

NOTICE OF MEETING

Meeting	River Hamble Harbour Management Committee
Date and Time	Friday, 8th June, 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 HELD ON 9 MARCH 2018 (Pages 5 - 8)

To confirm the minutes of the previous meeting held on 9 March 2018.

4. DEPUTATIONS

To receive any deputations notified under Standing Order 12.

5. CHAIRMAN'S ANNOUNCEMENTS

To receive any announcements the Chairman may wish to make.

6. MARINE DIRECTOR AND HARBOUR MASTER'S REPORT AND CURRENT ISSUES (Pages 9 - 16)

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

7. ENVIRONMENTAL UPDATE (Pages 17 - 22)

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

8. HARBOUR WORKS CONSENT APPLICATION – BROOKLANDS QUAY MOORING BUOY RELOCATION (Pages 23 - 38)

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

9. HARBOUR WORKS CONSENT APPLICATION – SWANWICK SHORE ROAD CAR PARK RIVER WALL REPLACEMENT (Pages 39 - 54)

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

10. RIVER HAMBLE STATUTORY ACCOUNTS 2017/18 (Pages 55 - 90)

To consider a report of Director of Culture, Communities and Business Services presenting the final accounts for the financial year 2017/18.

11. REVIEW OF HARBOUR DUES (Pages 91 - 96)

To consider a report of the Director of Culture, Communities and Business Services in respect of the rate of Harbour Dues for 2019.

12. PROCEEDINGS OF THE ANNUAL FORUM (Pages 97 - 106)

To consider a report of the Director of Culture, Communities and Business Services giving an update on the proceedings of the 2018 Annual Forum.

13. FORWARD PLAN FOR FUTURE MEETINGS (Pages 107 - 110)

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

ABOUT THIS AGENDA:

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

ABOUT THIS MEETING:

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

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

This page is intentionally left blank

Agenda Item 3

AT A MEETING of the River Hamble Harbour Management Committee of
HAMPSHIRE COUNTY COUNCIL held at Warsash Sailing Club on Friday, 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 Management Committee
Date:	8 June 2018
Title:	Marine Director and Harbour Master's Report and Current Issues
Report From:	Director of Culture, Communities and Business Services

Contact name: Jason Scott

Tel: 01489 576387

Email: Jason.Scott@hants.gov.uk

1. Recommendations

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

2. Summary

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

3. Patrols

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

4. Incidents and Events

- 4.1. The reporting period has seen the following trends. No graph is presented on this occasion as any difference from the figure previously presented is too minor to be noticeable:
 - a. An increasing number of incidents involving running out of fuel.
 - b. A continuation in the number of incidents of petty theft, across the River but most notably in the Warsash area.
 - c. Increased liaison with UK Border Force, reflecting the vulnerability of the Hamble as a disembarkation point for illegal immigration.
 - d. Continuation, from last year, of anti-social behaviour at a number of locations within the River.
- 4.2. 03 Apr. Patrol conducted mooring and pontoon checks. Photographed debris sitting below Mean High Water Springs in a boatyard for follow-up action. Planned maintenance on a patrol vessel. Assisted a new sub-let moorer into his new berth.
- 4.3. 04 Apr. Patrol conducted mooring and pontoon checks. Recovered a tender adrift off Warsash. Owner traced and informed. Owner reported the

theft of his fuel. Hailed a motor launch witnessed speeding until No 9 Pile and gave him a Harbour Master's direction to proceed alongside at Warsash for warning.

- 4.4. 05 Apr. Patrol conducted mooring and pontoon checks. Responded to a radio call from a tender which had run out of fuel in the Main Channel at Warsash. Towed alongside Warsash Jetty. Commercial tow of three yachts.
- 4.5. 06 Apr. Patrol conducted mooring and pontoon checks. Liaison with the Crown Estate mooring contractor regarding the ongoing pile maintenance programme. Routine Patrol Boat maintenance.
- 4.6. 07 Apr. Patrol conducted mooring and pontoon checks. Rendered assistance to a RIB owner unable to start his engine. Routine liaison with the Crown Estate contractor on the ongoing pile maintenance programme. Responded to a report of a pontoon fouled by a trapped ring. Unable to free the pontoon until the next low water.
- 4.7. 08 Apr. Patrol conducted mooring and pontoon checks. Pontoon at 4.6 freed. Liaison between the Crown Estate contractor and a sailing club regarding the movement of yachts as part of the Crown Estate's pile maintenance programme.
- 4.8. 09 Apr. Patrol conducted mooring and pontoon checks. Routine liaison with Southampton Patrol launch afloat. Liaison with mooring holders over readiness of their moorings following the Crown Estate pile maintenance programme. Returned two yachts to their proper moorings.
- 4.9. 10 Apr. Patrol conducted mooring and pontoon checks. Maintenance work at the River Hamble Country Park Jetty.
- 4.10. 11 Apr. Patrol conducted mooring and pontoon checks. Rendered assistance to a mooring holder asking for his boat to be checked. Returned two yachts back to their proper moorings following the replacement of their piles. Routine patrol boat maintenance.
- 4.11. 12 Apr. Patrol conducted mooring and pontoon checks. Embarked Crown Estate Agents and Contractors for a survey of the piles replaced. Pumped out a yacht with a flooded cabin. Monitored and owner informed. Routine liaison with a marina.
- 4.12. 13 Apr. Patrol conducted mooring and pontoon checks. Liaison with Hampshire Marine Police Unit. Checked vessel pumped out at 4.11. No further ingress of water. Liaison with commercial user of Hamble Jetty regarding the Summer plan for dealing with anti social behaviour at Hamble Jetty.
- 4.13. 14 Apr. Patrol conducted mooring and pontoon checks. Liaison with a sailing club. Re-checked vessel at 4.11 for further flooding. No ingress. Vessel programmed for lift-out. Assisted a rowing boat in a strong ebb at Swanwick. Owner not local. Responded to a call from a member of the public regarding a speeding RIB in the upper Hamble. Not located.
- 4.14. 15 Apr. Patrol conducted mooring and pontoon checks. Checked a snagged mooring on the 'F' run. Commercial check of a mid-stream moored yacht at the request of its owner.

- 4.15. 16 Apr. Patrol conducted mooring and pontoon checks. Re-launch of CROWN following completion of planned maintenance. Towed three yachts from the mid-stream Visitors' Pontoon to their proper moorings as part of the Crown Estate pile maintenance programme.
- 4.16. 17 Apr. Patrol conducted mooring and pontoon checks. Patrol towed a vessel broken down in the Main Channel off Warsash to the mid-stream Visitors' Pontoon for defect rectification. Escorted the vessel subsequently to her proper berth under her own power. Assisted a yacht pinned against a sailing club walkway. Patrol gave a warning to a tender speeding at Swanwick. Commercial tow of a yacht to a yard for lift-out.
- 4.17. 18 Apr. Patrol conducted mooring and pontoon checks. Liaison with the Crown Estate contractor. Quarterly Operational and Safety Meeting.
- 4.18. 19 Apr. Patrol conducted mooring and pontoon checks. Jet wash of mid-stream Visitors' pontoon. Patrol towed a motor boat with engine failure from the mouth of the River to Swanwick. At 1730 responded to call from a kayaking company based in a marina regarding a kayak, overdue by an hour and a half. HM Coast Guard and the Police informed. Kayaker's mobile telephone called to no avail. HMCG tasked 2 Lifeboats for a search of the adjacent Solent. Kayak reported to have arrived at the marina at 1930. Patrol responded to a report of swimming and anti-social behaviour at Hamble Jetty. Dispersed.
- 4.19. 20 Apr. Patrol conducted mooring and pontoon checks. Commercial tow of a yacht from a boatyard to its proper mooring. Patrol responded to a further report of anti-social behaviour at Hamble Jetty (swimming, jumping from the gantry and litter). Dispersed.
- 4.20. 21 Apr. Patrol conducted mooring and pontoon checks. Routine liaison with Warsash fishermen. Responded to a call from a River User trapped on his mooring.
- 4.21. 22 Apr. Patrol conducted mooring and pontoon checks. Patrol witnessed a collision in a marina between a berthing yacht and a berthed catamaran. The yacht had failed to take account of a strong ebb flow which swept it downstream onto the bowsprit of a catamaran. The owner then made contact with other craft while attempting to free himself. There were no injuries. Owners of yachts informed by the Marina.
- 4.22. 23 Apr. Patrol conducted mooring and pontoon checks. General mooring advice given to mooring holders afloat. Nothing significant to report.
- 4.23. 24 Apr. Patrol conducted mooring and pontoon checks. Planned patrol boat maintenance. Making up of mooring lines.
- 4.24. 25 Apr. Patrol conducted mooring and pontoon checks. Removed a yacht from her mooring for persistent failure to pay Harbour Dues.
- 4.25. 26 Apr. Patrol conducted mooring and pontoon checks. Routine liaison with Crown Estate mooring contractors. Discussion on next pile maintenance schedule. Supported BBC Countryfile team, visiting the River to film the Blue Marine Foundation and Portsmouth University's Solent Oyster Restoration Project.

- 4.26. 27 Apr. Patrol conducted mooring and pontoon checks. Attended the Hamble Jetty to fix no-swimming posters. Routine liaison with a number of Boatyards.
- 4.27. 28 Apr. Patrol conducted mooring and pontoon checks. Light diesel fuel spillage witnessed near a marina – no obvious source. Broken up with propeller wash. Internal audit of Aids to Navigation. Responded to a VHF call from a yacht with propulsion failure adrift near the Warsash Navigational School Jetty. Towed to the Harbour Master's Jetty at Warsash. Subsequent liaison with UK Border Force.
- 4.28. 29 Apr. Patrol conducted mooring and pontoon checks. Routine liaison with Hamble Life Boat. Liaison with HMCG and UK Border Force regarding yacht at 4.27.
- 4.29. 30 Apr. Patrol conducted mooring and pontoon checks. Assisted a yacht onto her mid-stream berth. Routine Marina visit. Liaison with UK Border Force. Engagement with mid-stream mooring holders regarding the Crown Estate pile maintenance programme.
- 4.30. 01 May. Patrol conducted mooring and pontoon checks. Re-secured yacht with a failed pile line. Reported to owner. Witnessed a long-keeled yacht run aground on Hamble Spit on a falling tide because of a navigational error in a strong onshore wind. Yacht had settled and was seen to be stable on arrival. Yacht re-floated on the next tide at 2300.
- 4.31. 02 May. Patrol conducted mooring and pontoon checks. Routine exchange of No. 4 Beacon Navigational Light.
- 4.32. 03 May. Patrol conducted mooring and pontoon checks. Routine patrol boat maintenance.
- 4.33. 04 May. Patrol conducted mooring and pontoon checks. Responded to a call from a yacht with propulsion failure which had run aground in the vicinity of Mercury Marina. Yacht towed back to her proper mooring for defect rectification.
- 4.34. 05 May. Patrol conducted mooring and pontoon checks. Responded while underway to a report from a passing yacht that two kayaks were navigating without due caution in the Main Channel. Kayaks witnessed to be part of a larger group which was advised to keep clear of the Main Channel. Towed a motor boat with propulsion failure (caused by a lack of fuel) to the nearest fuelling berth at Port Hamble. Towed two yachts from their proper moorings to the midstream Visitors' Pontoon on behalf of the Crown Estate.
- 4.35. 06 May. Patrol conducted mooring and pontoon checks. Patrol towed a tender, adrift off Hamble jetty, which had run out of fuel to Port Hamble Fuel Jetty. Patrol gave first aid to a River User with a fishing hook embedded in his foot. Responded to a member of the public regarding anti-social swimming at Hamble Jetty. Swimmers dispersed on arrival.
- 4.36. 07 May. Patrol conducted mooring and pontoon checks. River very busy with a variety of users. Patrol to River Hamble Country Park to assess crabbing level and overall jetty use. Accompanied a motor boat with an intermittent control failure to her proper berth at a marina. Monitoring of Harbour Master's Jetty CCTV to observe two youths climbing around the locked gate from an unauthorised tender to embark in a local fishing boat. Youths dispersed. Tender 'stropped' pending further investigation.

4.37. 08 May. Patrol conducted mooring and pontoon checks. Patrol responded to a number of calls from River Users and members of the public regarding a speeding motor boat causing excessive wash among kayakers and paddle boarders in the Upper Hamble. Patrol attended and found a boat matching the general description travelling South West, on the plane, at an estimated 20 knots. Vessel intercepted under Blue Light and skipper warned officially in writing of conduct. Patrol towed a further motorboat which had run out of fuel to the Warsash slipway for recovery. Patrol removed an unidentified tender from the Fishermans' Jetty at Warsash to the Harbour Master's jetty for retention pending return of its owner.

5. Swanwick Tender Storage

- 5.1. The Harbour Authority has no control over activity ashore above Mean High Water Springs, including the area used now for the storage of tenders. This note is aimed at providing context for the application for Harbour Works' Consent for the refurbishment of the sea wall at Swanwick Car Park, which is being considered as a separate item at this meeting. The development has attracted considerable interest and mixture of objection, support and comment from River Users. As part of a campaign to improve the offering for free tender stowage around the River, the Harbour Authority has engaged with River Users and the developer to ensure that the tender storage area is considered in any development work at that location. Car parking, traffic control and amenities such as bench seating and waste bins are not within the remit of the Harbour Authority and are not within the scope of this particular note. Related comments have been forwarded to the applicant's agent for consideration in its applications for permission to those authorities with these matters within their remits.
- 5.2. The existing area used as a Boat Park for some years has been subject to considerable tidying and organisation by an independent group of local volunteers over the course of the past eighteen months. The Harbour Authority and Fareham Borough Council have both assisted in the identification of usable and used, as well as disused tenders. In the case of the latter, this has led to some being disposed of. This has had the effect of improving the site considerably as a facility for the stowage of boats, although the result remains sub-optimal.
- 5.3. In a meeting with the developer in October, and conscious of River Users' declared need to improve the tender stowage offer around the River, the Harbour Authority established a willingness on the part of the former to retain the existing boat park area and improve it in a manner consistent with users' wishes. This positive action was welcomed, all the more so when the developer has agreed to fund it. The Harbour Authority has so far responded to 16 notes, the overall consensus of which is:
- That there has been a degree of nervousness about the potential for a loss of available tender moorings, in part driven by an indicative plan;
 - That charges for the use of those moorings might be raised by the developer;
 - That no Harbour Authority control over the site is deemed necessary and that the status quo in terms of organisation and maintenance would be desirable;

- That a 'soft' eg gravel-type covering to the area would be preferable;
 - Posts should be positioned at intervals sufficiently close together around the perimeter to prevent cars being parked on the area given over to boats; these posts would ideally provide secure points for chain arrangements to which tenders might be locked as now. The posts would allow sufficient space for tenders of appropriate size to be manoeuvred between them.
- 5.4. Liaising with the Harbour Authority, the developer remains as keen as ever to listen to River Users' needs for the boat park area and is willing to fund reasonable improvements to the site in the event that consensus can be met. The Harbour Authority continues to help in developing that consensus.

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.

HAMPSHIRE COUNTY COUNCIL

Report

Committee	River Hamble Harbour Management Committee
Date:	8 June 2018
Title:	Environmental Update
Report From:	Director of Culture, Communities and Business Services

Contact name: Alison Fowler

Tel: 01489 576387

Email: Alison.fowler@hants.gov.uk

1. Recommendation

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

2. Summary

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

3. Updates

- 3.1. Solent Oyster Restoration Project

A baseline survey of the Hamble River bed has been conducted by the Blue Marine Foundation in preparation for identification of potential sites to restore bed populations of the native oyster in the next phase during 2018/2019, subject to consents. Additional breeding cages have been installed by the project team at further marinas in the River. On 26th April RHHA supported the filming of BBC's Country File programme with John Craven, Portsmouth University and the Blue Marine Foundation. This short piece about the project's aims to reintroduce the native oyster was shown on BBC1 on 13 May.

- 3.2. Beneficial Use of Dredgings in the Solent (BUDS) Project

ABPmer have completed Phase 1 of the Solent Forum led BUDS project, of which RHHA is a member. The Phase 1 Report¹ involved a high level review of the locations where dredge arisings of silty material could be used in the Solent to recharge coastal habitat. A strategic GIS planning map has been produced of Solent dredge locations and disposal sites and areas of potential value for recharge work. It has also been undertaken to help identify collaborative partnerships that might be

¹ ABPmer (2018). Beneficial Use of Dredge Sediment in the Solent: Phase 1 Project Scoping and Partnership Building.

willing to support such initiatives, especially at a large scale. A high level cost benefit analysis and costing of proposals to undertake beneficial use projects has been carried out concurrently by ABPmer².

The report concluded there is one stand-out area where a large-scale project should be carried out (Hurst Spit to Lymington) where not only do saltmarshes play a key role in coastal protection, but where additional social, economic and environmental benefits could also be realised. Two further potential large-scale sites were identified within Portsmouth and Langstone Harbours. Opportunities for smaller scale initiatives were also noted.

The Solent Forum is currently bidding for funding for Phase 2 'Feasibility and Stakeholder Working'. The Harbour Authority has written a letter of support to accompany the bid. If allocated funding, this phase will develop options for a project(s) within a set time period and develop full feasibility plans for actual use of dredging at some key sites. It will also work with stakeholders to develop strategic guidance and protocol. RHHA will continue to seek local opportunities for both the reuse of Hamble-derived dredgings and of habitat recharge when and where appropriate. More info at <http://www.solentforum.org/services/buds/>

3.3. Central Dredging Association

The EDM and MD were invited to meet with representatives of the Central Dredging Association (CEDA) as part of its project to gather information from all stakeholders involved in dredging, to understand the barriers and potential solutions to beneficial use of dredged material. CEDA is a knowledge sharing society, with corporate members drawn from industry, consultancy, government agencies and others.

3.4. Solent Forum – Solent Current Issues and Updates

The EDM represented RHHA at the bi-annual Solent Forum members' meeting in March and the bi-annual Natural Environment Group in April. Updates and discussions on issues relevant to RHHA included progress on the beneficial reuse of dredgings, the Regional Habitat Creation Programme, research into ecological enhancements of coastal defence structures, the Seabin, the Solent Forum's new project related to plastics and littering 'Clean Solent Seas and Shores' and Natural England's progress on condition assessments of designated sites. Minutes and presentations for each can be found at <http://www.solentforum.org/networking/meeting/> and http://www.solentems.org.uk/natural_environment_group/NEG_Meetings/

3.5. Anode Research Poster

Key findings of the PhD research looking into anode degradation (part-sponsored by RHHA) have been highlighted in a leaflet and poster produced by RHHA and circulated to all Hamble clubs and marinas. It has been posted on RHHA's website and promoted via RHHA social media. Onwards dissemination to other interested parties and marinas and clubs has been encouraged. This compliments the same messages sent to all The Crown Estate Mooring Holders in the Hamble via the RHHA annual newsletter last autumn.

² ABPmer (2017). White Paper: Using Dredge Sediment for Habitat Creation and Restoration: A cost benefit review, A summary of the techniques, costs and benefits associated with using fine dredged sediment to 'recharge' intertidal habitat.

3.6. Sea Wall Enhancements

A new Environment Agency project 'Greening the Grey' is commencing on the Hamble estuary with the support the Harbour Authority. This is linked to the Vision of 'Sea View 2027', the Defra body initiative to improve the Solent marine environment, as previously reported. The aim is to trial and demonstrate measures to 'soften' a heavily modified section of the estuary (i.e. sea wall) and provide a small scale refuge and feeding point for estuarine fish, crustaceans, molluscs and other marine ecology. An area of wall surrounding the Harbour Master's Office is likely to be used pending necessary checks and permissions. This intertidal area will be easy for the project team to access and monitor, and is well positioned to increase public awareness of the estuary environment. RHHA will work with the EA to publicise the project with other estuary wall owners to encourage replication and to improve developers' confidence in enhancement or mitigation schemes.

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

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

Section 100 D - Local Government Act 1972 - background documents

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

Document

Location

None

IMPACT ASSESSMENTS:

1. Equality Duty

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

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

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

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

1.2. Equalities Impact Assessment:

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

2. Impact on Crime and Disorder:

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

3. Climate Change:

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

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

This page is intentionally left blank

HAMPSHIRE COUNTY COUNCIL

Report

Committee	River Hamble Harbour Management Committee
Date:	8 June 2018
Title:	Harbour Works Consent Application – Brooklands Quay Mooring Buoy Relocation
Report From:	Director of Culture, Communities and Business Services

Contact name: Jason Scott or Alison Fowler

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

1. Recommendation

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

2. Summary

- 2.1. This report sets out an application for Harbour Works Consent (HWC) made by Marina Projects Limited on behalf of its client, Mr Van Gelder, for the relocation of private mooring buoys at Brooklands Quay, Sarisbury Green, SO31 7EF (SU 493 088).

3. Background

- 3.1. Brooklands Quay, a private waterside property, has four mooring buoys sited within its creek that are used to securely moor private vessels. These are tidal moorings only accessible during high water periods, with vessels taking the ground and drying out at all other states of tide. The property owner wishes to relocate two of these mooring buoys from the current position and site them adjacent to the private slipway and navigation pile. This will increase the useable access window. The buoys will remain within the land ownership boundary of the property. The remaining two buoys in the creek will be removed along with associated ground tackle.

4. Project Description

- 4.1. The following plans and documents have been provided by the applicant to support this application, and reference must be made to these for a full understanding of the proposal (see Appendix 1):
 - Appendix 1a – File Note MP282_FN_01
 - Appendix 1b – Drawing No. MP282-01-P-200

5. Harbour Authority's Responsibilities

- 5.1. Consent may be granted by the River Hamble Harbour Board permitting harbour works in the River Hamble in accordance with Section 10 of the Southampton Harbour Act 1924 and Section 48 of the Southampton Harbour Act 1949 as amended by the River Hamble Harbour Revision Orders 1969 to 1989. Within the River Hamble Harbour Board's statutory duties lies the responsibility to ensure that all matters concerning navigational safety and responsibilities under the Habitat Regulations are addressed. This area of responsibility includes the proposed development.
- 5.2. Navigational safety issues are addressed through the Port Marine Safety Code and the Harbour's Safety Management System. Specific issues relevant to this particular application are covered within the Harbour Master's comments below.
- 5.3. The River Hamble is part of the Solent European Marine Site and is afforded protection due to its international nature conservation value. The RHHA is a Relevant Authority under the Conservation of Habitats and Species Regulations 2017 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. Additional consultation is undertaken with other organisations as relevant. Specific issues relevant to this particular application are covered within the sections below.

6. Consultation Process

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

7. Responses to Consultation

- 7.1. Natural England's statutory response to the proposed development is at Appendix 2. It raises concern regarding the location within the SAC boundary. See Section 8 below for comments and Section 1 for a condition to address this.
- 7.2. Two responses were received as a result of the Harbour Authority's public consultation. Neither response objected. One of these suggested this is a pragmatic and a reasonable expectation of enhancing the mooring use. It acknowledged that if the moorings nearer the shore are relinquished, this leaves potential for enhanced value of this habitat.

8. Harbour Master's Comments

- 8.1. This section details the aspects of the application relevant to the consideration of Harbour Works Consent. These are the impacts of the proposal on safety and ease of navigation and on the environment, both during construction and once operational.
- 8.2. This proposal also requires permissions from other authorities (e.g. Local Planning Authority). Issues pertaining to their policies and regulations should be addressed with the appropriate organisation.
- 8.3. The proposal sits along the Mean Low Water Springs depth contour, to the North East of a port hand Aid to Navigation marking the riverward extension

of an existing slipway that is also owned by the applicant. The mooring does not block access to adjacent berths at Universal Marina. The Harbour Master advised the applicant to discuss the proposal with Universal Marina in advance of making his application and it is the understanding of this office that no objection has been made. The Harbour Master has no concerns regarding the mooring's location with regard to navigational safety.

- 8.4. The mooring is intended for a 10.5m Rigid Inflatable Boat owned by the applicant. The mooring maximum length at this mooring will be 13m. The tidal range at Springs is around 4 metres and the height of risers from the ground tackle must be taken into consideration when considering the proximity of the westernmost riser in order to ensure that it or the moored craft does not interact with or damage the Aid to Navigation.
- 8.5. The proposal is located within a Fareham Borough Council (FBC) Mooring Restriction Area (MRA) as defined in FBC's adopted Local Plan and in the draft Local Plan 2036. This is a factor that will be considered by FBC when it determines the required planning application. Whilst this is not a policy of the Harbour Authority, it is worth noting that the policy (DSP54) states that *"Within the Mooring Restriction Areas the replacement or relocation of existing moorings will only be permitted where there are no alternative locations outside these areas and the proposal will improve navigation and the overall appearance of the area."* It is the view of the Harbour Master that the application is consistent with the aspirations of this policy, however, it will be for FBC to make that decision.
- 8.6. The proposal is sited just within the boundary of the Solent Maritime Special Area of Conservation (SAC). It is also within the Solent and Dorset potential Special Protection Area (pSPA) and the River Hamble Saltmarsh and Mudflats Site of Importance for Nature Conservation (SINC). It is 150 metres from the closest boundaries of the Solent & Southampton Water Special Protection Area (SPA), the Solent and Southampton Water Ramsar site and Lincegrove & Hackett's Marsh Site of Special Scientific Interest (SSSI).
- 8.7. No dredging of sub-tidal or inter-tidal habitat is required for this development.
- 8.8. The applicant proposes to remove the remaining 2 mooring buoys located on the intertidal area within the creek. This will free up this area from mooring tackle and from disturbance.
- 8.9. Natural England's (NE) consultation response is provided at Appendix 2. It advises *"that the location of the two relocated moorings is moved closer to shore to prevent the moorings and associated footprint falling within the Solent Maritime SAC. If the moorings are relocated outside the SAC boundary, it can be excluded that the application will have a significant effect on any SAC or SPA site, either individually or in combination with other plans or projects. Natural England welcomes that if the moorings are relocated within the intertidal, outside the SAC, and the two remaining moorings are removed, there will be an improvement in the quality of the mudflat habitat present and a biodiversity net gain"*.
- 8.10. If the River Hamble Harbour Board decides to grant permission for this application, subject to the conditions at Section 1, it would be adhering to its responsibilities under environmental legislation.

9. Strategic Vision

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

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

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

Section 100 D - Local Government Act 1972 - background documents

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

DocumentLocation

None

IMPACT ASSESSMENTS:

1. Equality Duty

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

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

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

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

1.2. Equalities Impact Assessment:

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

2. Impact on Crime and Disorder:

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

3. Climate Change:

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

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

This page is intentionally left blank

MARINA PROJECTS LTD: FILE NOTE
Brooklands Quay Mooring Relocation
River Works Licence Application File Note
Revision 01 – 19/03/2018

1. INTRODUCTION

Brooklands Quay has four mooring buoys sited within the creek adjacent to the slipway that are used to securely moor vessels (Figure 1). These are tidal moorings only accessible during high water periods, with vessels taking the ground and drying out at all other states of tide.



Figure 1 Vessels on the existing moorings

The property owner wishes to relocate two of these mooring buoys from the current position and site them adjacent to the slipway and navigational pile, but still within the land ownership boundary of the property to increase the useable access window. The new location will remain tidal, but will be accessible for a much greater period, which will also assist with activities such as launching and recovering from the slipway.

2. PROPOSED MOORING

Whilst a single mooring is desired in the new location pre-application advice from the Harbour Master confirmed that the application will need to be in the form of a fore & aft (trot) style mooring using two buoys to prevent the impacts that a swinging mooring could introduce. Once the two buoys are relocated the remaining two mooring buoys and all associated ground tackle will be removed entirely from the creek, removing the use of that area completely.

This proposal will not create additional moorings within the Mooring Restriction area as defined by Fareham Borough Council's local plan, as the relocation of the mooring buoys will standardise a single trot mooring and remove all additional hardware. The relocation and removal of mooring buoys equates to a net loss of moorings, along with a reduction in intertidal disturbance.

3. FURTHER CONSIDERATIONS

The placement of the relocated buoys and their securing arrangements will be such that the radius of swing cannot interfere with the aid to navigation that marks the end of the slipway. Based on the contour of +1.35m C.D. at the ownership boundary, Mean High Water Springs at 4.9m C.D. and a Highest Recorded tide of 5.6m C.D. the South West buoy and its securing arrangement will need to be sited a minimum of 4.5m from the navigational pile to remove possibility of interference.

Based on these considerations drawing MP282-01-P-200-RevB identifies the approximate position in relation to the land ownership boundary.

4. IMPACTS

Both the existing and proposed buoy locations are within the Solent & Dorset Coast Special Protection Area, with the site adjacent to the boundary for the Solent Maritime Special Area of Conservation which covers the area below Mean Low Water marks in this area.

On the opposite side of the main channel is the Lincegrove and Hackett's Marshes SSSI, Solent and Southampton Water RAMSAR and Hackett's Marsh Local Nature Reserve, however the scale, existing local activity and nature of the proposed works means any impact on these designations is extremely unlikely.

The mooring will be available for use throughout the year but is not planned to become a full use annual mooring. Its location allows the owner to plan access around tidal cycles with greater efficiency and will cater for overnight or perhaps week-long use. The tidal nature of the berth means that activity can only occur once sufficient water depth is available, which will minimise any disturbances to birds using the mudflats at low tide.

The fore and aft nature of the mooring ensures a minimal interaction with the intertidal when compared to a swinging mooring. Figures 2, 3 & 4 show the existing composition and nature of the intertidal area at the +1.35m C.D. contour, which comprises relatively firm mud overlaid with gravel and coarse material.



Figure 2,3 & 4 - The composition and nature of the foreshore at the +1.35m C.D. contour

This page is intentionally left blank



Page 35



- Notes:
1. Dimensions / Levels shown in meters unless stated otherwise.
 2. All levels are to Chart Datum (CD) unless stated otherwise.
 3. MLW level derived from average of MLWN (2.0) & MLWS (0.7) for Bursledon.

Brooklands slipway navigation pole

Proposed location of 2no. replacement mooring buoys

Line of ownership (to mean low water)

Position of 4no. existing mooring buoys in creek

MLW 1.35m

EXISTING SLIPWAY

B 19/03/2018 DPJ AB
Proposed buoy locations moved 4.5m NE
A 15/01/2018 DPJ AB
Updated proposed buoy location

No	Date	Drwn	Chkd
Description			
Revision			

Project:
Brooklands Quay Mooring

Drawing Title:
Proposed Replacement Mooring Buoys

MARINA PROJECTS

Marina Projects Ltd.
The Design Office
Endeavour Quay, Mumby Road, Gosport PO12 1A.
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
DPJ	05/01/2018	AB	05/01/2018

Scale at A3
1/500

Drawing No	Rev.
MP282-01-P-200	B

MARINA PROJECTS © COPYRIGHT RESERVED
MARINA PROJECTS and the device are trade marks of Marina Projects Ltd.

This page is intentionally left blank

Date: 01 May 2018
Our ref: 243549
Your ref: MP282-FN-01



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

2nd Floor
Cromwell House
15 Andover Road
Winchester
SO23 7BT

T 02080 258429

BY EMAIL ONLY

Dear Alison

**Mooring Buoy relocation at Brooklands Quay, Sarisbury Green, SO31 7EF (SU493 088)
River Hamble**

Solent Maritime Special Area of Conservation (SAC)
Solent and Southampton Water Special Protected Area (SPA)
Solent and Dorset Coast potential Special Protected Area (pSPA)

Thank you for your consultation dated 06 April 2018. The following constitutes Natural England's formal statutory response.

Marine and Coastal Access Act 2009

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

The Conservation of Habitats and Species Regulations 2017 and The Conservation of Offshore Marine Habitats and Species Regulations 2017

We can confirm that the proposed works are located within the Solent Maritime SAC and Solent and Dorset Coast pSPA, and in close proximity to Southampton Water SPA.

As discussed with the applicant (01/05/2018, alexbenfield@marinaprojects.com) the legal boundary of the Solent Maritime SAC follows the 1.5 m (C.D) contour within the River Hamble based on depth contours at the time of designation. The legal boundary is defined by the map available on MAGIC, which means that the proposal as submitted falls within the Solent Maritime SAC. **Natural England therefore advises that the location of the two relocated moorings is moved closer to shore to prevent the moorings and associated footprint falling within the Solent Maritime SAC.**

If the moorings are relocated outside the SAC boundary, it can be excluded that the application will have a significant effect on any SAC or SPA site, either individually or in combination with other plans or projects. Natural England welcomes that if the moorings are relocated within the intertidal, outside the SAC, and the two remaining moorings are removed, there will be an improvement in the quality of the mudflat habitat present and a biodiversity net gain.

If the proposal is not updated as advised above and two moorings that are to be relocated remain in

their currently proposed position, within the boundary of Solent Maritime SAC, the proposal will result in an impact on SAC habitat, the area of which has yet to be established. Natural England therefore will be of the view that it cannot be excluded, on the basis of the objective information supplied by the applicant, that the application will have significant effects on the Solent Maritime SAC. This is because there is a risk that it will affect the following features of the designated site(s) :

- *Estuaries;*
- *Mudflats and sandflats not covered by seawater at low tide.*

If the proposed location is not amended, then under regulation 61 of the Conservation of Habitats and Species Regulations 2017 (as amended), Natural England advises that the relevant authority should undertake an Appropriate Assessment of the implications of this proposal against the site's conservation objectives. If the proposal remains unchanged, we will need to provide advice on the scope and content of this Appropriate Assessment.

Wildlife and Countryside Act 1981 (as amended)

We can confirm that the proposed works are not located within or in close proximity to a Site of Special Scientific Interest. Natural England have not identified a pathway by which impacts from the development would affect the interest features of the site(s). Therefore, if the works are carried out in accordance with the application, in Natural England's view they are not likely to damage any of the flora, fauna or geological or physiographical features for which the site is designated.

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

Yours sincerely



Hannah Lawson
Dorset, Hampshire and Isle of Wight
Natural England

Tel: 07584557385

Email: hannah.lawson@naturalengland.org.uk

HAMPSHIRE COUNTY COUNCIL

Report

Committee	River Hamble Harbour Management Committee
Date:	8 June 2018
Title:	Harbour Works Consent Application - Replacement of River Wall at Swanwick Shore Road Car Park
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. Recommendations

- 1.1. That the River Hamble Harbour Management Committee recommends to the River Hamble Harbour Board its approval of Harbour Works Consent for the proposal set out in Section 4 of this report and subject to the following conditions:
 - a. The proposal to the sea wall is to be built in accordance with the details, plans and method set out in Appendix 1a and Appendix 1b.
 - b. The method statement is to be submitted to and approved by the Harbour Master in advance of construction.
 - 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. All equipment, temporary structures, waste and/or debris associated with the activities are to be removed upon completion of the works.
 - e. The development must be completed within 3 years from the date of the approval granted by the Harbour Board.

2. Summary

- 2.1. This report sets out an application for Harbour Works Consent (HWC) made by Marina Projects Limited on behalf of its client Premier Marinas Limited for the replacement of the river wall at Swanwick Shore Road car park, SO31 7EF (SU495 092).

3. Background

- 3.1. This application to replace the sea wall forms part of a wider proposal to replace and rectify the failing wall frontage, resurface the car park and improve the dinghy tender storage area in a manner that is yet to be confirmed. It should be noted that the River Hamble Harbour Authority's (RHHA) jurisdiction extends only to high water and so elements of the

proposal behind the sea wall (i.e. car park and tender storage) are not subject to consent from RHHA.

4. Project Description

- 4.1. The following plans and documents have been provided by the applicant to support this application, and reference must be made to these for a full understanding of the proposal (see Appendix 1):
- Appendix 1a - File Note MP269.7-FN-03.
 - Appendix 1b - Drawing Number 14-2310-102 vP8.

5. Harbour Authority's Responsibilities

- 5.1. Consent may be granted by the River Hamble Harbour Board permitting harbour works in the River Hamble in accordance with Section 10 of the Southampton Harbour Act 1924 and Section 48 of the Southampton Harbour Act 1949 as amended by the River Hamble Harbour Revision Orders 1969 to 1989. Within the River Hamble Harbour Board's statutory duties lies the responsibility to ensure that all matters concerning navigational safety and responsibilities under the Habitat Regulations are addressed. This area of responsibility includes the proposed development.
- 5.2. Navigational safety issues are addressed through the Port Marine Safety Code and the Harbour's Safety Management System. Specific issues relevant to this particular application are covered within the Harbour Master's comments below.
- 5.3. The River Hamble is part of the Solent European Marine Site and is afforded protection due to its international nature conservation value. The RHHA is a Relevant Authority under the Conservation of Habitats and Species Regulations 2017 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. Additional consultation is undertaken with other organisations as relevant. Specific issues relevant to this particular application are covered within the sections below.

6. Consultation Process

6.1. Subsequent to receipt of the application for Harbour Works Consent the following actions were taken:

- Project details and plans entered on the Harbour Authority's webpage for the online viewing of applications at <https://www.hants.gov.uk/thingstodo/riverhamble/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 registered interested parties and to members of the Hamble Estuary Partnership informing them of the application and requesting any written comments by the deadline.
- Direct liaison with the Natural England.
- Direct liaison with the Environment Agency.
- Meeting held between Premier Marinas and the Harbour Authority to discuss the former's intent for the site, including any development of the informal boat park area on 25 October 2017.
- Three 1:1 meetings held by the Harbour Master at his office to explain the intent behind the development and the Harbour Authority's involvement in influencing the development at no cost to the Authority.
- Advertisement of the development proposal at four general presentations to groups interested in the River, as well as to the Annual Forum.

7. Responses to Consultation

7.1. Natural England's statutory response raised no objection to the proposed development. See Appendix 2 and comments in Section 8 below.

7.2. Sixteen responses were received as a result of the Harbour Authority's public consultation. These responses along with questions and any answers are available for Members to view at the River Hamble Harbour Office. Two were in favour, four were not in favour of the proposal and eight were neutral. Two gave comments only. The principal concerns cited were:

- Questions as to the ownership of the land;
- In relation to the design of the car park;
- With the design of the planned retaining wall;
- With the shape, size, number of billets available, accessibility and control of the formal dinghy park area;
- The provision of other facilities at the site, namely benches and waste facilities;
- Traffic calming along the road approaching the car park.

7.3. All the responses given which relate to the Harbour Authority's statutory and safety responsibilities have been taken into account in the preparation of this report.

8. Harbour Master's Comments

8.1. This section details the aspects of the application relevant to the consideration of Harbour Works Consent. These are the impacts of the proposal on safety and ease of navigation and on the environment, both during construction and once operational.

8.2. This proposal also requires permissions from other authorities (e.g. Local Planning Authority, Environment Agency, Marine Management Organisation). Issues pertaining to their policies and regulations should be addressed with the appropriate organisation.

8.3. The Harbour Master has no concerns from the perspective of navigational safety.

8.4. The only component of this development over which the Harbour Authority has any control is the development of the Harbour Wall. That relates to ensuring that environmental and other legislative requirements are met.

8.5. The Harbour Authority met with the developer in October of 2017 to discuss plans for the redevelopment of the retaining wall and the car parking area and to obtain a sense of any appetite on the part of the developer to improve the area used for the parking of dinghies. At that meeting, the developer heard about the work conducted by a local group in tidying the boat park area and about the support given by Fareham Borough Council in clearing disused tenders and other material from the site. The developer also made clear its willingness to fund an improvement of the dinghy parking area in a manner that matched expectations. The overall plan for the boat park site illustrated is therefore indicative and an opportunity exists to modify the site in a manner that meets consensus. The role of the Harbour Authority remains one of co-ordination.

8.6. Comments received in response to RHHA's public consultation which relate to areas outside RHHA's direct control (including the tender storage area design and layout) have been passed to the applicant's agent for consideration.

8.7. No dredging of sub-tidal or inter-tidal habitat is required for this development, and work will be undertaken from the landside, mindful of the fragility of small areas of saltmarsh near the foot of the wall.

8.8. The proposal is sited adjacent to the boundary of the Solent and Dorset potential Special Protection Area (pSPA) and the River Hamble Saltmarsh and Mudflats Site of Importance for Nature Conservation (SINC). It is 100 metres outside the boundary Solent Maritime Special Area of Conservation (SAC), and 230 metres from the closest boundaries of the Solent & Southampton Water Special Protection Area (SPA), the Solent and Southampton Water Ramsar site and Lincegrove & Hackett's Marsh Site of Special Scientific Interest (SSSI).

- 8.9. 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.”* It is NE’s view that *“an Appropriate Assessment should not be required”*. NE also advises that the proposal *“is not likely to damage the interest features for which the [SSSI] site has been notified”*.
- 8.10. NE is satisfied that RHHA may grant consent for the proposal, and recommends that conditions at Section 1.1c and 1.1d be added to the consent.
- 8.11. RHHA undertook liaison with the Environment Agency (EA) and the applicant’s agent regarding potential intertidal enhancements to the sea wall. The wall’s position in relation to the tidal range limits opportunities, but the applicant is willing to explore opportunities at this site if they present in future. Natural England welcomed the consideration of enhancements but concurred it had no relevant enhancements to suggest.
- 8.12. If the River Hamble Harbour Board decides to grant permission for this application, subject to the conditions at Section 1.1, it would be adhering to its responsibilities under environmental legislation.

9. Strategic Vision

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

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

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

Section 100 D - Local Government Act 1972 - background documents

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

DocumentLocation

None

IMPACT ASSESSMENTS:

1. Equality Duty

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

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

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

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

1.2. Equalities Impact Assessment:

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

2. Impact on Crime and Disorder:

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

3. Climate Change:

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

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

This page is intentionally left blank

MARINA PROJECTS LTD: FILE NOTE

Premier Marinas Ltd

Swanwick Shore Road Car Park Refurbishment

Revision 01 – 05/04/2018

1. INTRODUCTION

Premier Marinas Ltd are responsible for the upkeep and maintenance of the Swanwick Shore Road Car Park, found to the East of Swanwick Marina and as shown in Figure 1.

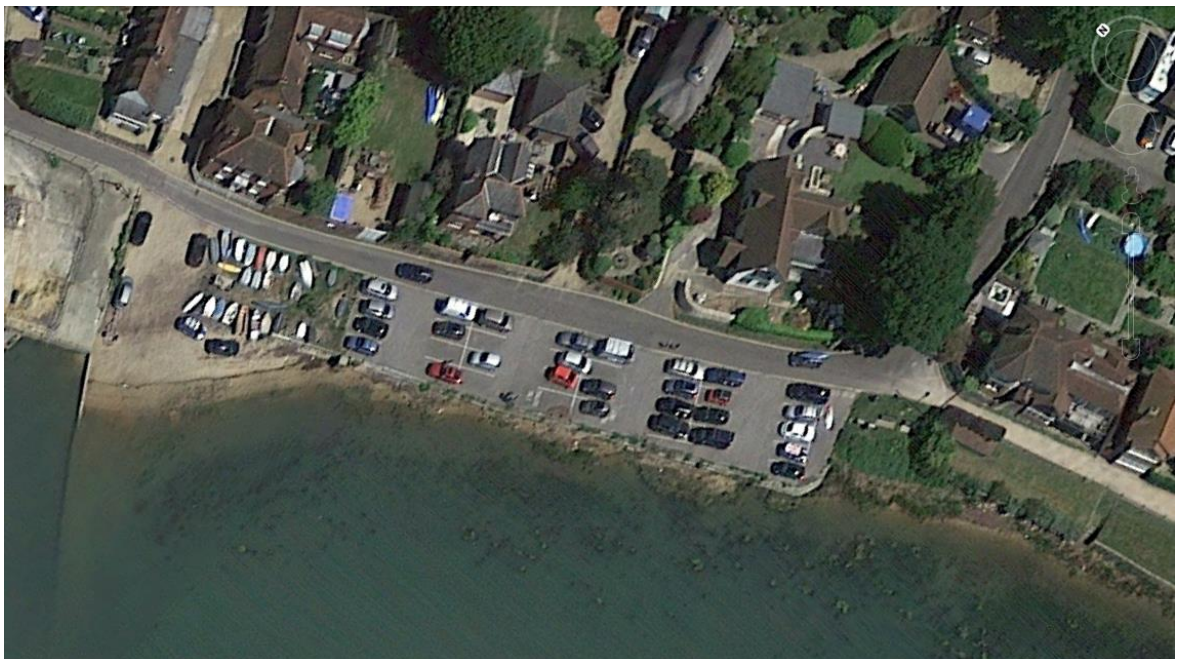


Figure 1 - Swanwick Shore Road Car Park

The car park is of relatively simple layout, comprising marked spaced on a tarmac area, with an informal tender storage area at the Western End. The car park plays an important part in servicing use of the adjacent slipway that is popular for a number of different river users.

The frontage of the car park has, to all intents and purposes failed through age, where the frontage no longer retains or protects the material from the action of the tide – fine material is lost through the wall/revetment with significant voids appearing underneath the tarmac.

Premier Marinas therefore propose to address the car park frontage and complete a low-key refresh of the car park area to make it more appealing and in keeping with the

surroundings. Better regulation of the parking spaces and dinghy/tender storage will improve usability.

2. PROPOSED WORKS

Premier Marinas propose to conduct work on the car park in accordance with the drawing attached in support of this application, Hamill Davies Drawing 14-2310-102.

Within this drawing there are three main areas of work;

- Removal of all of the existing frontage structure and its replacement with gabions (wired cages), filled with inert clean material (such as Maccaferri stone – Figure 2) and backed by a geotextile membrane to protect the car park from tidal scour. Within the top of the gabions a continuous bench rail set on square posts cut from reclaimed timber piles will be installed. During the excavation of the existing frontage and placement of the gabions the voids will be backfilled with type 6N granular material which is retained by the membrane.
- Once the gabions are filled and the voids backfilled the existing surface will be scarified and resurfaced with a tarmac overlay, with lines repainted. It is proposed that 1x disabled space is marked within the hatched access area.
- The dinghy park area will be tidied up and block paving installed to provide a formalised dinghy storage area. This dinghy park will be surrounded by key clamp low level railing to which tenders can be locked. It is proposed that the existing anchor feature is retained and placed on the boundary of car park and dinghy area as an interest feature.

3. METHODOLOGY

Whilst detailed methodology will be confirmed once a contractor is appointed post consenting Premier Marinas will ensure that all works will be conducted from the land without the need to access or utilise the foreshore for access by mechanical plant. The existing frontage will require excavation, with debris removed from site for disposal or recycling as appropriate. A levelled grade will be created through a thin layer of graded stone on which to commence the new wall construction.

Gabions will arrive empty, before they are placed, wired together and then filled appropriately with material following best practice guidelines and manufacturer's instructions. The void behind the wall will be filled and material compacted in layers as the wall is increased in height.

As the gabions are filled the reclaimed timber posts can be set into them, after which the bench rail can be secured. With the gabions and geotextile in place the excavated area behind will be backfilled to meet existing material before the surface is scarified and new tarmac placed between the new edging stones.

It is proposed that works will take place during standard 8am – 8pm hours, with an estimated duration of 2 weeks.

4. IMPACTS

The largest potential for impact is considered to be the excavation of existing frontage and installation of gabions. The outline methodology does however ensure that the works are conducted from the land side, removing the need for machinery to access the intertidal foreshore. Given the location and proximity to the slipway and current car park function is it not considered that a tidal timing restriction is necessary.

It is worth noting that there is no encroachment onto the foreshore beyond the current boundary and so there is no net loss of habitat as a result of the works. There is also no risk of flooding or drainage because of the works as the geotextile is permeable and the surface area of the car park will remain the same.

Once the gabions are installed and filled the works become very much akin to standard highway maintenance, with works carried out in accordance with standard working practices and mitigation measures.

4.1 ECOLOGICAL ENHANCEMENT

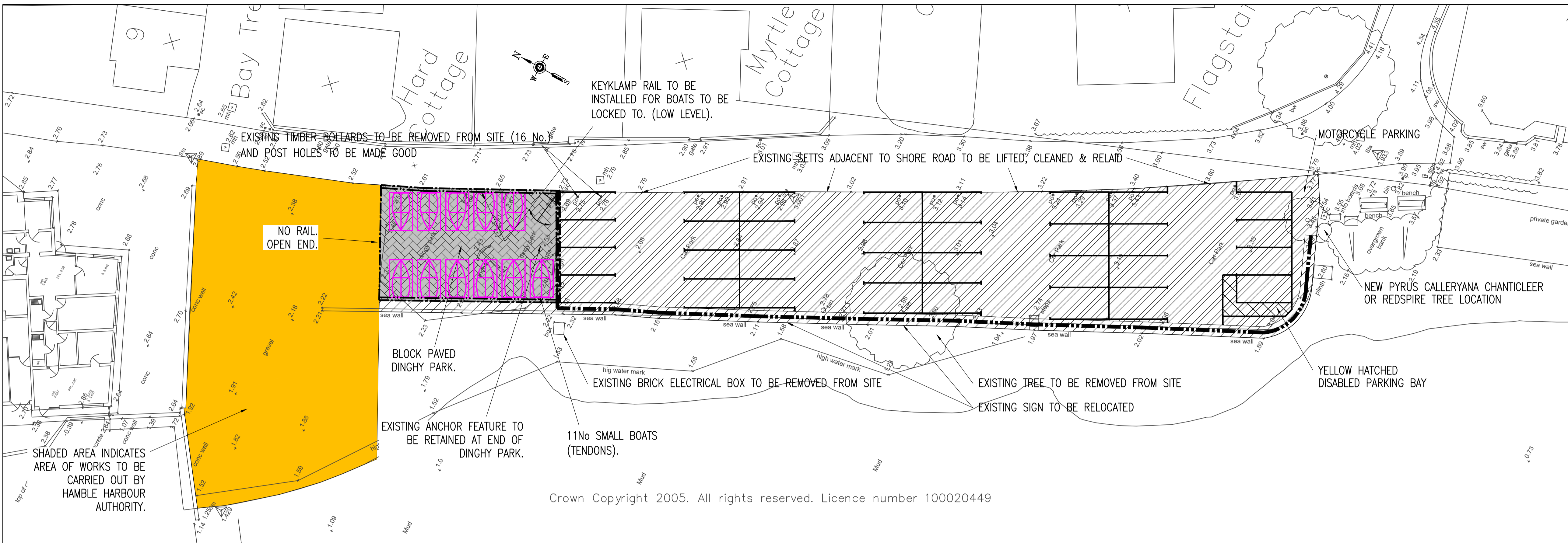
The applicant has engaged with the Harbour Authority and considered opportunities to include ecological enhancement within the new frontage. It has however been concluded that due to the location of the site, the position high on the tidal foreshore and therefore infrequent submersion it is unlikely that ecological enhancement will see a tangible benefit. The applicant will however remain in dialogue with the Harbour Authority in case they wish to explore any test or experimental opportunities during installation.

5. OTHER CONSENTS

Consent for this maintenance activity will be sought from the Marine Management Organisation (Marine Licence) – limited to the wall works only, Fareham Borough Council (amendment to existing Planning Permission) and the Environment Agency

(Flood Risk Activity Permit) before works are carried out. It is considered that the activity will take place in accordance with any conditions specifying timings during 2018.

Marina Projects Ltd
05/04/2018



NOTES

1. THIS DRAWING IS COPYRIGHT AND SHOULD NOT BE REPRODUCED WITHOUT APPROVAL.
2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE ARCHITECTS DRAWINGS. ANY DISCREPANCIES ARE TO BE BROUGHT TO THE ATTENTION OF BOTH PARTIES IMMEDIATELY.
3. ANY DIMENSIONS/LEVELS INDICATED 'ref.' REFER TO ASSUMED/EXISTING DIMENSIONS WHICH ARE TO BE SITE CHECKED PRIOR TO THE COMMENCEMENT OF ANY WORK.

PVC COATED GABION NOTES

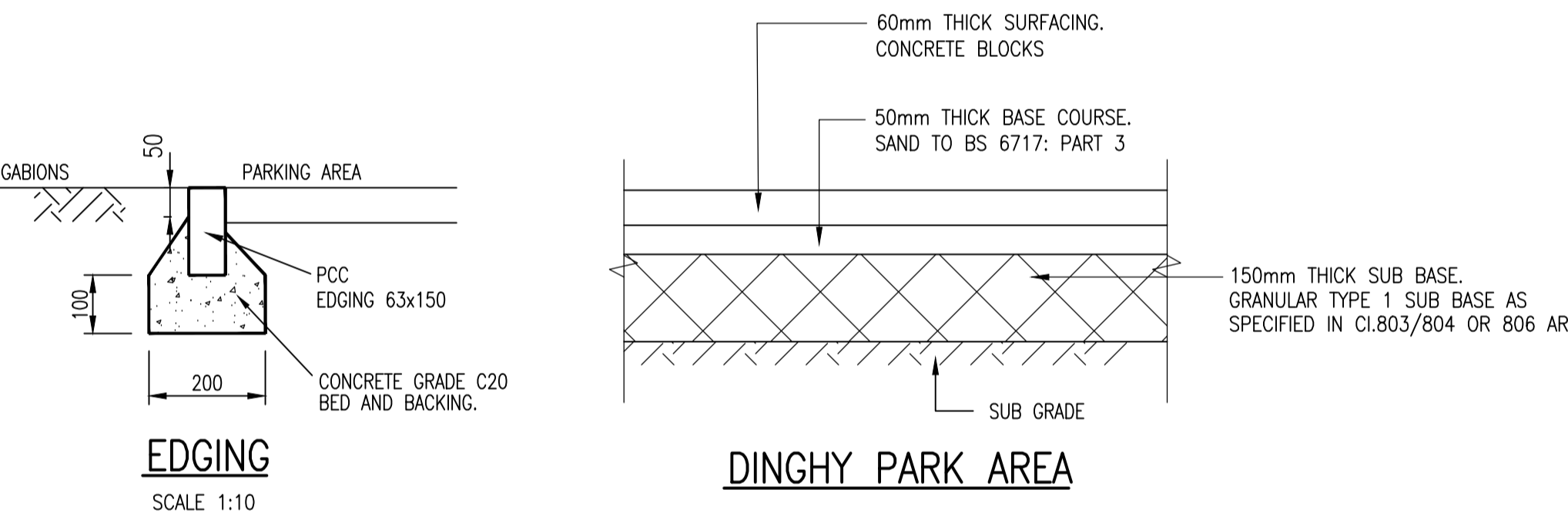
G1. THE GABIONS SHALL BE TO THE SIZES SHOWN WITH FIXED DIAPHRAGMS AT 1.0m CENTRES. THE GABION SHALL BE MANUFACTURED FROM STEEL WIRE TO BS 1052 OF 2.7mm DIAMETER AND GALVANISED TO BS 443 WITH A BONDED GREY PVC COATING OF MEAN THICKNESS OF 0.5mm TO GIVE OVERALL DIAMETER OF 3.7mm. THE MESH FABRIC SHALL BE FORMED FROM FLEXIBLE DOUBLE TWIST HEXAGONAL WOVEN WIRE MESH OF 80mm OPENING SIZE. ALL MESH EDGES SHALL BE REINFORCED WITH A GALVANISED PVC COATED SELVEDGE WIRE OF 3.4mm CORE DIAMETER, OVERALL 4.4mm DIAMETER. ALL JOINTS AND CONNECTIONS OF GABION UNITS ARE TO BE FORMED USING CONTINUOUS LACING WIRES AND/OR HIGH TENSILE STEEL "C" RINGS FROM 3.0mm WIRE, ATTACHED WITH A PNEUMATIC ASSEMBLY TOOL. PVC COATED LACING WIRE SHALL BE 2.2mm CORE DIAMETER AND TO THE SAME SPECIFICATION AS THE BODY MESH. BBA CERTIFICATION IS REQUIRED FOR THIS PRODUCT FOR UP TO 120 YEARS LIFE EXPECTANCY.

G2. FILLING IS TO BE CARRIED OUT BY MECHANICAL MEANS USING INTERLOCKING GRANITE QUARRY STONE OF SIZE 150-200mm.

REPLACEMENT TREE DETAILS

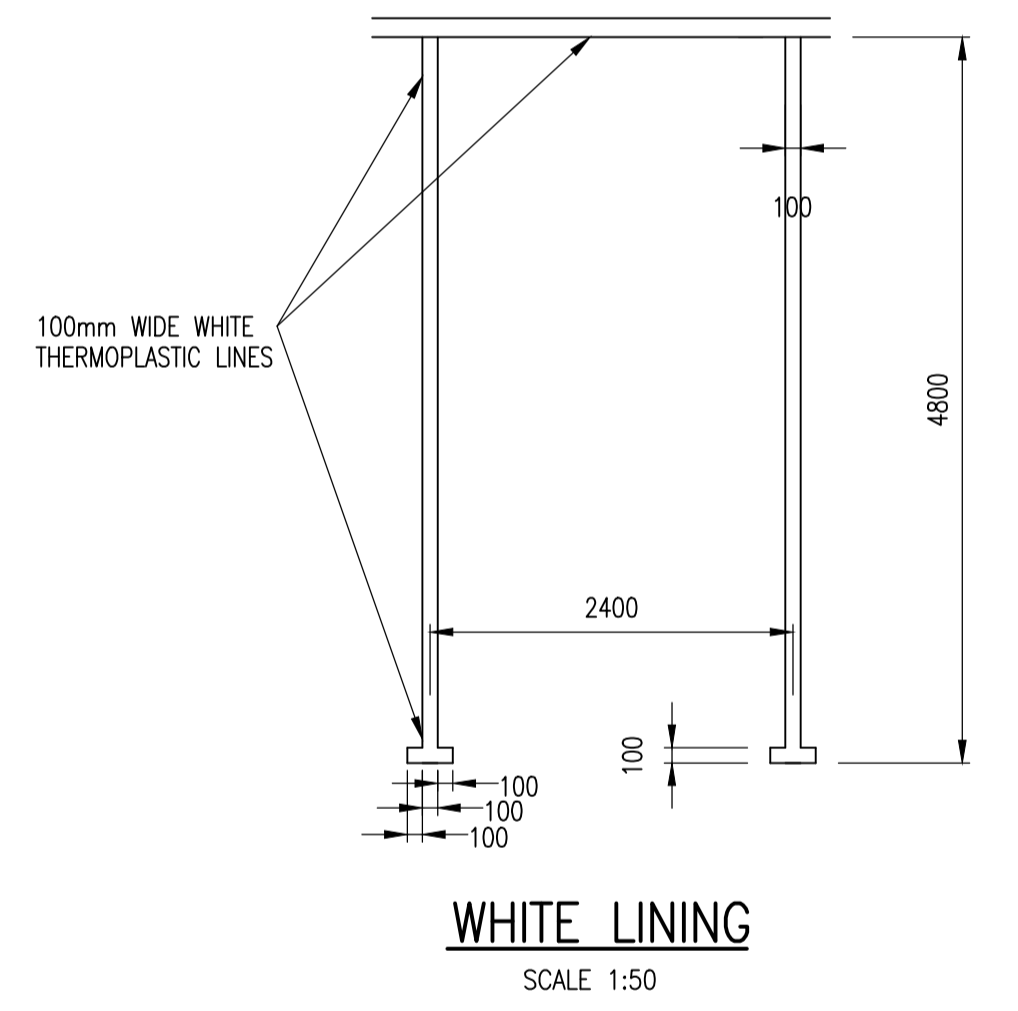
PYRUS CALLERYANA CHANTICLEER OR REDSPIRE SOURCED FROM CONTAINER GROWN STOCK FROM BARCHAMS AT 12/14cm GIRTH IN 75hr POT WITH TREE PIT DESIGN TO CONNECT EXISTING SOILS AT THE LOCATION OF THE TREE.

Page 51



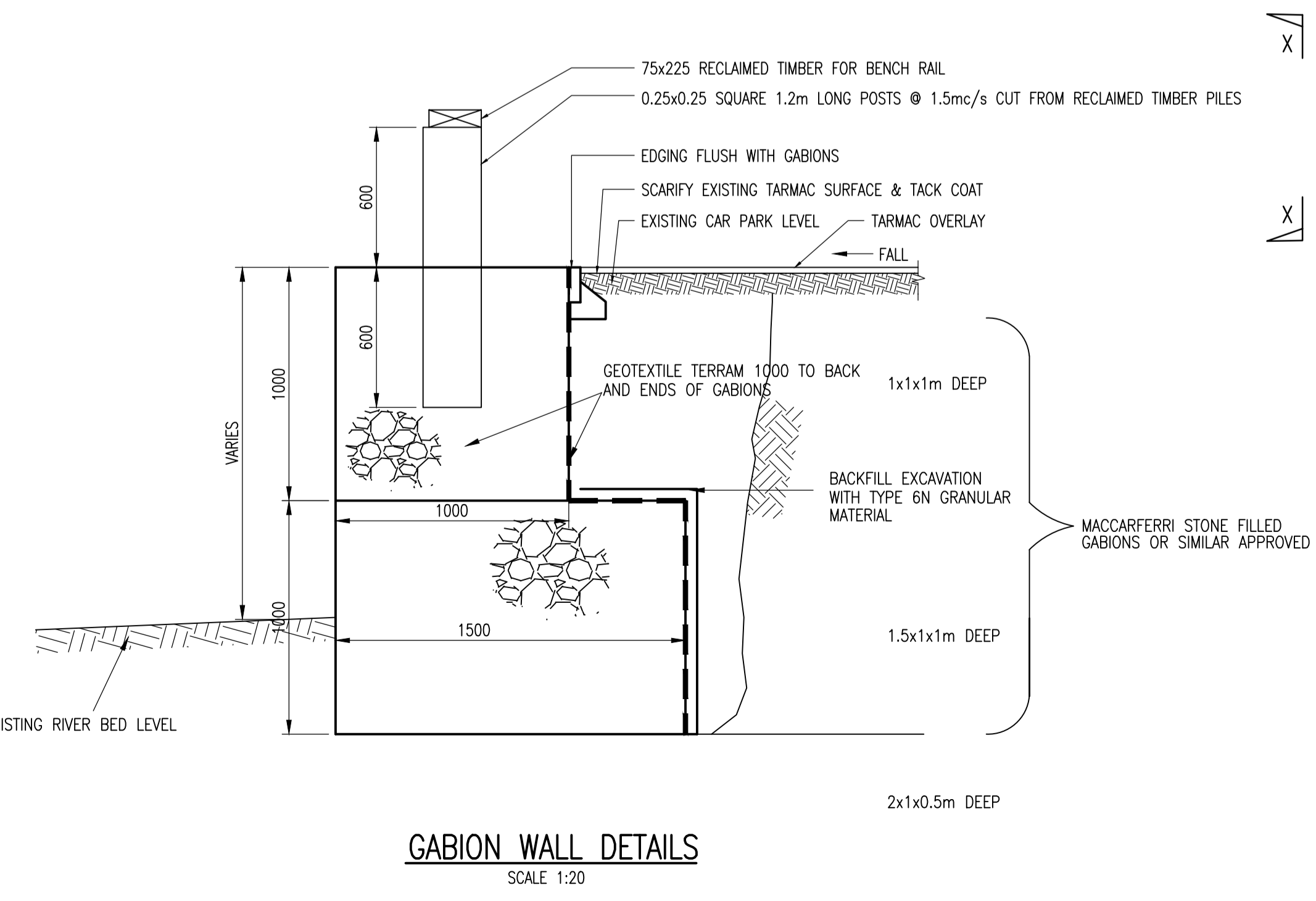
25mm THICK CLOSE GRADED BITUMEN MACADAM WEARING COURSE 10mm NOMINAL SIZE TO BS 4987 PART 1 :1993 CI 7.4 FINES OF CRUSHED LIMESTONE AND/OR NATURAL SAND. OVERLAY EXISTING SCARIFIED SURFACE.

CAR PARKING TARMAC CONSTRUCTION
SCALE 1:10

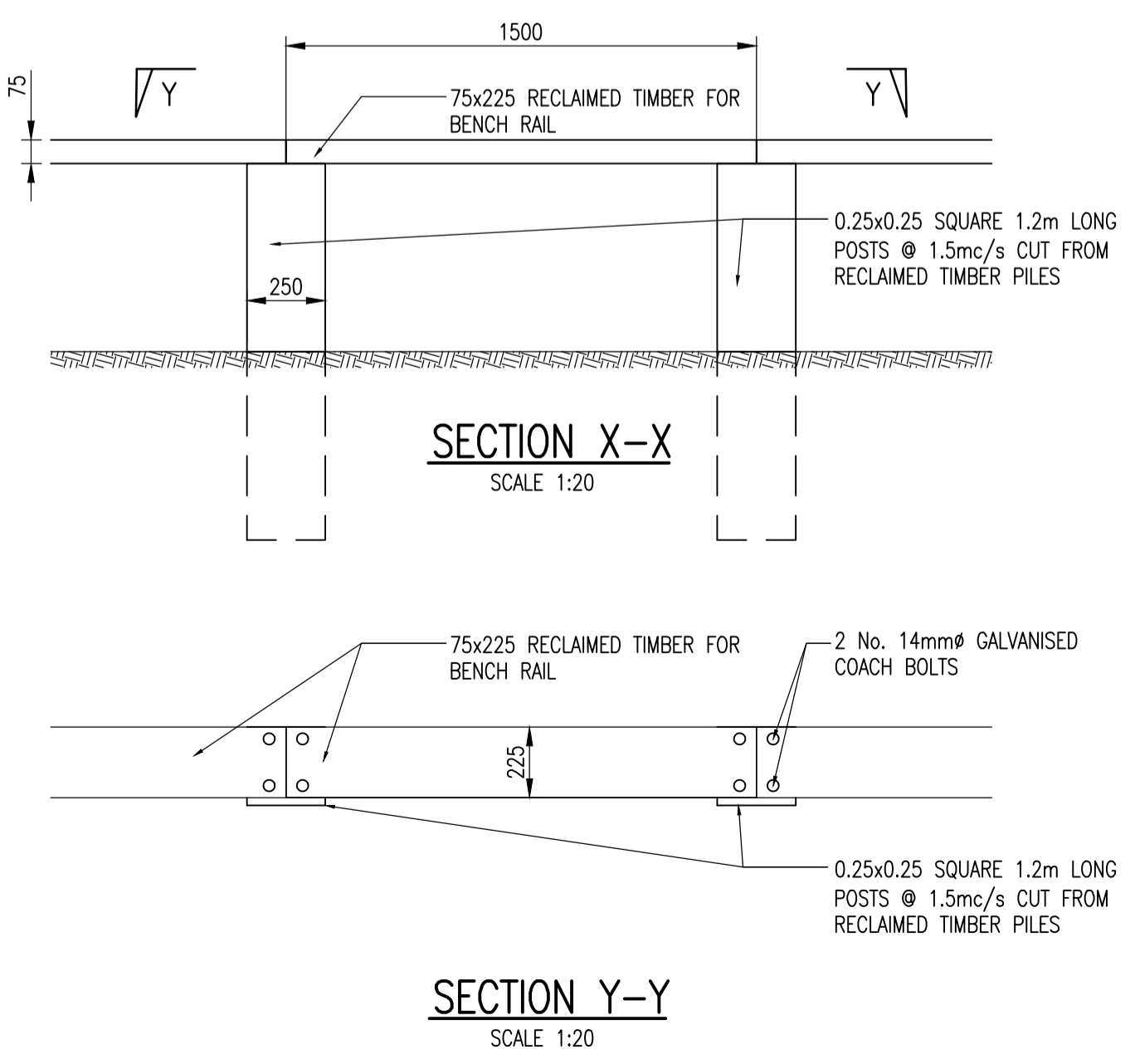


WHITE LINING
SCALE 1:50

- KEY**
- PCC EDGING (LENGTH = 51.01m)
 - ▨ TARMAC (AREA = 708.67m²)
 - ▩ GABION WALL (AREA = 87.24m²)
 - ▧ BLOCK PAVING (AREA = 153.20m²)
 - TIMBER BENCH RAIL (LENGTH = 82.07m)

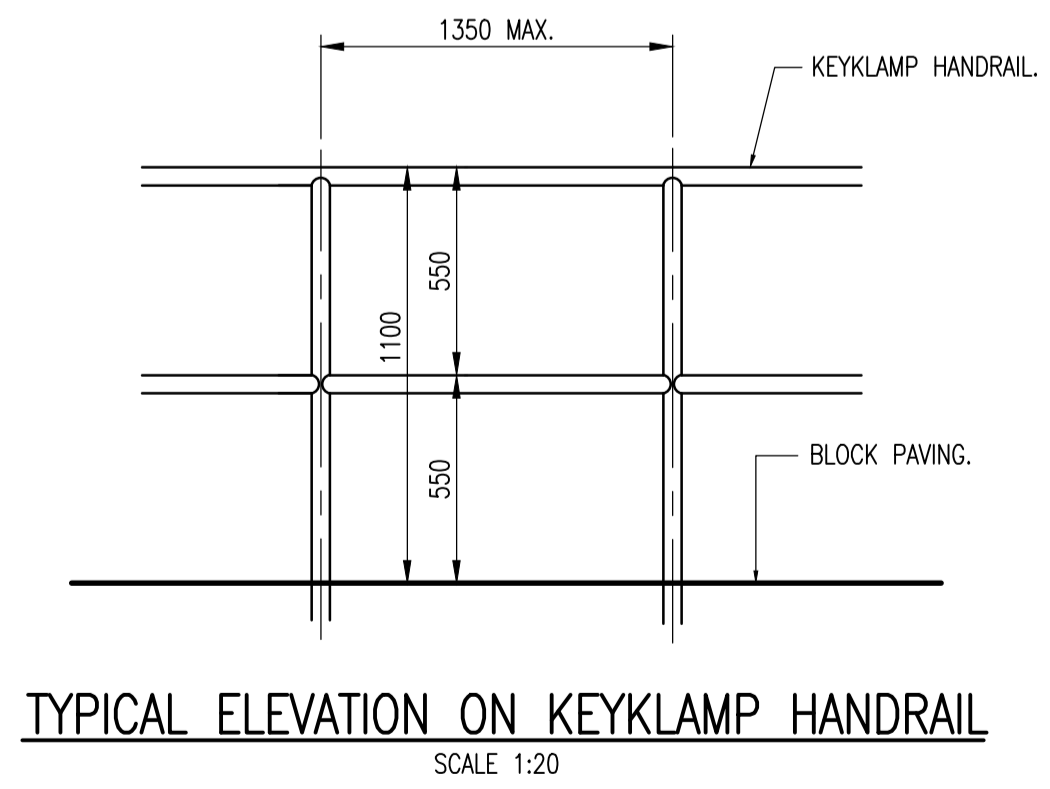


GABION WALL DETAILS
SCALE 1:20



SECTION X-X
SCALE 1:20

SECTION Y-Y
SCALE 1:20



TYPICAL ELEVATION ON KEYLUMP HANDRAIL
SCALE 1:20

PRELIMINARY

P8	PRELIMINARY	HDL/02.18	HDL/02.18	HDL/02.18
P7	PRELIMINARY	HDL/11.14	HDL/11.14	HDL/11.14
P6	PRELIMINARY	HDL/11.14	HDL/11.14	HDL/11.14
P5	PRELIMINARY	HDL/10.14	HDL/10.14	HDL/10.14
P4	PRELIMINARY	HDL/10.14	HDL/10.14	HDL/10.14
P3	PRELIMINARY	HDL/10.14	HDL/10.14	HDL/10.14
P2	PRELIMINARY	HDL/05.14	HDL/05.14	HDL/05.14
P1	PRELIMINARY	HDL/05.14	HDL/05.14	HDL/05.14

Version	Amendment	Revised by and date	Checked by and date	Approved by and date
ORIGINAL DRAWING SIZE - A1		X-REFS: .		
CAD REF.		.		

HDL HAMILL DAVIES LIMITED
Consulting Civil and Structural Engineers

Client: **PREMIER MARINAS LTD**
Project: **SWANWICK SHORE ROAD CAR PARK**
Drawing Title: **PROPOSED LAYOUT**

Purpose: PRELIMINARY	Drawn: HDL	Scale: 1:200 @ A1
Issuing Office: SWANMORE	Designed: HDL	Version: P8
Telephone: 01489 893 596	Drawing Number: 14-2310-102	

This page is intentionally left blank

Date: 1 May 2018
Our ref: 243573
Your ref: Replacement of river wall



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 Ms Fowler

Consultation: Replacement of river wall
Location: Swanwick Shore Road Car Park, SO31 7EF

Designated sites:

Solent & Southampton Water SPA
Solent Maritime SAC
Lincegrove and Hackett's Marshes SSSI
Solent and Dorset Coast pSPA

Thank you for your consultation dated 6 April 2018, consulting Natural England on the above application. The following constitutes Natural England's formal statutory response.

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

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

Marine and Coastal Access Act 2009

The works, as set out in the information supplied by the applicant, are not sited within or near to a Marine Conservation Zone. We are therefore confident that the works will not hinder the conservation objectives of such a site.

The Conservation of Habitats and Species Regulations 2017

We can confirm that the proposed works are located within or in close proximity to the above SPA, SAC or Ramsar Site. Natural England advises that providing the works are carried out in strict accordance with the details of the application which has been submitted, it can be concluded that the application will not have a significant effect on any SAC, SPA or Ramsar site, either individually or in combination with other plans or projects. Therefore, it is our view that an Appropriate Assessment should not be required. We recommend that the following conditions are included to ensure that the activity is undertaken in accordance with the details of the application:

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 activities are removed upon completion of the works.

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

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.

Other information:

Natural England welcomes the engagement of the applicant with the Harbour Authority for considering ecological enhancement within the new frontage. However at this time, due to the location of the new frontage above the mean high water, Natural England has no relevant enhancements to suggest.

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

Joanne Widgery
Consultations Team

HAMPSHIRE COUNTY COUNCIL

Report

Committee	River Hamble Management Committee
Date:	8 June 2018
Title:	River Hamble Final Accounts 2017/18
Report From:	The Director of Corporate Resources and Director of Culture, Communities and Business Services

Contact name: Rob Sarfas
Jason Scott

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

1. Recommendations

- 1.1. That this report, the statutory accounts and management accounts be noted by the River Hamble Harbour Management Committee and submitted to the River Hamble Harbour Board for approval.
- 1.2. That the Committee notes the level of the General Reserve as at 31 March 2018 of £35,294, and that the balance has reduced under the stated level of no more than 10% of the gross revenue budget, as set out in the reserves policy.
- 1.3. That the Committee notes that without any changes to the budget for 2018/19, the expectation is that the General Reserve will reduce to £12,294 at the end of 2018/19.
- 1.4. That the Committee recommends to the Harbour Board that the 2018/19 budget is revised so that:
 - a. Expenditure relating to patrol boat engine replacements is funded from the Asset Replacement Reserve rather than from revenue
 - b. Expenditure relating to the maintenance of public jetties and navigational safety is funded from the Asset Replacement Reserve rather than from revenue
 - c. Expenditure relating to future asset engineering surveys is funded from the Asset Replacement Reserve rather than from revenue
 - d. That the staffing budget is increased to reflect the higher pay award to staff of 2%.

2. Executive Summary

- 2.1. The purpose of this report is to present the final accounts of the Harbour Authority for the year ended 31 March 2018 to the River Hamble Harbour Management Committee for consideration.
- 2.2. Under Section 42(1) of the Harbours Act 1964, the River Hamble Harbour Authority is required to prepare an annual statement of accounts relating to the harbour activities in accordance with the Companies Act 2006, to be submitted to the Secretary of State for Transport.
- 2.3. The River Hamble Harbour Authority is considered to be exempt from the requirement for these accounts to be separately audited, as set out in section 477 of the Companies Act 2006. However, the Harbour Authority accounts form part of Hampshire County Council's final accounts, and are therefore included within the audit for those accounts.
- 2.4. The statutory accounts for the year ended 31 March show a net profit of £34,132, as detailed in Appendix 1.
- 2.5. This profit is the result of a net credit to the accounts of £52,241 relating to depreciation. This has arisen due to changes in useful asset lives following the recent review of assets, as detailed further in Section 3 of this report.
- 2.6. This report also presents the end of year management accounts, comparing the outturn position for income and expenditure for the year ended 31 March 2018 against the 2017/18 budget (detailed in Appendices 2 and 3).
- 2.7. The management accounts show that the Harbour Undertaking returned a net deficit of £17,768 on general revenue activities. The £35,000 contribution to the Asset Replacement Reserve was taken from the General Reserve.
- 2.8. The outturn position includes approved but unbudgeted one-off expenditure of £5,500 that was incurred as a result of the engineering surveys detailed in Section 3.4. These costs are directly related to the ongoing review of assets and the planned use of the Asset Replacement Reserve (ARR) and future provision should therefore be made to charge these costs to the ARR.
- 2.9. Section 5 of this report also contains recommendations for charging costs of approximately £10,000 associated with public jetties and navigational safety and £16,000 on the replacement of boat engines to the Asset Replacement Reserve (ARR) in future. This would ensure that costs are matched against the provision being made for these items as part of the annual £35,000 contribution to the ARR. These costs were charged against the general revenue budget in 2017/18.
- 2.10. The costs described above totalled £36,959 in 2017/18. Excluding these costs, a net surplus of £19,191 was achieved on standard revenue activities.
- 2.11. The outturn position is less favourable than the original budget, which predicted that there would be a net deficit of £10,000 after the agreed contribution to the ARR of £35,000.

- 2.12. It is also less favourable than the revised forecast presented as part of the 2018/19 Budget Report to the Committee in December 2017, when it was predicted that a transfer of £21,000 would be necessary from the General Reserve to meet the agreed ARR contribution.
- 2.13. The change since the last report to the Committee is largely the result of additional one-off costs related to public jetties and navigational safety, historic Crown Estate turnover rent and boat engine replacements as well as higher than expected weather related costs for environmental maintenance. Total income was lower than previously forecast, albeit in line with amounts achieved in previous years.
- 2.14. The balance on the General Reserve as at 31 March 2018 is £35,294. The reserves policy states that the General Reserve should hold annual surpluses not totalling more than 10% of the gross revenue budget, which currently equates to approximately £59,000.

3. Statutory Accounts

- 3.1. Under Section 42(1) of the Harbours Act 1964, the River Hamble Harbour Authority is required to prepare an annual statement of accounts relating to the harbour activities in accordance with the Companies Act 2006. Section 42(5) of the Harbours Act 1964 states that the published accounts should be sent to the Secretary of State for Transport, together with a report on the “state of affairs” disclosed by the accounts, within nine months of the financial year end.
- 3.2. Using guidance issued by the Department for Transport, the River Hamble Harbour Authority is considered to be exempt from the requirement to audit the statutory accounts under Section 477 of the Companies Act 2006. However, the Harbour Authority accounts form part of the overall Hampshire County Council accounts and therefore will be included within the audit of those accounts.
- 3.3. The statutory accounts, as detailed in Appendix 1, show a profit for the year of £34,132. This is after a net credit to the accounts relating to depreciation of £52,241, and expenditure on projects of £2,500 that has been funded from reserves.
- 3.4. Members of the Management Committee will recall the recent review of assets conducted by the Harbour Authority in conjunction with Opus Engineering. As part of this review, it was determined that good husbandry of the Authority’s assets would allow for longer asset lives than previously anticipated, as reported in the Asset Register report to the Management Committee in March 2018. This extension of asset lives means that an adjustment to accumulated depreciation amounts from previous years of £87,013 has been made.
- 3.5. This adjustment is offset partly by the depreciation charge for 2017/18 of £34,772 resulting in a net credit to the accounts of £52,241.

4. 2017/18 Outturn

- 4.1. The original budget projected a surplus on standard revenue activities of £25,000, before the agreed £35,000 contribution to the Asset Replacement Reserve (ARR), with a net deficit of £10,000 therefore expected.
- 4.2. At the Committee meeting on 1 December 2017 and Board meeting on 12 January 2018, it was reported that the projected surplus was expected to be £11,000 lower than budgeted. This was largely the result of the decision to create a full time assistant harbour master role as a job share when the budget had assumed a part time post. The additional cost was expected to be partly offset by lower than budgeted charges from Legal and Democratic Services and an unspent IT budget relating to a provision for potential costs associated with any development of the harbour management system.
- 4.3. The outturn position is presented in Appendix 2 and shows that a deficit of £17,768 was incurred on standard revenue activities, a difference of £42,768 compared with the original budget. Excluding items that could have been funded by the ARR the net surplus on general revenue activities was £19,191.
- 4.4. The General Reserve will be used to cover this deficit and will also need to be used to fund the agreed £35,000 annual contribution to the ARR. This will mean a total draw from the General Reserve of £52,768.

Income

- 4.5. Total income for 2017/18 in the management accounts was £595,004, which was lower than both the original budget of £611,000 and the forecast of £608,000 that was presented to the Committee in December, albeit this was broadly in line with total income from previous financial years.
- 4.6. The two most significant areas in which income targets did not meet the budget were Other Funding and Harbour Dues, although Harbour Dues were in line with amounts received in previous years.
- 4.7. Income from Other Funding was £4,000 lower than budget. It was identified as part of the forward budget report for 2018/19 that sublet, waiting list and late payment fee income from the Crown Estate is now included in the management agreement with the Crown Estate. This new agreement came into place after the budget for 2017/18 had been set.
- 4.8. Harbour Dues fell short of the budget by approximately £8,000, albeit they were broadly in line with prior year trends. The Harbour Dues budget for 2018/19 has been updated accordingly to bring the budget back in line with prior year income trends.
- 4.9. There were various other smaller adverse variances totalling £4,000 on Visitor and Miscellaneous income, albeit visitor income was slightly higher than in 2016/17.

Expenditure

- 4.10. Total revenue expenditure in the management accounts was £612,772, which was higher than both the original budget of £586,000 and the forecast of £594,000 that was presented to the Committee in December.
- 4.11. The change since the last report to the Committee is largely the result of additional one-off costs related to public jetties and navigational safety, historic Crown Estate turnover rent and boat engine replacements as well as higher than expected weather related costs for environmental maintenance.
- 4.12. The cost of asset related one-off items that it is recommended are charged to the ARR in future was £36,959 in 2017/18. Had these costs been charged to the ARR in 2017/18, total general revenue expenditure would have been £575,813. This is lower than the overall expenditure budget.
- 4.13. The additional expenditure of £26,772 against the budget of £586,000 is predominantly due to a planned overspend on staffing costs of £18,762, as a result of the assistant harbour master resource change described in section 4.2 above. This was partly offset by an underspend on the training budget of £8,955. This underspend was due to lower staff turnover, resulting in reduced demand for training for new starters, and the cyclical nature of refresher training for staff in general.
- 4.14. The premises costs budget was overspent by £5,566, largely as the result of a payment made to the Crown Estate for turnover rent relating to 2015/16.
- 4.15. These additional costs were offset by an underspend of £5,882 against the Central Department Charges budget due to lower than budgeted charges from Legal and Democratic Services and a saving of £5,000 under IT Charges as described in section 4.2. IT charges relating to the harbour management system may be incurred in future and this same provision has therefore been made in the budget for 2018/19.
- 4.16. It may be that it is felt appropriate to make a transfer from the ARR to the General Reserve in 2018/19 to retrospectively charge one-off costs incurred during 2017/18 to the ARR in relation to boat engine replacements, public jetties and navigational safety, and the engineering surveys.
- 4.17. Actual expenditure on these items was £36,959 in 2017/18. The net surplus on general revenue activities excluding these items was £19,191.
- 4.18. A more detailed breakdown of the income and expenditure is set out in the tables contained in Appendices 2 and 3 and the Notes to Appendices 2 and 3.

5. Review of the 2018/19 Forward Budget

- 5.1. At the meeting on 12 January 2018, the Board approved the forward budget for the 2018/19 financial year. The approved budget allowed for a surplus on general revenue activities of £12,000 and, as a result, would also require a transfer of £23,000 from the General Reserve to enable the full £35,000 contribution to the ARR to be made.

- 5.2. As the forward budget was based on the forecast position for the 2017/18 financial year as at the end of September 2017, a review has been undertaken in comparison with the final accounts for 2017/18, to highlight any potential areas of pressure against the budget in the 2018/19 financial year.
- 5.3. The forward budget for expenditure was set at £595,000, however actual expenditure incurred in 2017/18 was £612,772, but this included one-off expenditure relating to the additional turnover rent paid to the Crown Estate of £4,351, the cost of engineering surveys of £5,500 and a shift in timing in the replacement of boat engines/maintenance which brought forward costs of £4,068.
- 5.4. It is recommended that costs associated with boat engine replacement, engineering surveys and public jetties and navigational safety are charged to the ARR in future. These costs accounted for £36,959 of the expenditure in 2017/18.
- 5.5. The review has, however, highlighted that pressures still exist on the Environmental Maintenance budget. This is related to Warsash Slipway clearance costs and rubbish collection. These costs can fluctuate from year to year depending on external factors such as the weather.
- 5.6. An additional pressure has also been confirmed relating to staffing costs. The budget was set on the assumption of a 1% pay award for staff, however it has recently been confirmed that a pay award of 2% has been agreed. This creates an additional pressure of approximately £5,000.
- 5.7. As part of the recent review of assets, asset lives and replacement costs have been estimated, with this information then used to cash flow anticipated spend from the Asset Replacement Reserve (ARR) through to 2050. The cost of replacing patrol boat engines and costs associated with the maintenance of public jetties and navigational safety have historically been treated as general expenditure. The budget for these costs in 2018/19 is £26,000 and Appendix 4 has been updated on the assumption that these costs will be charged to the ARR from 2018/19 onwards.
- 5.8. Charges from Legal and Democratic Services are based on actual hours worked and have been below budget in recent years. The budget for 2018/19 has been reduced to reflect previous year trends, however, it should be noted that these charges depend on the level of work required and can increase significantly should a particular legal issue arise. Finance charges have also been reviewed and are considered to be a fair reflection of the time undertaken on the Harbour Authority's affairs.
- 5.9. The provision of office space is not currently recharged to the River Hamble Harbour Authority, but has been assessed by Hampshire County Council's surveyors as having a value of approximately £7,500 per annum. Discussions have previously been held around whether such costs incurred by the County Council in supporting the Harbour Authority but not currently recharged, should in future be charged. Should this be done in future, it would create an additional pressure.

- 5.10. The income budget for 2018/19 was set at £607,000, however actual income generated in 2017/18 was £595,004. The income generated in 2017/18 was broadly in line with income received in previous years.
- 5.11. Additional income from the Crown Estate of £3,000 and from the increase in charges for Towing to reflect actual costs incurred by the Harbour Authority (see below) will help to mitigate this difference. The provision of additional mooring space at Premier Marinas is also expected to lead to an increase in Harbour Dues, as will the part year effect of increasing Harbour Dues for 2019, assuming this is agreed. Any remaining underachievement of income levels to be met through cost savings being sought by the Harbour Master.
- 5.12. It was agreed at the Harbour Board meeting on 6 April 2018 to increase towing charges from £49 to £79 per hour plus VAT to more accurately reflect the recovery of actual costs incurred. This is expected to lead to additional cost recovery of approximately £3,000 per year and the new charge rates have already been put in place.

6. Reserves

- 6.1. The Harbour Board approved a reserves policy on 18 May 2007 which provided for the following three reserves:
- Asset Enhancement Reserve (AER) – £320,000 for a programme of future opportunities.
 - Asset Replacement Reserve (ARR) – to replace all Harbour Authority Assets and provide maintenance dredges over a 25 year cycle. Annual contribution of £43,000, later reduced to £35,000, to be received from revenue.
 - Revenue Reserve (RR, also known as the General Reserve) – to hold annual surpluses totalling no more than 10% of the gross revenue budget (for 2017/18 this equates to approximately £59,000). Any excess to be transferred to the AER, returned to mooring holders or to fund one-off revenue budget pressures as approved by the Board
- 6.2. The total reserves for the River Hamble were £585,322 at 31 March 2018, a decrease of £18,109 on the position at the end of 2017/18. The reserves are detailed in Appendix 4.
- 6.3. The Revenue Reserve decreased by £52,768 during the financial year, due to the revenue deficit of £17,768 and the £35,000 transfer to the Asset Replacement Reserve. £2,500 was drawn from the Asset Enhancement Reserve in 2017/18 for the final costs relating to the Sacrificial Anodes PhD Project. The Asset Replacement Reserve was increased by the planned annual transfer of £35,000.
- 6.4. In 2017/18, interest of £2,960 was received on the reserves balances and income received in advance for annual Harbour Dues. Interest was paid at the agreed rate of 0.42% on all reserve balances.
- 6.5. The balance on the Revenue Reserve as at 31 March 2018 was £35,294. If no changes are made to the budget or Harbour Dues, £23,000 of this balance will be earmarked to cover the budgeted net deficit in 2018/19. This would leave a balance of £12,294 as at 31 March 2019.

- 6.6. The reserves policy states that the Revenue Reserve should hold annual surpluses not totalling more than 10% of the gross revenue budget, which currently equates to approximately £59,000.
- 6.7. The Board committed to a zero percent increase in Harbour Dues for 2017 and 2018 to reduce the balance on the Revenue Reserve in a controlled way and to minimise the risk of higher increases to Harbour Dues in the future.
- 6.8. It is recommended that costs associated with boat engine replacement, public jetties and navigational safety, and future asset engineering surveys are charged to the ARR. This would ensure that costs are matched against the provision being made for these items as part of the annual £35,000 contribution to the ARR. These costs were charged against the general revenue budget in 2017/18.

7. Conclusion

- 7.1. The report highlights pressures on the revenue budget and the General Reserve and identifies potential mitigations.
- 7.2. The report provides background information and context for the report on Harbour Dues, covered elsewhere on the agenda.

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:

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

2. Impact on Crime and Disorder:

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

3. Climate Change:

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.

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

River Hamble Harbour Authority

Report of the Board and unaudited financial statements
for the year ended 31 March 2018



River Hamble Harbour Authority
Contents of the Financial Statements
for the period ended 31 March 2018

	Page
Report of the Board	3
Harbour Master's report	5
Accountant's report	8
Income and Expenditure Statement	9
Statement of Financial Position	10
Notes to the financial statements	12

River Hamble Harbour Authority

Report of the Board for the year ended 31 March 2018

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

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

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

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

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

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

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

Principal Activities:

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

Political and Charitable donations:

No charitable donations were made during the year (2016/17 £nil).

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

The financial statements were approved and authorised for issue by the Board on 13 July 2018 and signed on its behalf by Councillor Keith Evans.

River Hamble Harbour Authority

Harbour Master's report
for the year ended 31 March 2018

Reporting first on safety matters, November's routine independent audit of the River's Marine Safety Management System by our Designated Person explored the detail of our risk assessments and standard operating procedures. Both had undergone a complete, planned revision over the preceding six months. The subsequent award of a certificate of compliance with the Port Marine Safety Code has enabled the Chairman of the Harbour Board to write as the Duty Holder, to the Maritime and Coastguard Agency to confirm that continued compliance. This year has also witnessed a revision of our Strategic Vision and Plan documents, setting out our intent for the management of the River over the next three years.

In Governance terms there have been no changes on the Harbour Board although the Management Committee has seen eight routine appointment changes.

Our financial position last year allowed the Harbour Board to maintain a zero per cent increase to Harbour Dues for the third year in succession. This year's Asset Review was placed before the Harbour Board on the 6 April and will be considered along with the Annual Accounts before making a decision on Harbour Dues for 2019. River users can be reassured that Harbour Dues will continue to be set at a level that is both prudent and matches our ongoing duty to maintain safety.

In terms of developments within the River, this year has seen a number of Marinas' and Boatyards' applications for developments within their existing curtilages. Having already been granted Harbour Works' Consent for a reconfiguration of the Marina in November 2012, Deacon's resubmitted to Eastleigh Borough Council and was refused planning permission in Autumn last year and again in Spring. Also granted Harbour Works' Consent for an earlier plan, Premier Marinas has reapplied for a minor variation on their plan to alter the configuration at Swanwick. As usual, there have been numerous applications to install single pontoons on pile and fore-and aft moorings at various locations throughout the River. Each of these also requires planning permission and each is considered on its merits from the navigational safety point of view before Harbour Authority approval is granted.

The Harbour Authority continues to provide one-to-one advice for prospective developers and this service has been used extensively again this year. The Harbour Authority also runs the Consents Advice Panel and, although demand has not required a meeting this year, this service, which is recognised nationally as an example of best practice, is still available.

We have enjoyed another imaginative year of sailing, organised by our Clubs and volunteers. This year's Bursledon Regatta saw very warm weather, if little wind for

the sailing community and was a huge success, culminating in an impressive firework display. As well as witnessing another comprehensive programme of World, International and Club-level racing and recreational sailing, we saw the second Hamble Classics Regatta, which attracted an increased number of entries, reflecting the quality of the organisation and a building international reputation. This year will also see the fourth River Hamble Games which will take place on 16th June. The Harbour Authority will once again make a substantial contribution to this event.

Our management of the mid-stream moorings and the moorings Waiting List, on behalf of the Crown Estate continues. The Crown Estate has replaced 27 piles between Bursledon and Mercury. We have been ensuring that those holding moorings are inconvenienced to the least degree possible. Our waiting list remains steady but we continue to look for opportunities to promote movement. Looking at other adjacent harbours' rates, I believe we continue to provide good value for money.

This year has seen an increasing amount of interest from both the community around the River and more widely. The Harbour Master has given a number of talks and presentations about the management of the harbour at a variety of venues including sailing clubs, community centres, the Womens' Institute and at local Council fora.

As last year, inter-agency co-operation aimed at improving mutual awareness and capability continues to be a relevant safety theme. We have continued our routine cooperation with the Police, UK Border Force and the Southern Inshore Fisheries Conservation Authority this year with some notable successes. Combined work with Hampshire Police and local Parish Councils has helped manage the problem of anti-social behaviour in busy areas of the river during the warmer summer months. We plan to continue in the same vein this year. We continue to assist both the Police and Border Force in the discharging of their responsibilities on a routine basis.

In August, our three-yearly review of our Port Waste Management Plan was approved by the Regulator, the Maritime and Coastguard Agency, as required by The Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003.

The Harbour Authority has continued to run the important Hamble Estuary Partnership, which provides a valuable network for a wide variety of organisations with an interest in the River, as well as support the Solent Forum and it's various sub groups, where we presented the findings of last year's Saltmarsh study. We are a member of the Technical Group of the Solent Forum's 'Beneficial Reuse of Dredgings' project. This project compliments and builds upon the work we undertook for the Saltmarsh study with the aim of realising a practical project to beneficially reuse dredged material within the Solent system rather than disposing of it at sea, as

well as opportunities for smaller scale saltmarsh improvements. We have also been supporting the Blue Marine Foundation and Portsmouth University's Solent Oyster Restoration Project which aims to redress a reduction in the Solent's native oyster population.

The product of the Harbour Authority's sponsorship of a PhD study into the evaluation of the spatial variation in the dissolution of sacrificial anodes in the Solent is now available.

Jason Scott
Marine Director and Harbour Master

River Hamble Harbour Authority

Accountant's report
for the year ended 31 March 2018

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

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

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

The financial transactions, assets and liabilities of the River Hamble Harbour Authority are also included within the statutory accounts of Hampshire County Council. These are presented in accordance with the Accounts & Audit Regulations 2015 and are published at <https://www.hants.gov.uk/aboutthecouncil/budgetspendingandperformance/accounts>

Signed:

Date:

Anne Hibbert
Corporate Accounting Manager

River Hamble Harbour Authority
Income and Expenditure Statement
for the year ended 31 March 2018

	Notes	2017/18 £	2016/17 £
Turnover	2	523,685	518,814
Other operating income	3	73,478	78,750
		<u>597,163</u>	<u>597,564</u>
Staff costs	4		
Salaries		335,581	327,157
National Insurance		33,380	32,603
Pension Contributions		64,801	60,017
Other employee expenses		3,071	3,797
Staff Advertising / Interview Expenses		0	0
		<u>436,833</u>	<u>423,574</u>
Depreciation and other amounts written off tangible and intangible fixed assets	11	(52,241)	33,307
Other operating charges			
Rent/Rates/Leases	5	22,783	16,569
Utilities		4,168	3,743
Other Premises Costs		1,615	2,504
Boats - Repairs & Expenses	6	27,308	29,794
Staff Travel		816	1,111
Insurance		1,600	1,600
Office Expenses	7	25,594	23,450
Environmental Maintenance	8	16,813	15,692
Public Jetties & Navigational Safety		18,031	6,668
Services provided by Hampshire County Council	9	42,999	42,100
Other Services (including Designated Person)		9,570	7,095
Oil Spill Response		4,523	4,290
CCTV		119	176
Projects funded by Reserves	10	2,500	7,424
		<u>178,439</u>	<u>162,216</u>
Profit/(loss) for the financial year	14	<u>34,132</u>	<u>(21,533)</u>

River Hamble Harbour Authority

Statement of Financial Position as at 31 March 2018

	Notes	2017/18 £	2017/18 £	2016/17 £	2016/17 £
Fixed assets					
Tangible assets	11		409,794		357,553
Current assets					
Debtors	12	20,549		7,578	
Cash at bank and in hand		<u>925,206</u>		<u>960,421</u>	
		945,755		967,999	
Creditors: Amounts falling due within one year	13	360,433		364,568	
Net current assets			<u>585,322</u>		<u>603,431</u>
Total assets less current liabilities			995,116		960,984
Net assets			<u>995,116</u>		<u>960,984</u>
Reserves					
Profit and loss account	14		<u>995,116</u>		<u>960,984</u>
			<u>995,116</u>		<u>960,984</u>

For the year ended 31 March 2018 the River Hamble Harbour Authority was entitled to exemption from audit under section 477 of the Companies Act 2006 relating to small companies.

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

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

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

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

_____ on _____
Councillor Keith Evans
Chairman of the Board

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

River Hamble Harbour Authority

Notes to the financial statements
for the year ended 31 March 2018

1 Accounting policies

1.1 Accounting convention

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

1.2 Turnover

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

1.3 Tangible fixed assets and depreciation

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

2 Turnover

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

	2017/18	2016/17
	£	£
Marinas and Boatyards	378,604	377,199
River Moorings	96,951	100,251
Jetty Charges	16,135	13,589
Mooring and Towing Charges	2,662	5,060
Miscellaneous Income - Commercial and Pleasure craft	5,614	4,701
Sublet, Waiting List & Late Payment Fee Income	5,885	4,475
Total Harbour Dues	<u>505,851</u>	<u>505,275</u>
Visitors	17,834	13,539
Total turnover	<u><u>523,685</u></u>	<u><u>518,814</u></u>

3 Other operating income

	2017/18	2016/17
	£	£
Crown Estate Management Fee	63,635	62,720
Miscellaneous Income	5,918	9,654
Interest	2,960	5,471
Other Funding	965	905
Total other operating income	<u>73,478</u>	<u>78,750</u>

4 Employees

	2017/18	2016/17
Staff numbers	12	11

5 Rent Rates Leases

	2017/18	2016/17
	£	£
Rent - Oil Spill Response Equipment Unit	4,196	3,600
Rent - Crown Estates	4,351	0
Rent - Warsash Jetty	1,829	1,735
Rent - Visitors Pontoon	1,829	1,734
Rent - Hamble Jetty	1,829	1,735
Rent - Fishermans Pontoon	1,829	1,734
Rent - Harbour Master's Office	5	5
Business Rates - River Hamble Harbour	6,915	6,026
	<u>22,783</u>	<u>16,569</u>

6 Boat repairs & expenses

	2017/18	2016/17
	£	£
Repair, Maintenance and Boat Refurbishment	23,068	14,844
Vehicle Running Expenses (Fuel)	2,589	6,199
Tools (including Chandlery)	1,651	8,751
	<u>27,308</u>	<u>29,794</u>

7 Office expenses

	2017/18	2016/17
	£	£
Equipment	1,838	1,351
First Aid Supplies/Health & Safety	2,230	1,832
Printing & Stationery	3,941	5,084
Catering/General	1,131	1,915
Retail (Crabbing Equipment)	652	473
Room Hire	210	250
Protective Clothing and Safety Equipment	7,513	4,967
IT Charges	0	23
Postage	2,089	2,625
Subscriptions	678	2,041
Phones	135	(5)
Promotional Events/Publicity/Publications	2,374	2,180
Credit Card Charges (re Income Collection)	2,803	714
	<u>25,594</u>	<u>23,450</u>

8 Environmental Maintenance

	2017/18	2016/17
	£	£
Waste Collection	1,545	1,269
Clearance of Warsash Slipway	15,070	14,200
Miscellaneous Environmental Maintenance Expenditure	198	223
	<u>16,813</u>	<u>15,692</u>

9 Services provided by Hampshire County Council

	2017/18	2016/17
	£	£
Accountancy	21,600	21,600
Transaction processing	2,488	2,488
Tax/cash management	200	200
Internal audit	3,410	3,410
Legal Services	5,960	6,750
Democratic Services	8,460	6,786
	<u>42,118</u>	<u>41,234</u>
 Contribution to Solent Forum	 881	 866
	<u>42,999</u>	<u>42,100</u>

No separate charge is currently levied for the following:

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

10 Projects funded by Reserves

	2017/18	2016/17
	£	£
PhD - Sacrificial Anodes	2,500	5,000
Sediment Management Desktop Study	0	200
River Hamble Games	0	2,224
	<u>2,500</u>	<u>7,424</u>

11 Tangible fixed assets

	Marks, Beacons, Lights, Piles, £	Bridges, Walkways, Jetties £	Boats £	Other £	Total £
Cost					
At 1 April 2017	180,068	678,725	55,000	127,744	1,041,537
Additions	0	0	0	0	0
Disposals	0	0	0	0	0
Transfers	0	0	0	0	0
At 31 March 2018	180,068	678,725	55,000	127,744	1,041,537
Depreciation					
At 1 April 2017	131,821	424,016	24,999	103,148	683,984
Charge for the year	6,801	20,564	4,333	3,074	34,772
On disposals	0	0	0	0	0
Adjustments	(10,372)	(76,641)	0	0	(87,013)
At 31 March 2018	128,250	367,939	29,332	106,222	631,743
Net book values					
At 31 March 2018	51,818	310,786	25,668	21,522	409,794
At 31 March 2017	48,247	254,709	30,001	24,596	357,553

A review of the useful life of fixed assets took place in 2017/18, and the useful life of some fixed assets has been extended. This has resulted in an adjustment to the accumulated depreciation charge within Marks, Beacons, Lights, Piles, and Bridges, Walkways, Jetties, and a revision in the depreciation charge for 2017/18 and for future years.

12 Debtors

	2017/18 £	2016/17 £
Trade debtors	20,549	5,078
Prepayments and accrued income	0	2,500
	20,549	7,578

No debtor amounts fall due after more than one year

13 Creditors: amounts falling due within one year

	2017/18 £	2016/17 £
Trade creditors	0	0
Accruals and deferred income	360,433	364,568
	<u>360,433</u>	<u>364,568</u>

No creditor amounts fall due after more than one year

14 Profit and Loss Account

	Total £
At 1 April 2017	960,984
Transfers to/(from) Profit and Loss account	34,132
At 31 March 2018	<u>995,116</u>

15 Movement in reserves

	Cash backed Reserves			Total cash backed Reserves (£)	Asset backed Reserve (£)	Total Reserves (£)
	General Reserve £	Asset Enhancement (£)	Asset Replacement (£)			
As at 1 April 2017	88,062	71,967	443,402	603,431	357,553	960,984
Movement:						
2017/18 surplus	34,132	0	0	34,132	0	34,132
Transfers:						
Asset additions	0	0	0	0	0	0
Depreciation	(52,241)	0	0	(52,241)	52,241	0
Asset contribution	(35,000)	0	35,000	0	0	0
Projects	2,500	(2,500)	0	0	0	0
Interest	(2,159)	293	1,866	0	0	0
Total movement	<u>(52,768)</u>	<u>(2,207)</u>	<u>36,866</u>	<u>(18,109)</u>	<u>52,241</u>	<u>34,132</u>
As at 31 March 2018	<u>35,294</u>	<u>69,760</u>	<u>480,268</u>	<u>585,322</u>	<u>409,794</u>	<u>995,116</u>

River Hamble Harbour Authority

	Original Budget	P6 Forecast Outturn	Actuals	Variance to Budget
	(£)	(£)	(£)	(£)
	2017/2018	2017/2018	2017/2018	2017/2018
EXPENDITURE				
Staff Related				
Salaries	415,000	441,000	433,762	18,762
Training	10,000	5,000	1,045	(8,955)
Staff Advertising/Interview Expenses	0	0	0	0
Other Employee Expenses	0	0	223	223
Professional Subscriptions	0	0	1,803	1,803
Sub Total Staff Related	425,000	446,000	436,833	11,833
Premises				
Rent / Rates	17,000	18,000	22,783	5,783
Electricity	2,000	2,000	1,939	(61)
Gas	1,000	1,000	1,680	680
Water / Sewerage	1,000	1,000	549	(451)
Repair & Maintenance (including Health & Safety Modifications)	1,000	1,000	598	(402)
Service Charges	0	0	54	54
Cleaning	0	0	153	153
Burglar Alarms / Security	1,000	1,000	810	(190)
Sub Total Premises	23,000	24,000	28,566	5,566
Transport				
Repair, Maintenance and Boat Refurbishment	19,000	19,000	23,068	4,068
Vehicle Running Expenses (Fuel)	3,000	3,000	2,589	(411)
Tools (inc Chandlery)	2,000	2,000	1,651	(349)
Car Allowances/Staff Travel	1,000	1,000	816	(184)
Insurance	2,000	2,000	1,600	(400)
Sub Total Transport	27,000	27,000	29,724	2,724
Supplies & Services				
Office Expenses	27,000	20,000	25,594	(1,406)
Environmental Maintenance	10,000	10,000	17,694	7,694

	Original Budget	P6 Forecast Outturn	Actuals	Variance to Budget
	(£)	(£)	(£)	(£)
	2017/2018	2017/2018	2017/2018	2017/2018
Public Jetties & Navigational Safety (including Navigational Aids)	10,000	11,000	18,031	8,031
Central Department Charges	48,000	42,000	42,118	(5,882)
Other Services (including Designated Person)	11,000	9,000	9,570	(1,430)
Oil Spill Response	5,000	5,000	4,523	(477)
CCTV	0	0	119	119
Sub Total Supplies & Services	111,000	97,000	117,649	6,649
Gross Expenditure (Current)	586,000	594,000	612,772	26,772
INCOME				
Miscellaneous Income	(7,000)	(9,000)	(5,918)	1,082
Interest	(1,000)	(1,000)	(801)	199
Harbour Dues	(514,000)	(509,000)	(505,851)	8,149
The Crown Estate Funding	(64,000)	(64,000)	(63,635)	365
Other Funding	(5,000)	(5,000)	(965)	4,035
Visitor Income	(20,000)	(20,000)	(17,834)	2,166
Gross Income	(611,000)	(608,000)	(595,004)	15,996
NET REVENUE FUNDED EXPENDITURE	(25,000)	(14,000)	17,768	42,768
Projects Funded by Reserves				
- Asset Enhancement	2,000	3,000	2,500	500
- Asset Replacement	0	0	0	0
- Revenue Reserve	0	0	0	0
Gross Expenditure	2,000	3,000	2,500	500

	Original Budget	P6 Forecast Outturn	Actuals	Variance to Budget
	(£)	(£)	(£)	(£)
	2017/2018	2017/2018	2017/2018	2017/2018
Interest on Reserves				
- Asset Enhancement	0	0	(293)	(293)
- Asset Replacement	(2,000)	(2,000)	(1,866)	134
Gross Income	(2,000)	(2,000)	(2,159)	(159)
NET RESERVES FUNDED EXPENDITURE	0	1,000	341	341
TOTAL NET EXPENDITURE	(25,000)	(13,000)	18,109	43,109
 RESERVES				
Contribution to Asset Replacement Reserves	25,000	14,000	35,000	10,000
Transfer Interest to Reserves	2,000	2,000	2,159	159
Transfers from Reserves - Projects	(2,000)	(3,000)	(2,500)	(500)
Total Transfers To/(From) Reserves	35,000	13,000	34,659	(341)
NET DEFICIT FUNDED FROM GENERAL RESERVE	0	0	52,768	42,768

River Hamble Harbour Authority

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

	Original Budget (£) 2017/2018	P6 Forecast Outturn (£) 2017/2018	Actuals (£) 2017/2018	Variance to Budget (£) 2017/2018
Office Expenses				
Equipment	1,000	1,000	1,838	838
First Aid Supplies/Health & Safety	1,000	1,000	2,230	1,230
Printing & Stationery	4,000	4,000	3,941	(59)
Catering/General	2,000	2,000	1,131	(869)
Retail (Crabbing Equipment)	1,000	1,000	652	(348)
Room Hire	0	0	210	210
Protective Clothing and Safety Equipment	3,000	3,000	7,513	4,513
IT Charges	5,000	0	0	(5,000)
Postage	2,000	2,000	2,089	89
Subscriptions	1,000	1,000	678	(322)
Phones	2,000	0	135	(1,865)
Promotional Events/Publicity/Publications	4,000	4,000	2,374	(1,626)
Credit Card Charges	1,000	1,000	2,803	1,803
Sub Total	27,000	20,000	25,594	(1,406)

Other Services				
Subscriptions/Memberships/ Licences/Designated Person	11,000	9,000	9,570	(1,430)
Sub Total	11,000	9,000	9,570	(1,430)

	Original Budget (£) 2017/2018	P6 Forecast Outturn (£) 2017/2018	Actuals (£) 2017/2018	Variance to Budget (£) 2017/2018
Harbour Dues				
Marinas and Boatyards	(380,000)	(380,000)	(378,604)	1,396
River Moorings	(102,000)	(102,000)	(96,951)	5,049
Jetty Charges	(15,000)	(19,000)	(16,135)	(1,135)
Mooring and Towing Charges	0	0	(2,662)	(2,662)
Miscellaneous Income - Commercial and Pleasure craft	(8,000)	(8,000)	(5,614)	2,386
Sublet, Waiting List & Late Payment Fee Income	(9,000)	0	(5,885)	3,115
Sub Total	(514,000)	(509,000)	(505,851)	8,149

Notes to Appendices 2 and 3

The details of significant variations are as follows:

1. Staff related expenditure was £11,833 higher than the original budget. Salaries costs were £18,762 higher than originally budgeted, largely the result of the decision to create a full time assistant harbour master role as a job share for two staff previously in seasonal roles, when the budget had assumed a part time post. The planned overspend on salary costs was partly offset by training costs being £8,995 lower than originally budgeted. This was the result of lower staff turnover resulting in reduced demand for training for new staff and the cyclical nature of refresher training for staff in general.
2. Premises costs were overspent by £5,566, due to the payment of additional turnover rent to the Crown Estate relating to 2015/16. This cost will not recur.
3. There were underspends on non-boat engine replacement related transport budgets, within Vehicle Running Expenses (Fuel), Tools (inc Chandlery), Staff Car Allowances / Staff Travel, and insurance costs.
4. Supplies and Services expenditure was £6,649 higher than the original budget, due to an overspend on the Environmental Maintenance budget of £7,694, relating to additional costs incurred in clearing storm deposits from Warsash Slipway and rubbish collection. There was also an overspend of £8,031 against the Public Jetties and Navigational Safety budget, mainly due to the engineering surveys carried out during the year as part of the asset review.
5. Within Supplies and Services there was a net underspend against Office Expenses of £1,406. A provision had been made within this budget area for costs associated with any development of the harbour management system, however no costs were incurred and there was therefore an underspend of £5,000. This was partially offset by expenditure on protective clothing and safety equipment relating to the purchase of new body cameras.
6. The cost of one-off items that it is recommended are charged to the ARR in future was £36,959 in 2017/18, relating to boat engine replacements, public jetties and navigational safety and engineering surveys. Had these costs been charged to the ARR in 2017/18, total expenditure would have been £575,813, lower than the overall expenditure budget.
7. Central Department Charges

The basis for the central department charges is as follows:

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

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

- The charge for Audit Services is an SLA to cover audit requirements, both for specific site visits to the River Hamble and to cover systems and processes used by the River Hamble, such as payroll and IT systems
- Legal Services and Democratic Services – these charges are based on actual hours worked multiplied by an hourly rate which has been benchmarked to ensure best value. £5,960 was incurred for legal advice, with the balance of £8,460 for Democratic and Member Services support.

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

- Notional rent and repair costs associated with the Harbour Office
 - Access to and use of the County Council's Information Technology infrastructure and systems
 - Insurance, apart from a nominal fee relating to the Patrol Boats
8. A saving of £1,430 was made against the Other Services budget, as no additional costs were incurred in relation to the expertise of the designated person and so only the annual retainer was paid.
 9. Total income for 2017/18 was £595,004, £15,996 below the original budget of £611,000, but £2,219 higher than the income achieved in 2016/17.
 10. The two most significant areas in which income targets did not meet the budget were Other Funding and Harbour Dues, although Harbour Dues were in line with amounts received in previous years.
 11. Income from Other Funding was £4,000 lower than budget. It was identified as part of the forward budget report for 2018/19 that sublet, waiting list and late payment fee income from the Crown Estate is now included in the management agreement with the Crown Estate. This new agreement came into place after the budget for 2017/18 had been set.
 12. Harbour Dues fell short of the budget by approximately £8,000, albeit they were broadly in line with prior year trends. The Harbour Dues budget for 2018/19 has been updated accordingly to bring the budget back in line with prior year income trends.
 13. There were various other smaller adverse variances totalling £4,000 on Visitor and Miscellaneous income, albeit visitor income was slightly higher than in 2016/17.

River Hamble Harbour Authority - Reserves 2017/2018

	General Reserve (£)	Asset Enhancement Reserve (£)	Asset Replacement Reserve (£)	TOTAL (£)
Balance as at 31 March 2017	(88,062)	(71,967)	(443,402)	(603,431)
PhD project - Sacrificial Anodes	0	2,500	0	2,500
Plus Annual Interest	0	(293)	(1,866)	(2,159)
Transfer from General Reserve to Revenue	17,768	0	0	17,768
Transfer to ARR from General Reserve	35,000	0	(35,000)	(0)
Net Surplus for year	0	0	0	0
Balance at 31 March 2018	(35,294)	(69,760)	(480,268)	(585,322)
Transfer to ARR from Revenue	0	0	(35,000)	(35,000)
Asset Replacement	0	0	52,000	52,000
River Hamble Games 2018	0	3,000	0	3,000
Potential Projects	0	50,000	0	50,000
Plus Estimated Annual Interest	0	0	(2,000)	(2,000)
Plus Estimated Net deficit for year	3,000	0	0	3,000
Predicted Balance at 31 March 2019	(32,294)	(16,760)	(465,268)	(514,322)
Commitments for future projects	0	0	0	0
Balance Available	(32,294)	(16,760)	(465,268)	(514,322)

This assumes the recommendations for amending the 2018/19 budget are approved by the Board including charging costs associated with the Public Jetties & Navigational Safety and Repair, Maintenance & Boat Refurbishment to the Asset Replacement Reserve (ARR).

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

	2017/18 £	2017/18 £
Profit/(loss) for the financial year from Income Statement		34,132
Add back:		
Adjustment to Accumulated Depreciation following Asset Review	(87,013)	
Depreciation charge 2017/18	<u>34,773</u>	
Net Depreciation Charge for Year		(52,241)
Projects funded from reserves		2,500
Less:		
Interest on AER and ARR		(2,159)
Agreed transfer to ARR		(35,000)
		<u><u>(52,768)</u></u>

HAMPSHIRE COUNTY COUNCIL

Report

Committee	River Hamble Harbour Management Committee
Date:	8 June 2018
Title:	Review of Harbour Dues
Report From:	Director of Culture, Communities and Business Services

Contact name: Jason Scott

Tel: 01489 576387

Email: Jason.scott@hants.gov.uk

1. Recommendation

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

2. Summary

- 2.1. The purpose of this paper is to recommend the rate for Harbour Dues for 2019, based on an analysis of our Asset Review of April 2018 and our Annual Statutory Accounts, presented at this meeting. Its recommendation provides for the long-term maintenance of our appropriate risk-based Marine Safety Management System, as well as other expected services. It takes into account predicted income and expenditure over the next two years and the requirement to maintain the General Reserve at a sustainable level. This note will also inform separate discussion on the allocation of funding to take advantage of perceived development opportunities, taking into account strategic priorities.

3. Background

- 3.1. Harbour Dues have been subject to two increases since 2011; the first in 2014 (1%) and the second in 2015 (1.5%). They have been subject to zero per cent increases in the remaining years. As a benchmark, the Consumer Price Index since January 2012 shows a 10% cumulative increase over the same period. The Harbour Authority recognises the need to minimise increases, commensurate with the requirement to deliver the service levels expected and has been clear throughout the period of zero per-cent increase, that an adjustment to Harbour Dues might be required should circumstances dictate.

4. Detail

- 4.1. Our Asset Review work was presented to the Board and approved in April. It confirmed the potential requirement to replace a number of items of significant operational infrastructure in around 14 years' time, as well as setting out the predicted scale of other asset replacement work. In doing so, it also confirmed the prudence of continuing to commit to a regular transfer from revenue to the Asset Replacement Reserve (ARR). This standing commitment represents a £35,000 payment into the ARR each year. Maintaining this contribution in recent years has meant that a shortfall in the available revenue has necessitated a contribution from the General Reserve to make good the full £35,000 transfer payment.
- 4.2. The Board's Reserves Policy is that the General Reserve should stand at no more than 10% of the gross revenue budget. This represents a figure of £59,000. Our draw over time on the General Reserve means that it stood at £35,294 on 31 March 2018, representing 6% of the revenue budget. Last year, that figure stood at £88,062 or 15% of the revenue budget. The gradual reduction in the General Reserve has helped maintain Harbour Dues at the same level over the past three years.
- 4.3. The budget for 2018/19 originally assumed that a contribution of £23,000 would need to be made from the General Reserve to meet the £35,000 ARR contribution. Actions described below will mitigate this in 2018/19 and the expectation is that a £3,000 contribution from the General Reserve will now be required. This will see the General Reserve reduce to £32,294 or 5.4% of the revenue budget. Further inflationary cost pressures dictate that the balance on the General Reserve is not sufficient to withstand continued future draws to be made.
- 4.4. In further informing judgement over whether any increase in Harbour Dues might be required, a line-by-line review of forecast income streams and likely expenditure has been conducted. In expenditure terms, a higher than predicted pay award (2% instead of 1%) and Local Government Pension contributions must be provided for over the next two years. A review of income streams has indicated a small increase owing to marina reconfiguration. Additionally, the maintenance of jetties and aids to navigation will not be budgeted for from revenue but from ARR capital accumulated for that purpose. With prudent husbandry of expenditure items such as slipway clearance without compromising availability, a reduction of around £6,000 of revenue expenditure may be achieved with a concomitant benefit to the amount available for transfer to the ARR. Nevertheless, taken together, these confirm that a budgetary shortfall will continue to exist next year.
- 4.5. For the budgetary period of 2019/20, the forward look indicates that a contribution of £8,000 from the General Reserve is likely to be necessary. In order to negate this requirement and a position where the General Reserve would reduce to a predicted £24,294 or 4.1% of the revenue budget, an increase in Harbour Dues of 1.5% will be required.

4.6. Without this increase to Harbour Dues, and assuming no further inflationary pressures on expenditure, this £8,000 draw would be required in each subsequent year and the remaining balance on the General Reserve would therefore be fully used within 3 years.

5. Conclusions

- 5.1. The draw on the General Reserve to offset a budgetary loss is not sustainable.
- 5.2. Additional expenditure in the form of centralised pay and pensions increases places an additional financial commitment on the budget.
- 5.3. Good husbandry of resources can offset some of these additional commitments.
- 5.4. Use of the ARR to fund replacement work is routine business and Asset Register projects requiring funding must be taken from that Capital Reserve and not the revenue budget.
- 5.5. A shortfall of £8,000 will need to be made up in 2019/20.
- 5.6. An increase in Harbour Dues of 1.5% will deliver this amount and should be implemented for 2019, in order to effect by the required. Rates are per metre of length overall (LOA), or part thereof, per year. There is no proposal to change the daily or weekly rates.

Type of Mooring	Dues for 2018 (excluding VAT)	Dues for 2019 (excluding VAT)
Mid-stream moorings - Resident	£14.82	£15.04
Marina/dry sailors (basic rate)	£13.47	£13.67
Mid-stream moorings - Commercial	£13.47	£13.67

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.

Equalities Impact Assessment:

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

2. Impact on Crime and Disorder:

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

3. Climate Change:

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

This page is intentionally left blank

HAMPSHIRE COUNTY COUNCIL

Report

Committee	River Hamble Harbour Management Committee
Date:	8 June 2018
Title:	Proceedings of the Annual Forum
Report From:	Director of Culture, Communities and Business Services

Contact name: Jason Scott

Tel: 01489 576387

Email: Jason.scott@hants.gov.uk

1. Recommendation

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

2. Summary

- 2.1. This paper reports on the proceedings of the River Hamble Annual Forum held on 26 March 2018.

3. Background

- 3.1. The thirteenth River Hamble Annual Forum was held at Warsash Sailing Club and Chaired by Councillor S D T Woodward. The meeting was lightly attended by members of the public. The Forum had been advertised at both Management and Board Meetings, on the RHHA website, on Facebook, Instagram and Twitter. Members of the Harbour Board, Management Committee and Harbour Office staff attended. Details of the proceedings are at Appendix 1. The Harbour Master's Annual Report has been posted on the Harbour Authority website and is included at Appendix 2.
- 3.2. No formal deputations were made but there were a number of questions from the floor. These were answered as fully as possible at the time. A brief synopsis of the answers is provided at Appendix 1.

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

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

Section 100 D - Local Government Act 1972 - background documents

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

DocumentLocation

None

IMPACT ASSESSMENTS:

1. Equality Duty

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

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

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

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

Equalities Impact Assessment:

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

2. Impact on Crime and Disorder:

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

3. Climate Change:

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

**River Hamble Annual Forum 2018– Report of Proceedings
26 March 2018
Warsash Sailing Club**

The meeting opened at 1900.

Present:

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

Questions were asked by members of the public on:

- The Website – why are there two ways into the RHHA Website?
 - A discussion about the Website ensued. The lead search item on the ‘Google’ search engine takes the person looking to the correct web page.
- Bait Digging – what should the Harbour Authority do to prevent Bait Digging within the River?
 - The Harbour Master explained the nature of bait digging to the Forum, including the Common Law right to dig for bait for private fishing purposes and the difference between that and the more vigorous effects of commercial bait diggers. The Harbour Master explained where and how the Harbour Authority could act; namely with regard to Bye Law 31. It was explained that the Harbour Authority contributed data on bait digging to the Southern Inshore Fishery Conservation Authority for the formulation of policy on bait digging in the Solent area.
- Time Expired Pyrotechnics – A general discussion was held about the existing provision for the disposal of Time Expired Pyrotechnics. The Harbour Master explained that he had been nominated as the UK Harbour Master’s representative on the Department for Transport’s steering group on the matter. The Department’s intent was to review the matter and produce a draft paper for discussion later in the summer.

The draw for free tender allocations then took place and, there being no other business, the meeting was declared closed at 2015.

Marine Director's Annual Report 2018

Good evening everyone and thank you once again for coming to this year's Annual Forum. I would, first, like to begin as always by thanking River Users for the way in which we have been supported over the past year. I would, in particular, like to thank those who have taken the trouble to comment in such a constructive and comprehensive way on developments within the River. I would also like to record my thanks to our Harbour Authority Team. David Shakespeare's organisational skills have been instrumental in ensuring that the ongoing Crown Estate pile replacement programme has minimised the impact on those affected. Our Environment and Development Manager, Alison Fowler, has been engaged across a range of leading environmental initiatives and, inter alia, helped River Users with pre-application consent advice and to interpret developing legislation. Our new Moorings Officer, Nicola James, has hit the ground running. The office and afloat team of Donna Taylor and Charon Baggaley, as well as our regular core patrol officers Andy Melhuish, Brett Winslade, Peter Jennings, Bob Clowes and Nick McKinnon remains unchanged for the moment although Brett will retire this year after 12 years' Service. I am sure that you will join me in thanking him for his efforts here and wishing him and his wife Karen the very best in their future together.

I should like to report first on safety matters. November's routine independent audit of the River's Marine Safety Management System by our Designated person explored the detail of our risk assessments and standard operating procedures. Both had undergone a complete, planned revision over the preceding six months. The subsequent award of a certificate of compliance with the Port Marine Safety Code has enabled the Chairman of the Harbour Board to write as the Duty Holder, to the Maritime and Coastguard Agency to confirm that continued compliance. This is good news for River Users; this important process ensures that in practice, as well as on paper, the River remains a safe place for all who enjoy it. This year has also witnessed a revision of our Strategic Vision and Plan documents. These are important because they set out our intent for how we will manage the River over the next three years. Both are available to read now on the Harbour Authority's website. In summary, the review showed that they were both about right and our amendments were minor in nature. I will not report in detail on River Events over the course of the past year, as trends regarding safety have been covered in my regular reports to the Management Committee and Harbour Board. I might only comment that we do continue to see incidents of petty theft around the River, most notably of outboard engines and expensive electronic equipment. We have invested in Closed Circuit Television Equipment over the past year, which acts to some degree as a deterrent to would-be thieves and also allows us to pass on evidence to the Police for prosecution.

In Governance terms there have been no changes on the Harbour Board. The Management Committee has seen a number of routine appointment changes. Councillor Roger Huxstep has taken over responsibilities as Vice Chair from Councillor Rob Humby. Councillors Fred Birkett, Rod Cooper, Tonia Craig, Pal Hayre, Rupert Kyrle, Stephen Philpott and Lance Quantrill have replaced Councillors Burgess, Fawkes, Cully, Harrison, Pearce and Rice as Hampshire

County Council representatives. There have also been some new appointments among the co-opted members. Councillor Jane Rich has taken over responsibility for Eastleigh Borough Council from Councillor Hamell; Councillor Jonathan Butts has taken over as the Fareham Borough Council Deputy from Councillor Swanbrow; Councillor Frank Pearson has taken over from Councillors Weston and Sanders as the Winchester City Council representative. The other positions remain unchanged. I am sure you will join me in thanking those who have moved on for their support over their term of appointment and wish them good fortune. I would also like to welcome those newly appointed. The interest shown by new members in River matters over the course of their induction gives me the greatest confidence that we will be very well supported.

Our financial position last year allowed the Harbour Board to maintain a zero per cent increase to Harbour Dues for the third year in succession. This judgement was made possible by a detailed independent assessment by Opus engineering of the condition of our operational assets and a review of our annual accounts. This year's Asset Review will be placed before the Harbour Board at its next meeting on the 6th of April. Any decision on Harbour Dues for 2018/9 will then be made in the light of our final accounts at the Harbour Board meeting on the 13th of July. River users can be reassured that Harbour Dues will continue to be set at a level that is both prudent and matches our ongoing duty to maintain safety. This year, our income streams have been as expected and consistent with previous years. The full report on our Forecast Outturn and 2018/9 Forward Budget is available on our website under the minutes of the Harbour Meeting of 12th January. I would just like to add that, as usual, Councillor Woodward will be drawing the names for our free tender berths at Warsash and Hamble at the end of this meeting.

In terms of developments within the River, this year has seen a number of Marinas' and Boatyards' applications for developments within their existing curtilages. Having already been granted Harbour Works' Consent for a reconfiguration of the Marina in November 2012, Deacon's resubmitted to Eastleigh Borough Council and was refused planning permission in Autumn last year. That refusal has been challenged and the plan is again under consultation at the time of writing. Also granted Harbour Works' Consent for an earlier plan, Premier Marina has reapplied for a minor variation on their plan to alter the configuration at Swanwick. That plan will come before the Harbour Board on the 6th of April. Clearly, these developments are not welcomed by everyone but the risks associated with each can be reduced to levels that are as low as reasonably practicable, which is why Harbour Works' Consent was granted. For my part, I should like to recognise that these developments do not meet with universal approval and I should like to thank those who took the trouble to comment for their measured approach and constructive criticism. I should also like to recognise the way in which the developer often responds to those comments which are supported by the Harbour Office. Not every application makes it as far as the public domain.

As usual, there have been numerous applications to install single pontoons on pile and fore-and aft moorings at various locations throughout the River. Each of these

also requires planning permission and each is considered on its merits from the navigational safety point of view before Harbour Authority approval is granted.

The Harbour Authority continues to provide one-to-one advice for prospective developers and this service has been used extensively again this year. The Harbour Authority also runs the Consents Advice Panel and, although demand has not required a meeting this year, this service, which is recognised nationally as an example of best practice, is still available. The Panel is a chance for people wishing to undertake works in the marine environment on the River to meet informally with consenting organisations prior to an application being submitted and marine consents sought. We enjoy a good relationship with all consenting organisations and would encourage those with aspirations for works to contact us in advance to help interpret regulations that can sometimes seem intricate.

We have enjoyed another imaginative year of sailing, organised by our Clubs and volunteers. Space does not permit a full list of the events supported but I will list some of the highlights. This year's Bursledon Regatta theme was 'Classic Movies' with some fantastic effort being thrown into costume and props. The day saw very warm weather, if little wind for the sailing community and was a huge success, culminating in a most impressive firework display. This year's theme has yet to be decided but the date for our diaries will be Saturday 1st of September. The Annual Harbour Master's Charity Pursuit Race for dinghies was again in support of Parkinson's UK and I would like to thank all those who supported the Race. As well as witnessing another comprehensive programme of World, International and Club-level racing and recreational sailing, we saw the second Hamble Classics Regatta, which attracted an increased number of entries, indicating great organisation and a building international reputation. We look forward to the next Classics on the weekend of the 15/16 September. This year will also see the fourth River Hamble Games which will take place on 16th June. Exceptionally, given the tides over the Summer, the Harbour Master's Charity Pursuit Race will take place on the same day and form the sailing component of this exciting event. Entries are open now on the River Hamble Games' website for a variety of sports and I would encourage anyone with an interest in sailing, kayaking, paddleboarding, swimming, rowing, running or cycling to take a look at what is on offer and enter. Harbour Master Pursuit Race forms are available on our Harbour website and in the Office as usual.

We have worked with the Association of River Hamble Yacht Clubs on the revision of our safety code of practice. This important document is aimed at helping Clubs deliver their risk assessments for sailing events in a way that helps reduce the risks to levels that are as low as reasonably practicable. I would also like to advertise the latest edition of the River Hamble Handbook and Directory which was published in February. In addition, our own Visitor Guide provides specific information for visiting yachtsmen. Look out for an updated version of this useful document with much in it for local River Users in the Summer.

Our management of the mid-stream moorings and the moorings Waiting List, on behalf of the Crown Estate continues. The Crown Estate is, at the time of writing engaged in a programme to replace 27 piles between Bursledon and Mercury. We have been ensuring that those holding moorings are inconvenienced to the least

degree possible. Our waiting list remains steady but we continue to look for opportunities to promote movement. Looking at other adjacent harbours' rates, I believe we continue to provide good value for money.

This year has seen an increasing amount of interest from both the community around the River and more widely. Members of staff have given a number of talks and presentations about the management of the harbour at a variety of venues including sailing clubs, community centres, the Womens' Institute and at local Council fora.

As last year, inter-agency co-operation aimed at improving mutual awareness and capability continues to be a relevant safety theme. We have continued our routine cooperation with the Police, UK Border Force and the Southern Inshore Fisheries Conservation Authority this year with some notable successes. Combined work with Hampshire Police and local Parish Councils has helped manage the problem of anti-social behaviour in busy areas of the river during the warmer summer months. We plan to continue in the same vein this year. We continue to assist both the Police and Border Force in the discharging of their responsibilities on a routine basis.

In August, our three-yearly review of our Port Waste Management Plan was approved by the Regulator, the Maritime and Coastguard Agency, as required by The Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003. Following on from our three yearly practical Oil Spill Response Exercise, I and our Environment Officer met with safety representatives from BP Hamble Oil Terminal to update our knowledge of the current terminal use and the control measures in place to counter pollution in the unlikely event of a spillage.

The Harbour Authority has continued to run the important Hamble Estuary Partnership, which provides a valuable network for a wide variety of organisations with an interest in the River, as well as support the Solent Forum and it's various sub groups, where we presented the findings of last year's Saltmarsh study.

In terms of enhancing the environment, I will highlight just a few of the topics covered this year. The Harbour Authority has supported Sea View 2027, a DEFRA project, aimed at improving the Solent and Sussex coast. Sea View assesses how various initiatives are contributing to an increased understanding and improvement of 'health indicators' such as shellfish fishery and waters, marine litter and Special Area of Conservation conditions. The next step will be to agree a vision for Southampton Water, which includes the Hamble, that embraces the aspirations of all users of the Estuary.

The Harbour Authority is a member of the Technical Group of the Solent Forum's 'Beneficial Reuse of Dredgings' project. This project compliments and builds upon the work we undertook for our Hamble Saltmarsh study with the aim of realising a practical project to beneficially reuse dredged material within the Solent system rather than disposing of it at sea, as well as opportunities for smaller scale saltmarsh improvements.

Along with other local stakeholders representing commercial and leisure maritime user groups, heritage, archaeology and the environment, we have also been

supporting the Hampshire and the Isle of Wight Wildlife Trust's 'Secrets of the Solent' project. The project is seeking a £600000 grant from the Heritage Lottery Fund, with the aim of inspiring local people to become involved in protecting the unique habitats and heritage of our local Marine Protected Areas. We expect to hear the outcome of the bid imminently

The Solent Oyster Restoration Project aims to redress a reduction in the Solent's native oyster population, which has declined dramatically from what was once one of the largest oyster fisheries in Europe. Not only are these shellfish a good source of food but they also provide a first class indicator of water quality. Trial brood stock cages have been deployed at various locations within the Solent. The Blue Marine Foundation, along with Portsmouth University, whose project this is, aims to produce juvenile oysters to repopulate the seabed populations across the Solent. We now await the results of a baseline survey conducted in the River last week before discussing next steps.

The product of the Harbour Authority's sponsorship of a PhD study into the evaluation of the spatial variation in the dissolution of sacrificial anodes in the Solent is now available. The study had a focus on the Hamble Estuary and we have produced a leaflet with the findings that is available from the Harbour Office and on our website. Copies are also available here tonight and I hope you will find them informative.

Key findings :

- Some boat owners were found to be using the wrong anode type. Zinc anodes are designed for seawater environments, aluminium for brackish and seawater, and magnesium for freshwater.
- Some boats have more anodes fitted than necessary which not only increases cost but also adds to the already relatively high levels of dissolved zinc found in the estuary.
- Faster anode decay was seen in some locations compared to those moored elsewhere in the estuary. Anode corrosion will be quicker in areas of higher salinities at mouth of the Hamble to around Mercury bend, typically 50-60% wear in a year. At Bursledon lower salinity occurs so expect less wear to zinc anodes.
- Sacrificial anodes do not corrode quicker in the Hamble than in other estuaries. Salinity and stray currents do cause localised variation in anode decay, and this is seen beyond the Hamble.
- The pH of between 7 and 8.5 observed in the Hamble is not sufficiently varied to cause varied anode corrosion.
- Anodes are the biggest contributor of zinc to Hamble, with 6.95 tonnes/year released from the 3,000 vessels. The highest zinc concentrations occur around Bursledon in areas of higher boat density.

Hints and tips:

- Sacrificial anodes are designed to last 1 year with normal wear typically being 40-60%. It is recommended they are replaced yearly.
- For anodes to protect the cathode (hull or metal item on vessel) they have to be in physical contact or connected via a wire.
- Some boat owners in the higher reaches of the estuary may find aluminium anodes benefit them as more brackish conditions occur. Aluminium anodes will not only help lower zinc levels in the water, but they last 1.5 years instead of the one year of zinc anodes, and this means a more stable anode wear maybe observed. Magnesium must not be used in an estuary like the Hamble as it will corrode within months and once corroded has the potential to cause detrimental corrosion to a vessel.
- Stray currents due to common earth wire in marina power supplies can cause more corrosion. Fitting a galvanic isolator breaks current flow or unplugging when not aboard vessel will limit corrosion.
- Salinity and stray currents should not cause an anode to corrode completely in a year, if this is the case seek advice from a marine engineer as there may be an issue with the vessel such as a wiring, or use of wrong anode type.
- If you continue to experience any anode issues contact an anode supplier who will be able to advise on type and size of anodes for your vessel.
- Appropriate use of anodes will help reduce zinc concentrations which are currently very close to the limit allowed under Environment Quality Standards.

HAMPSHIRE COUNTY COUNCIL

Report

Committee:	River Hamble Harbour Management Committee
Date:	8 June 2018
Title:	Forward Plan for Future Meetings
Report From:	Director of Culture, Communities and Business Services

Contact name: Jason Scott

Tel: 01489 576387

Email: Jason.Scott@hants.gov.uk

1. Recommendation

1.1. That the report be noted.

2. Summary

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

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

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

Section 100 D - Local Government Act 1972 - background documents

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

Document

Location

None

IMPACT ASSESSMENTS:

1. Equality Duty

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

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

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

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

1.2. Equalities Impact Assessment:

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

2. Impact on Crime and Disorder:

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

3. Climate Change:

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

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

Management Committee Date	Agenda Item	Harbour Board Date
8 June 2018	<ul style="list-style-type: none"> • Marine Director and Harbour Master's Report and Current Issues • Environmental Update • Harbour Works Consent – Brooklands Quay Mooring Buoy relocation • Harbour Works Consent - Replacement of river wall at Swanwick Shore Road car park • River Hamble Final Accounts 2017/18 • 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 (if applicable). • Forward Plan for Future Meetings • Briefing (Man Cttee only) 	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 • Briefing (Man Cttee only) 	5 April 2019