a pro-active approach to the evolution of the harbour, as a centre for a wide range of recreation, as an economic hub and as a site of environmental importance. It seeks to avoid being over- prescriptive and, to that end, stops short of setting out detailed proposals for future development activity. It is intended, however, that this Vision will help to guide the Harbour Board when considering future applications for Harbour Works Consent. It is also intended to be a living document – comment and feedback are welcome and it will be subject to regular review. A measure of its

¹ Harbours Act 1964

success will be its adoption by a wide range of interested parties as the primary reference by which proposals for change can be judged fairly.

4. Scope

4.1. The Harbour Board will seek to conserve the natural beauty, character and history of the harbour, balanced with the needs of the many people who use it. The Board has expressed a firm commitment that, within the Harbour Authority's jurisdiction, it will not permit any further marina or boatyard development north of the currently consented extent of Eastland's Boatyard.

4.2. The Harbour Board is alert to the cumulative effects of river development. Concerns about cumulative effects are due, in part, to the increasing diversity of harbour users and a perceived increase in congestion. There is a clear requirement for a process that is seen to be transparent in safeguarding the river and its amenities, and in balancing user needs and entitlements, be they environmental, recreational or commercial. As a finite resource, the Harbour requires careful husbandry to ensure that it is sustainable as a thriving centre for a diverse range of marine activity now and for succeeding generations.

4.3. This Vision should be read in conjunction with the Harbour Authority Strategic Plan. The Vision is underpinned by an inter-active multi-layer mapping system, known as Hamble Riverview, which depicts key aspects of the harbour and surrounding area to demonstrate how diverse marine activities currently co-exist, and could be used in the future as a tool to assist in highlighting areas of conflicting interest and identifying where opportunities may arise to improve the environment and facilities. It depicts the situation as it is today but can be easily updated as changes occur in the future.

5. Harbour Board Objectives:

5.1. Maintain Safety

5.1.1. Safety within the harbour is the primary responsibility of the Harbour Board (as Duty Holder for the Port Marine Safety Code). The Board seeks to:

- ensure that all users feel safe, and are safe, on the water;
- ensure that all users understand and respect the needs of other users;
- accommodate the diverse range of craft currently found in the Harbour;
- ensure that appropriate navigation channels are available to meet their needs, whether in terms of depth, width, accessibility, shelter or crossing places, and;
- provide relevant information on safety which can be widely disseminated to Harbour users.

The Board recognises the importance of safety for sailing dinghies and other small craft in the harbour and will seek to ensure the preservation of safe areas for these activities. The Board will also encourage the safe use of the Harbour by children and, where possible, provide access for the disabled.

5.2. Preservation and enhancement of the Harbour's environment.

5.2.1. The Harbour Board will ensure its compliance with appropriate environmental legislation. In carrying out its statutory functions, it must have regard to nature conservation, water quality, waste management and heritage features. Thus, protection of the precious environment of the Harbour is a key aspect of the Harbour Authority's statutory

responsibilities. It is vital that the protected habitats such as salt marsh and intertidal mud be conserved in order to perform their natural functions such as sea defence and support of a range of species of flora and fauna. The rural aspect of the upper reaches of the River should remain as such to be enjoyed by future generations. The Board is aware of the possible impact of climate change and sea level rise and will continue to recognise, monitor and raise awareness of the potential effects on the Harbour. The Board also recognises that maintenance dredging and, occasionally, capital dredging is necessary to maintain navigable depths for access and to safeguard useable River space. The Board will seek, where practicable, to support initiatives that will enhance the environment.

5.3. Ensuring commercial and recreational balance.

5.3.1. The Hamble is a busy recreational Harbour and is widely recognised as an important boating and sailing centre, appealing to owners of vessels of all types including racing and cruising yachts, motor cruisers, kayaks, canoes, rowing boats, sailing dinghies and Stand Up Paddleboards (SUPs); other, new, water-based activities may also become popular in the future. Furthermore, the river is popular for fishing, bird-watching, dog-walking, swimming and simply 'sitting and watching'. It is a vibrant and important commercial location, with businesses offering almost every boating service adding millions of pounds and many employment opportunities to the local economy. The Harbour's recreational activity is vital for the survival of these businesses. Thus, it is imperative that a balance is maintained to ensure that businesses, investment and employment can thrive alongside the demands of all recreational activity.

5.3.2 The Board understands the great importance of the marine businesses around the Harbour and will seek to provide support for the appropriate private and public infrastructure so that economic and employment benefits are realised into the future. These businesses include large commercial marinas, smaller specialist boat yards, mooring providers/maintainers, yacht clubs, specialist engineering and support businesses, and those services such as local shops, pubs & amenities, the water taxi, ferry and river bus which enable both boat owners/users and non-boat owners to have access to and experience the water. The Board will encourage marine businesses around the Harbour and anticipates that they will continue to be flexible, open to change and adaptable to the diverse demands of Harbour users in the future.

5.3.3. The Board recognises the equal importance of the Harbour as a recreational resource. The harbour has something to offer across a wide range of recreational activities. The Board believes that the Harbour should continue to meet this recreational demand and will seek to ensure that such activities can take place safely and with the minimum of conflict between users or negative impact on the natural environment. Ensuring that there is sufficient space for recreational activity is important but the Board also recognises the need to balance this against demand for an appropriate distribution of moorings and berths so that the full range of activities may take place safely.

5.4. Ensuring our financial future

5.4.1. The Harbour Authority forms part of Hampshire County Council, but it is largely self funding (mainly through the collection of Harbour Dues, plus fees for services and consents). The Harbour Authority is a 'not-for-profit' organisation and the Board is committed to ensuring that any surplus is reinvested in the infrastructure of the Harbour. This will include sustaining pro-actively the Asset Enhancement Reserve.

5.5. Responding to future demand

5.5.1. There are considerable pressures on the Harbour Authority and a great deal of competition for space on the Harbour. In balancing future demand, the Board will seek to preserve public access to the Harbour for all types of recreation (with appropriate restrictions to ensure safety of navigation and environmental protection). It will work with local planning authorities to maintain access to the shoreline for non-boat users, and seek to encourage the provision of facilities for non-boating visitors when appropriate.

5.5.2. The Board aspires to manage the space available for all categories of Harbour users, and to give due consideration to 'zoning' of activities where practicable. Optimal use of space may involve the clearing of moorings from specific areas, but the Board accepts that moorings elsewhere will almost certainly need to be reconfigured to accommodate displaced boats. The Board will, where appropriate, seek the agreement of The Crown Estate to this. Competition for space is not limited to the water and the Board recognises the importance of adequate facilities for car and trailer parking and will maintain a dialogue with local planning authorities to encourage the inclusion of parking issues on their agendas. The Board wishes to encourage access to the facilities of the River for boat users of all means.

6. Engagement and consensus building

6.1. The Vision is for a harbour where there is a shared understanding between all the individuals and groups who use it. The Harbour Board is committed to working to build consensus between these individuals and groups. The Harbour Management Committee will continue to lead on consultation with those whom Members represent and will advise the Board accordingly when Members believe that consultation is required. Consultation and engagement will be open and accessible where possible. The Board will also work to disseminate information about the Harbour, how it is managed and operates, its history and environment, so as to inform local communities and build ownership of this valuable resource. To this end, the Board seeks to encourage a more 'joined-up' approach to planning and development in the Harbour, working in cooperation with the local planning authorities and other interested parties. Finally, it is fully intended that this Vision will be a living document, to be reviewed every three years and amended on a regular basis.

RIVER HAMBLE HARBOUR AUTHORITY STRATEGIC PLAN 2018-2021

16 January 2018

1. Introduction

1.1 This document forms the Strategic Plan for the River Hamble Harbour Authority. It has been developed by the Harbour Board, with advice from the Management Committee and officers of Hampshire County Council. It sets out the framework for what the Harbour Authority must do, and what it would like to do, over the next three years. The Strategic Plan and its supporting documents, including the Harbour Board's Strategic Vision, will be used to inform decision-making by the Harbour Board. Detailed planning for each year will take the form of an annual Business Plan and forward budget. This will be based on the Strategic Plan but will need to be more flexible and responsive as unanticipated issues and problems arise. The Strategic Plan will be reviewed annually.

2. The River Hamble

2.1 Situated at the heart of the Solent, the River Hamble is widely recognised as a major centre for recreational boating, important both regionally and nationally. Commercial activities on and around the River bring considerable benefits to the local economy and are a significant factor in the local employment market. The River is also a very important part of the local environment and supports many species of birds, plantlife, fish and invertebrates. The Hamble valley is covered by several national and international environmental designations in recognition of its importance as a rich and diverse habitat. The navigable part of the River extends over 6 nautical miles from Southampton Water as far upstream as Botley and Curbridge. It is home to over 3000 recreational craft berthed afloat and many more kept ashore. Leisure activities on and near the River include yachting and power-boating, dinghy sailing and windsurfing, rowing, kayaking and canoeing, paddle-boarding, swimming, fishing, bird-watching, rambling and sightseeing.

3. Mission Statement

3.1 Hampshire County Council is the River Hamble Harbour Authority and delegates its executive decision-making function to the River Hamble Harbour Board. The Management Committee provides policy advice and scrutinises the Harbour Board's decisions.

3.2 The Mission of the Harbour Authority is:

To ensure that the harbour is operated safely and efficiently so as to safeguard the harbour, its users, the public and the environment, both now and in the future. It is committed within its powers to fulfilling all its duties and responsibilities in a safe and efficient manner, to the enhancement of access and facilities for river users, and to the enhancement of the well-being, enjoyment and economic benefit of the River for all.

3.3 The Harbour Authority will:

(i) Comply with all legal requirements.

- (ii) Aim to meet the national requirements of the Port Marine Safety Code.
- (iii) Heed the Guide to Good Practice on Port Marine Operations, published by the Department for Transport (Ports Division).

3.4 The Harbour Authority's functions will be conducted openly and transparently in the overall long-term interests of the harbour's River users and other interested parties and beneficiaries.

4. Port Status and Governance Arrangements

4.1 Responsibility for the governance of the River Hamble was transferred to Hampshire County Council in 1970 and the harbour has been operated as a municipal port ever since. It is assumed that this arrangement will continue for the foreseeable future. Hampshire County Council is also a major riparian landowner. An on-line multi-layer map of the River, known as Hamble Riverview, is available on the harbour website and displays a wide variety of information about the harbour. The County Council and the representatives on the Harbour Board form a democratically accountable body responsible for overseeing the operation of the harbour and the impacts arising from it. The Management Committee (constituted in accordance with the River Hamble Harbour Revision Order 1969 (as subsequently amended) provides advice to the Harbour Board and is responsible for scrutinising its decisions.

5. Planning Constraints

5.1 Although Hampshire County Council is the statutory harbour authority for the River Hamble, it is not the local planning authority for the River. Planning for development on and around the Hamble is covered by the Local Development Framework produced by the riparian local district Councils; all structural development on the River which is attached to the land requires their planning permission. However, no structural works can take place on the River without the works consent of the Harbour Authority (Southampton Harbours Act 1949). Factors for consideration when determining applications for Harbour Authority works consent are contained in the Port Marine Safety Code and environmental legislation.

6. Strategic Objectives

6.1 The Harbour Authority has the following strategic objectives for the coming years:

- (i) Governance: To govern the River Hamble in compliance with the Department for Transport's 'Municipal Ports Review'.
- (ii) Navigational safety: To make the Port Marine Safety Code the central pillar of everything which the Harbour Authority and its staff do to ensure the safety of all those who use and work in the harbour.
- (iii) Environment: To discharge its responsibilities under the Habitats Regulations and all other relevant environmental legislation through conserving and where practicable enhancing the environment and maintaining approved pollution prevention and nature conservation measures.
- (iv) Public Relations and Communication: To enhance the public perception and understanding of the Harbour Authority through building and maintaining the confidence of River users and other interested parties by informing them of plans, progress and achievements, and by a commitment to seek to enhance public understanding of the governance arrangements.
- (v) The Crown Estate: To maintain a productive relationship with The Crown Estate and its agents.

- (vi) Moorings: To manage the mid-stream moorings efficiently and fairly, on behalf of The Crown Estate.
- (vii) Climate Change: To be pro-active in monitoring the River for the impact of climate change and identifying the implications.
- (viii) Enhancement: To encourage and facilitate the enhancement of access and facilities for river users, and the enhancement of the well-being, enjoyment and economic benefit of the River for all.
- (ix) Planning and Consents: To plan for the future of the River Hamble, providing a clear and effective works consent process as the primary decision-making authority on matters affecting safety and ease of navigation in the harbour, and having due regard to the Harbour Authority's responsibilities for environmental protection.
- (x) Consultation: To listen to ideas and suggestions put forward by River users and other interested parties and consult on proposed changes.
- (xi) Visitors: To promote the provision of appropriate facilities for visiting yachtsmen, both afloat and ashore, and manage them as efficiently as possible.
- (xii) Policy: To ensure whenever possible that its views are taken into account when future government policies on ports, harbours and the marine environment are under consideration.
- (xiii) Future Trends: To respond appropriately to new trends in recreational boating, for example: larger boats, Rigid Inflatable Boats (RIBs), Personal Water Craft (PWCs) and dry-sailing.
- (xiv) Financial: To maintain and manage the harbour cost-effectively, and within the available resources.
- (xv) Staff: To employ and retain a well-motivated, properly trained staff and provide regular training for Harbour Board and Management Committee Members.
- (xvi) Health and Safety: To ensure that staff and visitors to Harbour Authority facilities are made aware of health and safety policies and procedures and their own individual responsibilities.

7. External Constraints

7.1 The following external constraints have been identified:

- (i) the complex needs and conflicting interests of River users and other interested parties need to be understood and balanced against the statutory and business constraints within which the Harbour Authority operates;
- (ii) local Planning Authorities policies and controls which may constrain the scope for development and improvement of facilities and amenities;
- (iii) The Crown Estate, motivated in part by its requirement to maintain and enhance income from the River, creates an added pressure, outside the control of the Harbour Authority;
- (iv) Many River users are unaware of the different roles and responsibilities with respect to the River of Hampshire County Council, other local authorities, The Crown Estate, the Harbour Board and the Management Committee.

8. Internal Constraints

8.1 The following internal pressures have been identified:

- (i) the Harbour Authority is funded almost entirely by River users and visitors and must be operated as economically and cost-effectively as possible;
- (ii) the Harbour Board's statutory responsibility to ensure safe navigation dictates that the Harbour Office staff must be available to monitor and supervise activities on the River outside normal working hours.
- (iii) the Harbour Authority has wide ranging environmental responsibilities, some of

which are carried out on behalf of Hampshire County Council and The Crown Estate.

9. Finance

9.1 The Harbour Authority operates as a business unit of Hampshire County Council. Annual income is ring-fenced and the Harbour Authority operates a separate reserve. An annual budget is produced and the accounts are audited by Hampshire County Council and, periodically, by The Crown Estate.

10. Equalities Impact Assessments

10.1 The services and facilities of the River Hamble Harbour Authority are openly available to all, regardless of age, gender, disability, race or religion, in accordance with current equalities legislation. Equality Impact Assessments for the services and facilities provided by the Harbour Authority have been prepared and are held in the Harbour Office. These Assessments include a requirement to collect and analyse data about customers and their needs, so that appropriate measures can be taken where practical to ensure that everyone who wishes to use the services and facilities provided by the Harbour Authority can do so on equal terms. However, simply understanding who the Harbour Authority's customers are and identifying their needs is not sufficient; the Harbour Authority will promote equality of access for all. To that end, all decisions of the Harbour Board must be considered in terms of the impact which they might have on equality of access to its services and facilities, and identify actions which must be taken as a result. Every reasonable effort must be made to ensure that all users are treated equally and that appropriate information and facilities are provided to all.

11. Staff Training and Development - Investing In People

11.1 Hampshire County Council is an accredited 'Investor in People', a significant element of which is to ensure that staff receive the training which they require to do their job, and such additional training as may be required to encourage their career development. Maintaining accreditation as an 'Investor in People' requires that all training undertaken is assessed in terms of its contribution towards the aims and effectiveness of the organisation. Development training will be provided for permanent staff as appropriate to their current role and future aspirations as officers of Hampshire County Council. The Harbour Authority will be pro-active in implementing the County Council's 'Valuing Performance' programme for staff appraisal.

Asset Enhancement Reserve Transactions

Appendix 3 to
Marine Director's
Report

	£
Balance at 31st March 2010	-311,813.71
Interest for 2010/11	-2,657.61
Balance at 31st March 2011	-314,471.32
Interest for 2011/12	-2,674.65
Balance at 31st March 2012	-317,145.97
Security Marking Kits	22,000.00
Slipway Options	1,940.60
Access Slipway	2,528.00
Hydrographic Profiles	275.00
ABPMER Feasibility Study	3,630.00
River Hamble Games	2,303.64
Interest for 2012/13	-1,920.05
Balance at 31st March 2013	-286,388.78
Learning Zone Project	8,425.00
Warsash Slipway & Hamble Jetty extensions-Detailed plans	4,353.18
Interest for 2013/14	-1,542.75
Balance at 31st March 2014	-275,153.35
Bespoke Floating Keyring	2,400.00
Hamble Jetty Visual Impact	1,878.00
PhD - Sacrificial Anodes	2,500.00
River Hamble Games - 2014/15	1,340.00
Slipway Signs and Posts	1,214.00
Visitors Guide	3,017.00
Warsash Slipway	3,992.00
Interest for 2014/15	-1,497.00
Balance at 31st March 2015	-260,309.35
Transfer from General Reserve within	-39,000.00
Contribution to Hamble Lifeboat Station	70,000.00
Marine Pile and Sign	3,400.00
PhD Project - Sacrificial Anodes	5,000.00
Sediment Management Desktop Study	23,100.00
Warsash Slipway	68,657.00
Interest for 2015/16	-1,745.99
Balance at 31st March 2016	-130,898.34
E-Harbours	-30.00
PhD Project - Sacrificial Anodes	5,000.00
Sediment Management Desktop Study	200.00
Warsash Link Pontoon	52,725.00
River Hamble Games 2016	2,224.00

Interest for 2015/16	-1,187.26
Balance at 31st March 2017	-71,966.60

HAMPSHIRE COUNTY COUNCIL

Report

Committee	River Hamble Harbour Board
Date:	6 April 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. That the report be noted by the River Hamble Harbour Board.

2. Summary

2.1. This report summarises activities relating to the River Hamble Harbour Authority's (RHHA) environmental management of the Hamble Estuary between December 2017 and January 2018.

3. Updates

Oil Spill Planning & Response

- 3.1. RHHA staff held an internal table-top Tier 2 oil spill response exercise which formed part of annual testing and training requirements as set out in the Oil Spill Contingency Plan. The focus of this exercise was on refreshing understanding of the following elements of oil spill response; Initial Response Actions; Health & Safety requirements and responsibilities; Waste Management; Equipment.
- 3.2. RHHA's annual return has been made to the Maritime and Coastguard Agency regarding oil spill exercises and training undertaken in 2017, ensuring ongoing compliance with the Merchant Shipping (Oil Pollution Preparedness, Response Cooperation Convention) Regulations 1998.

Beneficial Use of Dredgings in the Solent (BUDS) Project

- 3.3. Further to previous updates, work by ABPMer continues to progress Phase 1 of this project commissioned by the Solent Forum. RHHA's Environment & Development Manager (EDM) attended a stakeholder workshop, to begin the process of identifying potentially suitable sites for implementing a project that beneficially uses fine dredge sediment for habitat restoration (and other functions). Outputs from RHHA's recent Saltmarsh and Sediment study were key to informing discussions relating to the Hamble Estuary. Next steps will include a review of outcomes and the development of recommendations by examining mapping outputs.

The Port Energy Conservation and Savings (PECS) Project

- 3.4. RHHA has been invited by Southampton Solent University to join the project as an 'Observer' and the EDM attended the opening conference held on 19th January, along with other Observers and Partners from UK and European ports and harbours.
- 3.5. PECS is an international cooperation project involving knowledge institutions, port authorities, industry and public authorities. The project focuses on the reduction of carbon within ports and marinas in a cost efficient way, by implementing different technologies on land and in the water. The Interreg funded project has a budget of 8m Euros to implement a series of low carbon and renewable energy solutions, within small partner ports and port operating companies within the '2 Seas' region (covering coastal areas of England, France, Belgium (Flanders) and the Netherlands) connected by the Channel and the North Sea.

“PECS is addressing the challenge of achieving carbon reductions through the introduction of low carbon technologies i.e. renewables and energy efficiency within small and medium sized (SMS) ports and marinas. These ports face numerous common obstacles (i.e. limited resources, technical expertise, lack of collaboration, regulations) and as a result little has been done to reduce carbon emissions. Demonstrations of low carbon technologies and solutions in real life and different circumstances are required to raise awareness and to show feasibility. In addition to convince other SMS ports it is also necessary to develop and showcase practical methods and tools as energy audit, potentials for renewables and the best mix of low carbon options. Finally SMS-ports need practical models for low carbon investment & business cases and to come to energy cooperation structures.”

- 3.6. A key part of the project will be disseminating the results of the various pilots taking place in the Partner ports and harbours (this does not include the Hamble) i.e. both pilot implementation and also their effectiveness in leading to carbon savings. Solent University's role is in the development and application of auditing methodologies as well as exploring the potential and opportunity for energy cooperation within port and harbour environments. As such, it wishes to engage 'observer partners', which will include the Hamble, in the project processes but also in helping disseminate and reach as many relevant stakeholders as possible. There is no financial commitment for RHHA.

<http://www.pecs2seas.eu/about>

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:

The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;

Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;

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

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.

HAMPSHIRE COUNTY COUNCIL

Report

Committee	River Hamble Harbour Board
Date:	6 April 2018
Title:	Harbour Works Consent Application - Variation to Existing Consent for Proposed Pontoon Layout at Swanwick 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 variation to the Harbour Works Consent for the proposal set out in this report be approved, subject to the following conditions:
 - a. That the proposed pontoon layout is to be built in accordance with the details and plan set out in paragraph 4, with conditions as specified in River Hamble Harbour Authority's Harbour Works' Consent dated 23 July 2007, with the single exception that fixed navigation lights as approved by Trinity House shall be fixed to each Hammerhead.
 - b. Any changes to the exact location of any piles supporting the proposed layout that are found to be required at detailed design must be approved in writing by the Harbour Master.
 - c. 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.
 - d. 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.
 - e. 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.
 - f. That the pontoon reconfiguration 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) at Swanwick Marina, Swanwick Shore Road, SO31 1ZL, made by Marina Projects Limited on behalf of its client Premier Marinas Limited.

- 2.2. The proposal is for a variation to an existing Harbour Works Consent and relates to minor changes to the position of some of the pontoons and associated piles previously approved but not yet constructed.

3. Background

- 3.1. Premier Marinas Ltd holds current Harbour Works Consent for a large scale modernisation within the existing curtilage at Swanwick Marina which includes a new layout of the marina pontoons. This consent was granted by the Harbour Board in July 2007, and a minor variation request was subsequently approved in 2009. At the time this consent was not time-restricted and is therefore still valid for construction.
- 3.2. The redevelopment scheme at Swanwick Marina involves many elements outside the jurisdiction of the Harbour Authority (housing, parking, commercial units), and some have already commenced or been completed. This application relates only to the adjustment of the layout of pontoons and piles from that previously approved but not yet constructed.

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 proposed variation (see Appendix 1a and 1b):

- Appendix 1a : File note – Summary of Changes.
- Appendix 1b : Drawing Number MP269.7-00-P-Sk02 (Rev B)

- 4.2. A summary of the proposal is provided in the file note at Appendix 1a, including the changes to the number of piles and berths.

- 4.3. Drawing Number MP269.7-00-P-Sk02 (Rev B) sets out the following:

- existing layout as built (in red).
- the currently consented layout (in green).
- the revised layout for which approval is now sought (in black).

For clarity, where the black lines of the proposed layout are not visible, there is no change to that element from the consented layout marked in green.

- 4.4. Appendix 2 – aerial photo of the existing layout at Swanwick Marina for ease of reference.
- 4.5. This application constitutes a variation to an approved plan which could be implemented now. The previously consented application was subject to comprehensive scrutiny, including a detailed Environmental Impact Assessment. This scrutiny informed the conditions of the granted Harbour Works' Consent. With this in mind, these documents are not resubmitted here.

5. Harbour Authority's Responsibilities

- 5.1. Consent for this variation 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 Marine 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. The Harbour Authority addresses its responsibilities under the environmental regulations through consultation with Hampshire County Council, the Local Borough Councils, the Department for Environment, Food and Rural Affairs, Natural England and the Environment Agency. Specific issues relevant to this particular application are covered within the sections below.

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/workapplication>.
 - The plans and details of the application were made available in the Harbour Office for inspection by members of the public.
 - Notification email sent to all members of the River Hamble Harbour Management Committee and the River Hamble Harbour Board of the proposed development.
 - Email sent to interested parties and to members of the Hamble Estuary Partnership informing them of the application and requesting written comments by the deadline.
 - Consultation with Natural England.

7. Responses to Consultation

- 7.1. All the responses received which relate to the Harbour Authority's statutory and safety responsibilities have been taken into account in the preparation of this report.
- 7.2. Natural England's statutory response raised no objection to the revised pontoon and pile layout. See Appendix 3. NE is satisfied that RHHA may grant consent for the proposal and recommend that conditions be added to the consent.
- 7.3. The Harbour Master would like to thank those who responded for their comments on both the presentation of the plan and views on its perceived viability. Responses were received from Curdridge Parish Council, which raised no objection, as well as three members of the public and the River Hamble Mooring Holders' Association all of whom wrote in objection to the variation. Three respondents wrote twice. While it is not policy to put those responses in their entirety before the Management Committee, they commented that:
 - The proposed position for pile A6 should be moved to the West to facilitate easier access to and from the Swanwick Slipway;
 - The drawing submitted should be amended to show the location of the 'V' pile run across the Main Channel in order to make clear the width of navigable water;
 - The new piles G9 and G10 would restrict the available space for manoeuvring in the vicinity of the fuel berth;
 - The first eight fingers on the Eastern side of the 'G' pontoon should be angled at 75 degrees to the main walkway in order to bring them into line with the direction of water flow on the ebb tide; it was proposed that a similar but smaller angle would be appropriate on the outer fingers of the 'F' pontoon. There should also be no increase in the length of the proposed fingers;
 - That there had been numerous collisions and close quarters situations involving boats departing from the fuel berth, usually on a spring ebb tide;
 - That variations in currents had been created by the capital dredge at an upstream yard contributing to accidents in the vicinity.

8. Harbour Master's Comments

- 8.1. This section details the aspects of the application relevant to the consideration of a variation to 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 also requires variations/permissions from other authorities (Local Planning Authority, Environment Agency, Marine Management Organisation and The Crown Estate). Issues pertaining to their policies and regulations should be addressed with the appropriate organisation.
- 8.3. At the time of writing this report, submission of the revised pontoon layout plan to Fareham Borough Council (FBC) is pending. The original planning application is still valid as some of the works have commenced, and as such

FBC have advised that the adjustment to the pontoon layout will be assessed as a non-material amendment.

- 8.4. The original Marine Licence has lapsed, and the application for a replacement licence is underway.
- 8.5. The Harbour Master supports the comments made by some respondents in respect of keeping pile A6 clear to the West of the Swanwick Slipway. The Harbour Master also agrees that it is useful for the 'V' run to be marked on the plan to indicate the width of the Main Channel adjacent to the Marina. The Developer has agreed with these amendments and has included them in a revised issue of the drawings (Rev B). For completeness, the changes applied between the drawing (Rev A) used for RHHA's public non-statutory consultation and that submitted for approval (Rev B) are:
 - Shortening of the finger pontoon with pile reference A6 to match the consented layout.
 - Addition of the existing mid-stream V run moorings layer to demonstrate channel width.
 - Updating of the Pontoon references to reflect the proposed re-naming on works completion.
- 8.6. In terms of geometry and dimensions, including access from the Main Channel and in the vicinity of the Fuel Berth, the variation of the plan continues to conform with the requirements of the Industry Standard, the British Marine and Yacht Harbour Design Code of Practice, approved by the Regulator (the MCA).
- 8.7. With regard to respondents' comments on collisions near the fuel berth at Swanwick and nearby, it must first be said that the River Hamble has a strong tidal flow, which is a factor for all responsible mariners and which must be considered along with every other circumstance when planning any voyage.
- 8.8. It is also not the role of a Harbour Authority to reduce any risks to nil; it cannot do so. Steps taken must be reasonable and practicable. Inter alia, conforming with the Code of Practice is a reasonable and practicable step. This also applies to comments on the angling of berths. Recognising any challenges that may be brought about by the direction and characteristics of the current near the 'G' finger, it must always be the responsibility of anyone in command of a vessel to consider all the factors when proceeding afloat and plan his or her journey appropriately. The Harbour Authority cannot be held responsible for the actions of a skipper who fails to take account of, inter alia, the weather, tidal stream, visibility, his or her own ability or currency, the handling characteristics of the craft in the prevailing circumstances and conditions. The International Regulations for the Prevention of Collisions at Sea apply. Rule 2 (Responsibility) states:
 - a. *Nothing in these Rules shall exonerate any vessel or the owner, master or crew thereof, from the consequences of any neglect to comply with these Rules or of the neglect of any precaution which may be required by the ordinary practice of seamen or by the special circumstances of the case.*

b. In construing and complying with these Rules due regard shall be had to all dangers of navigation and collision and to any special circumstances, including the limitations of the vessels involved, which may make a departure from these Rules necessary to avoid immediate danger.

8.9. While it is probable that not all collisions or near misses are reported, there is no empirical evidence to support the assertions made regarding numerous collisions in the vicinity or and therefore deduce any change arising from the alleged consequences of an upstream capital dredge. It will be noted that Byelaw 9 requires that:

The Master of any vessel or pontoon involved in collision causing damage with any other vessel or structure in the River shall forthwith report the circumstances to the Harbour Master.

8.10. It might be helpful to record that there have been 50 reported collisions in the Hamble River since 2010 and that 6 of these have taken place between the A27 bridge and Swanwick bend. Only one reported collision has taken place near the fuel berth in July 2017 but this did not involve a boat using the berth.

8.11. Three areas of the plan merit observation.

- a. Starting at the Western end, the berthing fingers on the west side of finger 'G' have been commented on unfavourably by some respondents. These have, however, already been considered by the Harbour Board and granted Harbour Works' Consent.
- b. Finger 'G' is shorter than the present finger by 5 metres with a concomitant increase in the lateral width of the Main Channel at that point.
- c. Following a suggestion from a respondent and the support of the Harbour Authority, the developer has agreed to move pile A6 west to the previously consented position clear of the end of the Swanwick slipway, in order to maintain clear access at Low Water.

8.12. The current configuration at Swanwick Marina gives 393 berths and is constructed from 163 piles. The previously consented plan would have delivered 326 berths from 154 piles. This variation order plans to deliver 311 berths from 146 piles.

8.13. The current berthing meterage at Swanwick Marina is 4220m. The meterage under the Variation Order is 4457m.

8.14. It is acknowledged that pile locations supporting the proposed new layout should be considered indicative until an appointed contractor issues their final detailed design assessment. It is unlikely that the arrangement of piles for the finger pontoons will change, but the exact locations of the main walkway piles may need to be adjusted. As such, the Harbour Master will request detailed design drawings be issued to confirm this prior to works being undertaken. See condition in Section 1 above.

8.15. The proposed variation from that previously consented does not raise concern regarding environmental impacts. If the River Hamble Harbour Board decides to grant permission for this variation from the consented pontoon layout to the proposed layout 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.)

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.

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MARINA PROJECTS LTD: FILE NOTE

Swanwick Marina Reconfiguration

Summary of changes for Harbour Works Consent

Revision 02 – 21/12/2017

1. INTRODUCTION

Premier Marinas Ltd are looking to complete the reconfiguration of Swanwick Marina during winter 2018 and winter 2019. The work will involve replacement of the Quay wall and the removal and reinstatement of the piles and pontoons to in a reconfigured layout that will cater for Swanwick's boat demographics and improve access to berths. Dredging in support of the reconfiguration will be undertaken within the existing maintenance licencing held separately to redevelopment consents.

Harbour Works Consent for the reconfiguration was originally issued by the River Hamble Harbour Authority in July 2007, with a minor amendment approved in August 2009. The 2009 Consent is the current version and is based upon Walcon Drawing M1661/301 Rev O to define the pontoon and pile layout.

In advance of a tender process to appoint the necessary contractors a final design review was completed by Premier Marinas Ltd to ensure the layout caters for any change in demographic between 2009-2017 and to ensure the facility caters to future aims at the site. This review has identified some minor changes in pontoon positioning and so the suite of consents is being updated to reflect this final layout. This File note highlights the changes and should be read in conjunction with Marina Projects drawing MP269.7-00-P-Sk02-RevA. In addition to the variation to the HWC further variations to the planning permission and an application for a new Marine Licence is being undertaken separately to ensure the continuity of design across the suite of consents.

2. SUMMARY OF CHANGES

Drawing MP269.7.00-SK02-RevA is based upon a Walcon issued drawing to create a single overlay of the 3 pontoon configurations to allow easy comparison of the schemes;

- 1) The '**Existing layout**' reflects the pontoons and piles as they are currently found on site in their present form

- 2) The '**Consented layout**' reflects the scheme consented by the 2009 Harbour Works Consent and is taken from the Walcon Drawing M1661/301 Rev O as detailed by condition (iv) of that consent.

- 3) The '**Proposed layout**' reflects the latest revision to the scheme and is the design that Premier Marinas Ltd wishes to take forward to Tender and Construction

Overlaying the 3 layouts as shown in the SK02-RevA drawing allows for a quick and clear comparison of the schemes to be completed and demonstrates that the greatest change in layout is between the **Existing Layout** and the **Consented Layout**. The drawing shows that changes between the **Consented layout** and the **Proposed layout** are comparably minor and look to adjust the exact location of the main walkways to improve fairway width and increase the length of some pontoon fingers to improve the berthing provision. For clarity, where the black lines of the **Proposed layout** are not visible on drawing SK02-RevA the interpretation should be that there is no change to that element from the **Consented layout**.

The key detail of the **Proposed layout** is that it remains within the water area established by both the **Existing** and **Consented layouts** and so does not look to secure any additional water space. A further comparison of the number of berths and piles within each layout is provided in the table below for reference;

Table 1 - Comparison of Berths and Piles

Scheme	Berths	Piles
Existing	393	163
Consented	326	154
Proposed	311	146

3. SUMMARY

This file note aims to highlight the key changes between the scheme iterations at Swanwick as shown on SK02-RevA and allow an easy assessment of the detail differences to be made. It is considered that should the River Hamble Harbour Authority approve the changes between the Consented and Proposed layouts a single further drawing showing only the detail of the Proposed layout will be submitted to be incorporated into the Consent. It is envisaged that this further drawing will be standard across the suite of consents to ensure continuity is maintained.



Notes:
 Pontoon layouts based upon Walcon drawing Q7065-002 - SHT. 1.



B	01/02/2018	CFM	AB
Inclusion of 'V-Run' midstream mooring position and shorten finger with pile A6			
A	15/12/2017	DPJ	AB
Positions of Navigation Lights Indicated			
No	Date	Drawn	Chkd
Description			
Revision			

Project:
**Premier Marinas Licensing
 Swanwick Marina**

Drawing Title:
**Existing, Consented
 & Proposed Pontoon Layouts**



Marina Projects Ltd.
 The Design Office
 Endeavour Quay, Mumby Road, Gosport PO12 1AH,
 Tel. +44 (0)23 9252 6688; Fax +44 (0)23 9252 3980
 www.marina-projects.com

Registered Office: Suite B, Bourne Gate,
 25 Bourne Valley Road, Poole, Dorset BH12 1DY
 Registered No. 4182366

Drawn by	Date	Approved by	Date
CFM	01/02/2018	AB	01/02/2018

Scale:
 1/750 (A1) 1/1500 (A3)

Drawing No	Rev.
MP269.7-00-P-SK02	B

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 trade marks of Marina Projects Ltd.

KEY	
	PROPOSED LAYOUT
	CONSENTED LAYOUT
	EXISTING LAYOUT
	PILE PROPOSED

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Swanwick Marina



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Date: 01 February 2018
Our ref: 234848



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

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

VIA EMAIL ONLY

T 0300 060 3900

Dear Alison,

Consultation: Swanwick Marina Redevelopment (N.B a variation to the existing Consent).

Location: Swanwick

Designated sites:

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

Thank you for your consultation dated 28 December 2017, 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 2010 (as amended)

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 sincerely
Jenny Murray – Hampshire, Dorset and Isle of Wight Team
Jenny.Murray@naturalengland.org.uk

HAMPSHIRE COUNTY COUNCIL

Report

Committee	River Hamble Harbour Board
Date:	6 April 2018
Title:	River Hamble Asset Register
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 this report be taken into account alongside the annual statutory accounts in setting Harbour Dues for 2018/19 at the June Board meeting.

2. Summary

- 2.1. This report is rendered for the second time and shows the level of forecast expenditure likely to be required to maintain certain items of infrastructure critical to the delivery of RHHA operational capability. Alongside the statutory accounts, it will be used to judge the setting of Harbour Dues for 2018/19.

3. Background

- 3.1. The report highlights the need for good husbandry, in particular, of our jetties over the course of the next fifteen years to smooth the requirement for their replacement between 2030 and 2040. These most expensive items to replace are in sound condition now. They will, alongside our other infrastructure, be subject to 5 yearly surveys going forward as recommended by our professional engineering survey contractors, Opus Engineering during last year's inspection.

Annex A to
RHHA Asset Register Report

River Hamble Fixed Assets Register

Asset	Year of purchase	Purchase cost £	Life expectancy (years)	Replacement Due	Depreciation charge for 2017/18 £	Cumulative depreciation to 31/3/18 £	Net book value at 31/3/18 £	Annual Maintenance budget £	Replacement Cost £
Marks, beacons, lights, piles & buoys									
Cardinal mark at river entrance – piling only	2000	3,000	30	2030	100	1,800	1,200	As req'd	3,500
Superstructure and cardinal top mark	2000	1,000	20	2020	0	1,000	0	A/R	1,500
9 beacons at river entrance, plastic piling	2000	30,000	30	2030	600	10,800	19,200	A/R	34,500
Sector lights – Hamble Point / Warsash superstructure	1997	30,000	30	2027	0	30,000	0	A/R	40,000
2 sector lights	2006	12,000	15	2021	800	9,600	2,400	A/R	15,000
5 port & starboard navigation marks / piles	1977	20,000	45	2022	0	20,000	0	A/R	25,000
Maintenance piles – Warsash	2002	33,000	30	2032	1,320	21,120	11,880	A/R	35,000
Maintenance piles – Hamble	1989	15,000	30	2019	0	15,000	0	A/R	16,000
Maintenance piles – Lands End	1988	15,000	30	2018	0	15,000	0	A/R	16,000
5 navigation buoys	2006	16,000	20	2026	800	9,600	6,400	A/R	18,000
Navigation lights at harbour entrance	2015	5,068	10	2025	507	2,028	3,040	A/R	5,500
Total		180,068			4,127	135,948	44,120		210,000
Bridges, walkways, jetties									
Bridge to Hamble jetty	1988	40,000	40	2028	1,333	40,000	0	2,000	50,000

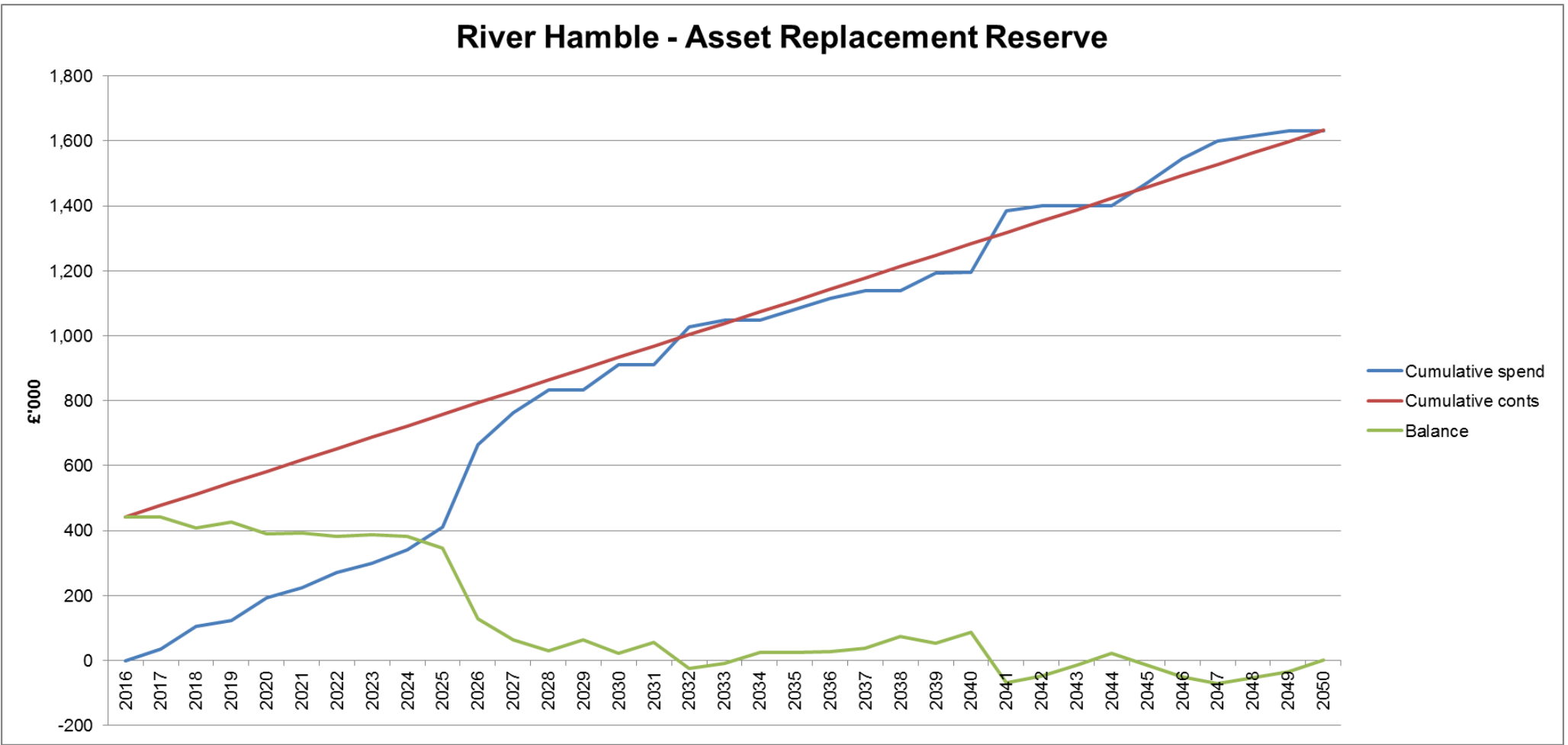
Asset	Year of purchase	Purchase cost £	Life expectancy (years)	Replacement Due	Depreciation charge for 2017/18 £	Cumulative depreciation to 31/3/18 £	Net book value at 31/3/18 £	Annual Maintenance budget £	Replacement Cost £
Bridge to Warsash jetty	1990	40,000	40	2030	1,333	34,666	5,333	3,000 ¹	50,000
Walkway to Warsash jetty	1982	50,000	50	2032	1,000	36,000	14,000	Note 1	50,000
10 support piles for Warsash walkway	1982	36,000	50	2032	720	24,480	11,520	Note 1	30,000
Warsash jetty – piling, pontoons, services, lighting etc	2006	170,000	35	2041	6,800	67,000	103,000	Note 1	190,000
Warsash connecting pontoon	2016	55,000	35	2051	1,570	1963	53,037	1,000	55,000
Hamble jetty – piling, pontoons, services, lighting etc	1991	140,000	35	2026	0	140,000	0	2,000	160,000
Fisherman's pontoon / jetty	2006	48,000	20	2026	2,400	28,800	19,200	1,000	55,000
Visitors' pontoon and piles	2000	60,000	25	2025	2,400	40,800	19,200	2,000	65,000
River Hamble Country Park Jetty	2014	Est 55,000	25	2039	1,000	4,000	51,000	1,000	55,000
Total		694,000			18,556	417,709	276,290		760,000
Boats									
2 patrol boats	2011	40,000	12	2023	3,333	23,333	16,666	2,000	30,000
RIB	2012	15,000	15	2027	1,000	6,000	9,000	500	15,000
Engines ²	2015/6/7	45,000	2.5	2017/8/9	10,830	25,994	19,006	Contract ³	45,000
Total		105,000			15,163	55,327	44,672		90,000
Maintenance Dredging (Not included in asset calc)	2006	20,000	10	A/R	N/A	N/A	N/A	A/R	25,000
Total		20,000							25,000
Grand Total		999,068			37,846	608,984	365,082	14,500	1,085m

¹ For total Warsash jetties and piles.

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

³ Within engine contract.

River Hamble - Asset Replacement Reserve



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

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

Section 100 D - Local Government Act 1972 - background documents

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

Document

Location

None

IMPACT ASSESSMENTS:

1. Equality Duty

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

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

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

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

1.2. Equalities Impact Assessment:

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

2. Impact on Crime and Disorder:

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

3. Climate Change:

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

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

HAMPSHIRE COUNTY COUNCIL

Report

Committee	River Hamble Harbour Board
Date:	6 April 2018
Title:	Annual Review of Business Plan
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. It is recommended that the River Hamble Harbour Board reviews the Business Plan and proposes any amendments or additions as appropriate for inclusion.

2. Summary

- 2.1. This report covers a review of the River Hamble Harbour Authority's rolling Business Plan.

3. Review of Business Plan

- 3.1. The River Hamble Harbour Authority's rolling Business Plan has been updated and is attached at Appendix 1. The Plan supports the Harbour Authority's Strategic Plan from which the headings of 'Plan Topic' and 'Brief' are derived. There is scope for new or revised objectives to be added to the plan, particularly where they update or replace those objectives which have been completed in full.
- 3.2. Members are requested to comment and to recommend potential revisions or additional items for inclusion in the 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.)

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.

Serial	Priority 1 low 5 high	Plan topic	Brief	Objective	Constraints	Budget	Target completion date	Ownership of project	Review date	Review Notes
1	5	Governance	To support the current governance arrangements, as approved by HCC	Recruit, select and train members of the Harbour Board as required	Availability of selection panel members	Minimal	Ongoing	Marine Director and Harbour Board	Mar-18	Strategic Vision and Plan reviewed 26 Jan for period 2018-2021
2	5	Navigational safety	To comply with the requirements of the Port Marine Safety Code	Repair and maintain Aids to Navigation as required	None	£12000 per annum	Ongoing	DHM/HOM	Mar-18	Trinity House audit satisfactory (4/5/17) with some minor actions required. Complete. Next Audit delayed by TH until Aug 2019.
3	5	Environment	To discharge responsibilities under Habitats Regulations and other relevant environmental legislation	Provide and maintain Tier 1 Oil Spill response equipment, meeting the appropriate legislative requirements.			Ongoing	DHM/HOM and Environment and Development Manager	Mar-18	Ongoing.
4	5	Environment	To discharge responsibilities under Habitats Regulations and other relevant environmental legislation	Provide adequate storage facilities for oil spill response and emergency equipment				Marine Director and HCC	Mar-18	Storage in Stone Pier Yard
5	4	Environment	To discharge responsibilities under Habitats Regulations and other relevant environmental legislation	To work with the Highways Agency, Environment Agency and Hampshire Fire and Rescue to seek ways of reducing the risk of pollution from bridges across the River	Funding	Not known	Ongoing	MD and Environment and Development Manager	Mar-18	Under consideration by Highways Agency
6	4	Environment	To discharge responsibilities under Habitats Regulations and other relevant environmental legislation	Conduct desk-top study to assess feasibility of beneficial re-use of dredged material on saltmarsh		£25000	Complete	Environment and Development Manager	Ongoing	Member of Solent BUDS Project Technical Group. Routine Board Environmental reports contain detail
7	4	Environment	To discharge responsibilities under Habitats Regulations and other relevant environmental legislation	To ensure that all staff are trained and exercised in oil spill response	Major exercise required every 3 years	Up to £8000 per annum, depending on training and exercise requirements	Ongoing. Next major exercise 2019	DHM/HOM, and Environment and Development Manager	Mar-18	Annual internal table-top exercise conducted 23 Nov 2017. Ongoing contract with Adler and Allen.
8	1	Environment	To discharge responsibilities under Habitats Regulations and other relevant environmental legislation	To identify and provide partial funding for environmental research projects which are deemed to be of net benefit to the harbour	Maximum of two projects per academic year	£5000 per annum	As opportunities arise	Environment and Development Manager	Mar-18	PhD project on sacrificial anodes. complete July. In course of disseminating findings.
9	3	Public relations and communications	To enhance the public perception of the Harbour Authority	Broad involvement in and representation at relevant local committees. Programme of HM Presentations. Annual Forum for 2018 to disseminate information to key river users		£500	Ongoing	MD	Mar-18	AF WSC 27 Mar 2018

Serial	Priority 1 low 5 high	Plan topic	Brief	Objective	Constraints	Budget	Target completion date	Ownership of project	Review date	Review Notes
10	3	Public relations and communications	To enhance the public perception of the Harbour Authority	To ensure that RHHA input to the River Hamble Directory is relevant and accurate	Editorial control rests with River Hamble Combined Clubs	£2,000	Complete for 2018	Harbour Office staff and Scene-Media	Jan-19	Updates completed for publication.
11	3	Public relations and communications	To enhance the public perception of the Harbour Authority	Optimise Web Site and Social Media use to land messages	Nil	None budgeted – potential income generator	Ongoing	Marine Director	Mar-18	Ongoing . Review in consultation with River Users
12	5	Crown Estate	To maintain a productive relationship with The Crown Estate	Fulfil the terms of the Moorings Management Agreement with the Crown Estate	Moorings Management Agreement	Income generator	Annual and ongoing	Marine Director, DHM/HOM, Moorings Manager	Mar-18	New Management Agreement in place from 31 Mar 2017 until Mar 2020
13	2	Enhancement of economic benefits	Where possible, to seek opportunities to enhance the economic benefits of the harbour	To encourage the use of Harbour Authority facilities for events, rallies and regattas	Requires advertising and promotion on website and Hamble Directory	None budgeted - potential income generator	Ongoing	Harbour Board and Marine Director	Mar-18	Rally and regatta pre-booking arrangements in use. Next Hamble River Games scheduled for 16 June 2018
14	3	Enhancement of well-being and enjoyment	Where possible, to seek opportunities for all harbour users to enjoy the benefits of the harbour	To seek to enhance the experience of those who use the River by improving access, both on and off the water To keep abreast of developments in County and Borough Council Policy, local initiatives and events, in order to enable and facilitate their safe and efficient delivery within the constraints of the Port Marine Safety Code.	Funding Staff resource	From Asset Enhancement Reserve	Ongoing	Harbour Board and Marine Director	Mar-18	Remaining alive to and facilitating opportunities for enjoyment and development. Supporting the proper authorities in delivery of policy objectives within the bounds of own existing resource.
15	5	Planning and consents	To provide a clear and effective works consent process	All works consents applications dealt with in a reasonable timescale, taking into account safety and environmental factors	Port Marine Safety Code and relevant legislation	Income generator	Ongoing	Environment and Development Manager	Mar-18	
16	4	Planning and consents	To provide a clear and effective works consent process	Provide professional pre-application advice through the Consents Advisory Panel	Availability of officials from other consenting bodies	£500 per annum for room hire	Ongoing	Environment and Development Manager	Mar-18	Consents Advisory Panel meets as required.
17	4	Consultation	To respond to ideas and suggestions put forward by harbour users and other interested parties and consult with them when appropriate	Conduct formal consultations with interested parties when appropriate, using on-line methods whenever possible		None at present	Ongoing	Marine Director	Mar-18	Leisure paper priorities endorsed by Board 14July 2017

Serial	Priority 1 low 5 high	Plan topic	Brief	Objective	Constraints	Budget	Target completion date	Ownership of project	Review date	Review Notes
18	3	Visitors	To encourage the provision of appropriate facilities for visiting yachtsmen.	Provide assistance and local information to visiting yachtsmen	None	Minimal	Ongoing	All staff	Mar-18	Continuous, including contributions to local pilot books, directories and guidebooks. Website development work.
19	4	Policy	To ensure that the opinions of the Harbour Authority are taken into account when Government policies on ports, harbours and the marine environment are under consideration	Respond to all relevant Government consultations and attend appropriate conferences, workshops and meetings		Travel costs for meetings etc	Ongoing	Marine Director	Mar-18	Staff attended various UKHMA, BPA, SASHMA and Solent Forum meetings and workshops, together with environmental and marine planning events. HM UKHMA representative on DfT TEP Steering Group
20	2	Future trends	To respond appropriately to new trends in recreational boating	Monitor trends in recreational boating and propose appropriate responses		None budgeted	Ongoing	Marine Director	Mar-18	Monitoring of proposed Navitus Bay windfarm, paddleboarding and jet packs (powered by jet-skis).
21	5	Financial	To maintain and manage the harbour cost-effectively and within available resources	Plan and implement annual budget	Hampshire County Council financial regulations	£27,000 (Service Level Agreement with County Treasurer)	Ongoing	Marine Director and County Treasurer	Mar-18	2018/19 forward budget approved by Harbour Board Jan 2018
22	3	Financial	To maintain and manage the harbour cost-effectively and within available resources	Maximise income through effective collection of Harbour Dues	Requires co-operation of yards and clubs	Income generator	Ongoing	Marine Director	Mar-18	
23	4	Staff	To employ and retain well-motivated, properly trained staff	Recruit high quality staff, and provide and encourage training and personal development		Core business	Ongoing	All line managers	Mar-18	
24	4	Staff	To employ and retain well-motivated, properly trained staff	Adhere to principles of Investors in People (IiP)		Core business	Ongoing	All line managers	Mar-16	Ongoing. Make use of HCC Valuing Performance protocols
25	3	Staff	To provide appropriate training for Management Committee and Harbour Board members	Organise training events for Members as required	Availability of Members	Core business	Ongoing	Marine Director and Members	Mar-17	Ongoing training after each Man Cttee meeting. Bespoke induction packages delivered
26	4	Equalities and accessibility	To ensure compliance with all equalities and accessibility legislation	Ensure that equalities and accessibility are taken into account in all activities and decisions	Equalities legislation	Core business	Ongoing	Marine Director	Mar-17	Equality central to planning processes as directed by the updated Strategic Vision Paper.

HAMPSHIRE COUNTY COUNCIL

Report

Committee:	River Hamble Harbour Board
Date:	6 April 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.

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Management Committee Date	Agenda Item	Harbour Board Date
9 March 2018	<ul style="list-style-type: none"> • Marine Director and Harbour Master's Report and Current Issues • Environmental Update • Harbour Works Consent – Swanwick Marina • Forward Plan for Future Meetings • Asset Register Review • Annual Review of Business Plan 	6 April 2018
8 June 2018	<ul style="list-style-type: none"> • Marine Director and Harbour Master's Report and Current Issues • Environmental Update • Harbour Works Consent • River Hamble Final Accounts 2016/17 • Review of Harbour Dues • Proceedings of the Annual Forum • Forward Plan for Future Meetings • Annual Familiarisation Boat Trip 	13 July 2018
14 September 2018	<ul style="list-style-type: none"> • Marine Director and Harbour Master's Report and Current Issues • Environmental Update • Harbour Works Consent – Hamble Point Marina Pier Extension. • Forward Plan for Future Meetings • Briefing (Man Cttee only) – Induction for New Members as well as Refreshing of Responsibilities for Existing Members 	5 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 	16 November 2018
7 December 2018	<ul style="list-style-type: none"> • Marine Director and Harbour Master's Report and Current Issues • Environmental Update • Harbour Works Consent (if applicable) • River Hamble Budget 2017/18 • Review of Fees and Charges • Forward Plan for Future Meetings 	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 	5 April 2019