

AT A MEETING of the River Hamble Harbour Management Committee of
HAMPSHIRE COUNTY COUNCIL held as an online meeting on Friday, 5th
March, 2021

Chairman:

* Councillor Seán Woodward

* Councillor Roger Huxstep
Councillor Fred Birkett
* Councillor Mark Cooper
* Councillor Rod Cooper
Councillor Tonia Craig
Councillor Pal Hayre
* Councillor Rupert Kyrle

* Councillor Stephen Philpott
* Councillor Lance Quantrill
Councillor Andrew Gibson
Councillor Dominic Hiscock
Councillor Gary Hughes
Councillor Bruce Tennent

*Present

Co-opted members

* Rupert Boissier, River Hamble Boatyard and Marina Operators Association
* Trevor Bryant, Association of Hamble River Yacht Clubs
* Councillor Trevor Cartwright MBE, Fareham Borough Council
* Councillor Frank Pearson, Winchester City Council
Councillor Jane Rich, Eastleigh Borough Council
* John Selby, Royal Yachting Association
* Nicola Walsh, British Marine

*Present

130. APOLOGIES FOR ABSENCE

No apologies were received.

131. 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 Personal interest in a matter being considered at the meeting they considered whether such interest should be declared, and having regard to Part 5, Paragraph 5 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 member of the RAF Yacht Club; Councillor Cartwright declared interests as a member of the Royal Yachting Association; Mr John Selby declared interests as

a trustee of Warsash Sailing Club; a committee member of the Royal Yachting Association, of the River Hamble Combined Clubs and of the River Hamble Mooring Holders Association.

132. MINUTES OF PREVIOUS MEETING

The minutes of the meeting held on 4 December 2020 were agreed as a correct record.

133. DEPUTATIONS

There were no deputations

134. CHAIRMAN'S ANNOUNCEMENTS

The Chairman held a few moments silence on behalf of former Chairman of the River Hamble Harbour Board Councillor Keith Evans, who had sadly recently passed away.

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

The Committee considered the report of the Director of Culture, Communities and Business Services regarding incidents and events in the Harbour.

The Committee was updated on the status of the M27 drainage into the Hamble and were told that Highways England no longer had the funding for the project. The Committee was told that in reply to letters sent to 3 local MP's the Director was informed that the matter would resolve, though Director did not express confidence in this reply.

The Director informed the Committee of incidences of anti-social behaviour including trespassing and swimmers putting themselves at risk.

RESOLVED:

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

136. ENVIRONMENTAL UPDATE

The Committee considered the report of the Director of Culture, Communities and Business Services with an update on environmental matters.

The Committee were informed that consents for the seawall repair had been obtained. Members were also informed that the oyster restoration project was ongoing.

RESOLVED:

That the River Hamble Harbour Management Committee supports the contents of this report to the Harbour Board and agrees to support the approval of arrangements for extending time limits on Harbour Works' Consent in exceptional circumstances.

137. **HARBOUR WORKS CONSENT APPLICATION FOR ADDITIONAL BERTHING AT UNIVERSAL MARINA**

It was confirmed that Natural England were satisfied with the proposed plan.

Regarding navigational safety, the Director affirmed his view that new berthing would make navigation safer. It was noted that concerns existed regarding if sufficient channels would exist to be safe for pilots, and Director affirmed that the 3 channels under the new plan were sufficient.

The Director recommended that on an environmental and navigational basis the approval should be recommended to the Harbour Board.

During questions, a member affirmed their view that plan should be withdrawn due to loss of mooring holders and would cause increased waiting time for certain categories of vessels as replacement mooring would have to be found. This member worried that this would potentially price people out of boating due to increased costs. This view was supported by several other members. The Director noted that the Crown Estate which owns the 42 berths was not going to hand over the berths for the development and has formally disagreed with the development.

The Chairman noted that this matter of the berths would be a matter for Local Authorities and for the Crown Estate and was not under the jurisdiction of the Harbour Authority. The Chairman re-emphasised the Committee's jurisdiction and warned of potential judicial review if the Committee voted based upon views of Crown Estate and not upon a navigational and environmental basis.

Another member noted a requirement for 10% net gain for biodiversity on any new development. An officer replied that this requirement was not yet in law as it was proposed legislation.

The recommendations were put to a vote. One member abstained from the vote. All other members voted for the recommendations contained within the report.

RESOLVED:

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

- a. The proposal is to be built in accordance with the details, plans and method set out in paragraph 4.
- b. The development is constructed in accordance with the guidance given in the industry Code of Practice for the design of marinas.

- c. Vibro-piling should be used as a standard rather than percussive piling. In the event that it is necessary to use percussive piling, soft-start procedures must be employed over a period of at least 20 minutes. Should piling cease for a period of greater than 10 minutes then the soft start procedure must be repeated.
- d. Percussive piling should only be permitted between 16 March and 29 November in any given year.
- e. The development must be completed within 3 years from the date of the approval granted by the Harbour Board.

138. **RIVER HAMBLE ASSET REGISTER**

The Committee considered the report of the Director of Culture, Communities and Business Services with an overview of the asset register

The Director noted that this report would be important in deciding future Harbour fares and dues and noted the commitment to having a healthy fund to meeting needs and upkeep.

The Director noted that assets were healthy and would not require wholesale replacement all at once and noted that in-house upkeep was ongoing and was helping team keep abreast of state of assets.

The Director expressed confidence that assets would be healthy for next 10-15 years.

A member expressed view that asset replacement reserve should be raised from the current £35,000. The Director replied that current rate had worked well for last 10 years and had been set due to need to lower harbour fees.

Another member expressed regarding raising reserve amount that perhaps a compromise amount should be reached by tying it to inflation, so it would not have to be suddenly increased a significant amount in later years. The Director reaffirmed the need to reassess soon once markets have resettled. The Chairman noted that regarding tying it to inflation an issue existed regarding which inflationary figure would be used.

A concern was raised regarding the current 4 year replacement cycle on engines for motorboats and why it was only 4 years. The Director replied that many modern engines had relatively short lifespans even when high quality, however the towing service they provided more than covered the cost of replacement. The Director expressed view that by setting replacement cycle at 4 years a balance between engine reliability and cost had been reached.

A member noted possibility for leasing engines as opposed to outright buying them. The Director replied that this was not practical, due to limited leasing market and due to heavy nature of work engines were involved in. The Committee noted that due to get money on engines back at end of cycle, the overall difference cost wise is very small.

RESOLVED:

That the River Hamble Harbour Management Committee recommend to the Board that this report be taken into account alongside the annual statutory accounts in setting Harbour Dues for 2021/22 at the June Board meeting.

139. **ANNUAL REVIEW OF BUSINESS PLAN**

The Committee considered the report of the Director of Culture, Communities and Business Services with the business plan for annual review.

RESOLVED:

The Business Plan was reviewed and agreed to without any revisions by the River Hamble Management Committee and is now sent on for consideration by the River Hamble Harbour Board.

140. **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.

It was noted by an officer that the meeting of the River Hamble Harbour Board that is noted on paper as taking place in April has in fact been moved to 19th of March.

RESOLVED:

That the River Hamble Harbour Management Committee notes the report.

Chairman,