

Public Document Pack



NOTICE OF MEETING

Meeting	River Hamble Harbour Management Committee
Date and Time	Friday, 10th June, 2022 at 10.00 am
Place	Warsash Sailing Club
Enquiries to	members.services@hants.gov.uk

Carolyn Williamson FCPFA
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 and available for repeat viewing, it may also be recorded and filmed by the press and public. Filming or recording is only permitted in the meeting room whilst the meeting is taking place so must stop when the meeting is either adjourned or closed. Filming is not permitted elsewhere in the building at any time. 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 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 Personal Interest in a matter being considered at the meeting should consider, having regard to Part 5, Paragraph 4 of the Code, whether such interest should be declared, and having regard to Part 5, Paragraph 5 of the Code, consider whether it is appropriate to leave the meeting while the matter is discussed, save for exercising any right to speak in accordance with the Code.

3. MINUTES OF PREVIOUS MEETING (Pages 5 - 8)

To confirm the minutes of the previous meeting held on 11 March 2022.

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 - 26)

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 27 - 34)

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 - RETENTION OF EXISTING JETTY (RETROSPECTIVE APPLICATION) AND INSTALLATION OF NEW ECOLOGICAL ENHANCEMENTS AT HIGHFIELD, SO31 7DF (Pages 35 - 144)

To consider a report of the Director of Culture, Communities and Business Services seeking Harbour Works Consent.

9. REVIEW OF HARBOUR DUES (Pages 145 - 148)

To consider a report of the Director of Culture, Communities and Business Services in respect of the rate of Harbour Dues for 2022/23.

10. RIVER HAMBLE FINAL ACCOUNTS 2021/22 (Pages 149 - 190)

To consider a report of the Directors of Corporate Resources – Corporate Services and Culture, Communities and Business Services presenting the final accounts for the financial year 2021/22.

11. FORWARD PLAN FOR FUTURE MEETINGS (Pages 191 - 194)

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, 11th
March, 2022

Chairman:

* Councillor Hugh Lumby

* Councillor Pal Hayre
Councillor Graham Burgess
* Councillor Mark Cooper
* Councillor Rod Cooper
* Councillor Tonia Craig
* Councillor Barry Dunning
* Councillor Rupert Kyrle

* Councillor Rupert Kyrle
Councillor Stephen Philpott
* Councillor Lance Quantrill
* Councillor Pamela Bryant
* Councillor Steven Broomfield

Co-opted members

* Nicola Walsh, River Hamble Boatyard and Marina Operators Association
* Councillor Trevor Cartwright MBE, Fareham Borough Council
Captain Steven Masters, Associated British Ports
* Councillor Frank Pearson, Winchester City Council
Councillor Jane Rich, Eastleigh Borough Council
John Selby, Royal Yachting Association
* Andy Valentine, Association of River Hamble Yacht Clubs
* Ian Cooke, British Marine

*Present

23. APOLOGIES FOR ABSENCE

Apologies were received from Councillor Graham Burgess and Councillor Stephen Philpott. Councillors Pam Bryant and Steven Broomfield attended as deputies.

Apologies were also received from Captain Steve Masters from Association of British Ports and John Selby from the Royal Yacht Association.

24. 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 Hugh Lumby declared a personal interest as member of the Royal Southern Yacht Club, a berth holder at MDL and a consultant at a law firm who provide legal advice to some businesses on the river;

Councillor Rod Cooper declared a personal interest as a berth holder at the yacht club at Hamble.

Councillor Trevor Cartwright declared a personal interest as a member of the Royal Yachting Association.

Ian Cooke declared a personal interest as a berth holder at the yacht club at Hamble.

25. MINUTES OF PREVIOUS MEETING

It was confirmed that Councillor Barry Dunning was in attendance at the previous meeting. The minutes of the previous meeting were then agreed as a correct record and signed by the Chairman.

26. DEPUTATIONS

There were no deputations for the meeting.

27. CHAIRMAN'S ANNOUNCEMENTS

There were no formal announcements.

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

The Committee received a report from the Director of Culture, Communities and Business Services which summarised the incidents and events which had taken place in the Harbour and addressed issues currently under consideration by the Harbour Master.

It was highlighted that there had been some damage caused by the recent storms, but overall, it storm did not cause as much as damage as feared.

During questions, Members learned that liaison had already had been initiated with partners to deter anti-social and dangerous behaviour along the river as spring approached. This included education and creating awareness of potential dangers at schools and colleges.

RESOLVED:

The River Hamble Harbour Management Committee supported the contents of the report to the Harbour Board.

29. **ENVIRONMENTAL UPDATE**

The Committee received a report from the Director of Culture, Communities and Business Services which summarised activities relating to the River Hamble Harbour Authority's (RHHA) environmental management of the Hamble Estuary between mid-November 2021 and mid-February 2022.

The officer provided a general overview of the areas covered as part of the report, which included statutory duties, habitat regulations, authority related activities (e.g. salt the salt marshes and mud flats) and various projects and research with partners.

The Committee further discussed the ongoing M27 bridge issue and impacts on the river, noting the letter that had been sent to the Secretary of State by the Chairman of the River Hamble Harbour Board in the appendix, asking for support. Members discussed many ways forward, including raising more awareness with local Parish Councils, a joint letter on behalf of the Board and partners invested in the river and also lobbying local MP's as a collective. It was unanimously agreed that further action be included as a recommendation to the Board.

The officer also confirmed that Natural England had been monitoring the impacts of dredging along the Solent on the River Hamble, which were closely scrutinised.

RESOLVED:

- a) The River Hamble Harbour Management Committee recommended that the River Hamble Harbour Board look at alternative ways to apply pressure and find a solution to the ongoing M27 bridge issues;
- b) The River Hamble Harbour Management Committee noted and supported the report.

30. **ASSET REGISTER REVIEW**

The Committee received a report from the Director of Culture, Communities and Business Services regarding the condition of essential operational assets and possible associated maintenance expenditure to judge whether the Asset Replacement Reserve was being maintained at an adequate level.

The officer summarised the report, highlighting that costs had inflated and it was important yet difficult to balance the right amount of money put aside and what may be needed due to the fluctuations.

Members agreed that it was important to only increase fees if it was needed and a gradual increase was much preferred over any sudden hikes.

Officers were thanked for their work and for good forward planning for a healthy reserve.

RESOLVED:

The River Hamble Harbour Management Committee recommended to the Board that:

- a. The report be taken into account alongside the annual statutory accounts in setting Harbour Dues for 2022/23 at the June Board meeting;
- b. That a policy to maintain this Reserve at a minimum of £100,000 be adopted;
- c. That an increase in the contribution from Revenue to the Replacement Reserve from £35,000 to £42,000 be applied for 2022/23 and it notes the need for frequency and amount of potential future increases. The amount would come from the revenue surplus of £37,000 in the approved forward budget.

31. **FORWARD PLAN FOR FUTURE MEETINGS**

The Committee received a report from the Director of Culture, Communities and Business Services which summarised the forward plan for the Management Committee and Harbour Board.

RESOLVED

The forward plan was noted by the Committee.

HAMPSHIRE COUNTY COUNCIL

Report

Committee:	River Hamble Harbour Management Committee
Date:	10 June 2022
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

Purpose of this Report

1. The purpose of this report is to record formally RHHA patrol operations and inform the Duty Holder of significant events and trends having a bearing on the Marine Safety Management System.

Recommendation

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

Executive Summary

3. This report summarises the incidents and events which have taken place in the Harbour and addresses any issues currently under consideration by the Harbour Master.

Contextual Information

Patrols

4. The Harbour has been patrolled by the Duty Harbour Master at various times between 0700 and 2230 daily. Mooring and pontoon checks have been conducted daily throughout the period.

Issues

5. **Annual Forum** – The Annual Forum took place at the Victory Hall in Warsash on Tuesday 29 March. It was lightly attended. This annual public event provides River Users and others with an interest in the River to put questions to the Harbour Authority in open forum. The Harbour Master's Annual Report is also delivered. The Report is at Appendix 2.
6. **Safety Newsletter 1/22** – Harbour Master's safety newsletter 1/22 was issued on 26 April. The newsletter is at Appendix 3.
7. **Black Water or Sewage Pump-Out Facility** – This facility has now been fitted by Southern Water at no cost to the Harbour Authority. This involved the fitting of a new, built-up drain cap and associated stainless steel pipework. Electrical supply work is the final stage in the process and the pump is expected to be available for use by the end of May. It is anticipated that a modest charge will be made for its use with a discount being provided for Harbour Dues payers.
8. **Annual Boat Familiarisation** – The Annual Boat familiarisation trip will take place on conclusion of this Management Committee meeting. This event will give members the opportunity to put questions to the Harbour Master and Environment and Development Officer and see at first hand matters discussed over the course of the year.

Appendix 1 To Marine
Director Report

Incidents and Events

- 9.01. 30 Mar. Support to the Crown Estate pile maintenance programme. Interviews for seasonal coxswain roles. Liaison with mooring holders displaced by the piling programme.
- 9.02. 31 Mar. Interviews for seasonal coxswain roles. Attended and pumped out a mid-stream moored yacht reported as sitting low in the water. Liaison with owner.
- 9.03. 01 Apr. Final interviews for seasonal coxswain roles. Commercial tow of two yachts from the Visitors' Pontoon to their proper moorings. Liaison with mooring holders displaced by the Crown Estate pile replacement programme.
- 9.04. 02 Apr. Further liaison with displaced mooring holders. Returned three vessels to moorings on owners' behalf.
- 9.05. 03 Apr. Tow of two yachts to their moorings. Witnessed popular use by crabbers and boaters of enhanced River Hamble Country Park Jetty facility. Liaison with Hamble Life Boat. Warsash Hammerhead jetty decking replacement work.
- 9.06. 04 Apr. Support in fixing new mooring lines to a mid-stream moored yacht. Support to Southern Water in removal of redundant old black water pump from Warsash Jetty. Warsash hammerhead mesh decking installation.
- 9.07. 05 Apr. Mooring check on behalf of a mid-stream mooring holder. Advice given to a visiting (US) flagged vessel. Commercial tow of a yacht from a boatyard to the mid-stream Visitors' Pontoon. Support to the Swiss crew of a yacht moored mid-stream. Wife had fallen awkwardly onto the pontoon and sustained suspected ligament damage. Ambulance called at 1340. Local ambulance pressures resulted in a taxi being called at 1915 to transport the casualty to Accident and Emergency at Queen Alexandra Hospital for treatment.
- 9.08. 06 Apr. Assistance given to the Swiss couple at 8.07 in returning to their vessel following treatment.
- 9.09. 07 Apr. Loose headsail secured on mid-stream moored yacht. Liaison with owner. Stopped and warned a commercial support craft for excessive speed and wash. Commercial making up of mooring lines.
- 9.10. 08 Apr. Responded to a report of light oil spillage at a Marina. On arrival, no obvious source witnessed and a light sheen broken up with propeller wash. Towing assistance given to a vessel and tow making poor headway in the conditions.

- 9.11. 09 Apr. Support to dinghy racing in the mouth of the River. Pile lines fitted for a mid-stream mooring holder. Monthly light audit.
- 9.12. 10 Apr. Pile lines fitted for a mid-stream mooring holder. Warsash Hammerhead mesh decking replacement.
- 9.13. 11 Apr. Tow of a mid-stream moored yacht between moorings. Continue with Warsash Hammerhead mesh decking replacement.
- 9.14. 12 Apr. Assistance to Swiss couple at 8.07 to access taxi to travel to airport. River Hamble Country Park Jetty barrier work. Bridge survey at Warsash to take advantage of Southern Water scaffolding. New black water pump-out facility electrical work.
- 9.15. 13 Apr. Mooring measurements on behalf of a prospective licensee. Patrol craft maintenance work.
- 9.16. 14 Apr. Responded to a call reporting an oil spill off a marina. Spillage located but source unconfirmed. Dispersed with propeller wash.
- 9.17. 15 Apr. Liaison with the Crown Estate mooring contractor in recovery of a damaged pontoon from a mid-stream mooring. Heavy traffic at the mouth of the River with verbal warnings and advice given for excessive speed and wash. Matter to feature in net HM Safety Newsletter.
- 9.18. 16 Apr. Replacement of No 9 Mark light. Reposition No 11 starboard hand navigation mark off Warsash.
- 9.19. 17 Apr. Liaison with Hamble fishermen. Several motor vessels stopped and warned for excessive speed and wash South of Warsash. Tow of midstream moored yacht in preparation for pile replacement opposite Warsash.
- 9.20. 18 Apr. Preparation for arrival of club rally. Stopped and warned a jet ski for excessive speed and wash off Bursledon.
- 9.21. 19 Apr. Assistance given to visiting rally. Liaison with the Crown Estate mooring contractor. Liaison with Hamble Life Boat to recover a vessel with propulsion failure off Crableck.
- 9.22. 20 Apr. Attended Swanwick Hard to take launch payments. Liaison between a Sailing Club and Hampshire Police regarding the theft of a club safety craft. Replacement of loose boards on the Fishermens' Jetty. Patrol to Upper River.
- 9.23. 21 Apr. Movement of vessels to accommodate pile replacement on the mid-stream Visitors' pontoon. Attended Hamble Quay in fine warm weather at high Water to disperse swimmers. Compliant but returned. Dispersed again. Warsash hammerhead decking replacement works. Patrol to Upper River.
- 9.24. 22 Apr. Movement of vessels to accommodate pile replacement on the mid-stream Visitors' pontoon. Patrol craft lift out for routine maintenance. Patrol to Upper River.
- 9.25. 23 Apr. Mediation of dispute between to mid-stream mooring holders on opposite berths. Moorings check of a multihulled yacht swinging at

her mooring, perhaps excessively. Liaison with owner to address. Patrol to Upper River.

- 9.26. 24 Apr. Advice given to paddlers of a kayak off Swanwick to keep clear of the Main Channel and follow the signage in place. Patrol to Upper River. responded to a call from a RIB driver off Swanwick reporting a group in an inflatable paddling pool in the Main Channel and consuming alcohol. On attendance, the group had recovered to shore and absconded.
- 9.27. 25 Apr. Patrol craft maintenance. Patrol to Upper River. Moorings check to confirm fitting of new pile lines. Patrol to upper River.
- 9.28. 26 Apr. Scaffolding removal at Warsash. Enforcement of launch charges at Warsash. Liaison with a Sailing Club regarding berthing at Hamble of a Club boat for defect rectification. Liaison with the Crown Estate mooring contractor.
- 9.29. 27 Apr. New seasonal patrol officer induction. Daily patrol to Upper River.
- 9.30. 28 Apr. Boat coding work. Seasonal Patrol Officer practical induction.
- 9.31. 29 Apr. Seasonal Patrol Officer practical induction. Maintenance of Warsash Jetty lighting. Patrol craft maintenance. Pump out of inundated tenders at Warsash. Commercial tow of a vessel from the mouth of the River to her proper mooring.
- 9.32. 30 Apr. Patrol craft anti-foul test. Recovery of a tree stump from the Main Channel.
- 9.33. 01 May. Responded to a call from a member of the public reporting a light collision of a yacht and a vessel moored in a marina.
- 9.34. 02 May. Recovered a number of wooden blocks from the Main Channel off Hamble. Commercial tow of a small yacht from her berth to Hamble scrubbing piles. Recovery of an abandoned canoe from Lands End to Warsash. Responded to a report of a light oil spill off Hamble, not located.
- 9.35. 03 May. Final Crown Estate pile replacement project inspection. Recovered a large branch from the Main Channel between the bridges. Liaison with the Crown Estate mooring contractor.
- 9.36. 04 May. Seasonal Patrol Officer induction. Recovered a plastic crate from the Main Channel.
- 9.37. 05 May. Checked a vessel on behalf of her owner. Preparation for the arrival of a pre-booked yacht. Unpaid Harbour Dues collection.
- 9.38. 06 May. Support to fitting of pump-out facility. Patrol craft maintenance. Tow of mid-stream moored yacht to her proper mooring. Deploy to Upper River in response to a report of speeding jet skis from a Marina and a private River User. On arrival, two jet skis apprehended and warned. Compliant.

- 9.39. 07 May. Patrol to Swanwick slipway to monitor and take payment from launching traffic.
- 9.40. 08 May. Warsash slipway busy with launching traffic. Liaison with Solent Coastguard to provide assistance to a small yacht aground at the mouth of the River on a rising tide. Vessel re-floated safely. Liaison with a River User reporting a close quarters situation with a passing yacht. Verbal warning given to a jet ski rider off Hamble for excessive speed and wash. Compliant. Hailed by and towed a broken down motor vessel to her proper berth. Liaison with Hamble Life Boat.
- 9.41. 09 May. Patrol craft maintenance. Assistance given to a vessel with propulsion failure in the mouth of the River. Checked a vessel reported as having been used as a bathing platform by weekend paddleboarders – no sign of damage, litter or entry. Liaison with owner to report. Moved on a sailing school yacht from a private mid-stream mooring where it had stopped for lunch.

REQUIRED CORPORATE AND 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

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

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

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

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

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

2. Equalities Impact Assessment:

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

Marine Director's Annual Report 2022

Since my last Annual Report, Hampshire County Council has appointed new Chairmen of both the Harbour Board and Management Committee. Councillor Sean Woodward now leads the Harbour Board and the vacancy created by his departure from the Chairmanship of the Management Committee has been filled by Councillor Hugh Lumby. Councillors Mike Ford and Pal Hayre have also been newly appointed as the Deputy Chairpersons of the respective committees. All are closely connected with the River and fully supportive of what we need.

Our 2022 Annual Forum and Tender Draw for Warsash and Hamble took place on 29 March at the Victory Hall in Warsash.

2021 saw few applications for re-development. Our focus has been on guiding small private developers in the correct processes for obtaining the correct approvals and also on extending two Harbour Works' Consents for works reasonably not completed within our three-year time limitation. The end of this financial year will also see the Crown Estate's rolling programme of pile replacement continue. 19 piles are being replaced over the course of March and April. I would advertise again that we welcome and encourage early engagement about potential projects within the area up to the High Water mark, however small. Whether this is for development or dredging, we will assist in ensuring that applicants navigate the process correctly.

Two routine inspections of our Marine Safety Management System by our independent Designated Person have seen previous actions closed out. The recent strong gales have necessitated the issue of Notices to River Users regarding damage to Aids to Navigation. Hamble Point Sector Light and No 13 Buoy, off Warsash Jetty have both been subject to failure reports. These are expected to be rectified by the time this report is issued. Trinity House has conducted routine inspections of our Aids to Navigation and we remain compliant with our responsibilities.

Three named storms over a five-day period in February tested the resilience of the River to damage. I have already mentioned the two aids to navigation which sustained damage. Elsewhere, in the main because of the more westerly component in the direction of the prevailing wind, damage was less than it might have been. One exposed vessel became inundated and sank at her mooring off Warsash. She has since been recovered. A number of vessels partially broke free from their moorings and some experienced torn sails and covers. Sound mooring standards meant that damage was minimised. It further demonstrates the need for owners to check their moorings thoroughly as it is likely that several months' worth of wear will have taken place over the course of those few days.

As better weather beckons, we are considering jointly with other authorities our approach to the management of anti-social behaviour. Although it may not seem like it to some who experienced it, last Summer saw fewer recorded incidents. This may be because the message is getting through. It may also be that routine Police presence acted as a deterrent. Improved signage for this season will highlight the specific risks of swimming at a busy jetty. A joint programme to brief younger children at school so that they are better

informed as they grow older is being explored. What helps the Police is the reporting of incidents either on 101, 999 (for emergencies) or through the online reporting facility. The challenge faced by the Police is that, on occasion, resources are drawn to areas within Eastleigh Borough where there are more calls. By making those reports, we are all helping the Police to determine where to deploy resource to best effect.

In common with other local harbour authorities, we experienced some of the benefits of a busy sailing Summer with a corresponding increase in visitors' income. While by no means a certainty, it is hoped that this will continue. At the same time, we have conducted a review of our asset replacement plan to ensuring that we set aside sufficient capital for future investment. In doing so, we recognise that there is and will probably continue to be market volatility, both in terms of raw materials and manufacturing. That is why I have proposed a new, reasonable policy of a minimum holding in the Replacement Reserve to adapt to events.

Our report on our Forecast Outturn and 2022/23 Forward Budget is available on our website under the minutes of the January Harbour Board.

2021 saw the refurbishment of a major part of our Harbour Wall. The section adjacent to the path was over one hundred years old. We worked with Bournemouth University to create a very different face to the wall. Rather than flat panels, we have put in place formed and ridged faces with vertical inset pools to offer a habitat to marine species. The second phase of this work will see the western harbour wall finished in the same way. We hope to complete this next piece of work to complete the wall refurbishment over next winter. Separately, we continue to work with Portsmouth University and the Blue Marine Foundation to support the Solent Oyster restoration project. The current plan to lay a bed of shells is being finessed to ensure that it can be achieved with sufficient accuracy. The Harbour Authority has also purchased a replacement sewage pump-out facility which is being commissioned on our Warsash hammerhead free of charge by Southern Water at the time of writing. It will be operated by token, obtainable from the Harbour Office. The charging regime has yet to be determined but will offer a discount for harbour dues payers. This important initiative forms part of a wider Environment Agency campaign to offer boat users increased options for the discharge of black water and improve wider Solent water quality.

Our Waiting List remains healthy in most categories. Berths for vessels under 8 metres continue to be available. Anyone wishing a berth must join the Waiting List. Data on mooring trends continues to be passed to the Crown Estate routinely to enable the shaping of the mooring pattern to better suit customers' requirements.

Thankfully, the generally lower levels of petty theft witnessed under COVID restrictions have continued. The Department for Transport has recently changed the Law to grant harbour authorities additional powers to impound yachts associated with Russian designated persons. The Harbour Authority continues to enjoy a close working relationship with UK Border Force to assist in bearing down on those wishing to exploit the vulnerability of recreational harbours such as ours to illegal immigration. Reporting suspicious activity is

important and I would urge those with suspicions to report the matter to either UK Border Force, the Police or us.

As part of our ongoing duty to maintain currency in oil spill protection, this Autumn will see our three yearly practical exercise of our oil spill preparedness and response plan, approved by the Maritime and Coastguard Agency. Our command team has undergone refresher training this year. Our Port Waste Management Plan, reviewed and approved by the Maritime and Coastguard Agency, has undergone a routine inspection and the written report will be published as soon as we have it.

As I reported last year, National Highways (formerly Highways England) was not able to resolve the long-standing drainage problem from the M27 bridge into the River under the Smart Motorway initiative because of funding issues. Following Councillor Lathams' earlier letters, the Chairman of the Harbour Board has written to the Right Honourable Grant Shapps MP, Secretary Of State for Transport to ask for his personal support in the resolution of an issue of more than 20 years' standing. In her reply, Baroness Vere of Norbiton, the Minister responsible for this issue, told the Chairman that our concerns have been raised directly with National Highways. As a result of that exchange, National Highways has informed the Minister that its Designated Funds programme has a scheme for the M27 Bridge planned for feasibility in 2022/23, design in 2023/24 and construction in 2024/25, which will again be subject to securing approval of funding for each stage. National Highways will engage with Hampshire Council during the Designated Fund scheme development and scheme works and information will be provided to all appropriate authorities. That the response indicates that funding is conditional offers hope but also means that little has changed, save that we know when bids will be made and we will once more have to focus on influencing the correct outcome when the time for bidding comes. We will do so.

Continuing on the theme of the environment, our Environment Officer continues to provide the Secretariat function for the Hamble Estuary Partnership. The Harbour Master chairs the Solent Marine Sites (formerly Solent European Marine Sites) group, as well as the Environment Agency's Solent water quality groups. These offer opportunities to develop best practice, as well as share knowledge with partners and offer benefit to our River.

Broad engagement with partners has led to several new environmental developments. First, we have provided practical support and data to Coastal Partners' (the combined Local Authority team of Fareham, Havant, Portsmouth and Gosport councils) coastal management study for Hook Lake. The study seeks to better understand the site and explore potential for the creation of new intertidal habitats, as well as for wider recreational opportunities. The two-year study will run until March 2023 and will inform potential options. Our Environment Officer is participating in the RYA Blue Marine Foundation's initiative to establish a coalition of local and national experts to work together across the Solent and Sussex to discuss existing restoration projects, build consensus on working together to restore a connected seascape, and assess the opportunities and challenges to integrated restoration in the region.

While the Harbour Master chairing the Solent Marine Sites Group, the Environment and Development Manager (EDM) sits on the subordinate Natural Environment Group to track actions and receive updates on issues relevant to RHHA. Disturbance to birds and habitats from increased use of paddled craft across the Solent is an ongoing concern, and updates were received on a variety of measure being piloted and implemented to mitigate impacts. Signs are now in place in the Upper Hamble on the National Trust's marshes to discourage disembarkation onto sensitive habitats. The EDM also attended the Solent Forum members' meeting in March to receive updates on ongoing work to help address high nutrient levels on the Solent, and a presentation on the role of the consent process in informing marina design.

On the subject of water quality, the Harbour Authority has collated reports received over last Summer of excess algae causing concern locally regarding negative impacts on habitats, on restoration projects and on commercial fishing. These have been sent to the Environment Agency, Natural England, Southern Inshore Fisheries & Conservation Authority and the Solent Forum to assist with the evidence base in the work to address nitrate levels. RHHA is also supporting Portsmouth University in its work on the Rapid reduction of Nutrients in Transitional waters (RaNTrans) Project (via 8c below). The wider project will also develop algal mat removal and nutrient reduction techniques specifically for intertidal mudflats elsewhere in the Solent.

The River been used in several innovative projects led by three universities researching the practical delivery of environmental improvements in the South's estuaries. Projects now deployed and underway (in addition to the Solent Oyster Restoration work) include:

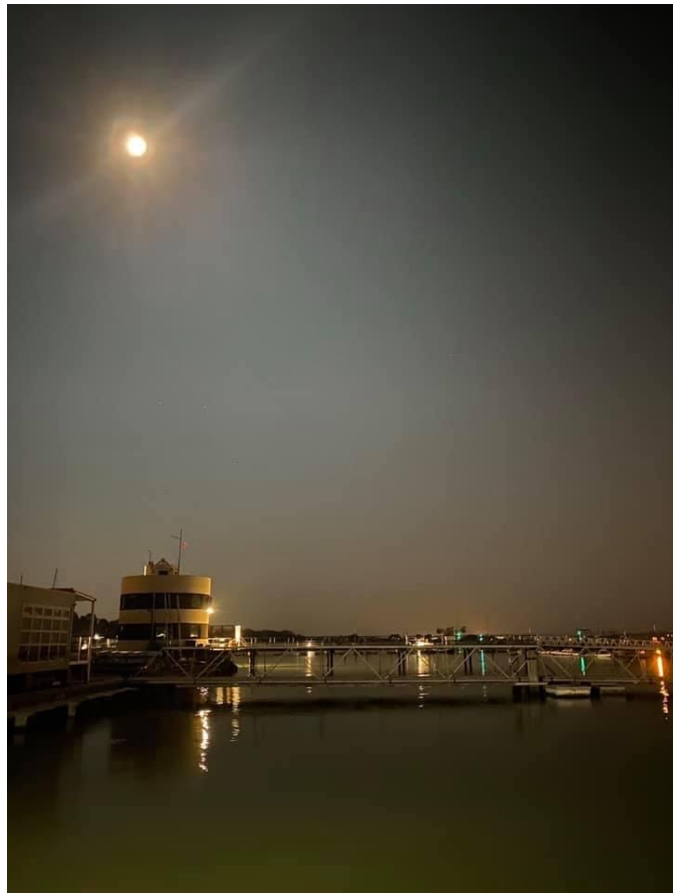
- a. Vertipools on the harbour office sea wall;
- b. Subtidal tiles comparing bio-receptivity of three different concrete mixes;
- c. Intertidal 'ortacs' researching the ability of oysters to take up nutrients from the water column;
- d. Biodegradable grids made from potato starch being used to trap sediment, reduce erosive flows and promote saltmarsh growth;
- e. Biodegradable grids as a potential substrate for oyster settlement;
- f. Coir rolls as a means of protecting saltmarsh edges from erosion and to encourage growth.

The RHHA Harbour Office has been selected by Hampshire & Isle of Wight Wildlife Trust (HIOWWT) as one of several prominent locations across the Solent to host a small mural to raise the profile of local native biodiversity. Murals have already been competed at Langstone Harbour Office, Hythe Pier and Newport Library. The Warsash mural has been delayed to Spring 2022 due to artist availability. The species currently in the lead on the public vote is, rather appropriately, the lobster.

Lastly, I would like to advertise that the revised 2022 edition of the River Hamble Handbook, part-funded by the Harbour Authority, is now available from the Harbour Office and Marinas and Boatyards.

I hope as always that River Users will have found this report useful and would welcome any questions that may arise either now or at any stage direct to the Harbour Office.

This page is intentionally left blank



Harbour Master's Safety Update 1/22

26 April 2022

Introduction

This first update on safety matters of 2022 within the River Hamble seeks to refresh on a few safety points drawn from last season, highlight an early trend this year and consider some important lessons identified in a recent routine report by the Marine Accident Investigation Branch. Our objectives are to encourage reflection on the causes of these incidents, promote improved understanding of risk and help in the avoidance of situations which, at worst, can have tragic consequences. It is in the nature of this type of note to

focus on what can go wrong – I make no apology for that. For many, the subject matter will seem obvious. For others, regardless of experience or skill, we should all agree there are always lessons to be learned.

Without doubt, waterborne activity – including small craft - has increased in popularity over the past year. Many will have noticed how busy it has been when booking a berth in Solent Harbours and, equally, when afloat in inshore waters. It is not unreasonable to assume that this level of activity will continue. This inevitably brings vessels, people and navigational hazards into more frequent close proximity. This means that sound planning, maintaining a proper lookout and a safe speed are as relevant as ever. While we all consider that we exercise pretty good judgment and avoid unnecessary risk, it is worth looking at some of the cases highlighted in the MAIB report where people will have gone out on the water with the aim of having good safe fun. Thankfully, for the overwhelming majority, events have gone well. For some, however, the outcome has been very different.

These incidents show that safety margins are all too easily compromised by going too fast, not keeping that look-out, or assuming that pursuing a course of action ‘will be all right’ without considering the relevant factors. Events have a habit of causing surprise and it is worth thinking in advance about being able to change a plan in the event that something unexpected happens. Safety must always be the first consideration. It is an enabler of fun and not a restrictor.

As ever, this note is not about ‘pointing the finger’. It is my hope that publishing these observations will help everyone enjoy their time on the water more. I would be grateful if you could help me spread the word.

Current Issues

Speeding between Warsash and the Mouth of the River and Groundings.

To recap on the trends I mentioned in my last bulletin – speeding in the mouth of the River and groundings – in the anticipation that they are fresh in the mind. You may recall that a spate of groundings took place on Hook Spit between numbers 7 and 9 Marks South West of Warsash College Jetty. Here, the steep gradient outside the Main Channel that exists beyond the line between the Marks caught out a number of vessels. Most will be wary of drift towards Hook if it is the lee shore and the tide is running and keep appropriately clear. A three knot Spring ebb can mean a loss of 60cm in the height of tide there within 30 minutes. At the time of writing, no groundings here have yet taken place but it is nonetheless worthy of a reminder.

It is an unnecessary truth that speeding in the mouth of the River continues. The Easter weekend saw many resident vessels in a hurry to leave or return. The speed limit is 6 knots until No 1 Mark outwards and 6 knots from No 1 inwards. It is in place for reasons of safety. With the exception of Police and life-saving efforts, there can be no excuses for breaching

the speed limit which applies to everyone. The frequency of speeding over the Easter Bank Holiday weekend shows that this message has not been heeded by everyone. It is a matter of regret that previous safety bulletins which have made clear the problem and the need for a change in practice have not been hoisted onboard by a minority who are clearly either still unaware or, at worst, irresponsible and un-seamanlike. The consequence for those stopped must now be a written warning that will stand on record for five years. A further offence in these cases will lead to prosecution.

Marine Accident Investigation Branch Reports.

The latest MAIB Safety Digest contains three articles which reinforce the point that seemingly minor actions, and the cumulative effect of 'corner-cutting' or complacency in decision-making, either habitually or for some other reason, can lead to tragic consequences. For many, this bulletin will seem didactic. It is not. For those who would read it otherwise, I would encourage reflection on the hazards and the need to look after ourselves and those around us. All reports have a relevance to us in the Hamble.

Two Motor Vessels – Fatal Collision

A motor vessel in company with another decided to execute a close pass at speed of the second at the end of an enjoyable day at sea in good weather. The close pass took place at short notice and with no planning. A loss of control occurred because of hydrodynamic effects (shallow water and the proximity of the other vessel) at over six times the local speed limit and the first vessel collided with the second. There was no margin for error and the crew member on the foredeck of the first motor vessel was fatally injured.

Lessons identified:

1. Skippers and Masters must remember that it is they who are responsible for safety and not allow themselves to be influenced by passengers;
2. That speed limits are set for important reasons.

Swimming Near Moving Boats

Having chartered a motor vessel, a group of friends departed for a few days away to celebrate a birthday. While underway and with several of the group drinking alcohol, a member of the crew was pushed into the water. The helm of the motor vessel stopped and attempted to reverse towards the person in the water but overran him causing lacerations from which he did not recover.

Lessons identified:

1. Whether intended or accidental or because of 'horseplay', entering the water near a vessel underway is dangerous.

2. Alcohol consumption was a factor.
3. Lifejackets, while not specifically germane to the propellor impact, were not worn and would have been useful in keeping the casualty afloat.

RIB Grounding on a Sandbar

A 6m RIB grounded in choppy seas on a charted hazard with three persons on board, causing damage to the hull and tubes and leading to the RIB being in danger of sinking. The driver was able to call for Coastguard assistance and the RIB was recovered.

Lessons:

1. The skipper of any vessel should understand the safety advice (including charts, Notices to Mariners and other safety information) given for the waters being used.
2. Mariners should be aware of the location of hazards and the conditions it is safe to cross them.
3. RIBs are often constructed from several materials with different properties which flex at different rates. Assuming that a RIB is unsinkable is incorrect. It is important to know a vessel's design and sea condition limitations and to take care in not exceeding them.

I do hope you will find these observations helpful. Have an enjoyable and safe Summer and we look forward to seeing you on the water.

Jason Scott

Marine Director and Harbour Master

HAMPSHIRE COUNTY COUNCIL

Report

Committee:	River Hamble Harbour Management Committee
Date:	10 June 2022
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

Purpose of this Report

1. The purpose of this report is to summarise activities relating to the River Hamble Harbour Authority's (RHHA) environmental management of the Hamble Estuary between mid-February and mid-May 2022.

Recommendation

2. It is recommended that the River Hamble Harbour Management Committee notes and supports this report.

Updates

M27 Bridge Drainage

3. Baroness Charlotte Vere of Norbiton's recent response to the Harbour Board Chairman's letter indicated funding timelines for possible resolution. The Chairman has written to our three riparian Members of Parliament to ask for their support at each stage of the bidding process. The letter is at Appendix 1. Since then, National Highways (NH) has announced that preparation work is underway to control the pollution risk posed to the Hamble by the existing direct drainage from the motorway bridge into the river. The online announcement states that this will include drainage and waterproofing to the bridge, and that these works are being conducted now to take place while contractors are still in the area finalising the Smart motorway scheme. RHHA's Environment & Development Manager (EDM) has since contacted the National Highways Route Manager to ascertain the nature, extent and duration of the works, and requested information to enable consideration of the impacts, if any, that there may be on the ease or safety of navigation for vessels passing under the

bridge, or on the RHHA Oil Spill Response Plan, or requirements for consent. At the time of writing, the Route Manager confirmed that he is using RHHA's information to inform the planning as NH develops the programme for these works, and that he will respond more fully shortly once colleagues have been consulted.

Oil Spill Preparedness & Response

4. The Harbour Master (HM), Deputy HM and the Environment & Development Manager (EDM) have undertaken their required 3-yearly recertification of Maritime and Coastguard Agency (MCA) approved oil spill management training. Two other members of staff have also refreshed their oil spill response practical training.

Port Waste Management Audit

5. On 25 March 2022 the MCA undertook an audit of the River Hamble Port Waste Management Plan in line with The Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 as amended. The MCA assessed RHHA's compliance with the Plan and its record keeping, and inspected site facilities at the Harbour Office, at Swanwick Marina and at Deacons Marina. The resulting audit report was positive, with the inspected sites found to be compliant with the Plan and maintained in a clean and safe condition. Potential for minor updates and improvements to the PWMP were discussed.

Hook Lake Coastal Management Study

6. On 4 April the EDM attended the Hook Lake Coastal Management Study Steering Group, as one of several representatives of Hampshire County Council's various interests in the site. As reported in Summer 2021, Coastal Partners (the combined Local Authority team of Fareham, Havant, Portsmouth and Gosport councils) are investigating the future management of Hook Lake (part of the Hook with Warsash Nature Reserve) as part of The Regional Habitat Compensation Programme (RHCP), a strategic programme run by the Environment Agency which seeks to replace habitats that are lost due to the management of coastal defences. The project has undertaken an array of investigations, surveys and modelling to produce a long-list of options. These are being assessed against project objectives and screened to create a 'shortlist' of most viable options that will undergo detailed appraisal, utilising the process set out in the Environment Agency's national Flood and Coastal Erosion Risk Management Appraisal Guidance. Preparation is also underway for the first public consultation event of the project - the 'Shortlist Exhibition'. This is currently anticipated to take place in the next few months, after Project Board approval of the shortlist of options. More at

<https://coastalpartners.org.uk/project/hook-lake-coastal-management-study/>

Harbour Office Sea Wall

7. Work is underway between RHHA, HCC Property Services and consultancy WSP to bring forward to the planned Phase 2 of the Harbour Office sea wall repairs to this coming autumn and winter. Bournemouth University is continuing its work surveying the effectiveness of both the phase 1 environmental enhancement designs as well those of its own Vertipools installed on the phase 2 section of wall.

Harbour Office Mural - Secrets of the Solent Project

8. Over 200 Over 200 public votes were cast, and a lobster has been painted at the Harbour Master's office. The mural is one of a series of artworks forming part of the Hampshire & Isle of Wight Wildlife Trust's marine project, Secrets of the Solent, supported by the National Lottery Heritage Fund, which is raising awareness of the wonderful marine wildlife within the Solent. A short film, released on World Oceans Day 8 June, promotes the murals and wider project. The lobster has a historical connection to the River Hamble. In the 1800s, Hamble was prominent in the seafood industry and in 1842 supplied markets with nearly 90,000 lobsters and crabs, mainly purchased from fishermen in Ireland or Brittany and transported to the Hamble in sailing smacks. This trade gradually declined after the First World War. Common lobsters are a well-known inhabitant of UK seas, although lobster numbers in the Solent are currently low but it is hoped that the recently introduced ban on the landing of egg-carrying females could help them to recover in the future. More on the mural series at <https://www.hiwwt.org.uk/secrets-of-the-solent/marine-murals>

Solent Oyster Restoration Project

9. RHHA continues to work with the Blue Marine Foundation (Blue) on its Solent Oyster Restoration project to identify an appropriate method and timing for the laying of shells and gravels on specified subtidal areas of the riverbed later this year in order to create the optimum oyster habitat for the subsequent release of juvenile native oysters and spat-on-shell. Similar work has been completed at Langstone Harbour, and this is being used to inform the methodology for the Hamble. The Blue team is also planning a stakeholder engagement event (tbc) in the Hamble to tell the wider community about the project and is soon to release a short film about the project.

CCBS Climate Change Programme

10. The EDM has been engaging with HCC's Culture, Communities and Business Services (CCBS) Climate Change Programme Manager to ensure awareness between the roles and identify linkages to opportunities. The EDM attended the CCBS Climate Change Natural Environment Workstream. The key focus areas of this are (i) maximising biodiversity benefits and carbon-related opportunities at HCC's natural sites and (ii) 'nature-based solutions' to challenges like flooding and coastal erosion. The work of RHHA's EDM, along with the external research projects RHHA is enabling, as well third-party projects such as the Hook Lake study have some relevance to the objectives of this Workstream. Although RHHA's input will be light, engagement ensures that efficiencies and

opportunities can be identified, and also that the relevant ongoing work of RHHA can be captured and reflected within the wider HCC climate change programme.

Climate Change and Carbon Mitigation Impact Assessment

12. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience impacts of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.

Climate Change Adaptation. A full assessment of climate change vulnerability was not completed as no decision is required in respect of this report.

Carbon Mitigation. A full assessment of carbon mitigation vulnerability was not completed as no decision is required in respect of this report.

REQUIRED CORPORATE AND 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

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

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

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

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

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

2. Equalities Impact Assessment:

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

DRAFT

Rt Hon Suella Braverman MP
Flick Drummond MP
Paul Holmes MP



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

Telephone 01489 576387
www3.hants.gov.uk/hambleharbour

14 April 2022

Dear Members of Parliament,

DRAINAGE FROM THE M27 BRIDGE INTO THE RIVER HAMBLE

I write as Chairman of the River Hamble Harbour Board to ask for your collective support as riparian Members of Parliament in driving a solution to the long-standing problem of the direct drainage of pollutants from the M27 motorway bridge into the River Hamble.

You may recall that I wrote to the Secretary of State in January of this year to highlight recent failed commitment from National Highways to address the matter. That letter is at Appendix 1. Baroness Vere of Norbiton's reply, at Appendix 2, indicates that a scheme for the Hamble M27 bridge is planned for feasibility in 2022/23, design in 2023/24 and construction in 2024/25, subject to securing approval of funding for each stage. While this appears to be encouraging news, the reality is that these conditional indications are identical to those we have received over the past twenty years. The risk and vulnerability perpetuated by this obfuscation cannot be allowed to continue.

I would be grateful for your support, therefore, during each stage of the process outlined by the Minister in ensuring that National Highways is held to account on its acknowledged responsibility. It is most fortunate that the environmentally catastrophic consequences of this failure to act, most recently highlighted by a road traffic accident involving the Bridge area on 01 April, have not yet been realised.

Yours sincerely

Councillor S D T Woodward
Chairman
The River Hamble Harbour Board

Appendices:

1. River Hamble Harbour Board Chairman's Letter to the Right Honourable Grant Shapps MP dated 12 Jan 2022 (Subject).
2. Baroness Vere of Norbiton response to Appendix 1, dated 31 Jan 2022.

This page is intentionally left blank

HAMPSHIRE COUNTY COUNCIL

Report

Committee	River Hamble Harbour Management Committee
Date:	10 June 2022
Title:	Harbour Works Consent Application - Retention of existing jetty (retrospective application) and installation of new ecological enhancements at Highfield, SO31 7DF
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

Purpose of this Report

1. The purpose of this report is to set out an application received by the River Hamble Harbour Authority for its consideration to grant Harbour Works Consent.

Recommendations

2. **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 paragraph 4 of this report and subject to the following conditions:**
 - a. The proposal is to be built in accordance with the details, plans and method set out in paragraph 4.
 - b. The size, arrangement and specific location of the enhancement features are to be submitted to and approved by the Harbour Master in writing prior to installation.
 - c. The applicant should ensure that all equipment, temporary structures, waste and/or debris associated with the consented activities be removed upon completion of the consented activities.

Executive Summary

3. This report seeks to:
 - Set out an application for Harbour Works Consent made by the owner of Highfield, Green Lane, Lower Swanwick, SO31 7D, via his agent Marina Projects Limited, for the retention of an existing jetty structure

(retrospective application) and the installation of new ecological enhancements to the existing saltmarsh and intertidal area.

- Consider the impacts of the proposal on safety and ease of navigation and on the environment of the Hamble Estuary, both during construction and once operational.

Project Description

4. The proposal consists of two elements. The first relates to a timber 'jetty' structure 14.4 metres long by 2.64 meters wide which has already been built (in autumn 2020) and serves as a small slipway from the owner's garden into the head of an intertidal creek. The second element relates to a small ecological enhancement scheme comprising coir rolls and low-profile wicker fencing to be placed by hand around the edges of the adjacent saltmarsh in order to reduce erosion and encourage sedimentation and colonisation by saltmarsh plants. The following 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 to 7):
 1. Project Summary File Note MP276-FN-07
 2. Location Plan MP276-00-A-001
 3. Jetty Footprint and area of impact MP276-00-A-200
 4. Jetty Plan and Section – as built MP276-00-A-300
 5. Enhancements – proposed approximate locations MP276-00-A-201
 6. Fareham Borough Council HRA Screening Matrix and Appropriate Assessment Statement
 7. Fathom Ecology Preliminary Environment Assessment Walkover Survey

Harbour Authority's Responsibilities

5. 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.
6. 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.

7. The River Hamble is part of the Solent European Marine Sites 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 Sites.
8. 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.
9. 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.
10. All public bodies such as RHHA are required to make all authorisation and enforcement decisions which are likely to affect the marine areas in accordance with the South Inshore and Offshore Marine Plan which was published in July 2018 by the Marine Management Organisation (MMO). The plan provides a policy framework to shape and inform decisions over how the marine environment is developed, protected and improved over the next 20 years.
11. 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.

Consultation process

12. 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>
 - 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 Knight Frank, the agent for The Crown Estate and HCC's Estates team.

Responses to Consultation

13. Natural England's statutory response raised no objection, and it concurred with RHHA's assessment under the Habitats Regulations (see paragraph 24 below)
14. Two responses were received as a result of the Harbour Authority's public consultation. Neither were in support or objection but both wished to raise concerns of:
 - the retrospective nature of this application.
 - The development of a culture where such activity will be given permissions with some form of offset after development.
 - potential for ongoing minor damage/erosion to the marsh from use of the creek.
 - whilst the habitat lost is not functioning saltmarsh, it is still intertidal habitat and so now cannot become marsh again and is also lost as an area of for wader bird foraging habitat as they do not respond well to artificial shading.
15. 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.

Harbour Master's Comments

16. 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.
17. It is very much an exception that an application be brought before the Harbour Board retrospectively. The structure's existence was noticed by the Harbour Authority which then sought to advise the developer of the permissions required. The retrospective consenting work required has underlined the importance for all developers of early engagement with relevant planning authorities to ensure compliance.
18. This proposal has been granted retrospective planning permission by Fareham Borough Council (October 2021) and granted a retrospective Marine Licence (ML) by the Marine Management Organisation (February 2022). Requirement for a Flood Risk Activity Permit from the Environment Agency (or exemption, as can be the case where a ML has been granted) will be followed up on completion of the Harbour Works Consent process.

19. The Crown Estate's agent has advised the applicant's agent that the Crown Estate approval is to be sought once all other consents have been obtained.
20. The majority of the jetty is on the applicant's private land but the riverward end occupies an area of Hampshire County Council's (as RHHA) riverbed lease from The Crown Estate. There will, therefore, be a requirement for an extraction of this small area from the RHHA lease. It is not considered that an extraction is necessary for the small areas occupied by the coir and wicker features forming the environment enhancement.
21. The proposal is sited within a Site of Importance for Nature Conservation (SINC), is on the boundary of the Solent and Dorset Coast Special Protection Area (SPA), the jetty is 80m from the boundary of the Solent Maritime Special Area of Conservation (SAC) and 550m from the boundary of the Solent and Southampton SPA and Ramsar.
22. A Habitat Regulations Assessment (HRA) was conducted by the Fareham Borough Council (FBC) during determination of the retrospective planning application for the constructed jetty. This concluded that the development would not have a likely significant effect on the Solent and Southampton Water SPA and Ramsar, Solent Maritime SAC and Solent or the Dorset Coast SPA, alone or in-combination with other plans/projects. During the determination of the planning application, in consideration of planning policy in relation to the SINC, FBC required enhancement measures also be included as part of the proposal in order to protect and restore the edge of the saltmarsh habitat within the SINC. The developer employed an ecologist who produced the enhancement proposal which was then approved by the LPA as part of the planning permission.
23. The application for Harbour Works Consent includes both the area of the jetty below mean high water jetty and the enhancement proposals. RHHA's HRA has adopted FBC's HRA in relation to the jetty and, in addition, RHHA has assessed the enhancement elements of the proposal as follows:
 - i. The coir rolls and wicker fences will be located 500 metres from the Solent and Southampton water SPA and Ramsar site, and between 50 metres to 100 metres from the nearest boundary of the Solent Maritime SAC. There will be no loss of habitat in any of these sites as a result of the proposal.
 - ii. The coir rolls and wicker fences will be secured with wooden pegs/stakes adjacent to the edge of the saltmarsh habitat. They will be located on the intertidal mud just within/on the boundary of the Solent and Dorset Coast SPA. The qualifying feature of this SPA is the water column, so by installing the enhancement features on the upper edge of the intertidal mud the proposal will not result in a likely significant effect. They will not be located in a subtidal area.
 - iii. The coir rolls and wicker fences will be made of natural material and will be installed by hand, with any associated waste removed after construction, therefore there will be no pollution risk to nearby designated sites as a result of the proposal.

- iv. RHHA concludes that, in considering the proposed enhancement features in addition to that of the retrospective jetty, the proposal will not result in a likely significant effect alone on the Solent Maritime SAC, Solent and Southampton Water SPA/Ramsar or on the Solent and Dorset Coast SPA alone or in-combination with other plans/projects.
24. Natural England's consultation response concurred with RHHA's assessment under the Habitats Regulations, and stated that *"providing the works are carried out in strict accordance with the details of the application submitted, it can be excluded that the application will 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 of the implications of this proposal on the site's conservation objectives should not be required."* NE also advised 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"*.
25. The applicant has proposed a number of enhancements aimed at sustaining the saltmarsh adjacent to the development. The number, size and location of the coir rolls and supporting stakes have yet to be agreed with the Harbour Authority. Given their proposed location, close to the bank, these will not represent a particular navigational hazard, surrounded as they are by existing undulations in saltmarsh profile. The Harbour Authority will liaise with the developer and the ecologist to identify the most appropriate configuration. Any enhancement is subject to Fareham Borough Council's planning condition that the enhancements be maintained by the developer in perpetuity.
26. The area under consideration is not subject to routine navigation, guarded as it is by the Northern jetty arrangements of an adjacent marina. It is also well clear of the Main Channel and in very shallow water. The Harbour Master therefore has no concerns regarding risks to the safety of navigation save with regard to the appropriate placement of coir rolls discussed at paragraph 25.

Strategic Vision

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

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

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

Section 100 D - Local Government Act 1972 - background documents

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

Document

Location

None

IMPACT ASSESSMENTS:**1. Equality Duty**

- 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:**

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:

- 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.

MARINA PROJECTS LTD: FILE NOTE

Highfield's Jetty

RHHA Harbour Works Application

Document Ref No:	Revision	Prepared by:	Approved by:	Date:
MP276-FN-07	A	AB	MW	10/03/2022

1. INTRODUCTION

Highfield is a private property located on the Eastern Bank on the River Hamble just upstream of the A27 road bridge at Swanwick, enjoying a link to the River Hamble as a result of land ownership extending to the High-Water Mark. Drawing MP276-00-A-001 demonstrates the site location in the context of the River Hamble.

In March 2020 the current owners undertook to utilise the assessed extents of their land ownership to install a small 'Jetty'¹ over an area of hard standing with the works completed manually by the owners themselves. In December 2020 a visit to the property was completed by Fareham Borough Council (FBC) Planning to review the works, which identified issues including the works being sited beyond the curtilage of the property. As the development was deemed to have taken place beyond the curtilage for the property there are no provision within the Town and Country Planning (General Permitted Development) Order 2015 and therefore the Applicant was advised that planning permission was necessary for the retention of the hardstanding.

The Applicant subsequently approached Marina Projects Ltd for advice, who reviewed the project in conjunction with the River Hamble Harbour Authority (RHHA) and identified that in addition to the planning requirement, approximately 2.5m of the Jetty was sited beyond the Mean High Water ownership boundary and as a result required a Marine Licence from the Marine Management Organisation (MMO), Crown Estate Consent and RHHA Harbour Works Consent.

¹ The term 'Jetty' was applied to the timber structure by Fareham Borough Council following a site visit and used in subsequent correspondence to the Applicant. For consistency the consent applications reflect this terminology to ensure consistency and ease of reference/correspondence.

In correspondence with the RHHA's Environment and Development Manager the matter was discussed, with an approach agreed that saw the Applicant seeking retrospective planning permission from FBC, then a Marine Licence from the MMO, following which RHHA would be able to receive and consider a Harbour Works Consent application.

Between April 2021 and today the Planning and MMO Licences processes have been progressed and completed with approvals in place. This File Note is established to summarise and consolidate the key information and facilitate submission of the RHHA Harbour Works Consent application in time for the June 2022 Management Committee and July 2022 Board Meeting.

2. APPLICANT'S SCHEME

In outline terms, the scheme submitted to RHHA for Harbour Works Licence consideration is a consolidation of the original works plus a modest scheme of enhancement that was developed to satisfy the Fareham Borough Council Ecologist during the Planning process. To align with RHHA's request for a consolidated application the key details as ratified during the Planning process are extracted below.

2.1 JETTY

The Jetty is formed of an 11.15m long by 2.64m wide level section, with a further 3.26m forming a ramp into the water. Drawings MP276-00-A-200 and MP276-00-A300 that accompany this report demonstrate the placement and dimensions of the Jetty in the context of the site position. The total area of the Jetty's footprint is 38m², however the majority of this is sited within the existing hardstanding area.

The Jetty is formed of railway sleepers measuring 2.64m long, 24mm wide and 15mm deep laid upon a levelled hardcore bed. As such the Jetty is raised above the existing level by approx. 20mm. Each sleeper is bolted and secured to the next and as such the structure is self-supporting and held in position by its own weight.

In summary the structure acts as a small slipway but as noted the term Jetty has been previously applied and maintained throughout this application.

2.2 ENHANCEMENT

The Applicant initially proposed a modest, one-off scheme of environmentally sensitive clean-up of the intertidal creek to remove debris and litter, with a view to

improving the status of the creek area. Following a review by Fathom Ecology Limited, this has been enhanced to include an additional element involving a small-scale saltmarsh restoration scheme to reduce erosion, encourage sedimentation and improve the chance of colonisation by saltmarsh plants going forward.

The proposed saltmarsh restoration scheme is by way of placing coir rolls (which we understand have previously been deployed elsewhere on the River Hamble) and low-profile wicker fencing by hand around the edges of the low and mid marsh saltmarsh on site, with the work to be completed by trained Ecologists. Associated with the Enhancement is ongoing ecological monitoring 12 months after establishment, with results submitted to the LPA no later than 18 months from the date of installation. The Applicant also proposes that lessons learnt from any successes or failures of the restoration efforts would be written up and given to RHHA to inform future efforts elsewhere within the estuary.

It is recognised that the proposed scheme of enhancement sits on or immediately adjacent to the RHHA lease area, however we are not seeking to extract the area on which the enhancements sit from the RHHA's Crown Estate land lease.

Drawing MP276-00-A201 outlines the proposed positions for the enhancements.

3. ECOLOGY

A review of the site designations identifies that the position of the Jetty is located within the "*River Hamble Mudflats & Saltmarsh – 2*" Site of Importance for Nature Conservation (SINC). It is also adjacent to (and possibly located partially within) the Solent & Dorset Coast SPA depending on the identified alignment of the Jetty in relation to the Mean High-Water mark and is approximately 80m from the Solent Maritime SAC.

Through mapping of the relevant layers on Defra's MaGlc Map system the following habitats are also of consideration;

- Priority Habitat Inventory - Coastal Saltmarsh (England)
- Priority Habitat Inventory - Mudflats (England)

It is of note that whilst the Saltmarsh mapping polygon is of reference it does not appear to align with the site in context, especially at the landward boundary where the saltmarsh line is drawn with coverage of a significant proportion of the property's Lower Garden. A

similar note must be applied to the Intertidal Soft Sediment polygon, which does not appear to extend all the way to the high-water mark in the creek.

Mapping of the Ecological features is provided as Annex A & B, with information as presented on Hamble River view and Defra's Magic Map. The information provided in relation to the SINC on Fareham Borough Council's Adopted Policies Map is shown in Figure 3-1. Matters regarding the SPA, SAC and Priority Habitat will be assessed at statutory national level, whereas responsibility for the SINC sits with the Local Authority- in this case Fareham Borough Council.

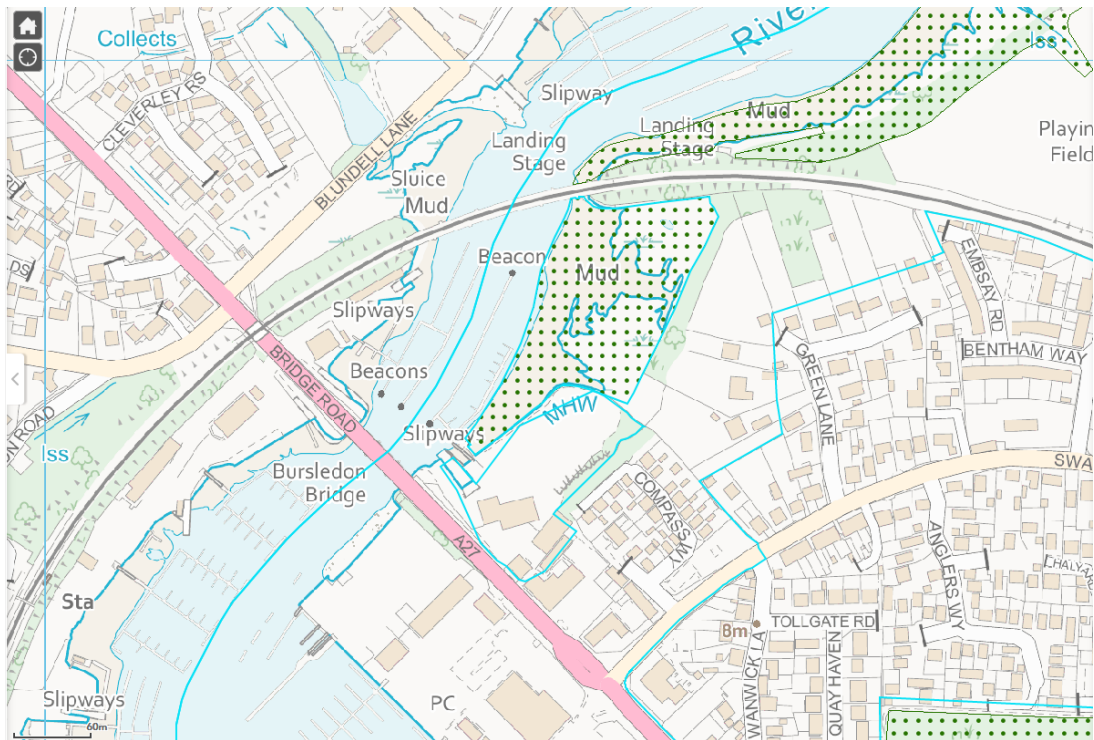


Figure 3-1 SINC designation at the Highfield Site - (Fareham Borough Council Adopted Policies Map 2015)

4. FAREHAM BOROUGH COUNCIL PLANNING

Marina Projects submitted the application to FBC Planning on 16th April 2021, with a decision for approval made on 15th October 2021. The extended duration of the planning process was not as a result of complexities or issues with the application itself, but as a result of other pressures and cases within FBC Planning. Recognising this the Applicant and Agent agreed to each request from FBC to extend the target determination date to ensure the case could continue to proceed.

Further information and context related to the FBC Planning process is provided as Annex C to this File Note, however based on the Statutory Consultation responses and application information provided the Planning Officer was able to undertake an HRA

Screening Matrix and Appropriate Assessment which concluded that '*the development would not have a likely Significant Effect on the Solent and Southampton Water SPA and RAMSAR, Solent Maritime SAC and Dorset Coast SPA, alone or in-combination with other plans/projects*', with a determination for approval of the Jetty Retention and proposed Enhancements subsequently made under Officer delegated powers on 13th October 2021.

5. MARINE LICENCE

Following FBC Planning approval Marina Projects Ltd were subsequently instructed by the Applicant to pursue the MMO Marine Licence, following the established sequence of consenting that had previously been agreed with the RHHA.

Marina Projects submitted the MMO application on 2nd November 2021, with the application detail directly aligned to the awarded planning permission. The MMO completed consultation on the application on 21st January 2022, with approval subsequently issued via Marine Licence on 1st February 2022.

The MMO received the following Consultee responses of note:

- Natural England, who confirmed that 'Natural England advises that providing the works are carried out in strict accordance with the details of the application submitted, it can be excluded that the application will 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 of the implications of this proposal on the site's conservation objectives should not be required.'
- Environment Agency: No Objection.
The requirement for a Flood Risk Activity Permit or exemption would be required, but that this could be dis-applied where a Marine Licence is granted for the works. This will be followed up on completion of the Harbour Works Consent process
- Crown Estate: Advised that the CE is affected in part but that the Managing Agent for the Area is in contact with the Applicant's representative

There was No comment or "No Objection" from

- Maritime Coastguard Agency
- Trinity House (who also confirmed no marking conditions required)
- RYA

- MOD, Defence Estates Safeguarding
- MMO Coastal Offices & MCT – South Marine Area
- Historic England

We understand that whilst the MMO did not undertake their own Appropriate Assessment following Natural England's guidance they did choose to adopt the HRA Screening Matrix and Appropriate Assessment undertaken by FBC Planning.

6. CROWN ESTATE LAND OWNERSHIP

The Applicant's Agent has remained in contact with the Crown Estate Agent throughout the consents process, with the preferred approach being to discuss the Crown Estate Licence element once all other consents are obtained.

7. HARBOUR WORKS LICENCE SPECIFIC MATTERS

Following determination and issue of the FBC Planning Consent and MMO Marine Licence the Applicant is now seeking to secure a Harbour Works Licence from the RHHA to retain the Jetty and install the scheme of Enhancement. To assist with this process the following, additional information that is specific to RHHA matters is relevant for consideration;

7.1 NAVIGATION

The Jetty itself is a low-lying feature situated at the very edge of the river across the Mean High-Water mark and so is only accessible from the river over the high water period. This, in addition to the location being at the head of a small creek means that the Jetty structure will not pose any risk to navigating craft, including paddleboard or kayaks.

The Applicant's intended use is to facilitate access to and from the river for his family to utilise small paddle craft such as stand-up paddleboards and so would not be for public or wider use, although use by others in an emergency would obviously be afforded. Only being suitable for use around high-water and the setting means that users have excellent visibility to enter the River with no perceived undue navigational risks.

Looking to the future the Jetty could foreseeably be used for a small, powered day craft, however the nature and characteristic of the site will naturally constrain the

size and type. There is no facility or ability to store a powered vessel at the site and any activity from the Jetty would be restricted by the tidal access to only be around the high-water period. As such, it is considered that the presence of the Jetty will result in minimal new activity at the site beyond what could currently be generated.

As shown in the drawing MP276-00-A-201 submitted in support of this application the wicker fencing is to be installed along the very edge of the existing saltmarsh within the creek and so away from any navigable waters. Whilst the very tops of the wicker fencing and the supporting posts may be visible upto and over the mean high water period we do not foresee this element introducing a risk to navigation of any craft currently in use on the river.

Drawing MP276-00-A-201 also indicates the proposed locations of these coir rolls based on the Ecologist's advice, with the positions identified typically immediately adjacent to the existing edge of the saltmarsh. The riverward position in drawing MP276-00-A-201 could be considered to introduce a very low risk to paddle craft navigating along the edge of the saltmarsh at high water when the coir roll and stakes would be submerged and so we would be happy to review the exact placement with the RHHA to minimise any risk.

The proposed Coir rolls can be sourced in a range of dimensions, with a typical provider like Salix offering standard sizes of 3.0m long by 0.2m diameter or 3.0m long by 0.3m diameter, although any length is available by special order. Coir rolls are normally restrained in position through lashings to small timber stakes to prevent movement, similar to the setup indicated in Figure 7-1.



Figure 7-1 Typical Coir Roll installation

Assuming the coir rolls and wicker fencing are placed tightly to the saltmarsh edge we do not consider there to be a need for signage or other warning indicators as this would be disproportionate and may lead to unnecessary visual impacts. Should the installation positions agreed with the RHHA be slightly away from the marsh edge the RHHA may require placement of low-key signage to minimise the risk to paddle craft navigating across the high-water period.

In any event, the coir rolls and wicker fencing will be visible through the majority of the tidal cycle, excluding the high-water period itself.

7.2 CLEAN UP

The 'light touch' clean up recommended by Natural England is designed to remove the easily collected man made debris and litter from the creek adjacent to the property, but is to be considered a one-off exercise and not a recurring activity. The Applicant has requested that the Agent make clear to the RHHA that litter and debris is an ongoing issue in this section of the river, with river borne material often collecting in the creek where the situation is compounded by debris (such as PPE, materials and equipment) entering the creek from the boatyard immediately adjacent the property and jetty site.

Whilst willing to undertake a clean-up activity the Applicant is keen to ensure it does not become an ongoing obligation and would welcome attempts by the RHHA to prevent this debris entering the creek at source, where it is possible to do so.

7.3 LAND OWNERSHIP

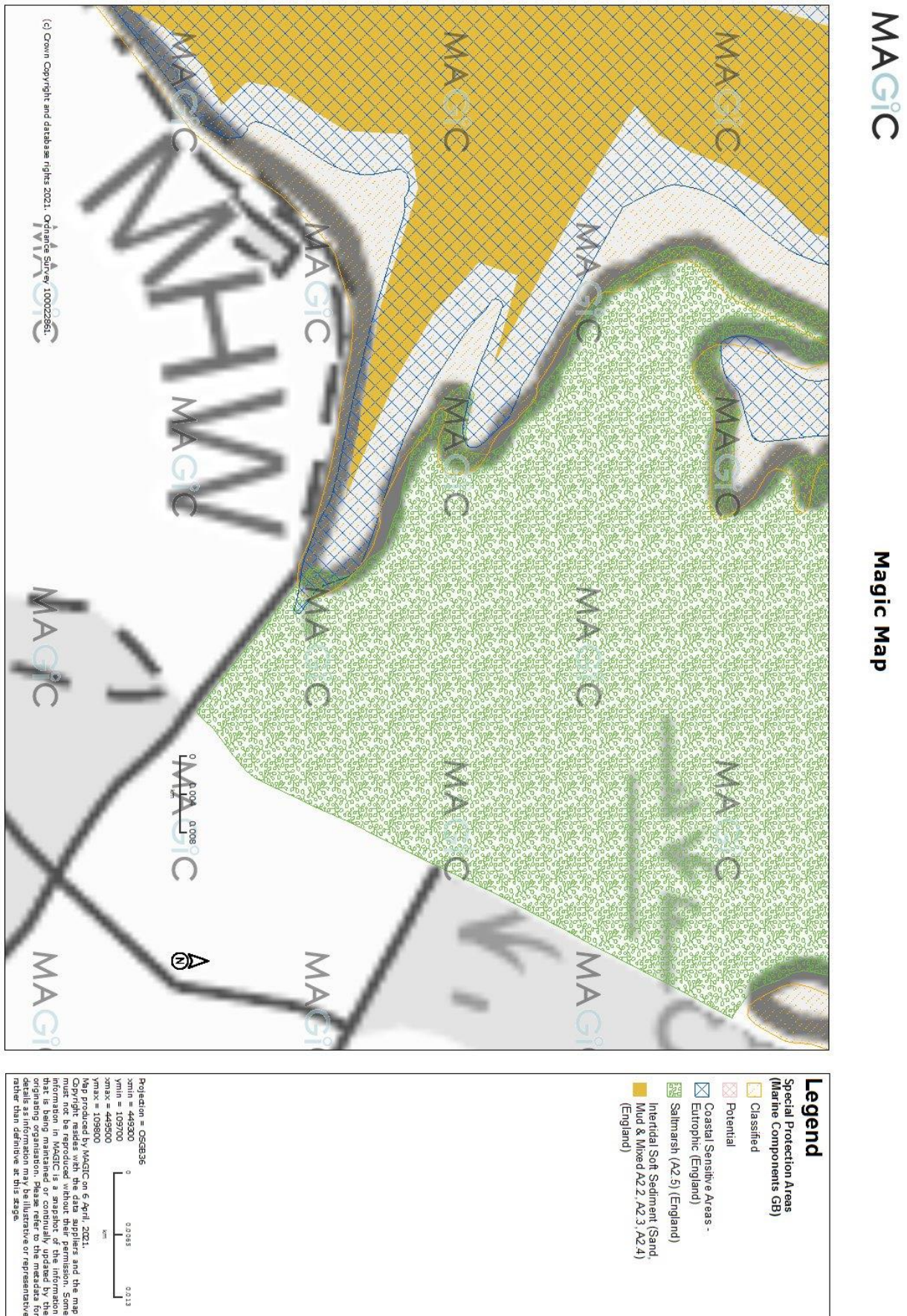
It is acknowledged that approximately 2.5m of the Jetty is below MHW and so we understand it to be within the RHHA lease of Crown Estate Land. As part of this application, we would seek RHHA's permission to work with the Crown Estate Agent to extract the applicable area from the RHHA's lease to allow the Applicant and Crown Estate to determine their own arrangement directly. The remaining area of Jetty is wholly within the site boundary of the Highfield property and so is not considered to need addressing under land ownership matters.

It is also acknowledged that the proposed locations for the coir rolls and wicker fencing are highly likely to be within the RHHA lease area, as a result of the requirement to place them along the boundary of the intertidal and saltmarsh

areas. We would therefore propose that these areas should remain under the RHHA lease, but perhaps with a permission or agreement between RHHA and the Applicant for the Enhancements to be installed and maintained in line with the Fathom Ecology Ltd PEA. We would therefore welcome RHHA's views and recommendations of this aspect

Marina Projects Ltd
10/03/2022

8. ANNEX A – MAGIC MAP DESIGNATIONS



9. ANNEX B – HAMBLE RIVER VIEW DESIGNATIONS



10. ANNEX C – FBC PLANNING PROCESS

We are aware that RHHA was initially consulted by FBC on the application, but that subsequent information in respect of the additional steps, HRA and enhancement proposals were not shared. As such, a brief summary of the process and findings of the FBC case are provided here for context and reference.

Natural England were consulted by FBC and confirmed in their formal consultation response that they had No Objection based on the plans submitted. Based on the request to retain the Jetty, Natural England did recommend consideration of the following, which was acknowledged and accepted by the Applicant;

Photographs within the Applicants planning application (Document Ref: MP276-R-01) appear to display a large amount of manmade debris and rubbish littering priority habitats within the wider site. Clean up of these materials could be considered as compensation if it was done in an environmentally sensitive way (e.g. collected using a boat / diver survey not using a vehicle).

In addition, statutory consultation was undertaken with the FBC Ecologist who, despite reference to the NE advice ultimately requested that an ecology assessment and appropriate mitigation and enhancement strategy was provided, with this subsequently undertaken by Fathom Ecology Limited under a Preliminary Environmental Assessment report heading.

The PEA found that;

'...whilst it was clear that some small-scale loss of habitat has occurred beneath the jetty, this is considered to be negligible in relation to the area of the intertidal zone of the Hamble Estuary. The magnitude of the effect is therefore considered to be low. The species observed are widely dispersed across the Hamble estuary and throughout the Solent. Taking these factors into account, the impact of the small-scale loss from the jetty to the intertidal mudflats and saltmarsh is considered to be minor adverse.'

The PEA also confirmed that despite this finding and Natural England's conclusion it is acknowledged that significant effects to the European Protected Sites can never truly be ruled out and as such it was considered appropriate to consider a scheme to mitigate, restore and enhance the intertidal habitat at the site, against which the outline proposals for the 'Enhancement' described in Section 2.2 of this Note was developed.

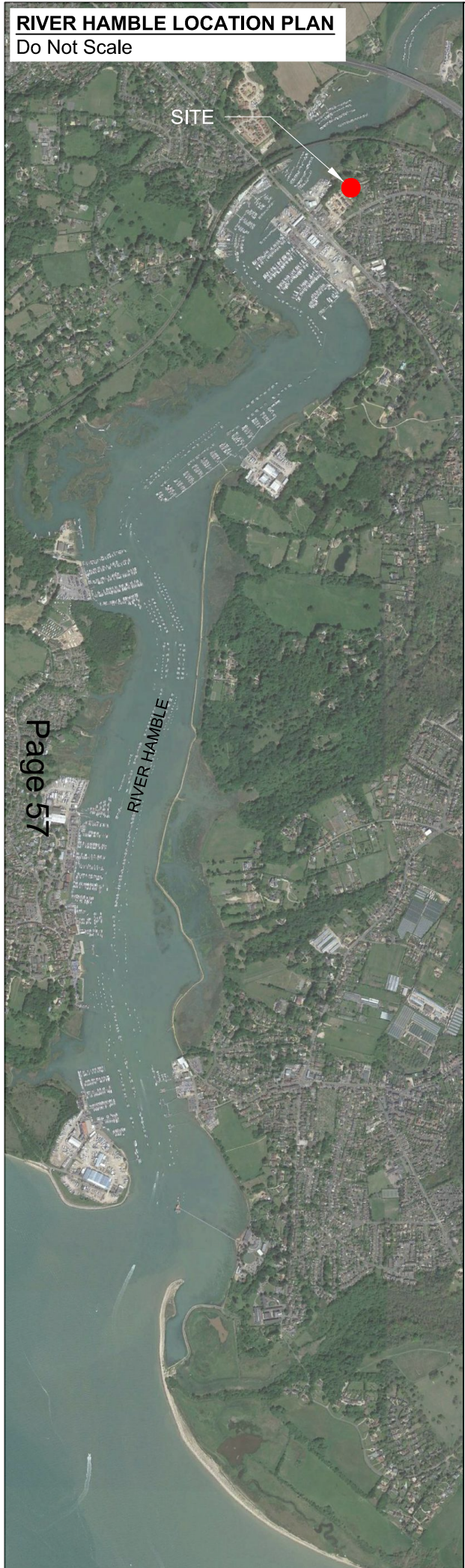
Following review of the Fathom Ecology PEA by FBC's Ecologist the following response was provided;

The submitted Intertidal Walkover Survey report by FATHOM ECOLOGY LIMITED (July 2021) is thorough and written to a high professional standards and therefore I am satisfied that by implementing the measures included within Section 4.4 of this report, the impacts on the SINC, Priority Habitats and internationally designated sites would be minimised. I am also satisfied that as requested, the approximate location of the proposed coir roles and wicker fencing has been shown on a plan. Therefore, if you were minded to grant permission, I suggest that the below condition is added to the decision notice:

- Development shall proceed in accordance with the measures detailed within Section 4.4. 'Mitigation' of the approved Intertidal Walkover Survey report by FATHOM ECOLOGY LIMITED (July 2021). Thereafter, the wicker fencing and coir rolls shall be retained in perpetuity, with the results of the monitoring works submitted to the LPA no later than 18 months from the date of the installation of the coir rolls. Reason: to ensure the protection of the designated sites and Priority Habitats*

The scope and scale of the scheme of Enhancement is therefore a direct result of the FBC Ecologist's requirements based on their review of the application as submitted.

This page is intentionally left blank



Notes:

Aerial imagery indicative

No	Date	Drwn	Chkd
Description			
Revision			
Project:			
Highfield Jetty			
Drawing Title:			
Location Plan			

MARINA PROJECTS

Marina Projects Ltd.

The Design Office

Endeavour Quay, Mumby Road, Gosport PO12 1AH.

Tel. +44 (0)23 9252 6688; Fax +44 (0)23 9252 3980

www.marinaprojects.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	08/04/2021		08/04/2021

Scale at A3

As Indicated

Drawing No	Rev.
MP276-00-A-001	

MARINA PROJECTS © COPYRIGHT RESERVED

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

This page is intentionally left blank



Notes:
Aerial imagery indicative

No	Date	Drwn	Chkd
Description			

Revision

Project:
Highfield Jetty

Drawing Title:
**River Access
Footprint & Area of Impact**




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

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

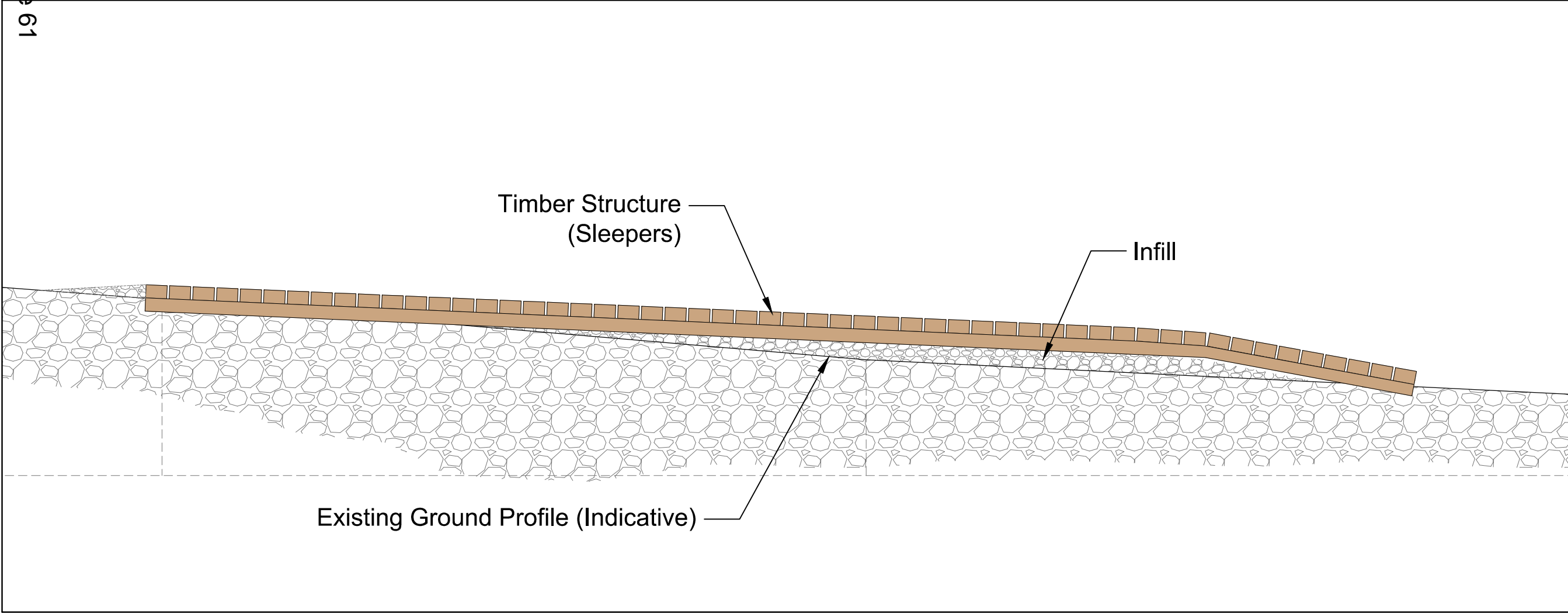
Drawn by	Date	Approved by	Date
DPJ	08/04/2021	AB	08/04/2021

Scale at A3
1/300

Drawing No	Rev.
MP274-00-A-200	

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

This page is intentionally left blank



Notes:
Aerial imagery indicative

No	Date	Drwn	Chkd
Description			

Revision

Project:
Highfield Jetty

Drawing Title:
River Access
'Jetty' Plan & Section



MARINA PROJECTS


Marina Projects Ltd.
The Design Office
Endeavour Quay, Mumby Road, Gosport PO12 1AH.
Tel. +44 (0)23 9252 6688; Fax +44 (0)23 9252 3980
www.marinaprojects.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	08/04/2021	AB	08/04/2021

Scale at A3
1/50

Drawing No	Rev.
MP274-00-A-300	

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

This page is intentionally left blank

This page is intentionally left blank



Intertidal Walkover Survey at Highfield, Lower Swanwick

A Retrospective Preliminary Environmental Assessment

21 JULY 2021

PREPARED FOR	PREPARED BY
Marina Projects Ltd The Design Office Endeavour Quay Mumby Road, Gosport, Hampshire, PO12 1AH, UK	Fathom Ecology Limited 39 Maisemore Gardens, Emsworth, Hampshire, PO10 7JX
www.marinaprojects.com	www.fathom-ecology.com
Phone: +44 (0)23 9252 6688	Phone: 07546510008
Email: alexbenfield@marinaprojects.com	Email: info@fathom-ecology.com

DOCUMENT RELEASE AND AUTHORISATION RECORD	
Job Number	J2021_046_MP_Highfield
Client Name	Marina Projects Ltd
Client Contact	Alex Benfield
Date Draft Issued	19/07/2021
Status	Date Issued
Final	21/07/2021

COPYRIGHT

The copyright and intellectual property (IP) rights in this report is the property of Marina Projects Ltd and with express permission from the client, Fathom Ecology Limited. This document shall not be copied, nor IP infringed, without the express consent of Fathom Ecology Limited.

Table of Contents

1.	Company Background.....	1
2.	Introduction.....	1
2.1.	Scope	1
2.2.	Limitations	1
3.	Methodology	2
3.1.	Background Data Search	2
3.2.	Site Appreciation	2
3.3.	Ecological Context	2
3.4.	Field Survey	2
4.	Results	3
4.1.	Intertidal Mudflats.....	3
4.2.	Saltmarsh.....	4
4.2.1	Pioneer/Low Marsh	4
4.2.2	Middle Marsh	4
4.2.3	High Marsh	5
4.2.4	SACFOR	5
4.3.	Evaluation	7
4.4.	Mitigation	7
5.	Discussion	9
	References	10
6.	Appendix A Phase 1 Habitat Survey	12
7.	Appendix B: Site Photo's	13
8.	Appendix C: Satellite Imagery of the site	31
9.	Appendix D: Historical Photos	34

Figures

Figure 1. Highfield Survey Site (red) in context with the wider area 3

Figure 2. Newly installed coir role to encourage sedimentation and saltmarsh colonisation 8

1. Company Background

Fathom Ecology Limited www.fathom-ecology.com is a small consultancy advising on fit for purpose environmental data for marine and freshwater infrastructure projects. The company provides advice on the assessment of the effects of disturbance on the aquatic environment and on mitigation and compensation measures required in the reduction of risk to both the developer and the environment.

2. Introduction

Fathom Ecology Limited were commissioned to undertake a Preliminary Ecological Appraisal of the intertidal area of land at Highfield, Green Lane, Lower Swanick, Southampton, Hampshire SO31 7DF, Grid reference SU494097. A Preliminary Environmental Report (PEA) is a short form of an Environmental Impact Assessment (EIA), meant for assessing projects with lesser environmental impacts. This PEA was undertaken retrospectively to identify the impacts associated with the jetty development and the means of mitigation. PEA is an important tool for sound decision making and for achieving sustainable development.

The owner of the site is seeking retrospective planning permission for the construction of a small jetty that provides access to the River Hamble from the property. The jetty has been constructed from timber railway sleepers and runs from an area of amenity grassland through saltmarsh and on to intertidal mudflats.

2.1. Scope

The objective of the survey was to assess the impact of the jetty structure on the species and habitats present at the site and to identify opportunities to compensate for any level of impact observed. The survey was undertaken on the 25th of June 2021 by an experienced aquatic ecologist from Fathom Ecology.

- Determine the nature conservation value of the study area.
- To confirm the potential presence/absence of protected and/or notable species of flora and fauna within the study area.
- To identify any other ecological constraints or requirements associated with the development.
- To make recommendations regarding nature conservation enhancements.
- To identify any further survey requirements.

The survey methodology is detailed in Section 3. The survey results are presented in Section 4 and on Phase 1 Habitat Maps in Appendix A, with site photographs provided in Appendix B. Nature conservation value, constraints and enhancement are discussed in Section 5.

2.2. Limitations

The survey was conducted after the installation of the jetty at the site, therefore the assessment of the habitat under the jetty has had to be made using satellite imagery and assumptions based on adjacent habitats observed during the field survey.

3. Methodology

3.1. Background Data Search

A thorough background data search was undertaken to identify any nature conservation sites and /or any relevant protected or notable species within 1 km of the site.

The following sources of information were utilised:

- NBN Gateway (<https://data.nbn.org.uk/>)
- Magic (<https://magic.defra.gov.uk/>)

3.2. Site Appreciation

The site is located on the east bank of the River Hamble approximately 500 m southwest of the M27 and adjacent to the Hamble River Boat Yard, Bridge Road in the Southampton borough of Fareham. The intertidal area of the site lies within the Solent Marine Site (SEMS), one of several European marine sites in the UK which are designated as internationally important sites for their habitats and species.

The site comprises primarily an area of amenity grassland leading down to reed-swamp, saltmarsh and intertidal mudflats of the River Hamble. This report focuses upon the intertidal species and habitats found below the mean high-water mark.

3.3. Ecological Context

The intertidal area of the site lies partially within the internationally protected Solent and Dorset Coast Special Protection Area (SPA) and 100 m from the Solent Maritime Special Area of Conservation (SAC) and 500 m from the Solent and Southampton water SPA and Ramsar site. The site is also within close proximity to the nationally protected Lincegrove and Hacketts Marshes Site of Special Scientific Interest (SSSI) which is approximately 2 km downstream of the Site, Upper Hamble Estuary and Woods SSSI 1 km to the north-east, and a number of Local Nature Reserves (LNR) including Hackett's Marshes LNR 2 km to the south-west, and Swanick Lakes LNR lies approximately 1 km to the north-east.

3.4. Field Survey

An extended Phase 1 Habitat Survey was undertaken focusing on the habitats and species encountered within the intertidal area. The intertidal area is defined here as that below mean high water springs (MHWS). MHWS is the averaged highest level that spring tides reach.

The ecological appraisal follows Phase 1 habitat survey methodology, which uses a habitat classification system developed by the Nature Conservation Council, now Joint Nature Conservation Committee (JNCC, 2003) to map habitats and land-use categories to a 'consistent level and accuracy'. Habitats are mapped using standard colour codes allowing rapid visual assessment of the extent and distribution of different habitat types. Where appropriate, Target Notes were used to highlight potential features of interest.

An extended Phase 1 habitat survey also records provisional signs of protected or notable species and assesses the suitability of the habitats on-site and within the accessible surroundings of the site to support such species.

Every effort was also made to identify invasive non-native species (INNS) though this assessment does not constitute a full Schedule 9 (as listed under the Wildlife & Countryside Act) species survey. The potential for any Schedule 9 species was assessed and any clearly visible species that were encountered were mapped and noted.



Figure 1. Highfield Survey Site (red) in context with the wider area

4. Results

The intertidal habitat at the site comprised of saltmarsh and mudflats. More detail of these interconnected habitats is given below.

4.1. Intertidal Mudflats

The estuarine intertidal mudflat associated with the site of poor quality with much anthropogenic debris (Appendix B), a low species count and abundance (Table 2) and the presence of a non-native algae smothering much of the area (Appendix B).

Despite this, intertidal mudflats are habitats of high ecological value and of principal importance for the conservation of biodiversity in England. Mudflats typically exhibit high productivity for communities and species and provide a link between marine and intertidal habitat for prey species, nutrients and nutrient cycling (e.g. see Blanchard et al., 2001). Accordingly, these habitats have previously been identified under the UK Biodiversity Action Plan as under threat from sea level rise, human disturbance, industrial and domestic housing development and pollution, amongst other factors. Notably, estuarine mudflats are listed as Priority Habitat under UKBAP conservation goals.

The intertidal area at the site consisted of estuarine fine sediments; mud and muddy sand derived from the river Hamble and typical of the most sheltered areas of the coast. The mudflats showed evidence of

bioturbation by oligochaete worms, occasional bivalves (*Tapes* sp), gammarid amphipods and the polychaete worm *Arenicola marina*. Mobile epifauna included *Littorina littorea* and juvenile shore crabs.

The macroalgae *Fucus vesiculosus* and *Ascophyllum nodosum* predominated on rubble, wood and debris on the mudflats and inlet where solid structures were present for their holdfasts to attach. The non-native invasive red algae *Agarphyton (Gracilaria) vermiculophylla* colonised much of the mudflat south of the jetty. This species is known to be highly invasive and a habitat modifier and thus raises ecological and environmental concerns (Gurgel et al 2018). It is thought to have been introduced to Europe on numerous occasions by shipping and the import of Japanese oysters (Kim et al 2012). Studies in the U.S. have shown that saltmarsh habitats where *A.vermiculophylla* is present have significantly different biota with lower species richness and biomass (Zi-Min & Lopez Bautista 2014). This species has been recorded elsewhere in the Solent on saltmarsh and intertidal mudflats including at Gosport Cruising Club (Aqass 2020) and lower down the Hamble estuary (Fathom 2021).

The fauna and flora observed during the course of the survey were considered common for UK coastal waters, and no species of conservation importance were recorded. Nonetheless the common species observed provide a potential food source to transitory species visiting the site including fishes, wildfowl and waders.

4.2. Saltmarsh

The saltmarsh present on site was in fair to moderate condition with a good variety of plant species being recorded. Three distinct vegetative zones were characterised from the strand line to the very low shore.

4.2.1 Pioneer/Low Marsh

The very-low marsh was species poor and dominated by *Salicornia* and *Spartina* which form an equal component of the community. These pioneering saltmarsh species colonise sheltered low energy habitats where sediment has built up above the mean high-water level of neap tides. The plants stabilise sediments, slow water movement and further increase the accretion of sediments until the height of the marsh is only covered by high tides. They form an integral part of the transition from the intertidal mudflats through to the upper salt-meadows. Although the saltmarsh on site is eroding, these secondary pioneer communities appear as a precursor to erosion on the seaward edge of degraded mid-marsh communities. Occasional sea lavender *Limonium vulgare* occurred in the upper low marsh amongst the *Spartina* and *Salicornia*.

4.2.2 Middle Marsh

The mid-marsh community was dominated by sea purslane *A. portulacoides* and Creeping Bent *Agrostis stolonifera*. This was the most diverse of the salt marsh communities on site with common saltmarsh grass *Puccinellia maritima*, sea lavender *Limonium vulgare*, Scurvy grass *Cochlearia spp*, Greater sea spurrey *Spergularia media*, Sea aster *Aster tripolium* and red fescue *Festuca rubra* all occurring within the transition to high marsh. The Mid marsh was eroding and this is evident looking at the google earth pictures of the site over the past decade (Appendix C). The disturbed ground was colonised by the pioneer species discussed above.

4.2.3 High Marsh

A narrow stand of high marsh (<5 m wide) occurred on site on wet level ground seaward of the amenity grassland which marked the boundary between the terrestrial/aquatic zones. The plant community comprised stands of sea club rush *Scripus maritimus*, the mud rush *Juncus jerardi*, creeping bent *Agrostis stolonifera* and a few specimens of orache *Atriplex hastata*. The sea club rush and mud rush dominated the community, with creeping bent occurring landward of the rushes.

4.2.4 SACFOR

A standardised MNCR SACFOR abundance scale (Table 1) was used to analyse the surface community.

Table 1. SACFOR abundance scale used for littoral taxa (NB: table adapted from the 1990 Marine Nature Conservation Recording (MNCR) SACFOR abundance scale referenced within JNCC, 2017).

Abundance		Encrusting & turf species e.g. sponges, barnacles, mussels, seaweeds etc.	Small plant & animals (1-5cm) e.g. worms, anemones, limpets, dogwhelks etc.	Large plants & animals (>5cm) e.g. crabs, starfish, fish etc.
Abbreviation	Definition			
S	Superabundant	80 – 100% cover	>750 per m ²	>100 per m ²
A	Abundant	40 – 80% cover	500 per m ²	75 per m ²
C	Common	20 – 40% cover	100 per m ²	50 per m ²
F	Frequent	10 – 20% cover	50 per m ²	10 per m ²
O	Occasional	5 – 10% cover	10 per m ²	5 per m ²
R	Rare	<5% cover	<5 per m ²	1 per m ²

Table 2. Site description, species list and SACFOR

Waypoint no.	Position WGS84 DD° mm.mmm'		Description of site	Species name	SACFOR
	Longitude	Latitude			
01	50° 53.122'N	001° 17.952'W	Intertidal Mudflat	<i>Arenicola marina</i> <i>Agarophyton vermiculophylla</i> <i>Ascophylum nodosum</i> <i>Blindingia minima</i> <i>Carcinus maenus</i> <i>Fucus vesiculosus</i> <i>Littorina littorea</i> <i>Peringia ulvae</i> <i>Gammarus</i> species	R A C F R C O O R

Waypoint no.	Position WGS84 DD° mm.mmm'		Description of site	Species name	SACFOR
	Longitude	Latitude			
02	50° 53.126'N	001° 17.943'W	Pioneer/Low saltmarsh	<i>Limonium vulgare</i> <i>Salicornia europaea</i> agg <i>Spartina anglica</i>	O A A
03	50° 53.118'N	001° 17.926'W	Mid Saltmarsh	<i>Aster tripolim</i> <i>Atriplex portulacoides</i> <i>Cochlearia</i> spp. <i>Limonium vulgare</i> <i>Puccinellia maritima</i> <i>Spergularia media</i> <i>Triglochim maritima</i>	R A R O A R O
04	50° 53.116'N	001° 17.914'W	High Saltmarsh	<i>Agrostis stolonifera</i> <i>Atriplex hastata</i> <i>Juncus jerardi</i> <i>Scripus maritimus</i>	C R A S

The mudflat at the site was in poor condition, with much riprap and debris including old tyres, anodes, corrugated roofing panels, pipe work, timbers, concrete slabs, old carpet, cardboard and litter (Appendix B). Biodiversity at the site was low and consisted of a small number of common species at low abundance (Section 4.2.4). The mudflat supports communities that, in terms of species composition, may be considered typical of sheltered harbours and estuaries throughout the Solent. The fucoids *Fucus vesiculosus* and *Ascophyllum nodosum* are typical of sheltered shores and mudflats where debris occur on which their holdfasts can attach. The green algae *Blidingia minima* is typical of nutrient rich waters and is observed over much of the nitrate vulnerable Solent. The invasive non-native seaweed *Agarophyton vermiculophylla* was also abundant at the site. Epifauna included the wrinkle *Littorina littorea*, shore crab *Carcinus maenas* and *Gammarus species* (likely locusta) and infauna included oligochaete worms and lug worms *Arenicola marina*. These species are widespread in their distribution and are not species of conservation concern.

The saltmarsh at the site was in fair condition but showed signs of erosion of the mid marsh communities. As the mid marsh erodes it reverts to low marsh and pioneer assemblages of *Salicornia* and *Spartina* which colonise the sediments as they are re-deposited. This is characteristic of coastal squeeze where typically the high and mid marsh communities are eventually drowned, and the saltmarsh reverts to mudflat or contains pools of standing water. This process is referred to as habitat 'rollover' (Allen, 2000) and has resulted in the loss of some mid-upper saltmarsh and contributes to the deterioration of the saltmarsh at the site.

4.3. Evaluation

A jetty of 23.1m² was constructed at Highfield, Green Lane, Lower Swanick, Southampton, Hampshire SO31 7DF, Grid reference SU494097. The jetty was installed prior to receiving planning permission and lies partially within the Solent and Dorset Coast SPA and adjacent to the Solent Maritime SAC.

An estimated 6.6 m² of intertidal habitat has been lost as a result of the jetty construction, with an estimated 5.6 m² of this being intertidal mudflat lost and a further 1 m² being the mid-marsh vegetation community dominated by sea purslane *A. portulacoides* and saltmarsh grass *P. maritima*.

The remaining 16.5 m² of the jetty was positioned above the mean high-water mark in the zone dominated by high marsh vegetation. Whilst this vegetation is present on both sides of the jetty currently, it is acknowledged that the jetty was positioned on a path which gave historical access to the river, the path being well trodden and made up of rip rap and other debris. As such it is likely that the actual area of sea club rush *S.maritimus*, creeping bent *A. stolonifera* and mud rush *J. gerardi* that was lost is less than the figure given here.

Thus, whilst it is clear that some small-scale loss of habitat has occurred beneath the jetty, this is considered to be negligible in relation to the area of the intertidal zone of the Hamble estuary. The magnitude of the effect is therefore considered to be low. The species observed are widely dispersed across the Hamble estuary and throughout the Solent. Taking these factors into account, the impact of the small-scale loss from the jetty to the intertidal mudflats and saltmarsh is considered to be minor adverse.

This conclusion is further backed up by Natural England, who had no objection to the jetty, stating it will not have a significant adverse impact upon the designated sites of the Solent and Dorset SPA and the adjacent Solent Maritime SAC. They provided the following justification for this decision:

- *“The Solent and Dorset Coast SPA is designated for the presence of foraging terns and supporting water column habitat. While the development falls partially within the SPA. It is located at the landward edge of a shallow intertidal creek and outside the main water column. The development will lead to a small loss of intertidal mud habitat within the SPA, however this is not a designated SPA supporting habitat. The proposed development will not interact with any of the SPA features and as such no likely significant effect is anticipated.”*
- *“The proposed development is located within 100m of the Solent Maritime SAC however no impact pathway has been identified between the development and the SAC; as such no likely significant effect is anticipated.”*

Despite Natural England’s conclusion, it is acknowledged that significant effects to the European Protected Sites cannot be ruled out. The following section provides advice to mitigate, restore and enhance the intertidal habitat at the site.

4.4. Mitigation

Given that the saltmarsh on site shows signs of erosion, likely the result of coastal squeeze and sea level rise, every effort should be made to further prevent loss of the vulnerable saltmarsh habitat.

To mitigate for any loss or alteration of habitat at the site, it is proposed that:

- An environmentally sensitive clean up of the intertidal mudflat is carried out to remove debris, litter and rip rap from the site.
- A small-scale saltmarsh restoration scheme is recommended to reduce erosion, encourage sedimentation and improve the chance of colonisation by saltmarsh plants going forward.

It is noted that the jetty is currently used for paddle board and kayaking activities. If in future the jetty is to be used by small motor vessels, then it is recommended that:

- sustainable sediment retention structures are trailed to prevent prop wash and erosion of the intertidal mudflat. These can be sourced from <https://www.bese-products.com/article/saltmarsh-restoration/>

The proposed saltmarsh restoration scheme would entail placing coir roles (Figure 3) and wicker fencing around the edges of the low and mid marsh saltmarsh on site. These structures would prevent further erosion of the existing saltmarsh at the site and enhance sediment accretion encouraging pioneer saltmarsh vegetation and managing algal mats thus providing new habitat above the MHWN's. The active transfer of *Spartina* / *Salicornia* (spp) from within the creek is encouraged (with correct permissions from NE in place) with ongoing ecological monitoring 12 months after establishment.

Lessons could be learned from the successes and failures of the restoration efforts which would be written up and given to the Hamble Harbour Authority so future efforts would improve the chances of saltmarsh restoration success elsewhere in the estuary.



Figure 2. Newly installed coir role to encourage sedimentation and saltmarsh colonisation

If successful, the mitigation will:

- Prevent further erosion of the saltmarsh

- Encourage inter-tidal and saltmarsh areas to develop (NB: it will not be possible to precisely predict the balance of saltmarsh and mudflat in a dynamic coastal system)
- Enable saltmarsh plants to colonise more stable higher areas of the intertidal
- Promote biodiversity allowing settlement by marine invertebrates which will act as a food source for birds, fish and other taxa.

5. Discussion

The habitats within the intertidal survey area at the proposed development site directly contribute to the value and status of the Solent Maritime SPA and adjacent SAC. The development of the jetty has resulted in some minor adverse effects on the integrity of the intertidal habitats at the site. These can be mitigated and there is the potential to increase the saltmarsh cover and biodiversity at the site if restoration recommendations are followed.

Given the importance of the Hamble Estuary to waterbirds, fish communities, interstitial and epibenthic fauna, protection of the intertidal mudflats and saltmarsh should be built retrospectively into the design of any activities in the intertidal area. This will help safeguard the vegetation, invertebrates, fish, and birdlife that utilise the site.

Conserving, enhancing and managing the intertidal mudflat and saltmarsh habitats at the site would benefit:

- Fish stocks by protecting their nursery habitat;
- Support the SPA and SAC designated features;
- Protect a locally and nationally depleting saltmarsh habitat; and
- Provide wider environmental benefits by maintaining a healthy ecosystem and associated ecosystem services.

Restoration is becoming a vital tool to counteract coastal ecosystem degradation Temmink et al (2020) and would likely mitigate any negative impacts from the construction of the jetty.

References

- Adnit C., Brew, D., Cottle, R., Hardwick, M., John S., Legget D., McNulty S., Meakins N and Staniland R. (2007) Saltmarsh management manuel, Joint Defra / Environment Agency Flood and Coastal Erosion Risk Management and R&D Programme. R&D Technical Report SC030220. Product Code: SCHO0307BMKH-E-P.
- Allen, J.R.L. (2000) Morphodynamics of Holocene salt marshes: a review sketch from the Atlantic and Southern North Sea coasts of Europe. *Quaternary Science Reviews*, 19, 1155-1231.
- Arbtech (2019a) Ecological Walkover to inform Appropriate Assessment, 9th April 2019, BPMS-210323-Caseid-340673-2.
- Arbtech (2019b) Report to inform Appropriate Assessment, 9th April 2019, BPMS-210323 Caseid-340673-2.
- Attrill M.J., Bilton D.T., Rowden A.A., Rundle S.D. & Thomas R.M. (1999) The impact of encroachment and bankside development on the habitat complexity and supralittoral invertebrate communities of the Thames Estuary foreshore. *Aquatic Conservation – Marine and Freshwater Ecosystems* 9, 237–247.
- Arbtech (2019a) Ecological Walkover to inform Appropriate Assessment, 9th April 2019, BPMS-210323-Caseid-340673-2.
- Barne, J.H., Robson, C.F., Kaznowska, S.S., Doody, J.P., & Davidson, N.C., eds. (1996). *Coasts and seas of the United Kingdom. Region 9 Southern England: Hayling Island to Lyme Regis*. Peterborough, Joint Nature Conservation Committee (Coastal Directories Series).
- Blanchard, G.F., Guarini, J-M., Orvain, F. and Sauriau, P-G. (2001). Dynamic behaviour of benthic microalgal biomass in intertidal mudflats. *Journal of Experimental Marine Biology and Ecology*, 264, 85-100.
- Connor, D. W., Allen, J. H., Golding, N., Howell, K. L., Lieberknecht, L. M., Nothorn, K. O. and Reker, J. B. (2004). The Marine Habitat Classification for Britain and Ireland Version 04.05. Joint Nature Conservation Committee.
- Davies, J., Baxter, J., Bradley, M., Connor, D., Khan, J., Murray, E., Sanderson, W., Turnbull, C. and Vincent, M. (2001). Marine Monitoring Handbook. UK Marine SACs Project, Joint Nature Conservation Committee.
- Environment Agency (2021) Achieving Net Zero. A review of the evidence behind potential carbon offsetting approaches. May 29 2021, Version 7 (FRS19212).
- Foster N.M., Hudson, M.D., Bray, S & Nicholls, R.J. (2014). Intertidal mudflat and saltmarsh conservation and sustainable use in the UK: A review. *Journal of Environmental Management* 126, 96-104.
- Gov.Uk (2020) Solent and Southampton Water FactSheet (2021).
<https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment...>
- Gurgel, C.F.D., Norris, J.N., Schmidt, W.E., Le, H.N & Fredericq, S. (2018). Systematics of the Gracillariales (Rhodophyta) including new subfamilies, tribes, sub-genera, and two new genera, Agarophyton gen.nov

and *Crassa* gen.nov. Phytotaxa 374 (1): 1-23. Joint Nature Conservation Committee (2010). The Handbook for Phase 1 habitat survey. Joint Nature Conservation Committee.

JNCC [Joint Nature Conservation Committee](2004^a). Common Standards Monitoring Guidance for Estuaries Version August 2004 <http://data.jncc.gov.uk/data/9b4bff32-b2b1-4059-aa00-bb57d747db23/CSM-Estuaries-2004.pdf> [Accessed 16th July, 2020].

JNCC [Joint Nature Conservation Committee] (2010). Handbook for Phase 1 habitat survey – a technique for environmental audit. http://jncc.defra.gov.uk/PDF/pub10_handbookforphase1habitatsurvey.pdf [Accessed 16th July 2020].

Kelleway J (2006) Ecological impacts of recreational vehicle use on saltmarshes of the Georges River, Sydney. Wetlands (Australia) 22(2):52–66.

Kim, J.K., Kotvun, K., Yarish, C., (2012) Tolerance to hypo-osmotic stress and low temperature determines the spread of non-indigenous *Gracilaria vermiculophylla*. Journal of Phycology 48: S46.

King, S.E. & J.N. Lester (1995) The value of saltmarsh as a sea defence. Marine Pollution Bulletin. Vol 30 (3): 180-189.

Logan, J., Voss, S. & Ford, K. (2014) Shading Impacts of Small docks and Peirs on Salt Marsh Vegetation in Massachusetts Estuaries. Marine Biological Laboratory, Woods Hole.

Natural England (2014) Site Improvement Plan: Solent
<http://publications.naturalengland.org.uk/publication/4692013588938752>

Sanger, D. M., Holland, A. F., and Gainey, C. (2004). Cumulative impacts of dock shading on *Spartina alterniflora* in South Carolina estuaries. Environmental Management. 33, 741–748.

Temmink, R.J.M., Christianen, M.J.A., Fivash, G.S. et al. Mimicry of emergent traits amplifies coastal restoration success. Nat Commun 11, 3668 (2020). <https://doi.org/10.1038/s41467-020-17438-4>

Zi-Min, H., Lopez-Bautista, J. (2014) Adaptation mechanisms and ecological consequences of seaweed invasions: a review case of agarophyte *Gracilaria vermiculophylla*. Biological Invasions 16:967-976.

6. Appendix A Phase 1 Habitat Survey



7. Appendix B: Site Photo's



Photo 1

Image File: HamblePhoto_2.jpg [IMG_20160506_124617]

Description: Jetty leading from site to Hamble estuary.

Direction: West from site Photo 1



Photo 1

Image File: HamblePhoto_2.jpg [IMG_20160506_124617]

Description: Intertidal mudflat showing debris, brown algae and saltmarsh either side of the inlet.

Direction: West from site [Photo 2](#)



Photo 3

Image File: 1462528979348.jpg

Description: Jetty showing access to intertidal.

Direction: East



Photo 4

Image File: 1462529282110.jpg

Description: Eroding mid marsh community and debris on the intertidal

Direction: North



Photo 5

Image File: 1462531997181.jpg

Description: Debris littering mudflats at the site

Direction: East



Photo 6

Image File: 1462529497515.jpg

Description: Debris and saltmarsh showing adjacent boatyard

Direction: south-east



Photo 7

Image File: 1462529733431.jpg

Description: intertidal mudflat with *Fucus vesiculosus* and invasive non native *Agarphyton (Gracilaria) vermiculophylla*.

Direction: North-east



Photo 8

Image File: 1462530141790.jpg

Description: Eroding mid marsh with sea purslane and green algae *Blindingia minima* and historical timber posts on mudflat.

Direction: west



Photo 9

Image File: 1462532909518.jpg

Description: Evidence of gulls/wildfowl on site

Direction: N/A



Photo 10

Image File: 1462533003061.jpg

Description: Saltmarsh with pioneer/low marsh in foreground, mid marsh in centre and high marsh visible as long grass in line with fence post on right of picture. Posts on left mark boundary of site.

Direction: East



Photo 11

Image File: 1462533068580.jpg

Description: Pioneer/low marsh with *Spartina*, *Salicornia* and some *Limonium vulgare* to left of picture.

Direction: West



Photo 12

Image File: 1462533328194.jpg

Description: Midmarsh community with *Atriplex portulacoides*, *Puccinellia maritima* and sea lavender *L.vulgare*.

Direction: N/A



Photo 13

Image File: IMG_20160506.jpg
Description: Debris on mid marsh
Direction: N/A



Photo 14

Image File: IMG_20160506.jpg

Description: High marsh with *Scripus maritimus*

Direction: East



Photo 15

Image File: IMG_20160506.jpg

Description: High marsh community with *Juncus gerardi* in foreground and *Scripus maritimus* behind

Direction: South



Photo 16

Image File: IMG_20160506.jpg

Description: Sunken barge in saltmarsh

Direction: East



Photo 17

Image File: IMG_20160506.jpg

Description: Edge of jetty showing railway sleepers, hardstanding beneath and high marsh

Direction: North



Photo 18

Image File: IMG_20160506.jpg

Description: Jetty from garden at site

Direction: East

8. Appendix C: Satellite Imagery of the site



1999: Little or no visible access to the river from the site.



<p>2005: A path, pontoon or jetty clearly visible at the site.</p>  <p>© 2021 Infoterra Ltd & Bluesky</p>
<p>2007: Jetty, path or pontoon removed</p>
 <p>2015: No obvious access to the river</p>

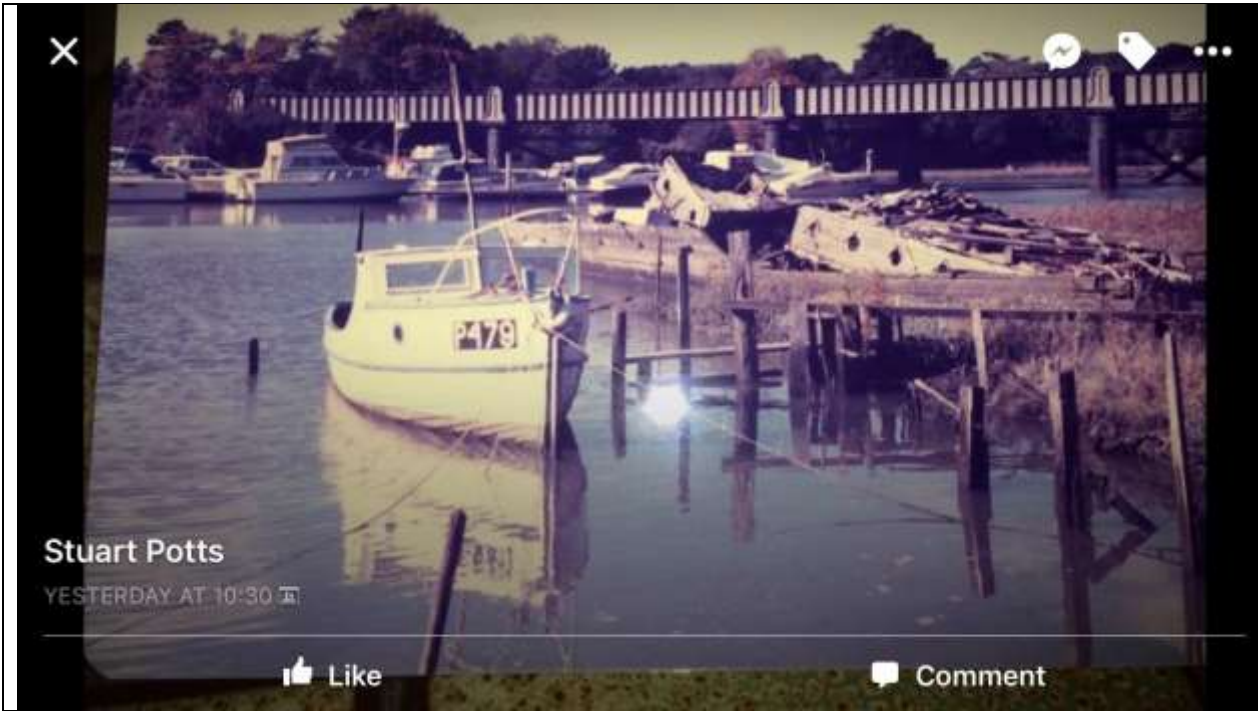


2018: Area of hardstanding visible covering an area of approximately 23 m²

9. Appendix D: Historical Photos



2020 prior to construction of jetty. Hard standing is visible on which jetty was placed



Site in late 1970's or early 1980's at high tide. The barge now subsumed by saltmarsh visible on saltmarsh.



Site in late 1970's or early 1980's at low tide

This page is intentionally left blank



Intertidal Walkover Survey at Highfield, Lower Swanwick

A Retrospective Preliminary Environmental Assessment

21 JULY 2021

PREPARED FOR	PREPARED BY
Marina Projects Ltd The Design Office Endeavour Quay Mumby Road, Gosport, Hampshire, PO12 1AH, UK	Fathom Ecology Limited 39 Maisemore Gardens, Emsworth, Hampshire, PO10 7JX
www.marinaprojects.com	www.fathom-ecology.com
Phone: +44 (0)23 9252 6688 Email: alexbenfield@marinaprojects.com	Phone: 07546510008 Email: info@fathom-ecology.com

DOCUMENT RELEASE AND AUTHORISATION RECORD	
Job Number	J2021_046_MP_Highfield
Client Name	Marina Projects Ltd
Client Contact	Alex Benfield
Date Draft Issued	19/07/2021
Status	Date Issued
Final	21/07/2021

COPYRIGHT

The copyright and intellectual property (IP) rights in this report is the property of Marina Projects Ltd and with express permission from the client, Fathom Ecology Limited. This document shall not be copied, nor IP infringed, without the express consent of Fathom Ecology Limited.

Table of Contents

1. Company Background.....	1
2. Introduction.....	1
2.1. Scope	1
2.2. Limitations	1
3. Methodology	2
3.1. Background Data Search	2
3.2. Site Appreciation	2
3.3. Ecological Context	2
3.4. Field Survey	2
4. Results	3
4.1. Intertidal Mudflats.....	3
4.2. Saltmarsh.....	4
4.2.1 Pioneer/Low Marsh	4
4.2.2 Middle Marsh	4
4.2.3 High Marsh	5
4.2.4 SACFOR	5
4.3. Evaluation	7
4.4. Mitigation	7
5. Discussion	9
References	10
6. Appendix A Phase 1 Habitat Survey	12
7. Appendix B: Site Photo's	13
8. Appendix C: Satellite Imagery of the site	31
9. Appendix D: Historical Photos	34

Figures

Figure 1. Highfield Survey Site (red) in context with the wider area 3

Figure 2. Newly installed coir role to encourage sedimentation and saltmarsh colonisation 8

1. Company Background

Fathom Ecology Limited www.fathom-ecology.com is a small consultancy advising on fit for purpose environmental data for marine and freshwater infrastructure projects. The company provides advice on the assessment of the effects of disturbance on the aquatic environment and on mitigation and compensation measures required in the reduction of risk to both the developer and the environment.

2. Introduction

Fathom Ecology Limited were commissioned to undertake a Preliminary Ecological Appraisal of the intertidal area of land at Highfield, Green Lane, Lower Swanick, Southampton, Hampshire SO31 7DF, Grid reference SU494097. A Preliminary Environmental Report (PEA) is a short form of an Environmental Impact Assessment (EIA), meant for assessing projects with lesser environmental impacts. This PEA was undertaken retrospectively to identify the impacts associated with the jetty development and the means of mitigation. PEA is an important tool for sound decision making and for achieving sustainable development.

The owner of the site is seeking retrospective planning permission for the construction of a small jetty that provides access to the River Hamble from the property. The jetty has been constructed from timber railway sleepers and runs from an area of amenity grassland through saltmarsh and on to intertidal mudflats.

2.1. Scope

The objective of the survey was to assess the impact of the jetty structure on the species and habitats present at the site and to identify opportunities to compensate for any level of impact observed. The survey was undertaken on the 25th of June 2021 by an experienced aquatic ecologist from Fathom Ecology.

- Determine the nature conservation value of the study area.
- To confirm the potential presence/absence of protected and/or notable species of flora and fauna within the study area.
- To identify any other ecological constraints or requirements associated with the development.
- To make recommendations regarding nature conservation enhancements.
- To identify any further survey requirements.

The survey methodology is detailed in Section 3. The survey results are presented in Section 4 and on Phase 1 Habitat Maps in Appendix A, with site photographs provided in Appendix B. Nature conservation value, constraints and enhancement are discussed in Section 5.

2.2. Limitations

The survey was conducted after the installation of the jetty at the site, therefore the assessment of the habitat under the jetty has had to be made using satellite imagery and assumptions based on adjacent habitats observed during the field survey.

3. Methodology

3.1. Background Data Search

A thorough background data search was undertaken to identify any nature conservation sites and /or any relevant protected or notable species within 1 km of the site.

The following sources of information were utilised:

- NBN Gateway (<https://data.nbn.org.uk/>)
- Magic (<https://magic.defra.gov.uk/>)

3.2. Site Appreciation

The site is located on the east bank of the River Hamble approximately 500 m southwest of the M27 and adjacent to the Hamble River Boat Yard, Bridge Road in the Southampton borough of Fareham. The intertidal area of the site lies within the Solent Marine Site (SEMS), one of several European marine sites in the UK which are designated as internationally important sites for their habitats and species.

The site comprises primarily an area of amenity grassland leading down to reed-swamp, saltmarsh and intertidal mudflats of the River Hamble. This report focuses upon the intertidal species and habitats found below the mean high-water mark.

3.3. Ecological Context

The intertidal area of the site lies partially within the internationally protected Solent and Dorset Coast Special Protection Area (SPA) and 100 m from the Solent Maritime Special Area of Conservation (SAC) and 500 m from the Solent and Southampton water SPA and Ramsar site. The site is also within close proximity to the nationally protected Lincegrove and Hacketts Marshes Site of Special Scientific Interest (SSSI) which is approximately 2 km downstream of the Site, Upper Hamble Estuary and Woods SSSI 1 km to the north-east, and a number of Local Nature Reserves (LNR) including Hackett's Marshes LNR 2 km to the south-west, and Swanick Lakes LNR lies approximately 1 km to the north-east.

3.4. Field Survey

An extended Phase 1 Habitat Survey was undertaken focusing on the habitats and species encountered within the intertidal area. The intertidal area is defined here as that below mean high water springs (MHWS). MHWS is the averaged highest level that spring tides reach.

The ecological appraisal follows Phase 1 habitat survey methodology, which uses a habitat classification system developed by the Nature Conservation Council, now Joint Nature Conservation Committee (JNCC, 2003) to map habitats and land-use categories to a 'consistent level and accuracy'. Habitats are mapped using standard colour codes allowing rapid visual assessment of the extent and distribution of different habitat types. Where appropriate, Target Notes were used to highlight potential features of interest.

An extended Phase 1 habitat survey also records provisional signs of protected or notable species and assesses the suitability of the habitats on-site and within the accessible surroundings of the site to support such species.

Every effort was also made to identify invasive non-native species (INNS) though this assessment does not constitute a full Schedule 9 (as listed under the Wildlife & Countryside Act) species survey. The potential for any Schedule 9 species was assessed and any clearly visible species that were encountered were mapped and noted.



Figure 1. Highfield Survey Site (red) in context with the wider area

4. Results

The intertidal habitat at the site comprised of saltmarsh and mudflats. More detail of these interconnected habitats is given below.

4.1. Intertidal Mudflats

The estuarine intertidal mudflat associated with the site of poor quality with much anthropogenic debris (Appendix B), a low species count and abundance (Table 2) and the presence of a non-native algae smothering much of the area (Appendix B).

Despite this, intertidal mudflats are habitats of high ecological value and of principal importance for the conservation of biodiversity in England. Mudflats typically exhibit high productivity for communities and species and provide a link between marine and intertidal habitat for prey species, nutrients and nutrient cycling (e.g. see Blanchard et al., 2001). Accordingly, these habitats have previously been identified under the UK Biodiversity Action Plan as under threat from sea level rise, human disturbance, industrial and domestic housing development and pollution, amongst other factors. Notably, estuarine mudflats are listed as Priority Habitat under UKBAP conservation goals.

The intertidal area at the site consisted of estuarine fine sediments; mud and muddy sand derived from the river Hamble and typical of the most sheltered areas of the coast. The mudflats showed evidence of

bioturbation by oligochaete worms, occasional bivalves (*Tapes* sp), gammarid amphipods and the polychaete worm *Arenicola marina*. Mobile epifauna included *Littorina littorea* and juvenile shore crabs.

The macroalgae *Fucus vesiculosus* and *Ascophyllum nodosum* predominated on rubble, wood and debris on the mudflats and inlet where solid structures were present for their holdfasts to attach. The non-native invasive red algae *Agarphyton (Gracilaria) vermiculophylla* colonised much of the mudflat south of the jetty. This species is known to be highly invasive and a habitat modifier and thus raises ecological and environmental concerns (Gurgel et al 2018). It is thought to have been introduced to Europe on numerous occasions by shipping and the import of Japanese oysters (Kim et al 2012). Studies in the U.S. have shown that saltmarsh habitats where *A.vermiculophylla* is present have significantly different biota with lower species richness and biomass (Zi-Min & Lopez Bautista 2014). This species has been recorded elsewhere in the Solent on saltmarsh and intertidal mudflats including at Gosport Cruising Club (Aqass 2020) and lower down the Hamble estuary (Fathom 2021).

The fauna and flora observed during the course of the survey were considered common for UK coastal waters, and no species of conservation importance were recorded. Nonetheless the common species observed provide a potential food source to transitory species visiting the site including fishes, wildfowl and waders.

4.2. Saltmarsh

The saltmarsh present on site was in fair to moderate condition with a good variety of plant species being recorded. Three distinct vegetative zones were characterised from the strand line to the very low shore.

4.2.1 Pioneer/Low Marsh

The very-low marsh was species poor and dominated by *Salicornia* and *Spartina* which form an equal component of the community. These pioneering saltmarsh species colonise sheltered low energy habitats where sediment has built up above the mean high-water level of neap tides. The plants stabilise sediments, slow water movement and further increase the accretion of sediments until the height of the marsh is only covered by high tides. They form an integral part of the transition from the intertidal mudflats through to the upper salt-meadows. Although the saltmarsh on site is eroding, these secondary pioneer communities appear as a precursor to erosion on the seaward edge of degraded mid-marsh communities. Occasional sea lavender *Limonium vulgare* occurred in the upper low marsh amongst the *Spartina* and *Salicornia*.

4.2.2 Middle Marsh

The mid-marsh community was dominated by sea purslane *A. portulacoides* and Creeping Bent *Agrostis stolonifera*. This was the most diverse of the salt marsh communities on site with common saltmarsh grass *Puccinellia maritima*, sea lavender *Limonium vulgare*, Scurvy grass *Cochlearia spp*, Greater sea spurrey *Spergularia media*, Sea aster *Aster tripolium* and red fescue *Festuca rubra* all occurring within the transition to high marsh. The Mid marsh was eroding and this is evident looking at the google earth pictures of the site over the past decade (Appendix C). The disturbed ground was colonised by the pioneer species discussed above.

4.2.3 High Marsh

A narrow stand of high marsh (<5 m wide) occurred on site on wet level ground seaward of the amenity grassland which marked the boundary between the terrestrial/aquatic zones. The plant community comprised stands of sea club rush *Scripus maritimus*, the mud rush *Juncus jerardi*, creeping bent *Agrostis stolonifera* and a few specimens of orache *Atriplex hastata*. The sea club rush and mud rush dominated the community, with creeping bent occurring landward of the rushes.

4.2.4 SACFOR

A standardised MNCR SACFOR abundance scale (Table 1) was used to analyse the surface community.

Table 1. SACFOR abundance scale used for littoral taxa (NB: table adapted from the 1990 Marine Nature Conservation Recording (MNCR) SACFOR abundance scale referenced within JNCC, 2017).

Abundance		Encrusting & turf species e.g. sponges, barnacles, mussels, seaweeds etc.	Small plant & animals (1-5cm) e.g. worms, anemones, limpets, dogwhelks etc.	Large plants & animals (>5cm) e.g. crabs, starfish, fish etc.
Abbreviation	Definition			
S	Superabundant	80 – 100% cover	>750 per m ²	>100 per m ²
A	Abundant	40 – 80% cover	500 per m ²	75 per m ²
C	Common	20 – 40% cover	100 per m ²	50 per m ²
F	Frequent	10 – 20% cover	50 per m ²	10 per m ²
O	Occasional	5 – 10% cover	10 per m ²	5 per m ²
R	Rare	<5% cover	<5 per m ²	1 per m ²

Table 2. Site description, species list and SACFOR

Waypoint no.	Position WGS84 DD° mm.mmm'		Description of site	Species name	SACFOR
	Longitude	Latitude			
01	50° 53.122'N	001° 17.952'W	Intertidal Mudflat	<i>Arenicola marina</i> <i>Agarophyton vermiculophylla</i> <i>Ascophylum nodosum</i> <i>Blindingia minima</i> <i>Carcinus maenus</i> <i>Fucus vesiculosus</i> <i>Littorina littorea</i> <i>Peringia ulvae</i> <i>Gammarus</i> species	R A C F R C O O R

Waypoint no.	Position WGS84 DD° mm.mmm'		Description of site	Species name	SACFOR
	Longitude	Latitude			
02	50° 53.126'N	001° 17.943'W	Pioneer/Low saltmarsh	<i>Limonium vulgare</i> <i>Salicornia europaea</i> agg <i>Spartina anglica</i>	O A A
03	50° 53.118'N	001° 17.926'W	Mid Saltmarsh	<i>Aster tripolim</i> <i>Atriplex portulacoides</i> <i>Cochlearia</i> spp. <i>Limonium vulgare</i> <i>Puccinellia maritima</i> <i>Spergularia media</i> <i>Triglochim maritima</i>	R A R O A R O
04	50° 53.116'N	001° 17.914'W	High Saltmarsh	<i>Agrostis stolonifera</i> <i>Atriplex hastata</i> <i>Juncus jerardi</i> <i>Scripus maritimus</i>	C R A S

The mudflat at the site was in poor condition, with much riprap and debris including old tyres, anodes, corrugated roofing panels, pipe work, timbers, concrete slabs, old carpet, cardboard and litter (Appendix B). Biodiversity at the site was low and consisted of a small number of common species at low abundance (Section 4.2.4). The mudflat supports communities that, in terms of species composition, may be considered typical of sheltered harbours and estuaries throughout the Solent. The fucoids *Fucus vesiculosus* and *Ascophyllum nodosum* are typical of sheltered shores and mudflats where debris occur on which their holdfasts can attach. The green algae *Blidingia minima* is typical of nutrient rich waters and is observed over much of the nitrate vulnerable Solent. The invasive non-native seaweed *Agarophyton vermiculophylla* was also abundant at the site. Epifauna included the wrinkle *Littorina littorea*, shore crab *Carcinus maenas* and *Gammarus species* (likely locusta) and infauna included oligochaete worms and lug worms *Arenicola marina*. These species are widespread in their distribution and are not species of conservation concern.

The saltmarsh at the site was in fair condition but showed signs of erosion of the mid marsh communities. As the mid marsh erodes it reverts to low marsh and pioneer assemblages of *Salicornia* and *Spartina* which colonise the sediments as they are re-deposited. This is characteristic of coastal squeeze where typically the high and mid marsh communities are eventually drowned, and the saltmarsh reverts to mudflat or contains pools of standing water. This process is referred to as habitat 'rollover' (Allen, 2000) and has resulted in the loss of some mid-upper saltmarsh and contributes to the deterioration of the saltmarsh at the site.

4.3. Evaluation

A jetty of 23.1m² was constructed at Highfield, Green Lane, Lower Swanick, Southampton, Hampshire SO31 7DF, Grid reference SU494097. The jetty was installed prior to receiving planning permission and lies partially within the Solent and Dorset Coast SPA and adjacent to the Solent Maritime SAC.

An estimated 6.6 m² of intertidal habitat has been lost as a result of the jetty construction, with an estimated 5.6 m² of this being intertidal mudflat lost and a further 1 m² being the mid-marsh vegetation community dominated by sea purslane *A. portulacoides* and saltmarsh grass *P. maritima*.

The remaining 16.5 m² of the jetty was positioned above the mean high-water mark in the zone dominated by high marsh vegetation. Whilst this vegetation is present on both sides of the jetty currently, it is acknowledged that the jetty was positioned on a path which gave historical access to the river, the path being well trodden and made up of rip rap and other debris. As such it is likely that the actual area of sea club rush *S.maritimus*, creeping bent *A. stolonifera* and mud rush *J. gerardi* that was lost is less than the figure given here.

Thus, whilst it is clear that some small-scale loss of habitat has occurred beneath the jetty, this is considered to be negligible in relation to the area of the intertidal zone of the Hamble estuary. The magnitude of the effect is therefore considered to be low. The species observed are widely dispersed across the Hamble estuary and throughout the Solent. Taking these factors into account, the impact of the small-scale loss from the jetty to the intertidal mudflats and saltmarsh is considered to be minor adverse.

This conclusion is further backed up by Natural England, who had no objection to the jetty, stating it will not have a significant adverse impact upon the designated sites of the Solent and Dorset SPA and the adjacent Solent Maritime SAC. They provided the following justification for this decision:

- *“The Solent and Dorset Coast SPA is designated for the presence of foraging terns and supporting water column habitat. While the development falls partially within the SPA. It is located at the landward edge of a shallow intertidal creek and outside the main water column. The development will lead to a small loss of intertidal mud habitat within the SPA, however this is not a designated SPA supporting habitat. The proposed development will not interact with any of the SPA features and as such no likely significant effect is anticipated.”*
- *“The proposed development is located within 100m of the Solent Maritime SAC however no impact pathway has been identified between the development and the SAC; as such no likely significant effect is anticipated.”*

Despite Natural England’s conclusion, it is acknowledged that significant effects to the European Protected Sites cannot be ruled out. The following section provides advice to mitigate, restore and enhance the intertidal habitat at the site.

4.4. Mitigation

Given that the saltmarsh on site shows signs of erosion, likely the result of coastal squeeze and sea level rise, every effort should be made to further prevent loss of the vulnerable saltmarsh habitat.

To mitigate for any loss or alteration of habitat at the site, it is proposed that:

- An environmentally sensitive clean up of the intertidal mudflat is carried out to remove debris, litter and rip rap from the site.
- A small-scale saltmarsh restoration scheme is recommended to reduce erosion, encourage sedimentation and improve the chance of colonisation by saltmarsh plants going forward.

It is noted that the jetty is currently used for paddle board and kayaking activities. If in future the jetty is to be used by small motor vessels, then it is recommended that:

- sustainable sediment retention structures are trailed to prevent prop wash and erosion of the intertidal mudflat. These can be sourced from <https://www.bese-products.com/article/saltmarsh-restoration/>

The proposed saltmarsh restoration scheme would entail placing coir roles (Figure 3) and wicker fencing around the edges of the low and mid marsh saltmarsh on site. These structures would prevent further erosion of the existing saltmarsh at the site and enhance sediment accretion encouraging pioneer saltmarsh vegetation and managing algal mats thus providing new habitat above the MHWN's. The active transfer of *Spartina* / *Salicornia* (spp) from within the creek is encouraged (with correct permissions from NE in place) with ongoing ecological monitoring 12 months after establishment.

Lessons could be learned from the successes and failures of the restoration efforts which would be written up and given to the Hamble Harbour Authority so future efforts would improve the chances of saltmarsh restoration success elsewhere in the estuary.



Figure 2. Newly installed coir role to encourage sedimentation and saltmarsh colonisation

If successful, the mitigation will:

- Prevent further erosion of the saltmarsh

- Encourage inter-tidal and saltmarsh areas to develop (NB: it will not be possible to precisely predict the balance of saltmarsh and mudflat in a dynamic coastal system)
- Enable saltmarsh plants to colonise more stable higher areas of the intertidal
- Promote biodiversity allowing settlement by marine invertebrates which will act as a food source for birds, fish and other taxa.

5. Discussion

The habitats within the intertidal survey area at the proposed development site directly contribute to the value and status of the Solent Maritime SPA and adjacent SAC. The development of the jetty has resulted in some minor adverse effects on the integrity of the intertidal habitats at the site. These can be mitigated and there is the potential to increase the saltmarsh cover and biodiversity at the site if restoration recommendations are followed.

Given the importance of the Hamble Estuary to waterbirds, fish communities, interstitial and epibenthic fauna, protection of the intertidal mudflats and saltmarsh should be built retrospectively into the design of any activities in the intertidal area. This will help safeguard the vegetation, invertebrates, fish, and birdlife that utilise the site.

Conserving, enhancing and managing the intertidal mudflat and saltmarsh habitats at the site would benefit:

- Fish stocks by protecting their nursery habitat;
- Support the SPA and SAC designated features;
- Protect a locally and nationally depleting saltmarsh habitat; and
- Provide wider environmental benefits by maintaining a healthy ecosystem and associated ecosystem services.

Restoration is becoming a vital tool to counteract coastal ecosystem degradation Temmink et al (2020) and would likely mitigate any negative impacts from the construction of the jetty.

References

- Adnit C., Brew, D., Cottle, R., Hardwick, M., John S., Legget D., McNulty S., Meakins N and Staniland R. (2007) Saltmarsh management manuel, Joint Defra / Environment Agency Flood and Coastal Erosion Risk Management and R&D Programme. R&D Technical Report SC030220. Product Code: SCHO0307BMKH-E-P.
- Allen, J.R.L. (2000) Morphodynamics of Holocene salt marshes: a review sketch from the Atlantic and Southern North Sea coasts of Europe. *Quaternary Science Reviews*, 19, 1155-1231.
- Arbtech (2019a) Ecological Walkover to inform Appropriate Assessment, 9th April 2019, BPMS-210323-Caseid-340673-2.
- Arbtech (2019b) Report to inform Appropriate Assessment, 9th April 2019, BPMS-210323 Caseid-340673-2.
- Attrill M.J., Bilton D.T., Rowden A.A., Rundle S.D. & Thomas R.M. (1999) The impact of encroachment and bankside development on the habitat complexity and supralittoral invertebrate communities of the Thames Estuary foreshore. *Aquatic Conservation – Marine and Freshwater Ecosystems* 9, 237–247.
- Arbtech (2019a) Ecological Walkover to inform Appropriate Assessment, 9th April 2019, BPMS-210323-Caseid-340673-2.
- Barne, J.H., Robson, C.F., Kaznowska, S.S., Doody, J.P., & Davidson, N.C., eds. (1996). *Coasts and seas of the United Kingdom. Region 9 Southern England: Hayling Island to Lyme Regis*. Peterborough, Joint Nature Conservation Committee (Coastal Directories Series).
- Blanchard, G.F., Guarini, J-M., Orvain, F. and Sauriau, P-G. (2001). Dynamic behaviour of benthic microalgal biomass in intertidal mudflats. *Journal of Experimental Marine Biology and Ecology*, 264, 85-100.
- Connor, D. W., Allen, J. H., Golding, N., Howell, K. L., Lieberknecht, L. M., Nothorn, K. O. and Reker, J. B. (2004). The Marine Habitat Classification for Britain and Ireland Version 04.05. Joint Nature Conservation Committee.
- Davies, J., Baxter, J., Bradley, M., Connor, D., Khan, J., Murray, E., Sanderson, W., Turnbull, C. and Vincent, M. (2001). Marine Monitoring Handbook. UK Marine SACs Project, Joint Nature Conservation Committee.
- Environment Agency (2021) Achieving Net Zero. A review of the evidence behind potential carbon offsetting approaches. May 29291, Version 7 (FRS19212).
- Foster N.M., Hudson, M.D., Bray, S & Nicholls, R.J. (2014). Intertidal mudflat and saltmarsh conservation and sustainable use in the UK: A review. *Journal of Environmental Management* 126, 96-104.
- Gov.Uk (2020) Solent and Southampton Water FactSheet (2021).
<https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment...>
- Gurgel, C.F.D., Norris, J.N., Schmidt, W.E., Le, H.N & Fredericq, S. (2018). Systematics of the Gracillariales (Rhodophyta) including new subfamilies, tribes, sub-genera, and two new genera, *Agarophyton* gen.nov

and *Crassa* gen.nov. Phytotaxa 374 (1): 1-23. Joint Nature Conservation Committee (2010). The Handbook for Phase 1 habitat survey. Joint Nature Conservation Committee.

JNCC [Joint Nature Conservation Committee](2004^a). Common Standards Monitoring Guidance for Estuaries Version August 2004 <http://data.jncc.gov.uk/data/9b4bff32-b2b1-4059-aa00-bb57d747db23/CSM-Estuaries-2004.pdf> [Accessed 16th July, 2020].

JNCC [Joint Nature Conservation Committee] (2010). Handbook for Phase 1 habitat survey – a technique for environmental audit. http://jncc.defra.gov.uk/PDF/pub10_handbookforphase1habitatsurvey.pdf [Accessed 16th July 2020].

Kelleway J (2006) Ecological impacts of recreational vehicle use on saltmarshes of the Georges River, Sydney. Wetlands (Australia) 22(2):52–66.

Kim, J.K., Kotvun, K., Yarish, C., (2012) Tolerance to hypo-osmotic stress and low temperature determines the spread of non-indigenous *Gracilaria vermiculophylla*. Journal of Phycology 48: S46.

King, S.E. & J.N. Lester (1995) The value of saltmarsh as a sea defence. Marine Pollution Bulletin. Vol 30 (3): 180-189.

Logan, J., Voss, S. & Ford, K. (2014) Shading Impacts of Small docks and Peirs on Salt Marsh Vegetation in Massachusetts Estuaries. Marine Biological Laboratory, Woods Hole.

Natural England (2014) Site Improvement Plan: Solent
<http://publications.naturalengland.org.uk/publication/4692013588938752>

Sanger, D. M., Holland, A. F., and Gainey, C. (2004). Cumulative impacts of dock shading on *Spartina alterniflora* in South Carolina estuaries. Environmental Management. 33, 741–748.

Temmink, R.J.M., Christianen, M.J.A., Fivash, G.S. et al. Mimicry of emergent traits amplifies coastal restoration success. Nat Commun 11, 3668 (2020). <https://doi.org/10.1038/s41467-020-17438-4>

Zi-Min, H., Lopez-Bautista, J. (2014) Adaptation mechanisms and ecological consequences of seaweed invasions: a review case of agarophyte *Gracilaria vermiculophylla*. Biological Invasions 16:967-976.



7. Appendix B: Site Photo's



Photo 1

Image File: HamblePhoto_2.jpg [IMG_20160506_124617]

Description: Jetty leading from site to Hamble estuary.

Direction: West from site Photo 1



Photo 1

Image File: HamblePhoto_2.jpg [IMG_20160506_124617]

Description: Intertidal mudflat showing debris, brown algae and saltmarsh either side of the inlet.

Direction: West from site [Photo 2](#)



Photo 3

Image File: 1462528979348.jpg

Description: Jetty showing access to intertidal.

Direction: East



Photo 4

Image File: 1462529282110.jpg

Description: Eroding mid marsh community and debris on the intertidal

Direction: North



Photo 5

Image File: 1462531997181.jpg

Description: Debris littering mudflats at the site

Direction: East



Photo 6

Image File: 1462529497515.jpg

Description: Debris and saltmarsh showing adjacent boatyard

Direction: south-east



Photo 7

Image File: 1462529733431.jpg

Description: intertidal mudflat with *Fucus vesiculosus* and invasive non native *Agarphyton (Gracilaria) vermiculophylla*.

Direction: North-east



Photo 8

Image File: 1462530141790.jpg

Description: Eroding mid marsh with sea purslane and green algae *Blindingia minima* and historical timber posts on mudflat.

Direction: west



Photo 9

Image File: 1462532909518.jpg

Description: Evidence of gulls/wildfowl on site

Direction: N/A



Photo 10

Image File: 1462533003061.jpg

Description: Saltmarsh with pioneer/low marsh in foreground, mid marsh in centre and high marsh visible as long grass in line with fence post on right of picture. Posts on left mark boundary of site.

Direction: East



Photo 11

Image File: 1462533068580.jpg

Description: Pioneer/low marsh with *Spartina*, *Salicornia* and some *Limonium vulgare* to left of picture.

Direction: West



Photo 12

Image File: 1462533328194.jpg

Description: Midmarsh community with *Atriplex portulacoides*, *Puccinellia maritima* and sea lavender *L. vulgare*.

Direction: N/A



Photo 13

Image File: IMG_20160506.jpg
Description: Debris on mid marsh
Direction: N/A



Photo 14

Image File: IMG_20160506.jpg

Description: High marsh with *Scripus maritimus*

Direction: East



Photo 15

Image File: IMG_20160506.jpg

Description: High marsh community with *Juncus gerardi* in foreground and *Scripus maritimus* behind

Direction: South



Photo 16

Image File: IMG_20160506.jpg

Description: Sunken barge in saltmarsh

Direction: East



Photo 17

Image File: IMG_20160506.jpg

Description: Edge of jetty showing railway sleepers, hardstanding beneath and high marsh

Direction: North



Photo 18

Image File: IMG_20160506.jpg

Description: Jetty from garden at site

Direction: East

8. Appendix C: Satellite Imagery of the site



1999: Little or no visible access to the river from the site.



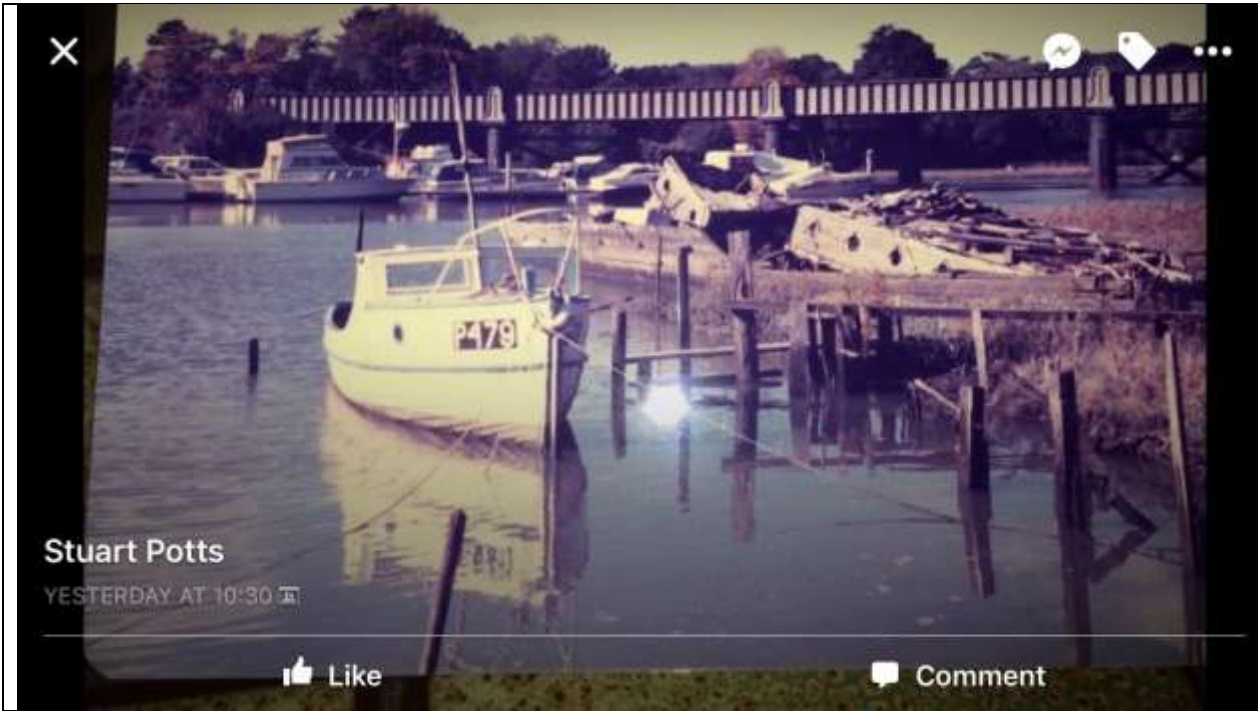
<p>2005: A path, pontoon or jetty clearly visible at the site.</p>  <p>© 2021 Infoterra Ltd & Bluesky</p>
<p>2007: Jetty, path or pontoon removed</p> 
<p>2015: No obvious access to the river</p>



2018: Area of hardstanding visible covering an area of approximately 23 m²

9. Appendix D: Historical Photos





Site in late 1970's or early 1980's at high tide. The barge now subsumed by saltmarsh visible on saltmarsh.



Site in late 1970's or early 1980's at low tide

This page is intentionally left blank

HAMPSHIRE COUNTY COUNCIL

Report

Committee:	River Hamble Harbour Management Committee
Date:	10 June 2022
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

Purpose of this Report

1. The purpose of this report is to analyse the financial position of the River Hamble Harbour Undertaking in order to make a recommendation on any change in Harbour Dues that may be necessary.

Recommendation

2. That the River Hamble Harbour Management Committee supports the recommendation to the River Hamble Harbour Board for the approval of an increase in Harbour Dues of 1% for 2022/23.

Executive Summary

3. The purpose of this paper is to recommend the rate for Harbour Dues for 22/23, based on an analysis of our Asset Review of March 2022 and our Annual Statutory Accounts, already 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. This year, our Asset Review work has revealed likely future volatility in the cost of both raw materials and manufacturing. That work recommended an increase in our contribution from Revenue to the Asset Replacement Reserve (ARR) from £35,000 to £42,000 this year and the adoption of a policy aimed at maintaining a minimum ARR balance of £100,000 at predicted pinch points.
4. The increase in income brought by a resurgence in boating has been welcome. While it is very possible that this heightened level of activity will

continue, there is no certainty. It is against this background that this paper must be considered.

Contextual Information

4. Members will be aware that two papers are taken into account each year when deciding on any potential increase in Harbour Dues. The first, our Asset Review work, was presented to the Board and approved in March. Second, our Annual Accounts have shown how the RHHA has performed in the context of COVID and other pressures upon the boating and wider economy.
5. Our Asset Review work highlighted increasing costs in raw materials and manufacturing and the volatility of markets impacting on Harbour Authority replacement and other costs. In its April meeting, the Harbour Board supported the Management Committee's recommendations that an immediate increase of £7,000 in the contribution from Revenue to the ARR should be made.
6. Our financial position has benefitted from greater than expected Visitors' income this year. This position is in line with that experienced elsewhere in Solent Harbours and a consequence of several factors, among them the post-COVID increase in those wishing to go afloat and the fact that more chose to spend holidays within the UK. It is possible, if uncertain, that this position will continue because other factors may yet influence customers' decision making. The lifting of some travel restrictions may mean that a desire to revisit travel overseas and the wider financial impact of world events are likely to be among factors having a bearing on Harbour Authority income next year. In a constantly changing environment, next year's accounts will give a greater degree of planning confidence in providing an indication of whether the situation witnessed in 2021/2 will continue.
7. Maintaining Harbour Dues at competitive levels which safeguard the Harbour Authority's duty to provide a robust Marine Safety Management Service will be the priority. That the Harbour Authority annual accounts indicate a reasonably strong position after 2021/22 does not necessarily mean that the level of Visitors' income will be sustained over the next year. Nevertheless, the increase in the balance of the Revenue Reserve is welcome and demonstrates the careful balance that must now be struck in being both prudent in uncertain times and, also, in minimising unnecessary impact on Harbour Dues payers. Given the uncertainties outlined in paragraph 6, the requirement to ensure that an increase in our ARR contribution is met and with the possibility that additional pension contributions may be required at the next actuarial round in 2023, a modest 1% increase, generating approximately an additional £5,000 is recommended.

REQUIRED CORPORATE AND 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

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

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

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

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

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

2. Equalities Impact Assessment:

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

HAMPSHIRE COUNTY COUNCIL

Report

Committee:	River Hamble Management Committee
Date:	10 June 2022
Title:	River Hamble Final Accounts 2021/22
Report From:	The Director of Corporate Resources and Director of Culture, Communities and Business Services

Contact name: Jennifer Wadham
Jason Scott

Tel: 03707 798929 **Email:** Jennifer.Wadham@hants.gov.uk
01489 576387 Jason.Scott@hants.gov.uk

Purpose of this Report

1. The primary purpose of this report is to present the final accounts of the Harbour Authority for the year ended 31 March 2022 to the River Hamble Harbour Management Committee for consideration.

Recommendations

2. That this report, the statutory accounts and management accounts be noted by the River Hamble Harbour Management Committee, prior to submission to the River Hamble Harbour Board for approval.
3. That the Committee notes that as at 31 March 2022 the Revenue Reserve has a balance of £73,705, which exceeds the maximum balance set out in the reserves policy by approximately £11,000.
4. That the Committee considers the proposal to transfer the excess within the Revenue Reserve to the Asset Enhancement Reserve and agrees a recommendation for submission to the River Hamble Harbour Board for approval.
5. That the Committee supports the recommended changes to the 2022/23 budget and their submission to the River Hamble Harbour Board for approval.

Executive Summary

6. Under 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. However, these accounts are considered to be exempt from the requirement to be separately audited.
7. The statutory accounts for the year ended 31 March 2022 show a net surplus of £46,406, as detailed in Appendix 1. This is after a depreciation charge of £32,417 and net expenditure on projects that have been funded from reserves totalling £7,480.
8. This report also presents the end of year management accounts, comparing the final outturn position for income and expenditure for the year ended 31 March 2022 against the 2021/22 revised budget (detailed in Appendices 2 and 3).
9. The management accounts show that the Harbour Undertaking returned a net surplus of £64,876 on general revenue activities, enabling the agreed £35,000 contribution to the Asset Replacement Reserve to be made in full and a transfer of the remaining £29,876 to the Revenue Reserve.
10. The outturn position is a £5,876 improvement on the budgeted position, mainly as a result of increased income, partly offset by increased environmental maintenance and planned one-off public jetty expenditure.
11. The balance held in the Revenue Reserve as at 31 March 2022 is £73,705. Under the reserves policy, the Revenue Reserve should hold annual surpluses totalling no more than 10% of the gross revenue expenditure budget, which currently equates to £62,200, £11,505 less than the actual balance. It is proposed that the excess be transferred to the Asset Enhancement Reserve.

Contextual Information - Statutory Accounts

12. 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.
13. 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.
14. The statutory accounts, as detailed in Appendix 1, show a profit for the year of £46,406. This is after a net charge to the accounts relating to depreciation on the assets held of £32,417, and one-off planned expenditure on projects of £7,480 that has been funded from reserves.

2021/22 Outturn

15. The revised budget provided for a surplus on standard revenue activities of £59,000, before the agreed £35,000 contribution to the Asset Replacement Reserve (ARR), with a net surplus of £24,000.
16. The final outturn position, as presented in Appendix 2, is a surplus of £64,876 on standard revenue activities, £5,876 higher than the revised budget. The surplus will be used to fund the agreed £35,000 annual contribution to the ARR, with the remaining £29,876 being transferred to the Revenue Reserve.

Income

17. Total income for 2021/22 was approximately £37,000 higher than budgeted at £718,061.
18. Annual Harbour Dues totalled £572,193, approximately £21,000 higher than budgeted. Whilst there are a number of vacant eight metre moorings with no demand on the waiting list to fill these, income relating to marinas and boatyards was higher than expected due to an increase in dry stack income and marina meterage.
19. A rise in yachting popularity following the relaxation of Covid-19 restrictions has contributed to a £26,000 overachievement of visitor income, with total income for the year of £70,558. Increased income from larger boats staying

longer and demand from boats displaced by dredging also contributed to the overachievement.

20. However, minimal towing income was received for the year as displaced Crown Estate vessels were moored on vacant Crown Estate moorings rather than Harbour Authority moorings, and boat movements were made by vessel owners, and therefore had no associated towing charge, leading to a pressure on this particular income budget.
21. There were also no retail sales during the year, so the small other funding income budget was not met.
22. Interest of £269 was received, with interest paid on the revenue reserve balance held by Hampshire County Council at an average rate of 0.19% to mirror the average Bank of England base rate.

Expenditure

23. Revenue expenditure for the year totalled £653,186, approximately £31,000 higher than budgeted.
24. The overspend primarily relates to one-off planned expenditure on the replacement pump out system and mesh decking at Warsash jetty, and the reconfiguration of the River Hamble Country Park jetty, which have led to a £20,000 budget pressure on public jetties and navigational safety. Additionally, Environmental Maintenance expenditure was almost £9,000 over budget due to the pump out system.
25. Other smaller cost overspends included additional credit card income collection charges within Office Expenses and higher turnover rental charges from the Crown Estate within Premises expenditure, both as a result of the higher levels of income; and higher transport related expenditure due to rising fuel costs.
26. Expenditure savings were made on the Central Department Charges budget, with actual legal support required being lower than budgeted and savings arising from the Harbour Authority meetings being held virtually rather than in-person.
27. 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.

2022/23 Revised Budget

28. The 2022/23 forward budget was approved by the Board at the meeting on 7 January 2022, and the Board subsequently agreed at the meeting on 1 April 2022 to increase the annual ARR contribution from £35,000 to £42,000. This increase is reflected in the revised budget, as shown in appendix 6, which provides for a £37,000 surplus that will be transferred to the ARR, together with a £5,000 draw from the Revenue Reserve to make up the full £42,000 contribution.
29. The planned spend from reserves has also changed since the approval of the forward budget and the Committee is therefore asked to support the following revised budget changes for submission to the Board for approval:
- To remove the £25,000 planned draw from the Asset Enhancement Reserve in 2022/23, as the River Hamble Country Park jetty works were completed in 2021/22 and funded from revenue.
 - To include provision for a £16,000 draw from the Asset Replacement Reserve for anticipated expenditure on replacement boat engines. A further draw is expected for the replacement of at least one longitudinal beam section on Warsash Bridge, but the cost will not be confirmed until quotations have been received later in the year for the works recommended in the engineer's inspection report.
30. Should the increased income levels seen for the 2021/22 financial year continue, this would potentially generate an overachievement against the income budget in the region of £30,000. As income can fluctuate and cost inflation is a current concern, it is not proposed to amend the budget at this time, however, the income levels will need to be kept under close scrutiny to ensure that decisions can be made in a timely manner in relation to the opportunities that any increased income could create.

Reserves

31. 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. An 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 2021/22 this equates to £62,200). 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.

32. On 1 April 2022 the Harbour Board approved the following changes to the reserves policy in relation the Asset Replacement Reserve:
- Increase the annual revenue contribution from £35,000 to £42,000, with future increases linked to the Asset Replacement register reporting agreed in principle.
 - Introduction of a £100,000 minimum Asset Replacement Reserve balance policy to improve future resilience.
33. The total reserves for the River Hamble were £649,196 at 31 March 2022, an increase of £58,431 on the position at the end of 2020/21. The reserves are detailed in Appendix 4
34. The Revenue Reserve increased by £29,876 during the financial year, to £73,705 as at 31 March 2022. Under the reserves policy, the balance on this reserve should be no more than 10% of the gross revenue budget which currently equates to £62,200, £11,505 less than the actual balance. It is proposed that the excess be transferred to the Asset Enhancement Reserve.
35. There was no draw from the Asset Enhancement Reserve during the year.
36. A net amount of £27,520 was transferred to the Asset Replacement Reserve, being the planned annual transfer of £35,000, less a total of £7,480 spent on boat engines and navigation lights.
37. In 2021/22, interest of £1,035 was received on the reserves balances and income received in advance for annual Harbour Dues. Interest was paid at the average agreed rate of 0.19% on all reserve balances.

Conclusion

38. The report highlights the final position for the 2021/22 financial year, which was more favourable than budgeted, and allowed for revenue to fund one-off expenditure on the jetties that would otherwise have been charged to reserves, whilst still generating a surplus.
39. The reserves also remain in a good position and are considered an appropriate level for future anticipated expenditure. The improved financial position for 2021/22 has resulted in the Revenue Reserve balance being higher than expected.
40. The outlook for 2022/23 remains positive and a further favourable revenue surplus is expected. However, an element of caution and uncertainty remains surrounding

sustaining the higher levels of income seen in 2021/22 and thus this has not been adjusted for in the revised budget.

Climate Change Impact Assessment

Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience impacts of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.

Climate Change Adaptation. A full assessment of climate change vulnerability was not completed as no decision is required in respect of this report.

Carbon Mitigation. A full assessment of carbon mitigation vulnerability was not completed as no decision is required in respect of this report.

REQUIRED CORPORATE AND 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

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

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

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

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

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

2. Equalities Impact Assessment:

This report is in accordance with the budget strategy and the County Council's financial management policy. This policy applies equally to all services and ensures consistent financial management decisions across all services. Equality objectives are not considered to be adversely affected by the proposals in this report.

This page is intentionally left blank

River Hamble Harbour Authority

Report of the Board and unaudited financial statements
for the year ended 31 March 2022



River Hamble Harbour Authority
Contents of the Financial Statements
for the period ended 31 March 2022

	Page
Report of the Board	3
Harbour Master's report	5
Accountant's report	7
Income and Expenditure Statement	8
Statement of Financial Position	9
Notes to the financial statements	11

River Hamble Harbour Authority

Report of the Board for the year ended 31 March 2022

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 Seán Woodward (Chairman)
 - Councillor Keith House
 - Councillor Michael Ford
- 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 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 (2020/21 £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 15 July 2022 and signed on its behalf by Councillor Seán Woodward.

River Hamble Harbour Authority

Harbour Master's report for the year ended 31 March 2022

Since my last Annual Report, Hampshire County Council has appointed new Chairmen of both the Harbour Board and Management Committee. Councillor Sean Woodward now leads the Harbour Board and the vacancy created by his departure from the Chairmanship of the Management Committee has been filled by Councillor Hugh Lumby. Councillors Mike Ford and Pal Hayre have also been newly appointed as the Deputy Chairpersons of the respective committees. All are closely connected with the River and fully supportive of what we need.

This year's set of annual accounts demonstrate the positive impact of the steps taken to increase Harbour Dues by 5% two years ago. The level of income now much more accurately matches the needs of the Harbour Authority. It also means that we are in a position to look after future operational expenditure in a more agile way.

It will not have escaped those sailing around the Solent last Summer that visitors' berthing in most harbours was more difficult to come by. Post COVID, boating's popularity has surged. We, like every other Solent Harbour have experienced increase in visitors' numbers which has had a positive bearing on our income. It is possible but uncertain that this position will continue because other factors may yet influence customers' decision making. The lifting of some travel restrictions may mean that a desire to revisit travel overseas and the wider financial impact of world events are likely to be among factors having a bearing on Harbour Authority income next year. In a constantly changing environment, next year's accounts will give a greater degree of planning confidence in providing an indication of whether the situation witnessed in 2021/22 will continue.

Our expenditure levels have been in line with expectations. Some important but modest improvements have been made in-house, realising savings. Among these are the refreshing of the River Hamble Country Park Jetty. Here, the jetty has not only been renewed but also returned to its original size. The benefit is the doubling in space on this well-used facility for a fifth of the cost budgeted. This was realised by the use of in-house resource and some modern pontoons secured for free thanks to the generosity of Premier Marinas during their recent marina refurbishment. Next, our project to replace our black water pump-out capability at Warsash approaches completion. This not only offers River Users a much-needed service but has been achieved in the main by collaboration with Southern Water, which has met the bulk of the funding requirement. New jetty decking at Warsash has been installed at a fraction of the commercial cost, again in-house. That this has been achieved is

testimony to hard work and skill of patrol team members who have delivered this in addition to meeting their unbroken core patrol duties.

Lastly, I would highlight the decision made to increase our annual contribution to the Asset Replacement Review. This prudent step has been taken to ensure that we set aside sufficient capital to replace essential operational assets as that becomes necessary. Volatility in manufacturing and raw material costs are likely to continue over the coming years and the increase now in our annual contribution and the adoption of a minimum holding policy of £100,000 will give us confidence that our cyclical renewal process will be achieved.

Jason Scott

Marine Director and Harbour Master River Hamble Harbour Authority

Accountant's report
for the year ended 31 March 2022

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
Head of Finance, Hampshire County Council

River Hamble Harbour Authority

**Income and Expenditure statement
for the year ended 31 March 2022**

	Notes	2021/22 £	2020/21 £
Turnover	2	643,208	580,224
Other operating income	3	75,890	77,907
		<u>719,098</u>	<u>658,131</u>
Staff costs	4		
Salaries		364,645	340,664
National Insurance		35,230	33,379
Pension Contributions		61,825	59,900
Other employee expenses		<u>3,220</u>	<u>1,922</u>
		<u>464,920</u>	<u>435,865</u>
Depreciation and other amounts written off tangible and intangible fixed assets	11	32,417	37,569
Other operating charges			
Rent/Rates/Leases	5	36,915	28,745
Utilities		3,913	3,286
Other Premises Costs		3,637	4,986
Boats - Repairs & Expenses	6	11,097	9,058
Staff Travel		194	251
Insurance		1,600	1,600
Office Expenses	7	40,962	36,416
Environmental Maintenance	8	2,598	3,828
Public Jetties & Navigational Safety		15,679	556
Services provided by Hampshire County Council	9	37,198	40,295
Other Services (including Designated Person)		9,570	9,570
Oil Spill Response		4,366	4,366
CCTV		146	130
Projects funded by Reserves	10	<u>7,480</u>	<u>15,368</u>
		<u>175,355</u>	<u>158,455</u>
Profit/(loss) for the financial year	14	<u>46,406</u>	<u>26,241</u>

River Hamble Harbour Authority

Statement of Financial Position
as at 31 March 2022

	Notes	2021/22		2020/21	
		£	£	£	£
Fixed assets					
Tangible assets	11		310,361		322,386
Current assets					
Debtors	12	23,016		23,825	
Cash at bank and in hand		<u>1,078,626</u>		<u>1,014,380</u>	
		1,101,642		1,038,205	
Creditors: Amounts falling due within one year	13	452,446		447,440	
Net current assets			<u>649,196</u>		<u>590,765</u>
Total assets less current liabilities			959,557		913,151
Net assets			<u><u>959,557</u></u>		<u><u>913,151</u></u>
Reserves					
Profit and loss account	14		<u>959,557</u>		<u>913,151</u>
			<u><u>959,557</u></u>		<u><u>913,151</u></u>

For the year ended 31 March 2022 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 Seán Woodward
Chairman of the Board

The notes on pages 11 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 2022

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. A full year of depreciation is applied in the year of purchase.

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.

	2021/22	2020/21
	£	£
Marinas and Boatyards	466,904	441,594
River Moorings	105,289	103,702
Jetty Charges	26,532	13,768
Mooring and Towing Charges	457	1,018
Commercial and Pleasure craft	12,087	7,226
Total Harbour Dues	611,269	567,308
Visitors	31,939	12,916
Total turnover	<u>643,208</u>	<u>580,224</u>

3 Other operating income

	2021/22	2020/21
	£	£
Crown Estate Management Fee	71,275	71,228
Miscellaneous Income	3,310	6,055
Interest	1,305	624
Other Funding	0	0
Total other operating income	<u>75,890</u>	<u>77,907</u>

4 Employees

	2021/22	2020/21
Staff numbers	12	12

5 Rent Rates Leases

	2021/22	2020/21
	£	£
Rent - Oil Spill Response Equipment Unit	4,380	4,380
Rent - Crown Estates	8,593	4,002
Rent - Warsash Jetty	2,243	1,829
Rent - Visitors Pontoon	2,243	1,829
Rent - Hamble Jetty	2,243	1,829
Rent - Fishermans Pontoon	2,243	1,829
Business Rates - River Hamble Harbour	14,970	13,047
	<u>36,915</u>	<u>28,745</u>

6 Boat repairs & expenses

	2021/22	2020/21
	£	£
Repair, Maintenance and Boat Refurbishment	3,955	4,362
Vehicle Running Expenses (Fuel)	5,829	3,324
Tools (including Chandlery)	1,313	1,372
	<u>11,097</u>	<u>9,058</u>

7 Office expenses

	2021/22	2020/21
	£	£
Equipment	1,364	1,623
First Aid Supplies/Health & Safety	202	454
Printing & Stationery	1,934	1,486
Catering/General	946	1,618
Retail (Crabbing Equipment)	0	0
Protective Clothing and Safety Equipment	3,785	3,139
IT Charges	6,906	7,984
Postage	201	203
Subscriptions	1,817	1,718
Promotional Events/Publicity/Publications	3,793	2,549
Credit Card Charges (re Income Collection)	20,014	15,642
	40,962	36,416

8 Environmental Maintenance

	2021/22	2020/21
	£	£
Waste Collection	1,642	1,718
Clearance of Warsash Slipway	860	2,110
Miscellaneous Environmental Maintenance Expenditure	96	0
	2,598	3,828

9 Services provided by Hampshire County Council

	2021/22	2020/21
	£	£
Accountancy	21,600	21,600
Transaction processing	2,488	2,488
Tax/cash management	200	0
Internal audit	3,410	3,410
Legal Services	2,044	2,647
Democratic Services	6,499	9,200
	36,241	39,345
Contribution to Solent Forum	957	950
	37,198	40,295

No separate charge is currently levied for the following:

- Rent and general 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

	2021/22	2020/21
	£	£
Navigation Lights	1,908	1,594
Boat Engine Maintenance	5,572	
Boat Control Mechanisms		10,485
Hamble Jetty		1,052
Tow of Donated Pontoons		2,237
	<u>7,480</u>	<u>15,368</u>

11 Tangible fixed assets

	Marks, Beacons, Lights, Piles, Buoys £	Bridges, Walkways, Jetties £	Boats £	Other £	Total £
Cost					
At 1 April 2021	181,568	678,725	77,725	127,744	1,065,762
Additions	0	10,265	0	10,127	20,392
Disposals	0	0	0	0	0
Transfers	0	0	0	0	0
At 31 March 2022	181,568	688,990	77,725	137,871	1,086,154
Depreciation					
At 1 April 2021	144,846	431,321	51,764	115,445	743,376
Charge for the year	3,842	18,622	5,432	4,521	32,417
On disposals	0	0	0	0	0
At 31 March 2022	148,688	449,943	57,196	119,966	775,793
Net book values					
At 31 March 2022	<u>32,880</u>	<u>239,047</u>	<u>20,529</u>	<u>17,905</u>	<u>310,361</u>
At 31 March 2021	<u>36,722</u>	<u>247,404</u>	<u>25,961</u>	<u>12,299</u>	<u>322,386</u>

12 Debtors

	2021/22	2020/21
	£	£
Trade debtors	21,516	22,325
Prepayments and accrued income	1,500	1,500
	<u>23,016</u>	<u>23,825</u>

No debtor amounts fall due after more than one year

13 Creditors: amounts falling due within one year

	2021/22	2020/21
	£	£
Trade creditors	26,086	14,036
Accruals and deferred income	426,360	433,404
	<u>452,446</u>	<u>447,440</u>

No creditor amounts fall due after more than one year

14 Profit and Loss Account

	Total
	£
At 1 April 2021	913,151
Transfers to/(from) Profit and Loss account	<u>46,406</u>
At 31 March 2022	<u>959,557</u>

15 Movement in reserves

	Cash backed Reserves			Total cash backed Reserves	Asset backed Reserves	Total Reserves
	General Reserve £	Asset Enhance 'ment £	Asset Replace 'ment £	£	£	£
As at 1 April 2021	43,829	67,361	479,575	590,765	322,386	913,151
Movement:						
2021/22 surplus	46,406	0	0	46,406	0	46,406
Transfers:						
Asset additions	(20,392)	0	0	(20,392)	20,392	0
Depreciation	32,417	0	0	32,417	(32,417)	0
Asset contribution	(35,000)	0	35,000	0	0	0
Projects	7,480	0	(7,480)	0	0	0
Interest	(1,035)	128	907	0	0	0
Total movement	29,876	128	28,427	58,431	(12,025)	46,406
As at 31 March 2022	73,705	67,489	508,002	649,196	310,361	959,557

16 Reserves Policy

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. An 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 2021/22 this equates to £62,200). 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.

On 1 April 2022 the Harbour Board approved the following changes to the reserves policy in relation to the Asset Replacement Reserve:

- Increase the annual revenue contribution from £35,000 to £42,000, with future increases linked to the Asset Replacement register reporting agreed in principle.

- Introduction of a £100,000 minimum reserves balance policy to improve future resilience.

The reserves policy is kept under continuous review, to ensure the reserves continue to be at the level the River Hamble needs to operate effectively in accordance with its aims, needs and objectives and taking into account potential risks and contingencies that may arise from time to time, and in the context of a separate risk management policy.

The Board review the level of Harbour Dues annually in the context of the Revenue Reserve balance and expected income and expenditure, revising the rates as required to maintain an appropriate balance in the Revenue Reserve.

The Board also annually reviews the fixed asset register to ensure that the contribution to the Asset Replacement Reserve is appropriate to meet all anticipated expenditure on the replacement or maintenance of assets, revising the contribution when necessary.

The Asset Enhancement Reserve is used for exceptional, non-essential expenditure to enhance the enjoyment of the River Hamble for river users, and funds are therefore transferred into this reserve from time to time as funds allow.

River Hamble Harbour Authority Management Accounts	2021/22 Year End Position			
	Revised Budget	Period 6 Forecast Outturn	Year End Actuals	Variance to Budget
	£	£	£	£
EXPENDITURE				
Staff Related				
Salaries	460,000	472,000	461,700	1,700
Training	5,000	2,000	1,357	(3,643)
Professional Subscriptions	2,000	2,000	1,863	(137)
Sub-Total Staff Related	467,000	476,000	464,920	(2,080)
Premises				
Rent / Rates	33,000	36,000	36,915	3,915
Electricity	2,000	2,000	2,106	106
Gas	1,000	1,000	943	(57)
Water / Sewerage	1,000	1,000	864	(136)
Repair & Maintenance (including Health & Safety Modifications)	2,000	2,000	3,782	1,782
Sub-Total Premises	39,000	42,000	44,610	5,610
Transport				
Repair, Maintenance & Boat Refurbishment	3,000	4,000	3,955	955
Vehicle Running Expenses (Fuel)	3,000	5,000	5,829	2,829
Tools (including Chandlery)	2,000	2,000	1,313	(687)
Car Allowances / Staff Travel	1,000	1,000	194	(806)
Insurance	2,000	2,000	1,600	(400)
Sub-Total Transport	11,000	14,000	12,891	1,891
Supplies & Services				
Office Expenses	38,000	38,000	40,962	2,962
Environmental Maintenance	4,000	4,000	12,725	8,725
Public Jetties & Navigational Safety	6,000	9,000	25,944	19,944
Central Department Charges	43,000	43,000	37,198	(5,802)
Designated Person	10,000	10,000	9,570	(430)
Oil Spill Response	4,000	4,000	4,366	366
Sub-Total Supplies & Services	105,000	108,000	130,765	25,765
GROSS EXPENDITURE	622,000	640,000	653,186	31,186

River Hamble Harbour Authority Management Accounts	2021/22 Year End Position			
	Revised Budget	Period 6 Forecast Outturn	Year End Actuals	Variance to Budget
	£	£	£	£
INCOME				
Harbour Dues	(551,000)	(556,000)	(572,193)	(21,193)
Crown Estate Funding	(71,000)	(71,000)	(71,275)	(275)
Visitor Income	(45,000)	(58,000)	(70,558)	(25,558)
Miscellaneous Income	(3,000)	(3,000)	(3,310)	(310)
Towing Charges	(9,000)	(9,000)	(457)	8,543
Other Funding	(1,000)	-	-	1,000
Interest	(1,000)	-	(269)	731
GROSS INCOME	(681,000)	(697,000)	(718,062)	(37,062)
NET REVENUE FUNDED EXPENDITURE	(59,000)	(57,000)	(64,876)	(5,876)
Contribution to Asset Replacement Reserve	35,000	35,000	35,000	-
NET SURPLUS TO GENERAL RESERVE	24,000	22,000	29,876	5,876
INCOME / EXPENDITURE ON RESERVES				
Projects Funded by Reserves				
Asset Enhancement	12,000	12,000	-	(12,000)
Asset Replacement	-	2,000	7,480	7,480
Revenue Reserve	-	-	-	-
Expenditure from Reserves	12,000	14,000	7,480	(4,520)
Interest on Reserves				
Asset Enhancement Interest	-	-	(128)	(128)
Asset Replacement Interest	(3,000)	(1,000)	(907)	2,093
Income on Reserves	(3,000)	(1,000)	(1,035)	1,965
NET RESERVES FUNDED EXPENDITURE	9,000	13,000	6,445	(2,555)
TOTAL NET EXPENDITURE	(50,000)	(44,000)	(58,431)	(8,431)

River Hamble Harbour Authority Management Accounts	2021/22 Year End Position			
	Revised Budget	Period 6 Forecast Outturn	Year End Actuals	Variance to Budget
	£	£	£	£
RESERVES				
Contribution to Asset Replacement Reserves	35,000	35,000	35,000	-
Transfer To / (From) Revenue Reserve	24,000	22,000	29,876	5,876
Transfer To / (From) Asset Enhancement Reserve	-	-	-	-
	59,000	57,000	64,876	5,876
Transfer Interest to Reserves	3,000	1,000	1,035	(1,965)
Transfers from Reserves - Projects	(12,000)	(14,000)	(7,480)	4,520
Total Transfers To / (From) Reserves	(9,000)	(13,000)	(6,445)	2,555
TOTAL TRANSFERS TO / (FROM) RESERVES	50,000	44,000	58,431	8,431

River Hamble Harbour Authority Further detail on Harbour Dues, Visitors Income, Office Expenses and Central Department Charges				
	2021/22 Year End Position			
	Revised Budget	Period 6 Forecast Outturn	Actuals	Variance to Budget
	£	£	£	£
Harbour Dues Income				
Marinas and Boatyards	(443,000)	(444,000)	(466,904)	(23,904)
River Moorings	(108,000)	(112,000)	(105,289)	2,711
Total Harbour Dues Income	(551,000)	(556,000)	(572,193)	(21,193)
Visitor Income				
Mid Stream Visitors Pontoon	(17,000)	(25,000)	(31,939)	(14,939)
Warsash Jetty	(18,000)	(18,000)	(23,104)	(5,104)
Hamble Jetty	(3,000)	(3,000)	(3,428)	(428)
Commercial and Pleasure Craft Income	(7,000)	(12,000)	(12,087)	(5,087)
Total Visitor Income	(45,000)	(58,000)	(70,558)	(25,558)
Office Expenses				
Equipment	1,000	1,000	1,364	364
First Aid Supplies / Health & Safety	1,000	2,000	202	(798)
Printing & Stationery	2,000	2,000	1,934	(66)
Catering / General	1,000	1,000	946	(54)
Protective Clothing and Safety Equipment	3,000	3,000	3,785	785
IT Charges	7,000	7,000	6,906	(94)
Postage	1,000	1,000	201	(799)
Subscriptions	2,000	2,000	1,817	(183)
Promotional Events / Publicity /Publications	3,000	3,000	3,793	793
Retail (Crabbing Equipment)	1,000	-	-	(1,000)
Credit Card Charges (re Income Collection)	16,000	16,000	20,014	4,014
Total Office Expenses	38,000	38,000	40,962	2,962

River Hamble Harbour Authority Further detail on Harbour Dues, Visitors Income, Office Expenses and Central Department Charges				
	2021/22 Year End Position			
	Revised Budget	Period 6 Forecast Outturn	Actuals	Variance to Budget
	£	£	£	£
Central Department Charges				
Operational Finance	22,000	22,000	21,600	(400)
Integrated Business Centre / Audit / Tax Team / Finance	6,000	6,000	6,098	98
Democratic Services (Including Venue Costs)	9,000	9,000	6,499	(2,501)
Legal Services	5,000	5,000	2,044	(2,956)
Solent Forum Contribution	1,000	1,000	957	(43)
Total Central Department Charges	43,000	43,000	37,198	(5,802)

Notes to Appendices 2 and 3

The details of significant variations are as follows:

1. Staff related expenditure was £2,080 lower than the budget, with training requirements being lower than expected and therefore costs were £3,643 lower than budgeted. Salary costs were £1,700 higher than budgeted with the cost of the 2021/22 pay award being partially offset by savings on seasonal staff and lower overtime requirements.
2. Premises costs were £5,610 higher than budgeted, due to high levels of visitor income attracting higher turnover rental charges and also yard fencing work being carried out during the year.
3. Vehicle running expenses were £2,829 higher than budgeted due to increased fuel costs.
4. Office expenses were £2,962 higher than budgeted. Primarily this was due to income collection costs being £4,014 higher than budget, which resulted from increased levels of income. Retail costs were zero, and therefore £1,000 under budget as, due to the Covid-19 pandemic, the sale of crabbing equipment etc did not resume during the year.
5. Environmental Maintenance related costs were £8,725 higher than budgeted due to the cost of a replacement pump at Warsash jetty.
6. Public Jetties & Navigational Safety costs were £19,944 higher than the budget and due to the mesh decking at Warsash jetty being replaced and a reconfiguration of the River Hamble Country Park jetty being carried out.
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)	£2,688
○ 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 support costs – these charges are based on actual hours worked multiplied by an hourly rate which has been benchmarked to ensure best value. £2,044 was incurred for legal advice, £2,956 lower than budget. Democratic services charges, including venue hire costs, totalled £ 6,499 and were £2,501 lower than budget. Both were lower than respective budgets as they reflected lower meeting requirements through the year.
- A charge of £957 was received from Economy, Transport & Environment for the annual Solent Forum membership contribution.

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

- Notional rent and general 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. Total income for 2021/22 was £718,062, £37,062 above the budget of £681,000.
 9. Visitor income was £25,558 higher than budget due to a rise in yachting popularity following the relaxation of Covid-19 restrictions, larger boats staying longer and demand from boats displaced by dredging.
 10. Income relating to towing charges was £8,543 below budget due to displaced Crown Estate vessels being moored on vacant Crown Estate moorings rather than Harbour Authority moorings, and boat movements being made by vessel owners, and therefore had no associated towing charge.
 11. Annual harbour dues were £21,193 higher than budget. Whilst there were several vacant eight metre mid stream moorings, with no demand to fill the moorings, there were increased marina charges resulting from an increase in dry stack income and marina meterage.
 12. No retail income was received due to there being no sales during the year as a result of the Covid-19 pandemic.

River Hamble Harbour Authority – Reserves 2021 – 2023

	Revenue Reserve £	Asset Enhance 'ment Reserve £	Asset Replace 'ment Reserve £	Total £
Balance as at 31 March 2021	43,829	67,361	479,575	590,765
Transfer to ARR from Revenue	(35,000)	0	35,000	0
Asset Replacement - Boat engines and navigation lights	0	0	(7,480)	(7,480)
Annual Interest Receivable	0	128	907	1,036
Net Surplus for the year	64,876	0	0	64,876
Balance at 31 March 2022	73,705	67,489	508,002	649,196
Transfer to ARR from Revenue	(42,000)	0	42,000	0
Asset Replacement - Boat engines	0	0	(16,000)	(16,000)
Asset Enhancement - River Hamble Games	0	(3,000)	0	(3,000)
Annual Interest Receivable	0	0	1,000	1,000
Net Surplus for the year	37,000	0	0	37,000
Balance at 31 March 2023	68,705	64,489	535,002	668,196

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

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

	2021/22
	£
Profit/(loss) for the financial year from Income Statement	46,406
Add back:	
Depreciation Charge for Year	32,417
Projects funded from reserves	7,480
Less:	
Interest on AER and ARR	(1,035)
Agreed transfer to ARR	(35,000)
Additional one-off transfer to ARR re works to improve and replace assets	(20,392)
Net surplus to Revenue Reserve	<u><u>29,876</u></u>

River Hamble Harbour Authority Management Accounts	2022/23 Revised Budget			
	2021/22 Year End Actuals	2022/23 Original Budget	Adjust' ments	2022/23 Revised Budget
	£	£	£	£
EXPENDITURE				
Staff Related				
Salaries	461,700	486,000	-	486,000
Training	1,357	3,000	-	3,000
Professional Subscriptions	1,863	2,000	-	2,000
Sub-Total Staff Related	464,920	491,000	-	491,000
Premises				
Rent / Rates	36,915	35,000	-	35,000
Electricity	2,106	2,000	-	2,000
Gas	943	1,000	-	1,000
Water / Sewerage	864	1,000	-	1,000
Repair & Maintenance (including Health & Safety Modifications)	3,782	3,000	-	3,000
Sub-Total Premises	44,610	42,000	-	42,000
Transport				
Repair, Maintenance & Boat Refurbishment	3,955	4,000	-	4,000
Vehicle Running Expenses (Fuel)	5,829	5,000	-	5,000
Tools (including Chandlery)	1,313	2,000	-	2,000
Car Allowances / Staff Travel	194	1,000	-	1,000
Insurance	1,600	2,000	-	2,000
Sub-Total Transport	12,891	14,000	-	14,000
Supplies & Services				
Office Expenses	40,962	38,000	-	38,000
Environmental Maintenance	12,725	4,000	-	4,000
Public Jetties & Navigational Safety	25,944	5,000	-	5,000
Central Department Charges	37,198	43,000	-	43,000
Designated Person	9,570	10,000	-	10,000
Oil Spill Response	4,366	4,000	-	4,000
Sub-Total Supplies & Services	130,765	104,000	-	104,000
GROSS EXPENDITURE	653,186	651,000	-	651,000

River Hamble Harbour Authority Management Accounts	2022/23 Revised Budget			
	2021/22 Year End Actuals	2022/23 Original Budget	Adjust' ments	2022/23 Revised Budget
	£	£	£	£
INCOME				
Harbour Dues	(572,193)	(559,000)	-	(559,000)
Crown Estate Funding	(71,275)	(71,000)	-	(71,000)
Visitor Income	(70,558)	(45,000)	-	(45,000)
Miscellaneous Income	(3,310)	(3,000)	-	(3,000)
Towing Charges	(457)	(9,000)	-	(9,000)
Other Funding	-	(1,000)	-	(1,000)
Interest	(269)	-	-	-
GROSS INCOME	(718,062)	(688,000)	-	(688,000)
NET REVENUE FUNDED EXPENDITURE	(64,876)	(37,000)	-	(37,000)
INCOME / EXPENDITURE ON RESERVES				
Projects Funded by Reserves				
Asset Enhancement	-	28,000	(25,000)	3,000
Asset Replacement	7,480	-	16,000	16,000
Revenue Reserve	-	-	-	-
Expenditure from Reserves	7,480	28,000	(9,000)	19,000
Interest on Reserves				
Asset Enhancement Interest	(128)	-	-	-
Asset Replacement Interest	(907)	(1,000)	-	(1,000)
Income on Reserves	(1,035)	(1,000)	-	(1,000)
NET RESERVES FUNDED EXPENDITURE	6,445	27,000	(9,000)	18,000
TOTAL NET EXPENDITURE	(58,431)	(10,000)	(9,000)	(19,000)

River Hamble Harbour Authority Management Accounts	2022/23 Revised Budget			
	2021/22 Year End Actuals	2022/23 Original Budget	Adjust' ments	2022/23 Revised Budget
	£	£	£	£
RESERVES				
Contribution to Asset Replacement Reserves	35,000	35,000	7,000	42,000
Transfer To / (From) Revenue Reserve	29,876	2,000	(7,000)	(5,000)
Transfer To / (From) Asset Enhancement Reserve	-	-	-	-
	64,876	37,000	-	37,000
Transfer Interest to Reserves	1,035	1,000	-	1,000
Transfers from Reserves - Projects	(7,480)	(28,000)	9,000	(19,000)
Total Transfers To / (From) Reserves	(6,445)	(27,000)	9,000	(18,000)
TOTAL TRANSFERS TO / (FROM) RESERVES	58,431	10,000	9,000	19,000

River Hamble Harbour Authority Further detail on Harbour Dues, Visitors Income, Office Expenses and Central Department Charges				
	2022/23 Revised Budget			
	2021/22 Year End Actuals	2022/23 Original Budget	Adjust' ments	2022/23 Revised Budget
	£	£	£	£
Harbour Dues Income				
Marinas and Boatyards	(466,904)	(446,000)	-	(446,000)
River Moorings	(105,289)	(113,000)	-	(113,000)
Total Harbour Dues Income	(572,193)	(559,000)	-	(559,000)
Visitor Income				
Mid Stream Visitors Pontoon	(31,939)	(17,000)	-	(17,000)
Warsash Jetty	(23,104)	(18,000)	-	(18,000)
Hamble Jetty	(3,428)	(3,000)	-	(3,000)
Commercial and Pleasure Craft Income	(12,087)	(7,000)	-	(7,000)
Total Visitor Income	(70,558)	(45,000)	-	(45,000)
Office Expenses				
Equipment	1,364	1,000	-	1,000
First Aid Supplies / Health & Safety	202	1,000	-	1,000
Printing & Stationery	1,934	2,000	-	2,000
Catering / General	946	1,000	-	1,000
Protective Clothing and Safety Equipment	3,785	3,000	-	3,000
IT Charges	6,906	7,000	-	7,000
Postage	201	1,000	-	1,000
Subscriptions	1,817	2,000	-	2,000
Promotional Events / Publicity /Publications	3,793	3,000	-	3,000
Retail (Crabbing Equipment)	-	1,000	-	1,000
Credit Card Charges (re Income Collection)	20,014	16,000	-	16,000
Total Office Expenses	40,962	38,000	-	38,000

River Hamble Harbour Authority Further detail on Harbour Dues, Visitors Income, Office Expenses and Central Department Charges				
	2022/23 Revised Budget			
	2021/22 Year End Actuals	2022/23 Original Budget	Adjust' ments	2022/23 Revised Budget
	£	£	£	£
Central Department Charges				
Operational Finance	21,600	22,000	-	22,000
Integrated Business Centre / Audit / Tax Team / Finance	6,098	6,000	-	6,000
Democratic Services (Including Venue Costs)	6,499	9,000	-	9,000
Legal Services	2,044	5,000	-	5,000
Solent Forum Contribution	957	1,000	-	1,000
Total Central Department Charges	37,198	43,000	-	43,000

This page is intentionally left blank

HAMPSHIRE COUNTY COUNCIL

Report

Committee:	River Hamble Harbour Management Committee
Date:	10 June 2022
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

Purpose of this Report

1. The purpose of this report is to set 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.

Recommendation

2. That the report be noted.

REQUIRED CORPORATE AND 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

Other Significant Links

Links to previous Member decisions:	
<u>Title</u>	<u>Date</u>
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>

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.)

<u>Document</u>	<u>Location</u>
None	

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

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

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

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

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

2. Equalities Impact Assessment:

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

Management Committee Date	Agenda Item	Harbour Board Date
10 June	<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 Final Accounts 2021/22 • Review of Harbour Dues • Proceedings of the Annual Forum • Forward Plan for Future Meetings • Annual Familiarisation Boat Trip 	15 July
16 September	<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 	7 October
None	<ul style="list-style-type: none"> • Marine Director and Harbour Master's Report and Current Issues • Environmental Update • Harbour Works Consent (if applicable) 	18 November
9 December	<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 	13 January 2023