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NOTICE OF MEETING

Meeting	River Hamble Harbour Board
Date and Time	Friday, 7th October, 2022 at 10.00 am
Place	St Pauls Church Hall, Barnes Lane, Sarisbury Green, SO31 7BG
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 15 July 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. MINUTES OF THE MEETING OF THE RIVER HAMBLE HARBOUR MANAGEMENT COMMITTEE - 30 SEPTEMBER 2022

To receive the draft minutes of the meeting of the River Hamble Harbour Management Committee held on 30 September 2022.

7. MARINE DIRECTOR AND HARBOUR MASTER'S REPORT AND CURRENT ISSUES (Pages 9 - 20)

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

8. ENVIRONMENTAL UPDATE (Pages 21 - 26)

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

9. PATROL BOAT REPLACEMENT OPTIONS (Pages 27 - 42)

To consider a report of the Director of Culture, Communities and Business Services setting out options for replacement of patrol boats.

10. HARBOUR WORKS CONSENT APPLICATION - MINOR REARRANGEMENT OF WALKWAY PONTOON AND INSTALLATION OF TWO FINGER PONTOONS AT PRINCE PHILIP YACHT HAVEN (Pages 43 - 88)

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

11. FORWARD PLAN FOR FUTURE MEETINGS (Pages 89 - 92)

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

ABOUT THIS AGENDA:

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

ABOUT THIS MEETING:

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

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

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Agenda Item 3

AT A MEETING of the River Hamble Harbour Board of HAMPSHIRE COUNTY COUNCIL held at St Pauls Church Hall, Sarisbury Green on Friday, 15th July, 2022

Chairman:

* Councillor Seán Woodward

- * Councillor Michael Ford
- * Councillor Tim Groves
- * Chris Moody
- * Jason Scott

*Present

Also present with the agreement of the Chairman was Councillor Hugh Lumby the Chairman of the River Hamble Harbour Management Committee.

35. **APOLOGIES FOR ABSENCE**

Apologies were received from Nikki Hiorns, David Jobson and Councillor Keith House. Councillor Tim Groves was in attendance as the Liberal Democrat substitute member.

36. **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.

Chris Moody declared personal interests as a member of Warsash Sailing Club and as Chairman of the Hamble River Boatyard and Marina Operators Association.

37. **MINUTES OF PREVIOUS MEETING**

The minutes of the meeting held on 1 April 2022 were agreed as a correct record and signed by the Chairman.

38. **DEPUTATIONS**

There were no deputations.

39. **CHAIRMAN'S ANNOUNCEMENTS**

There were no announcements.

40. **MINUTES OF THE MEETING OF THE RIVER HAMBLE HARBOUR
MANAGEMENT COMMITTEE - 10 JUNE 2022**

The Board received and noted the draft minutes of the River Hamble Harbour Management Committee held 10 June 2022.

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

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

The Board heard that incidents of antisocial behaviour had increased due to the warmer weather and in keeping with the usual trend in the summer months. The Marine Director was working with Hampshire Constabulary officers to ensure a consistent approach to managing the incidents.

In response to a Member question, it was noted that both verbal and written warnings are issued to vessels caught speeding. Records of the warnings issued were retained by the Harbour Office for five years and, on occasion, prosecution was pursued for repeat offenders.

RESOLVED:

That the River Hamble Harbour Board notes the content of the report.

42. **ENVIRONMENTAL UPDATE**

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

Members heard that the Harbour Office were in direct contact with the M27 route manager at National Highways and that a meeting with the team was due to be arranged in the next couple of months. It was noted that no response had been received from National Highways regarding the works conducted to the M27 in June.

RESOLVED:

That the River Hamble Harbour Board notes the content of the report.

43. **HARBOUR WORKS CONSENT APPLICATION - RETENTION OF EXISTING JETTY (RETROSPECTIVE APPLICATION) AND INSTALLATION OF NEW ECOLOGICAL ENHANCEMENTS AT HIGHFIELD, SO31 7DF**

The Board received the report of the Director of Culture, Communities and Business Services seeking retrospective approval to a Harbour Works Consent application.

Members heard that the Harbour Office had identified the development in question and that no permissions had been sought prior to its installation. It was noted that retrospective consent of this nature was a rare occurrence and generated a significant amount of additional work for officers to process the application.

RESOLVED:

That the Board approves Harbour Works Consent for the proposal set out in paragraph 4 of the 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.

44. **RIVER HAMBLE FINAL ACCOUNTS 2021/22**

The Board considered the report of the Directors of Corporate Services – Corporate Resources and Culture, Communities and Business Services outlining the final accounts for 2021/22.

RESOLVED:

- i. That this report, the statutory accounts and management accounts be approved by the River Hamble Harbour Board.
- ii. That the Board 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.
- iii. That the Board approves the proposal to transfer the excess within the Revenue Reserve to the Asset Enhancement Reserve.
- iv. That the Board approves the recommended changes to the 2022/23 budget.
- v. The Board notes that, following the approval to transfer the excess within the Revenue Reserve to the Asset Enhancement Reserve, a minor amendment would be made to note 15 in the statutory accounts to reflect that decision.

45. **RIVER HAMBLE HARBOUR DUES**

The Board considered the report of the Director of Culture, Communities and Business Services in setting the annual rate of Harbour Dues.

RESOLVED:

That the Board approves an increase in Harbour Dues of 1% for 2022/23.

46. **FORWARD PLAN FOR FUTURE MEETINGS**

The Board considered the report of the Director of Culture, Communities and Business Services with regard to the future business items for the Committee and Harbour Board agendas.

RESOLVED:

That the Board notes the report.

Chairman,

HAMPSHIRE COUNTY COUNCIL

Report

Committee:	River Hamble Harbour Board
Date:	7 October 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 Board:
 - a. approves that the Marine Director may spend up to £40,000 to expedite remedial works to the Bridge at Warsash.
 - b. supports the contents of the remainder of this report.

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. **Marine Safety Management System Audit** – The new RHHA Designated Person will have conducted an Audit by the time this paper is taken. To be updated verbally or in writing if time permits.

6. **Warsash HM Jetty – Engineering Works** – The Harbour Authority commissioned a routine engineering inspection of the Warsash Bridge in June to take advantage of access afforded by Southern Water's scaffolding. The survey showed the Jetty to be in sound overall condition. It also highlighted the need for some remedial works to replace a single longitudinal weather-facing wooden beam and corroded metal sleeving at the top of the ten supporting piles. The Tender process to meet Hampshire County Council's Contract Standing Orders has been commenced with the aim of commissioning these works early over the coming winter. The quotation process is ongoing at the time of writing this report. In the event that three quotations have not been received by the time of the Board meeting, it will be important to ensure that a contingency is put in place to commission works in a timely manner. There is a reasonable possibility that these works may exceed the Harbour Master's limit of delegated authority to spend £25k to expedite completion of these works without returning to the Board. Regarding these works, it is recommended that the Board approves of a spend of up to £40k to negate the requirement to bring the matter before the Board again in January.

Appendix 1 To Marine
Director Report

Incidents and Events

7.01. 14 Jul. Assistance given to a visiting yacht having lost her propeller. Liaison with UK Border Force. Liaison with Hamble Lifeboat regarding anti-social behaviour. Stopped and warned verbally a jet ski rider for excessive speed and wash off Warsash. Same jet ski later issued an official written warning. Swimmers dispersed from Hamble Jetty. Meeting with Hampshire Constabulary beat Sergeant at Hamble Jetty regarding ASB at Hamble. Liaison with a member of the public to return a lost dog to its owner.

7.02. 15 Jul. Attended a visiting yacht at anchor off Swanwick contrary to Bye Law 16. Advised and moved on. Stopped and warned an outbound motor vessel off Warsash for excessive speed and wash. Visit of DfT enforcement officials. Assistance given in the recovery of a RIB passenger who had entered the water at Warsash.

7.03. 16 Jul. Inspected a moored yacht on behalf of her owner following a report of a berthing collision. Liaison with HM Coast Guard regarding a vessel in distress outside the mouth of the River. Stopped and warned a jet ski rider in the upper River for excessive speed and wash. Official warning given. Stopped a small motor vessel towing an inflatable ring with children in it.

7.04. 17 Jul. Recovered a deceased dog from the River at Bursledon. Assistance given to a dis-masted small yacht. Attended a group of kayakers off Swanwick. One had capsized and two persons had entered the water. One, heavily under the influence of alcohol was incoherent and abusive. Eventually recovered the group to Swanwick slipway.

7.05. 18 Jul. Attended Hamble Jetty to disperse swimmers. Further attendance at River Hamble Country Park Jetty and A27 Bridge. Attended a boatyard reporting swimmers trespassing on its pontoons and moored vessels. Stopped and warned the driver of a speeding motor vessel off Crableck bend. Assistance given to a small broken-down motor vessel off Warsash.

7.06. 19 Jul. Litter collection at River Hamble Country Park Jetty. Stopped and warned a small motor vessel off Warsash for excessive speed and wash. Attended Hamble Jetty to disperse swimmers. Liaison with Pink Ferry regarding anti-social behaviour and swimmers in the vicinity of the Ferry. Recovered a shopping trolley from the Riverbed off the RHCP jetty. Dispersed swimmers from the A27 bridge and an adjacent boatyard. Towed a dinghy with a broken rudder to Warsash slipway for recovery. Towed a yacht with propulsion failure to her proper mooring.

7.07. 20 Jul. Attended a mid-stream mooring holder's pontoon with chain failure. Liaison with the owner and the Crown Estate mooring contractor to resolve. Attended Hamble Jetty to disperse non-compliant swimmers, one of whom kicked and damaged safety signage. Reported to police.

- 7.08. 21 Jul. Dispersed swimmers from the Fishermens' Jetty at Warsash. Dispersed swimmers off Bursledon and warned of the dangers of swimming in the Main Channel.
- 7.09. 22 Jul. Liaison with Hampshire Marine Police Unit regarding a vessel of interest. Swimmers dispersed from Hamble Jetty. One youth attempted to Board the Patrol vessel but was stopped and ran off. Stopped and warned the driver of a tender for excessive speed and wash off Hamble. Received a complaint from a moored yacht at Hamble Jetty about anti-social behaviour.
- 7.10. 23 Jul. Liaison with Hampshire Police at Hamble Jetty to disperse swimmers. Liaison with HM Coast Guard to assist a yacht off Crableck reported as having engine failure. Vessel towed to her proper mooring. Further attendance at Hamble jetty to disperse swimmers. Assistance given to a RIB which had become foul on mooring lines. Enforcement of fireworks exclusion zone off Bursledon.
- 7.11. 24 Jul. Dispersed a group of 6 male youths drinking alcohol, swimming from and playing football on Hamble Jetty. Assistance given to a broken-down motor vessel off Warsash. Dispersed jumpers from the A27 Bridge.
- 7.12. 25 Jul. Arrangements made to return a stolen tender to its owner. Dispersed trespassers from a Marina pontoon. Dispersed swimmers from Hamble Jetty. Safety signage repaired. Commercial fitting of new pile lines to a mid-stream mooring.
- 7.13. 26 Jul. Commercial tow of a small yacht from Warsash to a boatyard for lift-out. Liaison with Warsash College regarding sailing vessels in the vicinity of safety training operations. Stopped and warned the rider of a jet ski in the Upper River for excessive speed and wash.
- 7.14. 27 Jul. Channel maintenance at Botley. In response to a call from Hampshire Marine Police unit, attended a diesel spillage off Hamble. Source possibly a motor vessel under maintenance but inconclusive. Sheen broken up with propeller wash and dispersed quickly in the warm weather.
- 7.15. 28 Jul. Patrol assisted a small motor vessel with battery failure. Advice given to a dinghy instructor about unnecessary speed. Assistance given to a Bursledon boatyard in dispersal of swimmers.
- 7.16. 29 Jul. Attended Hamble Jetty to liaise with the Pink Ferry and disperse swimmers and those engaged in anti-social behaviour. Evidence captured on body-worn camera for police use. Liaison with Hampshire Police to prevent one individual from accessing the pontoon. Police assistance given to remove individual from the jetty. Assistance given to the rider of a jet-ski taking on water at the mouth of the River. On receipt of a call from a member of the public, attended the upper River to search for a speeding jet-ski. Not located.
- 7.17. 30 Jul. General patrol briefing on the use of new body-worn camera equipment and legal requirement for use. Attended Hamble Jetty to disperse swimmers. Body-worn camera observed by many and acted as a deterrent. Positive effect reported to the Police. Enhanced traffic levels all week for Cowes.
- 7.18. 31 Jul. Tow of a broken-down yacht to a sailing club pontoon. Tow of a second broken-down yacht to her marina berth.

- 7.19. 01 Aug. Dispersal of swimmers at the A27 bridge. Dispersed swimmers at Hamble Jetty. Liaison with Pink Ferry – The Ferry had been untied and remained secured only by the padlock and chain arrangement. Dispersed swimmers jumping from the M27 motorway bridge. Liaison with Solent Coastguard regarding a yacht aground between No7 and No 9 marks at the mouth of the River. Yacht re-floated at 0200 High Water.
- 7.20. 02 Aug. Attended a private mooring off Bursledon occupied by an unauthorised RIB with five persons on board. Two males (skipper and crew) were obstructive and claimed they were using the mooring with the license holder's permission. This was clearly untrue. Suspected false names given but vessel details held on file. Liaison with Hampshire Marine Police Unit ongoing regarding the vessel of interest.
- 7.21. 03 Aug. Liaison with a paddleboard centre regarding concerns about the behaviour of a member of the public.
- 7.22. 04 Aug. Observation of Bait Diggers at Crableck. Liaison with Southern Inshore Fisheries Conservation Authority. Replacement of board at RHCP Jetty. Investigated a report from a member of the public of a speeding motor vessel North of the M27 Bridge. Not located. Dispersed a group of swimmers and young persons from Hamble Jetty following reports of anti-social behaviour. Stopped and warned a vessel towing a young person off Bursledon. Attended Hamble Jetty to disperse swimmers again. Liaison with Hampshire Police regarding anti-social behaviour at Hamble.
- 7.23. 05 Aug. Liaison with a sailing club regarding mooring configuration. Dispersed swimmers from Hamble Jetty. Returned 30 minutes later to disperse the same group which had returned and were now jumping into the Ferry berth. The same group had been engaged in untying tenders. Joint attendance and enforcement with Hampshire Police. Dispersed 5 swimmers from Warsash College Jetty.
- 7.24. 06 Aug. Safety advice given to a paddleboarder off Swanwick. Investigated a report of a speeding jet-ski in the Upper River. Not located. Dispersed swimmers from the A27 bridge. Stopped and warned verbally a resident motor vessel for excessive speed and wash off Swanwick. Attended Warsash College Jetty where two males were attempting to break into a locked store. Police informed after both ran off towards the shore.
- 7.25. 07 Aug. Liaison with the Pink ferry and Hamble Lifeboat regarding anti-social behaviour. Stopped and warned verbally three visiting jet-skis off Warsash for excessive speed and wash. Dispersed swimmers from Hamble Jetty. Support to Gosport Lifeboat in recovering a RIB with a punctured tube. Boat coding work. Responded to a call from a member of the public reporting youths sinking QEII canoes secured to the RHCP Jetty. Padlock had been cropped but perpetrators had departed. Assistance given to QEII staff in recovering the canoes.
- 7.26. 08 Aug. Dispersed swimmers at Hamble Jetty. Assistance given to a paddleboarder who had lost her paddle. Dispersed swimmers from private moorings off Land's End. Attended the A27 bridge in response to a call from a member of the public reporting jumping. Cleared swimmers from the Main Channel off Bursledon. Attended a vessel near the Chinese Bridge in response to

a call from a member of the public of swimmers climbing onto the vessel. All departed prior to arrival on scene. Report of speeding RIB in Upper River. Details to be followed up.

7.27. 09 Aug. RIB at 7.26 traced to a sailing club. Owner interviewed and admitted speeding. Official written warning given. Dispersed swimmers from private pontoons off Land's End. Dispersed swimmers at Hamble Jetty. Dispersed swimmers from the Fishermens' Pontoon at Warsash. Harbour Authority stopped unconsented works at a River Boatyard. These works involved reconstruction of a Harbour Wall within a Special Area of Conservation. Liaison with the Yard owner to direct compliance with appropriate environmental legislation. Official warning given.

7.28. 10 Aug. Liaison with the Pink Ferry regarding anti-social behaviour affecting passengers. 101 call placed with Hampshire Police. Attended Hamble Jetty to disperse youths. Compliant. Assistance given to a broken-down motor vessel – moved to Warsash for defect rectification. Assistance given to the skipper of a yacht fouled on a mooring picking-up line. Stopped and warned verbally the skipper of a small motor vessel for excessive speed and wash off Swanwick.

7.29. 11 Aug. Support to a sailing club regatta. Further liaison with the Pink Ferry in relation to management of anti-social behaviour at Hamble Jetty. Meeting with Hampshire Police at Hamble Jetty. Stopped and warned the rider of a jet-ski for speeding off Swanwick.

7.30. 12 Aug. Attended Hamble Jetty to disperse swimmers. 15 youths were on the jetty. All were reluctant to leave and two became increasingly belligerent, verbally threatening Patrol. Police called as members of the public, including children and parents, were visibly distressed by the level of abuse and foul language used by the group. Youths eventually dispersed from the Jetty but remained on the quay shouting abuse at Patrol. Attended Hamble Jetty again early in the afternoon in response to a report from a member of the public of criminal damage (the sinking of a tender). Hampshire Marine Police Unit also attended. Three youths (one male and two female) interviewed by Police. Unco-operative initially but names taken for follow-up action. Sunken vessel re-floated and recovered to Warsash. Around 40 youths present. Hampshire Marine Police Unit remained on scene to disperse the group but were unsuccessful. Additional assets called and request for a dispersal order made. Group eventually dispersed.

7.31. 13 Aug. Dispersed swimmers from Hamble Jetty – compliant. Assistance given to three persons on kayaks near the A27 Bridge. Further assistance given to a capsized kayaker off Hamble.

7.32. 14 Aug. Assistance given to two kayakers off Swanwick. Attended Hamble Jetty to disperse swimmers – compliant. Liaison with Pink Ferry and Hampshire Police regarding a report of youths climbing on and damaging the Pink Ferry. Two Hampshire Police vehicles in attendance. One arrest made following a refusal to give details for follow-up action. Later de-arrested. Swimmers dispersed from pontoons off Land's End. Further attendance at Hamble Jetty to

disperse swimmers – compliant. Assistance given to a broken-down motor vessel off Warsash.

7.33. 15 Aug. Routine liaison with UK Border Force. Liaison with the owners of two vessels regarding a berthing collision. Recovered an empty fuel container from the Main Channel in the Upper River. Dispersed youths from Hamble Jetty. Dispersed swimmers from the Main Channel off Swanwick. Further attendance at Hamble Jetty to disperse a group of around 10 older youths shouting and swearing at Patrol. Dispersed.

7.34. 16 Aug. Rain. Hamble Jetty clear. Recovered a plastic sheet from the Main Channel of the RHCP Jetty. Assistance given to the owner of a yacht with propulsion failure in coming alongside Warsash scrubbing piles. Liaison with Hampshire Police and UK Border Force regarding a vessel of interest.

7.35. 17 Aug. Assistance given to the helm of a capsized dinghy. Tired and recovered to Hamble. Assistance given to the skipper of a yacht in picking up his mooring single-handed.

7.36. 18 Aug. Search for a vessel of interest. Tow of tender, sunk at 7.30, to return her to her proper owner.

7.37. 19 Aug. Liaison with two mooring holders regarding a light collision. Stopped and warned the rider of a jet-ski for excessive speed and wash off Swanwick. Attended Hamble Jetty in response to a call from a member of the public reporting youths throwing stones at passing vessels. Youths dispersed and patrol cleared up broken beer bottles left by the group from the Jetty.

7.38. 20 Aug. Liaison with Hamble Life Boat regarding anti-social behaviour management. Responded to a call from a member of the public reporting a swan fouled in fishing line. Unable to restrain but Swan Rescue team in attendance to resolve. Assistance given to the owner of a yacht with propulsion failure off Warsash. Liaison with the owner of a mid-stream moored yacht regarding a berthing collision. Assistance given to a paddleboarder off the RHCP Jetty.

7.39. 21 Aug. Liaison with new crew at Hamble Life Boat. Assistance given to a single-handed sailor with propulsion failure. Liaison with the owners of two mid-stream moored vessels over a berthing collision. Intercepted a vessel behaving erratically at the mouth of the River.

7.40. 22 Aug. Attendance at Hamble Jetty to repair vandalised Harbour Authority safety signage.

7.41. 23 Aug. Liaison with the owners of two mid-stream moored vessels over a berthing collision. Liaison with Hampshire Marine Police Unit regarding a vessel of interest. Liaison with a boatyard regarding an abandoned RIB.

7.42. 24 Aug. Further liaison with Hampshire Marine Police Unit regarding the RIB at 7.41. Attended Hamble Jetty to disperse youths following a report of anti-social behaviour. Compliant.

7.43. 25 Aug. Routine Patrol Craft maintenance. Pump out of inundated RIB at Warsash. Pontoon check on behalf of the Crown Estate.

7.44. 26 Aug. Commercial tow of a yacht to her proper mooring. Commercial tow of a yacht from her marina berth to a yard for lift-out. Recovery

of a broken-down motorboat from the mouth of the River to Warsash for recovery. Re-secured a loose mooring line on a mid-stream moored yacht.

7.45. 27 Aug. Liaison with a River user reporting the theft of his tender. Assistance given to the skipper of a broken-down motor vessel. Assistance given to a broken-down visiting yacht off Warsash.

7.46. 28 Aug. Enforcement of non-payment of Harbour Dues. Stopped and warned a visiting motor vessel for excessive speed and wash off Warsash. Verbal warning given to the rider of a jet-ski off Hamble for excessive speed and wash.

7.47. 29 Aug. Assistance given to Southampton Patrol in recovery to Warsash of a broken-down yacht. Stopped and warned the rider of a jet-ski for excessive speed and wash at Swanwick. Commercial tow of a yacht from Warsash to her proper mooring.

7.48. 30 Aug. Preparations for Swanwick, Bursledon and Warsash Regatta (boat movements). Day into night audit of Aids to Navigation. Recovery of several branches from the Main Channel near the RHCP Jetty.

7.49. 31 Aug. Attendance at Hamble Jetty to disperse swimmers. Liaison with the driver of the Pink Ferry. Attended a boatyard following a report of a hit and run collision. Vessel allegedly responsible located off Swanwick. Skipper denied any collision and refused to give name or address. Body-worn camera evidence taken of engagement. On being challenged, skipper appeared to be under the influence of alcohol and dismissive of patrol. Vessel escorted from the River. Subsequent investigation revealed the vessel to be a non-payer of Harbour Dues. Witnesses later confirmed the collision. Subject of ongoing joint investigation with Hampshire Marine Police Unit.

7.50. 01 Sep. Liaison with a mid-stream mooring holder regarding missing fenders on his vessel. Attended Hamble Jetty to disperse swimmers – compliant. Recovered one youth pinned by tide at Hamble Jetty despite warnings. Boat movement in support of the Swanwick, Bursledon and Warsash Regatta.

7.51. 02 Sep. Further preparations for the Regatta. Support given to two paddleboarders off Swanwick. Attendance at Botley to inspect a report of a fallen tree in the narrow Main Channel. Partially cleared. Recovered a large branch from the Main Channel between the bridges. Guidance given to a club safety vessel regarding legitimate use of speed off Warsash. Assistance given to Hamble Life Boat in searching for a person reported as having fallen overboard off Hamble. Individual had self-recovered – no injuries.

7.52. 3 Sep. Support to the Warsash, Bursledon and Swanwick Regatta throughout the day.

7.53. 4 Sep. Tow of vessels displaced by the Regatta back to their proper moorings. Recovery of a tender, adrift, to her proper mooring.

7.54. 5 Sep. Preparation for Sea Cadet visit. Tow of a yacht, displaced by the Regatta, back to her proper mooring. Attended Hamble Jetty to disperse a group of youths climbing on and jumping from the Pink Ferry.

- 7.55. 6 Sep. Search for a vessel reported as speeding in the Upper River. Moved on a vessel (crew taking lunch) from a private mid-stream mooring. Assistance given to a visiting Dutch yacht at Hamble Jetty.
- 7.56. 7 Sep. Replaced fenders on a number of mid-stream moored vessels in moderate to high winds.
- 7.57. 8 Sep. Assistance given to the owner of a vessel in using the pump-out facility. Recovered a large branch from the Main Channel to Warsash for disposal. Heavy rain. Commercial fit of new pile lines to a mid-stream moored yacht. **Death of Her Majesty Queen Elizabeth II announced. Harbour Flag lowered to half mast.**
- 7.58. 9 Sep. Pump-out of the flooded cockpit of a moored motor vessel at Warsash. Check of a mid-stream moored yacht at the request of her owner following a report of a berthing collision. Re-furling of a loose mainsail observed on a mid-stream moored yacht.
- 7.59. 10 Sep. Pump-out of a flooded cockpit in a mid-stream moored yacht. Fore-hatch noted to be missing on the same vessel. Liaison with owner. Makeshift hatch cover fitted temporarily.
- 7.60. 11 Sep. Re-secured loose mainsheet on a mid-stream married yacht. Liaison with Sea Start to arrange movement of a yacht broken down from a private mooring. Pile survey with the Crown Estate mooring contractor. Liaison with Southampton Harbour Master regarding a vessel of interest.
- 7.61. 12 Sep. Recovered two sections of tree stump from the Main Channel near the RHCP Jetty. Boat coding work.
- 7.62. 13 Sep. Recovered a large fallen tree from the Upper River to Warsash for disposal. Re-secured a mid-stream moored yacht following a report of a parted head rope. Liaison with owner. Liaison with Natural England relating to salt marsh protection. Pumped out inundated RIB at Warsash. Clean of tide and air gauges.
- 7.63. 14 Sep. Warsash slipway clearance. Recovered a large log from the Main Channel at the mouth of the River. Slowed and warned a speeding RIB off Warsash. Liaison with Hampshire Marine Police Unit regarding a stolen RIB.
- 7.64. 15 Sep. Moved on a school yacht from the mid-stream Visitors' Pontoon – staying beyond the free allowed training period of 30 minutes. Recovered a section of wood from the Mian Channel at Swanwick.
- 7.65. 16 Sep. Stopped and warned verbally the skipper of a small RIB speeding off Swanwick. Moved on a small vessel made fast to No 13 buoy. Assistance given (tow) to a yacht with propulsion failure at the mouth of the River.
- 7.66. 17 Sep. Moved on a school yacht from the mid-stream Visitors' Pontoon – staying beyond the free allowed training period of 30 minutes.
- 7.67. 18 Sep. Marshalling outbound yachts to the correct side of the channel in the mouth of the River. 2000. National one-minute's silence in the memory of Her Majesty Queen Elizabeth II.
- 7.68. 19 Sep. **Funeral of Her Majesty Queen Elizabeth II.**

- 7.69. 20 Sep. Routine liaison with Hamble Life Boat. Towed a broken down yacht from a vacant private mooring to her proper berth.
- 7.70. 21 Sep. Dismantling of large logs at Warsash for disposal. Routine Visitors' Pontoon maintenance.
- 7.71. 22 Sep. Jetty maintenance Warsash.
- 7.72. 23 Sep. Moved on a visiting school yacht from a private mooring. Positioning at the mouth of the River to enforce speed limit during busy period of traffic. Pump out of inundated tenders at Warsash following period of heavy rain. Routine liaison with Hampshire Marine Police Unit (briefing of new officers).
- 7.73. 24 Sep. Liaison with Hamble Life Boat. Attended a small motor vessel apparently adrift in the mouth of the River. No assistance required. Attended a small yacht aground on Hamble Spit. Yacht pulled clear and departed.
- 7.74. 25 Sep. Recovered three large branches from the Main Channel in the Upper River. Assistance given to the owner of a small yacht in securing to his mooring. Re-secured pile lines on a mid-stream moored yacht.

**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

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- 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.

HAMPSHIRE COUNTY COUNCIL

Report

Committee:	River Hamble Harbour Board
Date:	7 October 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 June and August 2022.

Recommendation

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

Contextual Information

3. The M27 Motorway Bridge Drainage

The Environment & Development Manager and Harbour Master have held discussions and a separate online meeting with 5 members of management and specialist teams from National Highways (NH) to discuss progress of the longstanding issue of direct run-off from the M27 bridge into the Hamble estuary. The NH team set out the scope of work required to the Hamble bridge as significant, complex and comprising several elements including deck waterproofing, strengthening in relation to abnormal loads, painting, drainage and potentially the replacement of the barriers (to be confirmed after corrosion investigation work). Work relating to run-off sits within two NH workstreams - that within the bridge itself and another relating to the outfalls with installation of interceptors. NH confirmed that the two feasibility studies are underway and being run in tandem this financial year. NH committed to another meeting with RHHA when the feasibility study on options is complete next Spring, with ongoing liaison with RHHA on requirements for survey/site/access matters in the meantime. Funding approval will be required at each of the next stages of detailed design and construction.

RHHA has separately been approached by Portsmouth University to facilitate sample collection of run off for a PhD studying the effects of car tire chemicals on aquatic life.

4. Solent Oyster Restoration Project

Final preparations are underway by the Blue Marine Foundation team and its surveyor and contractor for their planned laying of shells and gravels on specified subtidal areas of the riverbed to create oyster habitat as part of the Solent Oyster Restoration project. The Blue team held a stakeholder engagement event on 14 July in the Hamble to tell the wider community about the project, and has released a short film about the project at <https://youtu.be/z2JuNQHKjHs>

5. Visit by Senior Officers from Natural England and DEFRA

The Harbour Master attended a site visit by Natural England's (NE) Chairman, Tony Juniper, NE Chief Executive, Marian Spain, and Defra's Director General for Environment Rural and Marine, David Hill. This visit was hosted by Portsmouth University to showcase the research it is undertaking in the Hamble estuary in relation to the oyster ortacs, saltmarsh restoration and the native oyster restoration work supporting the Blue Marine Foundation.

6. Oil Spill Response

Planning has commenced on RHHA's required 3-yearly Tier 2 oil spill exercise and boom deployment which will take place on 12th October in the lower reaches near the harbour office.

RHHA has renewed Adler & Allan's 36-month contract for the provision of its Marine Response Counter Pollution Service until 14 August 2025.

RHHA invited newer members of HCC's Emergency Planning & Resilience Team to a meeting to develop a greater understanding of RHHA's role and responsibilities in a coastal pollution incident, as well as the wider HCC support available to RHHA in terms of PPE, trained loggists and waste contracts.

7. Secrets of The Solent Project

Some RHHA staff will feature as part of the Hampshire & Isle of Wight Wildlife Trust's 'People of the Solent' photography exhibition which celebrates livelihoods of the Solent. At Yellow Edge Gallery in Gosport 27 September to 9 October and Quay Arts Centre, Newport 15 October to 5 November 2022. <https://www.hiwwt.org.uk/secrets-of-the-solent/people-of-the-solent>

8. Upper Hamble Estuary

RHHA continues its partnership work with a variety of organisations to ensure the appropriate management of the upper reaches of the estuary. Recent activities have included removal of trees that have fallen across the

navigation, liaison with landowners and regulators on identification and approvals of potential tree works required, queries on wreck sites, assistance with installation of Bird Aware's paddle sports environmental education signage, along with routine patrols and clearance of river debris. Curdridge Parish Council has recently removed its small jetty adjacent to the Horse and Jockey pub.

Climate Change Impact Assessment

9. 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.
10. Climate Change Adaptation. A full assessment of climate change vulnerability was not completed as no decision is required in respect of this report.
11. 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
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Document

Location

None

EQUALITIES IMPACT ASSESSMENT:

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13. Equalities Impact Assessment:

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

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Committee	River Hamble Harbour Board
Date:	7 October 2022
Title:	Patrol Boat Replacement Options
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 inform decision on patrol craft capability for the next 30 years.

Recommendations

2. That the Board agrees to support to the River Hamble Harbour Board investment in 3 long-life replacement patrol vessels.
3. That the Board agrees that the Harbour Master should present options in commercial confidence and within the allocated budget to the Board for approval.

Executive Summary

4. This report seeks to:
 - set out the balancing judgement for investment in this long-term essential capability;
 - Align decision-making with the Strategic Vision and Plan;
 - consider the finance for the project and the impact on both Revenue and the Asset Replacement Reserve and quantify mid and long-term savings opportunity;
 - confirm optimum hull materials and propulsion options;
 - identify and optimise carbon-efficient production methods.

Contextual Information

5. The supporting argument for investment now is at the Appendix. In summary:

- **Balancing Judgement** - Patrol craft lifespan for current craft is 12 years. Our primary patrol vessels reach that age this year. They are in good condition because of sound maintenance and lifespan had been prudently extended. The benefit of extension will be disadvantageous. The cost of replacements is rising. Patrol vessels have value on the second-hand market that will not rise at the same rate as replacement cost. The aim of replacement now will be to minimise the cost of an investment targeted at lasting at least 30 years and maximise residual value.
- **Strategic Vision and Plan** - These important guiding documents highlight the importance of enhanced carbon efficiency. The opportunity to become more efficient forms part of the replacement judgement.
- **Financial impact of investment now** - The Asset Replacement Reserve has been geared for replacement from 2022. Replacement now is forecast to deliver £11k year-on-year revenue savings through reduced maintenance and reduction in spending from the Asset Replacement Reserve because of the need for fewer outboard petrol engines over time. There is an associated forecast increase in the minima of the ARR from £101k to £200k in 2037.
- **Hull material and Propulsion opportunity** - New, more robust and longer-life hull materials are now available, extending the lifespan of a new capability considerably and reducing the need for further replacement for conservatively 30 years. While electrical propulsion systems are currently not suitable for RHHA tasking requirement, they will become so in time. New craft should be diesel-powered and convertible to new propulsion methods – including electric as they become more viable.
- **Carbon-efficient Production Methods** - As well as having a longer life, available new hull materials include those more carbon efficient in production and 100% recyclable.

Climate Change Impact Assessment

5. 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.
6. **Climate Change Adaptation and Mitigation** - Hampshire County Council's decision-making tool on Climate Change and Mitigation does not apply because this project is at minimal risk to climate vulnerability.
7. **Carbon Mitigation** - Carbon emissions from this project arise from production methods of the chosen hull and propulsion materials. Materials proposed for hull construction include those such as High Density Polyethylene. This material uses less than 20% of the carbon required to produce an equivalent hull in traditional materials and is 100% recyclable. Principle considerations in propulsion relate to the provision of statutory

safety capability. The Appendix shows that electrical propulsion systems are not yet at the requisite state of development. The recommendation for propulsion takes account of the need to fit appropriate systems when they become suitable.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

Hampshire maintains strong and sustainable economic growth and prosperity:	Yes
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- 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:

Because of its nature, this report does not have a bearing on groups with protected characteristics.

CLIMATE CHANGE IMPACT ASSESSMENTS

Climate Change Adaptation

Given its nature, this proposal does not require the use of the County Council's Climate Change Adaptation Tool.

Carbon Mitigation

This decision takes account of the carbon emissions relating to manufacture and recyclability. Newer hull materials are selected first on the basis of suitability for the operational task. In also being more carbon-efficient in production and better in terms of their recyclability and longevity, the HDPE option is the clear winner, enabling as it does flexibility in the selection of newer propulsion capabilities when those reach greater levels of maturity and suitability.



Harbour Office
Shore Road
Warsash
Hampshire
SO31 9FR

Email: Jason.scott@hants.gov.uk
Tel: 01489 576387

16 Sep 2022

RIVER HAMBLE HARBOUR AUTHORITY – PATROL CRAFT REPLACEMENT OPTION PAPER

Issue

The timely, efficient and sustainable replacement of operational afloat patrol capability.

Background

All three River Hamble Patrol Craft are approaching their end of service. This is a planned event and capital has been set aside for their replacement. This is essential operational business to fulfil statutory responsibility.

Funding

Sufficient allocated capital is earmarked in the Harbour Authority's reserved Asset Replacement Reserve (ARR) for this purpose.

Risk

Minimal.

Benefits

- Resilient improved operational capability assured until at least 2050;
- One month increase in hull availability each year;
- 100% recyclable hulls, enhanced carbon efficiency in production;
- Preparedness for reduced carbon propulsion technology when ready;
- Forecast total year on year savings (propulsion, maintenance and labour) of around £11k;
- Forecast increase in ARR minimum holding in 2037 from £101k to around £200k.

Recommendations

1. Purchase in 2022 of three replacement craft, constructed from High Density Polyethylene, within allocated budget.
2. Harbour Master to present commercial-in-confidence paper on suitable candidate vessels to the Harbour Board.

The supporting paper is at Appendix 1.

J A Scott
Marine Director and Harbour Master

Appendix 1: RHHA Patrol Craft Replacement Option Paper.

RIVER HAMBLE HARBOUR AUTHORITY – PATROL CRAFT REPLACEMENT OPTION PAPER – SUPPORTING STATEMENT

Introduction

The River Hamble Harbour Authority holds statutory responsibilities for Navigational Safety and Environmental Compliance within its jurisdiction for 5 ½ miles to Botley and Curbridge. The River's mouth, where it joins the Solent South of Warsash, is wide and exposed to the generally-prevailing Westerly weather. Here, the water is relatively deep with a long 'fetch'. Wave conditions occasionally reach 1.5m in height. The narrower section of the River North of the M27 motorway bridge is more sheltered but is characterised by very shallow water and confined space. Wave height is negligible. Vessels must operate in this context.

In order to deliver its responsibilities, the RHHA requires persistent 'pillars' of operational capability. Among these mission-critical pillars are suitable patrol craft. These are the subject of this paper as they are reaching the end of their forecast lifespan.

The Management Committee and Board are briefed on our Asset Review programme annually and will be aware of the need for replacement. Both will be aware that plans have been made within the Asset Replacement Reserve for capital investment. This paper will therefore be expected.

Concept and Scope

The RHHA's establishing Act of Parliament and the Port Marine Safety Code require the Authority to provide an afloat capability to enforce Bye Laws and take reasonable steps to ensure that risks are maintained at levels that are as low as reasonably practicable. Patrol craft must be certified as being capable of carrying out a variety of tasks in all weathers, by day and night. Tasking and operational constraints relating to the nature of the environment drive the decision-making process. These are:

- Day and night patrol in all weathers;
- Towing;
- Search and Rescue;
- Shallow and confined water operations;
- Pursuit at speed;
- Recovery of material hazardous to navigation;
- Maintenance tasking, including but not limited to Aids to Navigation, chainsaw work;
- Persistence of the capability.

Our current patrol capability rests in three vessels because of this last crucial point. Three vessels are the minimum number required to ensure persistence of operational

availability. Whereas three vessels will usually be available for tasking, it is a reality that each of our current craft will undergo planned maintenance at some stage in each year. With two vessels then available, experience and common sense mean that one of those remaining vessels may conceivably suffer a defect, leaving operational delivery vested in the remaining craft. This reasonable and prudent measure affords the Duty Holder assurance that his or her statutory responsibilities can be met.

This paper will address the totality of the patrol vessel capability and consider options for all three vessels. It will take into account developments in production and propulsion technology commensurate with both tasking primarily and secondly the need to take account of our policy to become more carbon-efficient.

Current Capability

Vessel	Number	Purchased	Length	Beam	Draft
Cheetah Catamaran	2	2010	6.9m	2.4m	50cm
Cougar Rigid Inflatable Boat (RIB)	1	2012	6.0m	2m	50cm

Cheetah Catamarans

Our primary patrol capability relies on two Cheetah 6.9m catamaran craft which are 12 years old. Good husbandry and regular maintenance means that these excellent craft remain in good condition. They have a good degree of residual value with their modern petrol twin engines. The Cheetah craft were originally purchased at a cost of £100k in 2010 to replace two similar craft of an older model when the latter were 12 years old. Both current craft were originally planned for replacement in 2022.

Cougar RIB

The single Cougar RIB is 10 years old. This craft was purchased to provide a suitable degree of resilience to the patrol capability in the event that both primary vessels (the Cheetah catamarans) became unserviceable. This has proved essential on occasion. More economical in terms of capital outlay, this smaller vessel also provides extra capability for large scale support to events such as the Regattas. The same husbandry and regular maintenance means that this vessel will also have a good degree of residual value. This vessel was also planned for replacement after 12 years (2024).

Replacement – the Balancing Judgement

Whereas the condition of our vessels does not mean that immediate replacement for any is required, there nevertheless comes a point when a balancing judgement will be necessary to take advantage of the position of greatest opportunity. With the current second-hand market for all vessels strong in a post COVID and Ukrainian War context and with the cost of new vessels increasing, the timing of our investment should aim to match a point where the difference between residual value and capital outlay are

closest, using the capital accrued for that specific purpose. Commissioning new capability with the long-term in mind is recommended now.

The ‘staged’ plan for replacement briefed in our current Asset Review Work is indicated here and shows how the need for replacement had been extended by sound husbandry:

Vessel	Original Replacement Date	Extended Replacement Date	Capital set aside from ARR
Cheetah 1 ‘ROSE’	2022	2025	£150k
Cheetah 2 ‘CROWN’	2022	2030	£150k
RIB ‘HYDRA’	2024	2028	£50k

There is an opportunity to have a positive long-term impact of investment now on the Asset Replacement Reserve. Column two shows that capital investment in new craft has been budgeted for originally in 2022 and 2024. The volatility of manufacturing and material costs means that replacements will be increasingly expensive over the next few years. It follows that extensions in the lifespan of these crucially important assets, while intuitively a prudent economic measure, are likely to be counter-productive because of the rate of increase in manufacturing costs and a strong current second-hand market for vessels in good condition. As they become older, the value of our current fleet will peak and then deteriorate, making the future net cost of replacement greater. The attractiveness of the longer lifespan of some craft on the market (conservatively, 30 years) and their requirement for less frequent maintenance and engine replacement mean less year-on-year draw on both revenue and the Reserve with favourable effect.

Future Specification

The specification for patrol craft is set to deliver the task. It will also take account of the Harbour Board’s policy, set out in the Strategic Vision and Plan¹:

Within the Vision:

The RHHB is aware of the impact of climate change and sea level rise and will continue to recognise, monitor and raise awareness of the effect on the Harbour. Promoting an understanding here will assist in improving the Harbour’s resilience to climate change. The RHHB will therefore seek, where practicable, to support initiatives that will enhance the environment, restore nature and reduce carbon emissions and activities that contribute to climate change.

And within the Plan:

To be pro-active in monitoring the River for the impact of Climate Change and identifying the implications of decisions. Additionally to implement where practicable initiatives and inform, encourage and support the initiatives of other river users in reducing carbon emissions and activities that contribute to climate change.

¹ [Strategic Vision and Plan 2022-24 \(hants.gov.uk\)](https://www.hants.gov.uk/strategic-vision-and-plan-2022-24)

The Harbour Authority will prioritise long lasting recyclable materials and look to take advantage of zero-emission propulsion systems either immediately or as they become technologically practicable.

Hull Manufacturing Options

Hull options will be driven by the requirement to perform the full range of patrol tasks in all weathers as well as berthing constraints at the Harbour Master's Jetty at Warsash and the need to operate and turn in confined narrow and shallow waters at the top of the River. They will also be driven by durability, through-life maintenance requirements and sustainable production and disposal advantages.

Options for hull construction are either metallic (steel or aluminium), glass-reinforced plastic (GRP) or High Density Polyethylene (HDPE). Metallic options in the size of boat required are fewer, more expensive and tend to be of the Rigid Inflatable Boat (RIB) type with the greater vulnerability to damage (and loss of capability) tubes bring. Metal hulls are robust (notwithstanding any RIB tubing application) and through-life costs are less than that of GRP, the materials out of which our current craft are constructed. They can also retain a greater residual value than GRP which is more susceptible to impact damage and, over time, 'crazing', Ultra Violet (UV) damage and osmosis. Our existing GRP primary patrol craft have performed well and the heavier 'lay-down' of GRP has generally resisted UV and crazing damage so far. Both metal and GRP require greater energy to build generally than a newer material whose use is becoming more prevalent as its merits are realised: HDPE.

HDPE is newly worthy of consideration because of its indestructibility with very high impact resistance. It requires minimal maintenance and intrinsically does not require anti-fouling. It is not susceptible to chemical damage and has additional appeal by virtue of its low carbon footprint. HDPE uses less than 20% of the carbon needed in production than aluminium, for example, is 100% recyclable and does not require anti-foul treatment. Boats manufactured from this material are very durable with a predicted lifespan in thicker forms of over 30 years.

Propulsion Options

There is understandably significant pressure to move towards more sustainable propulsion options. Our current vessels are powered by outboard petrol engines which remain operationally attractive because they provide the power needed for towing large vessels, for incident response and delivery of our oil spill protection capability. Diesel inboard and outboard propulsion units perform similarly and are a proven though more capitally expensive alternative. They last much longer typically and so through-life costs are less. Power transmission is achieved either via a propellor (from a lifting 'leg') or via a water jet. Both are reliable and proven capabilities. A water jet facility is more expensive but offers useful benefits - first, extremely good manoeuvrability, second, enhanced safety because it has no rotating parts to impact objects under the water and finally, a reduction in draft useful in shallow water.

Electrical propulsion has developed significantly over the past few years but is not yet a practicable proposition. Both outboard and inboard options are marketed and could be made to fit a variety of hull options. The principal practical challenges lie in

endurance, weight and, currently, much higher cost. Whereas offering good performance over short distances, if high power is used, the endurance of the batteries with current technology tails off dramatically, rendering them unsuitable for the extended and unpredictable duties our craft are required to perform. At low speeds (6 knots), 12 hours endurance will be achieved. However, when maximum power is used as is often required for incident response, towing or oil spill response boom work, endurance can drop to one hour. It is true that fast-charging systems are improving. Nonetheless, the unpredictability of 'events' will bring with it the risk that the capability is 'on-charge' when it is needed. A typical set of batteries add significantly to the weight of the boat and reduce carrying capacity. The batteries from an example provider weigh 400kg and a single 120hp equivalent electric engine married to the battery set weighs an additional 250kg. Finally, the cost of such a system from one representative provider of suitable craft will double the overall cost of a vessel.

While electrical propulsion systems continue to develop and become a more viable solution, perhaps within the next few years, only petrol and diesel options are feasible. It will however be important to ensure that new craft are 'retro-fittable' with lower emission systems as they become more advanced.

Vessels in Scope

Of three manufacturers originally considered, only two offer hulls in the preferred HDPE material. The Harbour Authority will present to the Board offers from those manufacturers. Details are not published here for reasons of commercial confidence. Ten vessels will be considered for our primary capability and three for the secondary capability. The combination of craft will be within with budgeted figures.

Through-Life Cost Considerations

Propulsion

Principal current through-life costs relate to routine replacement of 5 outboard engines. Other lesser costs are incurred in periodic lift-out, refurbishment and hull maintenance, including anti-fouling. Reducing these costs will reduce the overall cost of the capability.

Outboard engine replacement for our current vessels has been extended over the past 5 years. The Harbour Authority operates engines of the same type in our current configuration. Each engine has a purchase and fitting cost of just under £10k. Replacement for each engine now takes place at year 4 in the life of an engine because of the operating cycle (high usage levels and, generally, slow speed operations). This plan allows used engines to either be retained for spares affording greater resilience in serviceability or sold on and the balance recovered set against replacement cost.

It is assumed reasonably that all replacement craft will be able to be fitted with alternative electrical or other propulsion within 10 years. We should also plan for the eventuality that an alternative will be available earlier or later. A chosen system will therefore be considered as an interim solution and last as long as possible or minimise year-on-year costs.

Inboard diesel propulsion systems will, subject to caveats such as correct maintenance, last longer than petrol outboards. Diesel powered craft will not, barring catastrophic failure, require a replacement unit within 10 years or more. It is assumed that petrol outboard engines will require replacement at the existing rate. The higher capital cost of a diesel engine will need to outweigh the 10 year costs for cheaper petrol engines in primary and secondary craft.

Optimising the cost of engines over a ten-year period does not necessarily mean that the same propulsion system (diesel or outboard) need be procured in every craft. Combinations of propulsion are considered. Either a single diesel or two outboard engines would be required in our primary craft to provide the manoeuvrability and power requirements needed for tasking. The propulsion system for our secondary craft could be either diesel, if it were economical enough on purchase, or petrol. Where petrol engines are considered, the Harbour Authority would either require 5 such petrol units (2 each for the primary capability and one for the secondary), or just one for the secondary capability (the other two craft being diesel driven).

Costs of petrol outboard 4 yearly replacement over a ten-year period, charged to the Asset Replacement Reserve can be seen in the table below. Over ten years, the saving achieved by investment in diesel engines for primary craft is £80k.

Option	Primary Patrol Craft	Secondary Patrol Craft	Total cost
Diesel in Primary Craft	Nil	£20k	£20k
All petrol propulsion	£80k	£20k	£100k

Fuel costs

Current fuel costs are for petrol. Amortisation over the past seven year period gives a reasonable sense of usage for five outboard petrol engines. Current average annual usage is 5750 litres. Fuel rebate is recovered annually from HMRC at a current rate of 52.95 pence per litre. Marine fuel costs are higher than standard pump prices at around £2.18 per litre for petrol and £1.53 for diesel at the time of writing, recognising current volatility in pricing. Gross annual fuel costs are currently around £11k. The secondary patrol craft, with one engine and less use accounts for a fraction of this.

Overall consumption rates will depend on, inter alia:

- engine efficiency;
- The nature of the task and the amount of power required to perform it;
- Hull shape and form and the effort required to propel the craft;
- The weather and sea state;
- The number of engines used – eg single or twin.

Taking this into account, fuel consumption of a single diesel in each primary craft would be approximately the same as the twin outboard engines currently used. The cheaper cost of diesel (currently) will realise savings. Raw data would indicate that

savings in year one of any change would be around £2.5k. Over ten years, £25k saving might be achieved at current rates.

Lift out and Maintenance

The use of a ‘versadock’ (floating dock) for the secondary patrol craft means that associated costs are negligible for that vessel.

For current GRP patrol craft, annual hull maintenance and anti-fouling/engine replacement routines mean that each vessel is subject to lift out and two weeks of shore maintenance each year. This means that one month’s worth of primary craft capability is lost each year.

The cost of each lift-out and re-launch is £400. Ashore storage is £100 per week. Anti-fouling and other material costs for each ashore period can be expected to reach £1000, which includes patrol officer hours to conduct the in-house (and therefore more economical) work. The patrol capability vested in the craft ashore also has a degree of financial value because of additional usage of the remaining afloat craft. There is also always a risk that a defect may occur in the afloat primary vessel, leading to a degradation in overall capability.

HDPE vessels do not require anti-fouling and fewer lift-outs for maintenance are necessary. Were outboard engines to be selected as the means of propulsion, lift outs would be required for engine checks and possible exchange at half the current interval. For diesel engines, the requirement to lift out might reasonably be extended to periodicity of three years for general programmed checks.

The associated costs and savings are illustrated here for a ten-year cycle with each period costing £1000:

Option	Primary Craft (4 petrol engines)	Secondary Craft (single petrol engine)*	Primary Craft (2 diesel engines)	Total
Current	£20k	£2k	N/A	£22k
All Petrol	£10k	£2k	N/A	£12k
Diesel/Petrol combination	N/A	£2k	£6k	£8k
All diesel	N/A	N/A	£6k	£6k

*On a versadock – fewer lift-outs required.

Conclusions

- Investment now is correct, given increasing costs of new craft and the residual value of our current craft.
- The effect of investment will be to reduce revenue costs, draw on the Asset Replacement Reserve and increase hull availability:
 - Fuel costs expected to reduce, at current rates potentially saving £25k over ten years.

- Lift out and maintenance costs for HDPE diesel craft could deliver savings of £6k over the same period.
 - Total through-life savings over GRP petrol craft of a mixed HDPE-hulled fleet of two larger inboard single diesel-engined craft and a single petrol-engined smaller craft are forecast to be over £110k over ten years. Estimated year on year savings are £11k.
- HDPE's strength, resilience to damage, low maintenance, life-span, carbon-efficient production and recyclability make it the preferred material for hull construction.
 - All-diesel propulsion offers the greatest efficiency over an initial ten-year period in terms of through life costs, noting that it would involve greater initial capital investment.
 - Diesel engines should reasonably last at least 10 years, negating the requirement for investment in replacement outboard engines and saving around £80k over that period. This will allow alternative propulsion methods to be re-assessed in due course.

The Budget

£150k has been set aside for each of the primary patrol craft and £50k for the secondary patrol craft within the Asset Replacement Reserve. Any amount recovered from the sale of our existing fleet will offset net expenditure by a corresponding amount.

Our Asset Review process allows modelling on the effect of expenditure on all or some patrol craft. The effect on the ARR graph of immediate expenditure on all three craft is at Figure 1. The effect on our predicted minimum holding in 2037 is to increase that value from £101k to £117k, principally because of engine savings. Evidence of the longer-term advantages in reducing through-life costs is apparent across the graph. Figure 1 does not include the value (as yet unknown) of the sale of our current inventory. Figure 2 is illustrative only and includes notional sale values of £30k for each of our current catamarans and £15k for our RIB. In this case, albeit yet to be realised, the effect on our predicted minimum holding in 2037 would be to increase that minimum forecast value from £101k to £199k.

Recommendation

- The Board grants approval for the Harbour Master to purchase now the best value-for-money vessels within budget and meeting the requirement from those on offer from the preferred manufacturer.

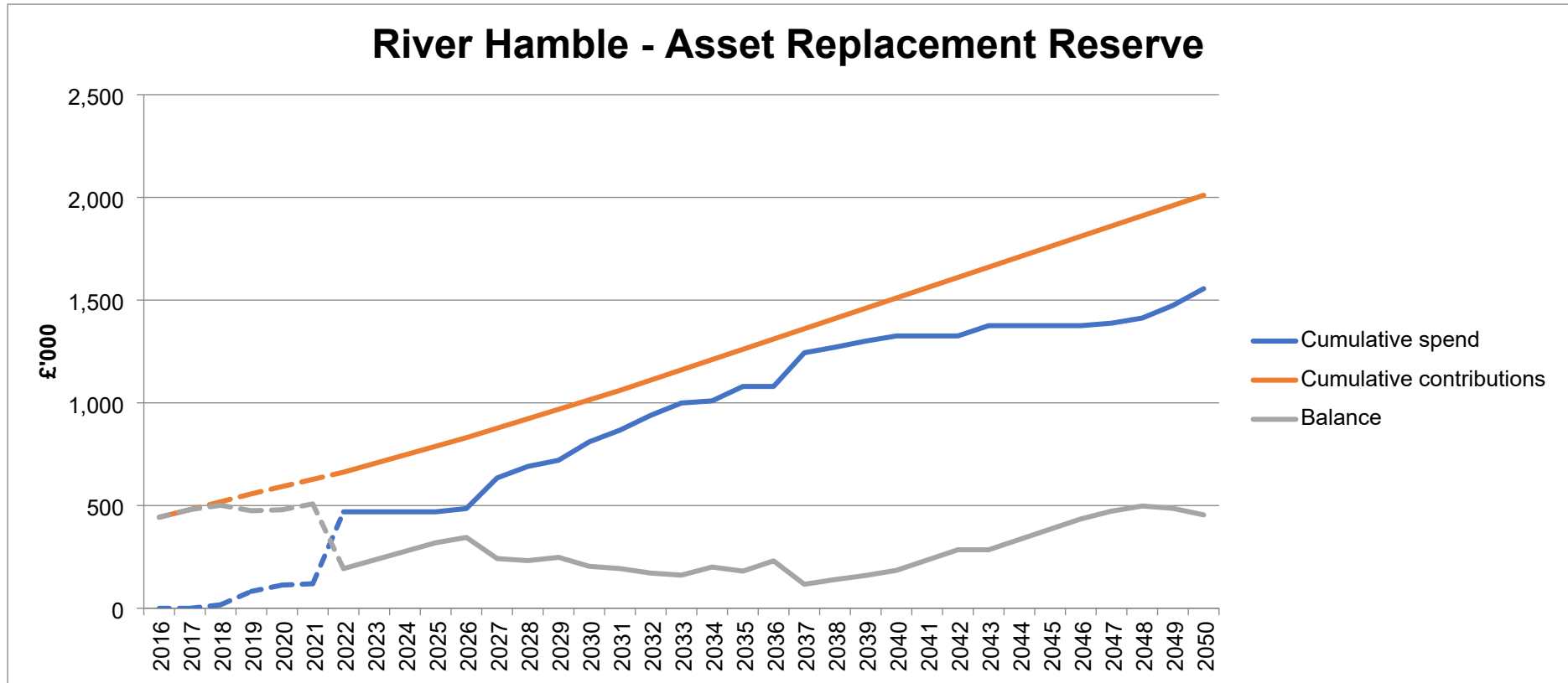


Figure 1 – ARR position with purchase of three new vessels immediately at budgeted cost.

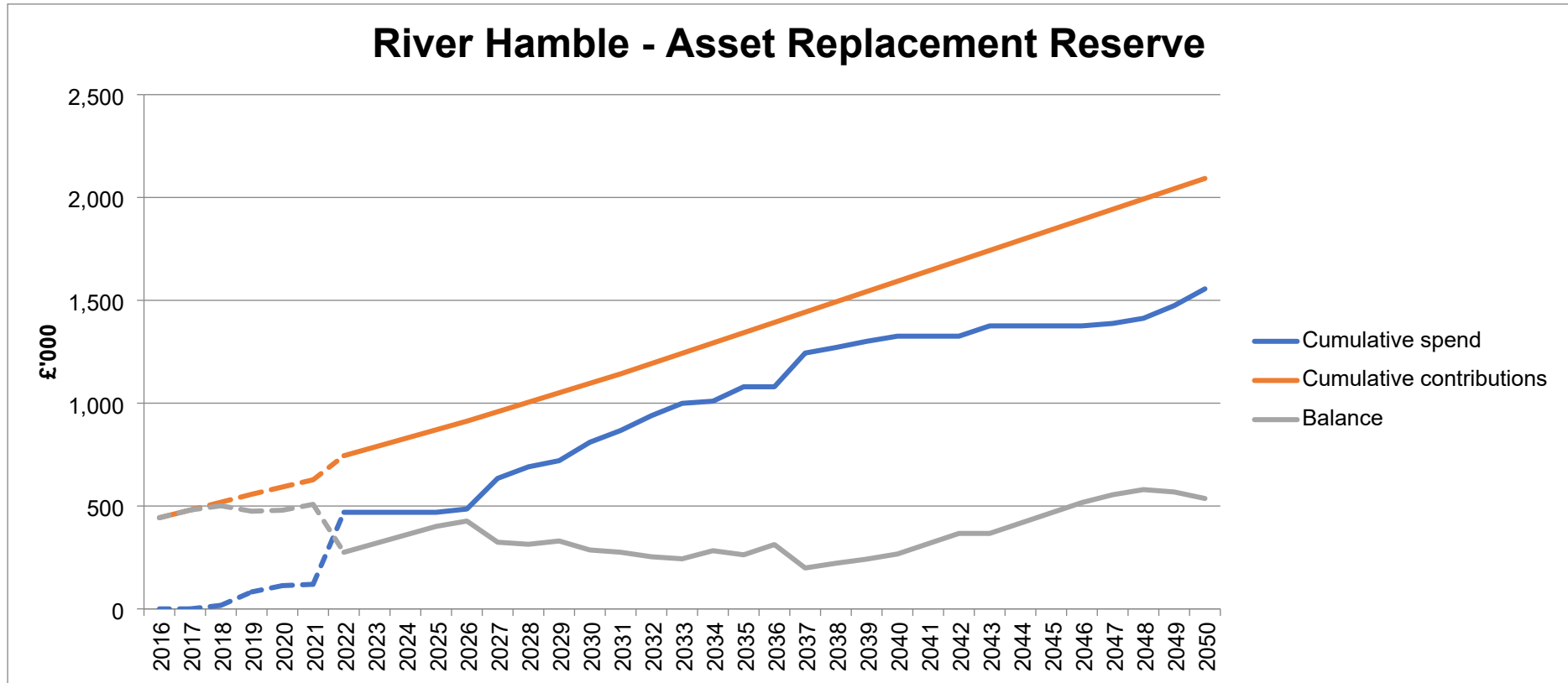


Figure 2 – ARR position with purchase of three new vessels immediately at budgeted cost and sale of current craft at a notional £75k.

HAMPSHIRE COUNTY COUNCIL

Report

Committee	River Hamble Harbour Board
Date:	7 October 2022
Title:	Harbour Works Consent Application - Minor rearrangement of walkway pontoon and installation of two finger pontoons at Prince Philip Yacht Haven
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 Board approve Harbour Works Consent for the proposal set out in paragraph 5 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 5.
 - b. A minimum of 7 days advance notice confirming the start of the works must be given to the Harbour Master in order that the Notice to River Users can be issued.
 - c. The applicant should ensure that only coatings and treatments that are suitable for use in the marine environment are used in accordance with best environmental practice. All reasonable precautions will be undertaken to ensure no pollutants enter the waterbody.
 - d. The applicant should ensure that all equipment, temporary structures, waste and/or debris associated with the licensed activities is removed upon completion of the licensed activities.
 - e. The development must be completed within 3 years from the date of the approval granted by the Harbour Board.

Executive Summary

3. This report seeks to:
 - Set out an application for Harbour Works Consent made by Royal Southern Yacht Club (via its agent Lymington Technical Services) for the minor rearrangement of a walkway pontoon and the installation of two finger pontoons at the Prince Philip Yacht Haven, Hamble, SO31 4HB.
 - 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 is for the minor rearrangement of a walkway pontoon and the installation of two finger pontoons within the facility's existing mooring area. This will require the relocation of one pile and complete removal of another pile. The existing walkway is used to moor vessels, but when relocated as proposed it will provide access only. The two proposed new finger pontoons will replace the lost moorings, resulting in no increase in berth numbers.
5. 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 1a, 1b & 1c):
 - Drawing reference '*DWG 10907/1A. April 2022, Existing & Proposed Layouts*'
 - *Supporting Document* reference '*10907 Rpt1a June 2022*'
 - Environmental information document '*Environmental information to inform any required Habitats Regulations Assessment by the Competent Authority*', reference '*Document 10907 Rpt 2a June 2022*'.

Harbour Authority's Responsibilities

6. 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.
7. 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.

8. 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.
9. 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.
10. 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.
11. 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.
12. 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

13. 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 also 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.

Responses to Consultation

14. Natural England's statutory response raised no objection to the proposed development.
15. One response was received as a result of the Harbour Authority's public consultation. It stated no objection to this application.
16. 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

17. 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.
18. This proposal also requires permissions from other authorities. Applications submitted to the Local Planning Authority and to the Marine Management Organisation have both been approved. Issues pertaining to their policies and regulations should be addressed with the appropriate organisation.
19. The proposed structure is on land currently within RHHA's riverbed lease from The Crown Estate. The Crown Estate is content and, under standard protocols, is in the process of granting the Club an extraction from the Harbour Authority's Crown Lease.
20. The development is a sensible and minor reconfiguration of the existing Yacht Haven. The movement, through 90 degrees of a pontoon will have positive effects on mariners' entrance to and egress from the facility. The effect will be to spread the traffic over three access points rather than the existing two and those for whom entrance from the North previously required three right-angle turns will, under the new configuration, require two turns. No practical difference in terms of visibility will be experienced by those leaving the marina and joining the Main Channel as general visibility is satisfactory. While the current configuration affords good separation between pontoons at the Northern extent of the Haven and the adjacent Fuel berth at Port Hamble, it can reasonably be argued that traffic at that point will reduce, simply because other vessels in the central part of the Haven will now enter and depart via a different (the central) access point. No additional

lighting is appropriate. In summary, the Harbour Master agrees with the developer's comments that the new configuration will be an improvement.

Berthing conditions granted to the Club in the Harbour Works' Consent approved in Harbour Board minutes of 26 June 2013 will continue to apply, noting that the upstream configuration will not change. Namely:

- That there shall be a prohibition on double berthing or 'rafting' on the hammerheads of the outer pontoons (i.e. on the main channel side) and on the inshore 10 metres at the upstream end of the inner pontoon which forms the entrance to the complex.
- That the length of individual boats berthed on the upstream finger pontoons of the RAFYC berthing facility shall not exceed the lengths shown in the diagram at paragraph 8.4 (of that note).

21. No dredging of sub-tidal or inter-tidal habitat is required for this development, and the installation of the two piles will be undertaken using vibro piling.
22. The proposal is sited within the Solent Maritime Special Area of Conservation (SAC) and the Solent and Dorset Special Protection Area (SPA) and 150 meters from the nearest boundary of the Solent & Southampton Water Special Protection Area (SPA), the Solent and Southampton Water Ramsar site and the Lee-on-the Solent to Itchen Estuary Site of Special Scientific Interest (SSSI).
23. A Habitats Regulation Assessment (HRA) of the same proposal has been conducted by the Local Planning Authority (LPA), Eastleigh Borough Council, using the supporting information supplied by the applicant. The HRA (Appendix 2) found that the development, by virtue of the piling work, would have potential likely significant effects on the Solent Maritime SAC. The subsequent Appropriate Assessment stated, "*In conclusion, the application will not have a likely significant effect on the protected sites*". RHHA concurs with the LPA's HRA, and has therefore adopted it. RHHA has also concluded that the proposal will have no adverse effect on the integrity of a European Site (Solent Maritime SAC, Solent and Southampton Water SPA/Ramsar or on the Solent and Dorset Coast SPA) either alone or in combination with other plans or projects.
24. Natural England's (NE) consultation response advises that it concurs with the assessment conclusions that the proposal will not result in adverse effects on the integrity of any of the sites in question. NE also advises that the proposal, if undertaken in strict accordance with the details submitted, is not likely to damage the interest features for which the SSSI site has been notified.
25. If the River Hamble Harbour Board decides to grant permission for this application, subject to the conditions at paragraph 2, it would be adhering to its responsibilities under environmental legislation.

Strategic Vision

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

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

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

Section 100 D - Local Government Act 1972 - background documents

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

DocumentLocation

None

IMPACT ASSESSMENTS:

1. Equality Duty

- 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 and Carbon Mitigation Impact Assessment

4. 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.

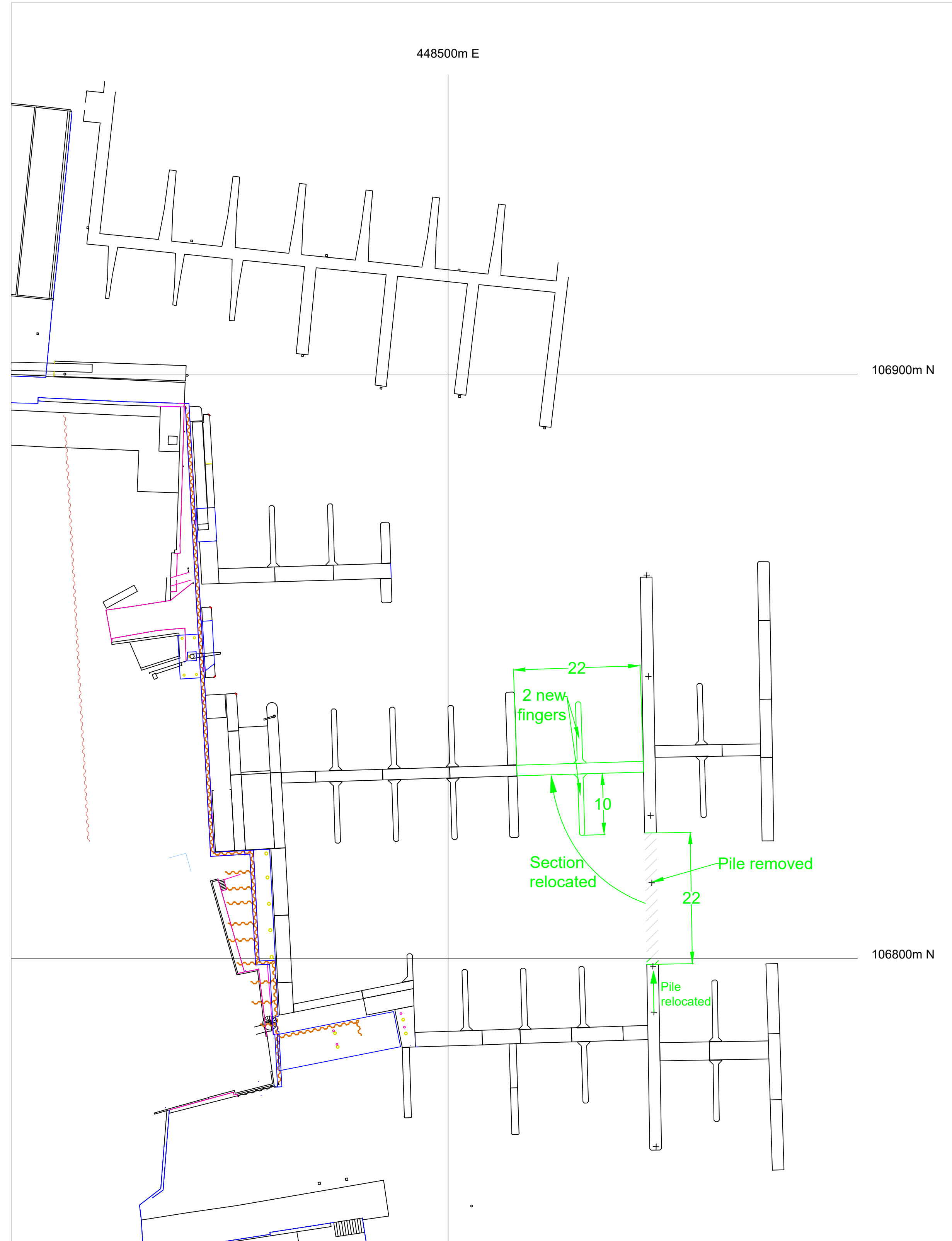
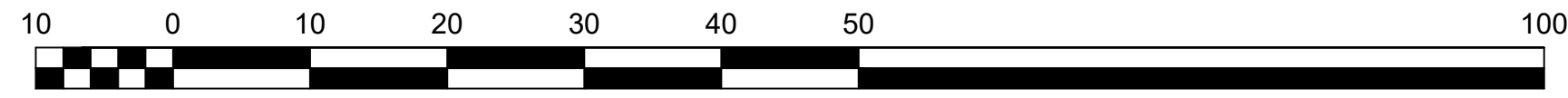
5. Climate Change Adaptation. A full assessment of climate change vulnerability was not completed as no related decision is required in respect of this report on a 3rd party's proposal.

6. Carbon Mitigation. A full assessment of carbon mitigation vulnerability was not completed as no related decision is required in respect of this report on a 3rd party's proposal. The contents of this report have no impact on the Harbour Authority's carbon footprint or energy consumption.

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EXISTING LAYOUT



PROPOSED LAYOUT

NOTES

- 1. Background supplied by Client
- 2. Grid shown is OS National Grid

Original LTS print only with Red Stamp

21:04:22	Application issue
21:04:22	Draft for Client comment

Date	Issue
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LYMINGTON TECHNICAL SERVICES LTD

CLIENT
ROYAL SOUTHERN YACHT CLUB

SITE
PRINCE PHILIP HAVEN, HAMBLE

TITLE
Existing and Proposed layouts

SCALE 1:500 @ A1

DRAWN P. Tosswell	DATE April 2022
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DRG No 10907/1A

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Royal Southern Yacht Club

Hamble-le-Rice, Southampton,
SO31 4HB

Supporting Statement, WaFD and WFD
Assessments for Pontoon Rearrangement

Compiled by Dr P Tosswell, Lymington Technical Services Ltd

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6. Flood Risk Assessment	3
7. Waste Framework Directive	4
8. Protected Areas	4
9. Background to Water Framework Directive Assessment	5
10. WFD Assessment	6
11. WFD Impact Assessment & Mitigation	12

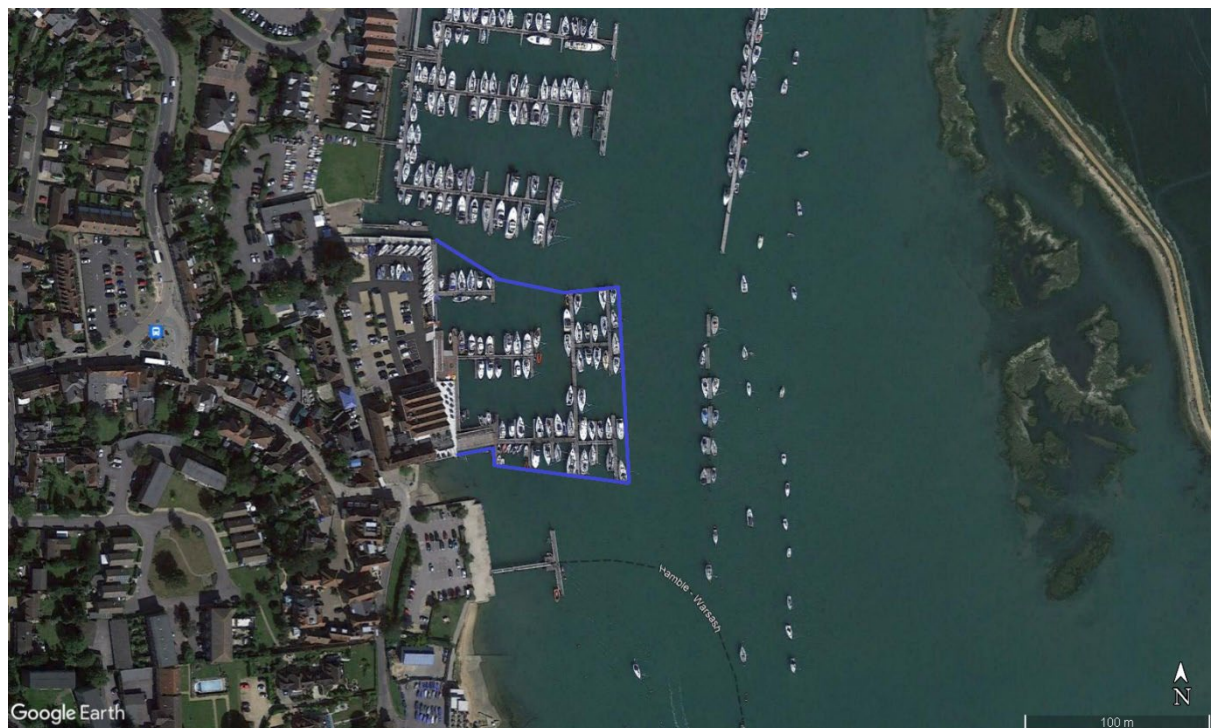
1. Introduction

This document relates to a small rearrangement of existing pontoons with two new finger pontoons installed. This is for recreational use by a well-established sailing club in Hamble.

2. Site Location

The Royal Southern Yacht Club was established in 1837 and is located on the west bank of the River Hamble. The current berthing layout was constructed in 2015.

The image below shows the current berthing area outlined in blue.



3. Proposed works

The works involve the relocation of an existing length of main walkway and installation of two new finger pontoons. One pile will be removed completely and one relocated.

The existing walkway is used to moor vessels, but when relocated it will provide access only. The two new finger pontoons will provide the lost moorings. There is therefore no increase in berth numbers.

The works are within an existing mooring area used by the club and the works can have no impact on main river navigation. There will be a localised alteration to navigation within the existing area, this is considered an improvement.

Drawing 10907/1A shows the proposed works.

4. Pontoons

The pontoons consist of a metal frame with timber decking, supported on fibre reinforced concrete cased floats. This is all a standard arrangement used widely in these applications and marinas.

5. Method Statement

A spud-legged crane barge will be employed for the works. The barge will arrive with the two new fingers on board.

The existing pile in the section to be removed will be extracted and the walkway section unbolted. The extracted pile will be stored on the deck of the crane barge. The walkway section will then be towed into the new position (using a small workboat) and bolted in place.

The pile to be relocated will be extracted and redriven in the new location. Vibro piling methods will be employed to minimise impact.

Timing of the works is dependent upon marine plant availability. However, it is common practice for such small scale works in this location to be undertaken without timing restrictions. Whilst this can mean conflict with the over wintering bird season the nature of the site is such that the works will not increase the human impact.

It is anticipated that the works should be completed within 1 week.

6. Flood Risk Assessment

The proposed works are a fully water compatible minor development.

The actual works cannot be affected by flooding. Nor will the works themselves increase the risk of flooding.

As this is a water compatible minor development the following should be considered:

- i. Would the works have an adverse effect on the watercourse, floodplain or its flood defences?* The impact on the river flow is insignificant. There is no impact on the floodplain nor any flood defences.
- ii. Would the works impede access to flood defence and management facilities?* There are no such facilities in the locality and full access to the area remains.
- iii. Would the cumulative impact of the development have a significant effect on local flood storage capacity or flood flows?* No, the impact of the works is insignificant.

7. Waste Framework Directive

This section follows the guidance contained in the Guidelines on the interpretation of key provisions of Directive 2008/98/EC on waste.

The waste hierarchy sets out 5 methods of dealing with waste – Prevention, Preparing for re-use, Recycling, Other recovery and Disposal.

7.1 Prevention

Article 3(12) WaFD defines ‘prevention’ as:

‘Measures taken before a substance, material or product has become waste that reduce:

- the quantity of waste, including through the re-use of products or the extension of the life span of products;
- the adverse impacts of the generated waste on the environment and human health; or
- the content of harmful substances in materials and products.

Whilst prevention is not technically a waste management operation it does trigger whether the material becomes waste.

The works are necessary improvements so there is no prevention option.

The works are all new and there is no waste produced.

The works therefore comply with the WaFD.

8. Protected Areas

South Marine Plan – This application is for improvements to an existing facility. The works are compliant with the plan. The following Policies are relevant:

S-TR-1 & 2 – supports and improves recreational facilities – the proposal is a minor alteration to an existing facility and will improve access.

S-ACC-1 – improvements to access

S-CC-2 – structure is fully compliant with climate change (sea level rise).

This is also compliant with the Marine Policy Statement.

The site is not within a Marine Conservation Zone, either designated, proposed, or recommended.

The proposed works are within an existing mooring area, with high leisure usage and within the following protected sites –

SAC – Solent Maritime (UK0030059)

Solent & Dorset Coast Special Protection Area (SPA) – UK9020330. No impact likely.

Coastal Sensitive Areas (Eutrophic) – Hamble Estuary (UKENCA123), Nitrate sensitivity. The nature of the existing activities and the proposed works is such that there will be no change to eutrophication.

The works are nearby to the following sites:

Ramsar - Solent and Southampton Water (UK11063). No impact likely

SPA - Solent & Southampton Water (UK9011061). No impact likely

Shellfish Waters, Approaches to Southampton Water (36). No impact likely

SSSI – Lee on Solent to Itchen Estuary. No impact likely

Local Nature Reserve – Hook with Warsash. No impact likely

Further details regarding potential impacts are detailed in the accompanying document Environmental Information 10907 Rpt2a.

WFD Habitats – higher sensitivity – saltmarsh on the opposite side of the river (100m) and to the south (300m) of the works area.

WFD Habitats – lower sensitivity – intertidal soft sediment indicated on MAGIC website on both west and east bank of the river. **This is incorrect**, the area is all sub tidal on the west bank (works area).

9. Background to Water Framework Directive Assessment

The purpose of a Water Framework Directive (WFD) assessment is to determine whether the proposed works will compromise the attainment of a WFD objective or result in the deterioration of the current ecological status of the relevant waterbodies.

The process consists of 3 stages –

Stage 1 – The Screening Stage

This stage is used to identify activities which need to be considered further (i.e. excludes those which do not require further assessment). Activities conducted between 2009-2014 are excluded as they would have been covered by the River Basin Management Plan (RBMP) evidence collection process. This typically applies to maintenance activities including dredging.

Stage 2 – The Scoping Stage

This stage identifies the potential risks to the following receptors:

- Hydromorphology
- Biology – habitats
- Biology – fish
- Water quality
- Protected areas

Stage 3 – Impact Assessment

This stage examines whether the activity will have a significant non-temporary effect on each receptor.

10. WFD Assessment

The assessment uses the online EA tables which are reproduced in the following pages.

The Catchment Data Explorer provides data updated 01:02:22.

10.1 Screening & Scoping Stage - WFD Tables for activities in estuarine and coastal waters

Works take place in or affect more than one water body, complete a template for each water body – *single water body*

Works include several different activities or stages as part of a larger project, complete a template for each activity as part of your overall WFD assessment – *single activity*

Activity	Description, notes or more information
Applicant name	<i>Royal Southern Yacht Club</i>
Application reference number (where applicable)	<i>n/a</i>
Name of activity	<i>Pontoon modifications, removal of one pile, relocation of one pile</i>
Brief description of activity	<i>Pontoon modification and installation of two new pontoons for upgraded access facilities</i>
Location of activity (central point XY coordinates or national grid reference)	<i>448524,106822</i>
Footprint of activity (ha)	<i>0.011 ha</i>

Timings of activity (including start and finish dates)	<i>Dependent upon Marine Licence and plant availability.</i>
Extent of activity (for example size, scale frequency, expected volumes of output or discharge)	<i>Anticipated to take 1 week.</i>
Use or release of chemicals (state which ones)	<i>No</i>

Water body¹	Description, notes or more information
WFD water body name	<i>Southampton Water</i>
Water body ID	<i>GB20704202800</i>
River basin district name	<i>South East</i>
Water body type (estuarine or coastal)	<i>Transitional Water (Estuarine in summary table)</i>
Water body total area (ha)	<i>3123.51</i>
Ecological status (2019)	<i>Moderate</i>
Chemical status (2019)	<i>Fail</i>
Target water body status and deadline	<i>Ecological moderate by 2015, Chemical good by 2027</i>
Hydromorphology status of water body (2015)	<i>Supports good</i>
Heavily modified water body and for what use	<i>Yes – coastal, flood protection, navigation ports and harbours</i>
Higher sensitivity habitats present	<i>Yes</i>
Lower sensitivity habitats present	<i>No</i>
Phytoplankton status	<i>High from summary table</i>
History of harmful algae	<i>No</i>
WFD protected areas within 2km	<i>Yes</i>

Specific risk to receptors -

Section 1: Hydromorphology

Consider if hydromorphology is at risk from your activity.

Use the water body summary table to find out the hydromorphology status of the water body, if it is classed as heavily modified and for what use.

Consider if your activity:	Yes	No	Hydromorphology risk issue(s)
Could impact on the hydromorphology (for example morphology or tidal patterns) of a water body at high status	Requires impact assessment	Impact assessment not required	No
Could significantly impact the hydromorphology of any water body	Requires impact assessment	Impact assessment not required	No
Is in a water body that is heavily modified for the same use as your activity	Requires impact assessment	Impact assessment not required	Yes

Record the findings for hydromorphology and go to section 2: biology.

Section 2: Biology

Habitats

Consider if habitats are at risk from your activity.

Use the water body summary table and Magic maps, or other sources of information if available, to find the location and size of these habitats.

Higher sensitivity habitats ²	Lower sensitivity habitats ³
chalk reef	cobbles, gravel and shingle
clam, cockle and oyster beds	intertidal soft sediments like sand and mud
intertidal seagrass	rocky shore
maerl	subtidal boulder fields
mussel beds, including blue and horse mussel	subtidal rocky reef
polychaete reef	subtidal soft sediments like sand and mud
saltmarsh	
subtidal kelp beds	
subtidal seagrass	

² Higher sensitivity habitats have a low resistance to, and recovery rate, from human pressures.

³ Lower sensitivity habitats have a medium to high resistance to, and recovery rate from, human pressures.

Consider if the footprint ⁴ of your activity is:	Yes	No	Biology habitats risk issue(s)
0.5km ² or larger	Yes to one or more – requires		No
1% or more of the water body's area			No

Within 500m of any higher sensitivity habitat	impact assessment	No to all – impact assessment not required	Yes
1% or more of any lower sensitivity habitat			No

⁴ Note that a footprint may also be a temperature or sediment plume. For dredging activity, a footprint is 1.5 times the dredge area.

Fish

Consider if fish are at risk from your activity, but only if your activity is in an estuary or could affect fish in or entering an estuary.

Consider if your activity:	Yes	No	Biology fish risk issue(s)
Is in an estuary and could affect fish in the estuary, outside the estuary but could delay or prevent fish entering it or could affect fish migrating through the estuary	Continue with questions	Go to next section	No
Could impact on normal fish behaviour like movement, migration or spawning (for example creating a physical barrier, noise, chemical change or a change in depth or flow)	Requires impact assessment	Impact assessment not required	No
Could cause entrainment or impingement of fish	Requires impact assessment	Impact assessment not required	No

Record the findings for biology habitats and fish and go to section 3: water quality.

Section 3: Water quality

Consider if water quality is at risk from your activity.

Use the water body summary table to find information on phytoplankton status and harmful algae.

Consider if your activity:	Yes	No	Water quality risk issue(s)
Could affect water clarity, temperature, salinity, oxygen levels, nutrients or microbial patterns continuously for longer than a spring neap tidal cycle (about 14 days)	Requires impact assessment	Impact assessment not required	No.

Is in a water body with a phytoplankton status of moderate, poor or bad	Requires impact assessment	Impact assessment not required	No
Is in a water body with a history of harmful algae	Requires impact assessment	Impact assessment not required	No

Consider if water quality is at risk from your activity through the use, release or disturbance of chemicals.

If your activity uses or releases chemicals (for example through sediment disturbance or building works) consider if:	Yes	No	Water quality risk issue(s)
The chemicals are on the Environmental Quality Standards Directive (EQSD) list	Requires impact assessment	Impact assessment not required	No
It disturbs sediment with contaminants above Cefas Action Level 1	Requires impact assessment	Impact assessment not required	No

If your activity has a mixing zone (like a discharge pipeline or outfall) consider if:	Yes	No	Water quality risk issue(s)
The chemicals released are on the Environmental Quality Standards Directive (EQSD) list	Requires impact assessment ⁵	Impact assessment not required	No

⁵ Carry out your impact assessment using the Environment Agency's surface water pollution risk assessment guidance, part of Environmental Permitting Regulations guidance.

Record the findings for water quality go on to section 4: WFD protected areas.

Section 4: WFD protected areas

Consider if WFD protected areas are at risk from your activity. These include:

- special areas of conservation (SAC)
- special protection areas (SPA)
- shellfish waters
- bathing waters
- nutrient sensitive areas

Use Magic maps to find information on the location of protected areas in your water body (and adjacent water bodies) within 2km of your activity.

Consider if your activity is:	Yes	No	Protected areas risk issue(s)

Within 2km of any WFD protected area ⁶	Requires impact assessment	Impact assessment not required	Yes
---	----------------------------	--------------------------------	-----

⁶ Note that a regulator can extend the 2km boundary if your activity has an especially high environmental risk.

Record the findings for WFD protected areas and go to section 5: invasive non-native species.

Section 5: Invasive non-native species (INNS)

Consider if there is a risk your activity could introduce or spread INNS.

Risks of introducing or spreading INNS include:

- materials or equipment that have come from, had use in or travelled through other water bodies
- activities that help spread existing INNS, either within the immediate water body or other water bodies

Consider if your activity could:	Yes	No	INNS risk issue(s)
Introduce or spread INNS	Requires impact assessment	Impact assessment not required	No

Summary

Receptor	Potential risk to receptor?	Note the risk issue(s) for impact assessment
Hydromorphology	Yes	HMWB for same use
Biology: habitats	Yes	Saltmarsh and subtidal sediments
Biology: fish	No	
Water quality	No	
Protected areas	Yes	SPA, SAC, Ramsar, SSSI
Invasive non-native species	No	

11. WFD Impact Assessment & Mitigation

The assessment has identified potential risks to the following:

Hydromorphology –

The works are improvements to an existing facility. Whilst the use is as the HMWB classifications (ports and harbours) there is no change. There can therefore be no negative impact or risk.

Protected areas -

These have been assessed in the attached report - Environmental Information 10907 Rpt2

Biology –

The saltmarsh is over 100m away and there can be no possible impact. The subtidal sediment will not be altered.

Summary

By following EA guidance, it is concluded that the proposal will not have a negative impact on the water body.

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Royal Southern Yacht Club

Hamble-le-Rice, Southampton,
SO31 4HB

Environmental information to inform any required Habitats
Regulations Assessment by the Competent Authority
(Shadow HRA)

Compiled by Dr P Tosswell, Lymington Technical Services Ltd

Contents

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2. Internationally Protected (European) Sites & Other Relevant Areas	3
3. Assessment of Potential Impacts on Designated Sites	8
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1. Introduction

The Royal Southern Yacht Club was established in 1837 and is located on the west bank of the River Hamble. The current berthing layout was constructed in 2015.

The works involve the relocation of an existing length of main walkway and installation of two new finger pontoons. One pile will be removed completely and one relocated.

The existing walkway is used to moor vessels, but when relocated it will provide access only. The two new finger pontoons will provide the lost moorings. There is therefore no increase in berth numbers.

The works are within an existing mooring area used by the club and the works can have no impact on main river navigation. There will be a localised alteration to navigation within the existing area, this is considered an improvement.

Drawing 10907/1A shows the proposed works.

As the works are not directly connected with, or necessary for, the conservation management of a habitat site, consideration is required as to whether the works are likely to have a significant effect on the habitat site. This is known as 'LSE' and is determined under a Habitats Regulations Assessment (HRA).

The HRA process can be divided into 3 main stages –

Stage 1 – Screening for likely significant effects (LSEs) – whether the works will have a significant effect on a European Site

Stage 2 – Appropriate Assessment (AA). This applies if a LSE is identified in Stage 1

Stage 3 – Mitigation and alternative solutions. If adverse effects are identified during the AA then alterations and mitigation must be provided to fully cancel any adverse effects.

The well documented Court of Justice of the European Union (CJEU) decision in the People Over Wind (Sweetman vs Coillte Teoranta) case (C323/17) determined that inclusion of any mitigation measures for the works (at the application stage) presupposed that there would have been a LSE. As such, a full HRA would have been required.

A 'shadow' HRA is a common approach.

Stage 1 Screening is undertaken by the applicant and this information is presented in this document.

Stage 2 Appropriate Assessment by a 'Competent Authority'.

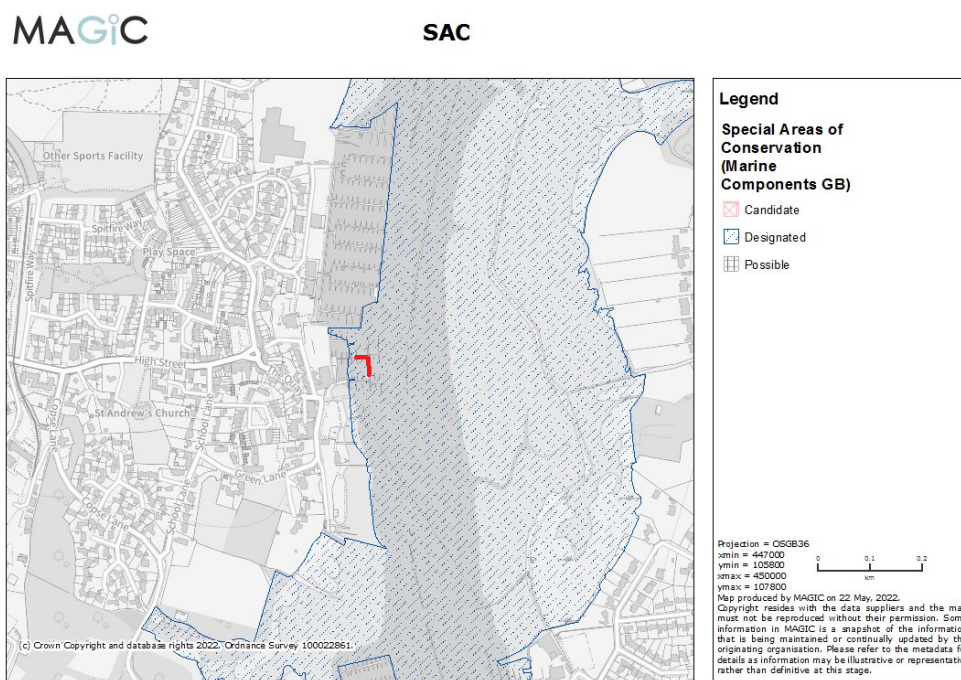
For marine works (such as this application) The Conservation of Habitats and Species Regulations 2017, Provision 103 Marine Works, states:

(1) The assessment provisions apply in relation to the granting of a licence, consent or other approval for marine works.

(2) Where the assessment provisions apply, the competent authority may, if it considers that any adverse effects of the plan or project on the integrity of a European site or a European offshore marine site would be avoided if the licence, consent or other approval were subject to conditions or requirements, grant the licence, consent or other approval subject to those conditions or requirements.

2. Internationally Protected (European) Sites & Other Relevant Areas

Solent Maritime Special Area of Conservation (SAC) – Solent Maritime (UK0030059)
(Internationally protected site).



SAC Extents – red lines show works area

Solent & Dorset Coast Special Protection Area (SPA) – UK9020330 (Internationally protected site). Red lines show works area

MAGiC

SPA



Legend
Special Protection Areas (Marine Components GB)

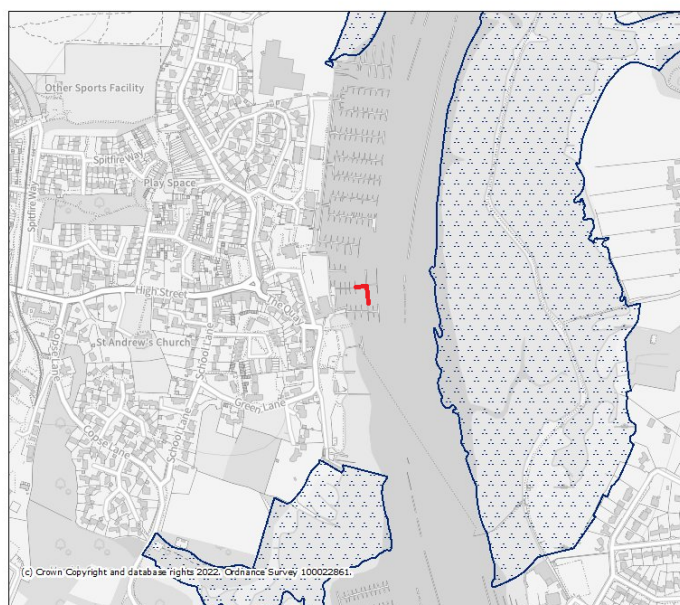
- Classified
- Potential

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 ymax = 107800
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Solent & Southampton Water Special Protection Area (SPA) – UK9011061 (Internationally protected site). Red lines show works area

MAGiC

SPA 2



Legend
Special Protection Areas (England)

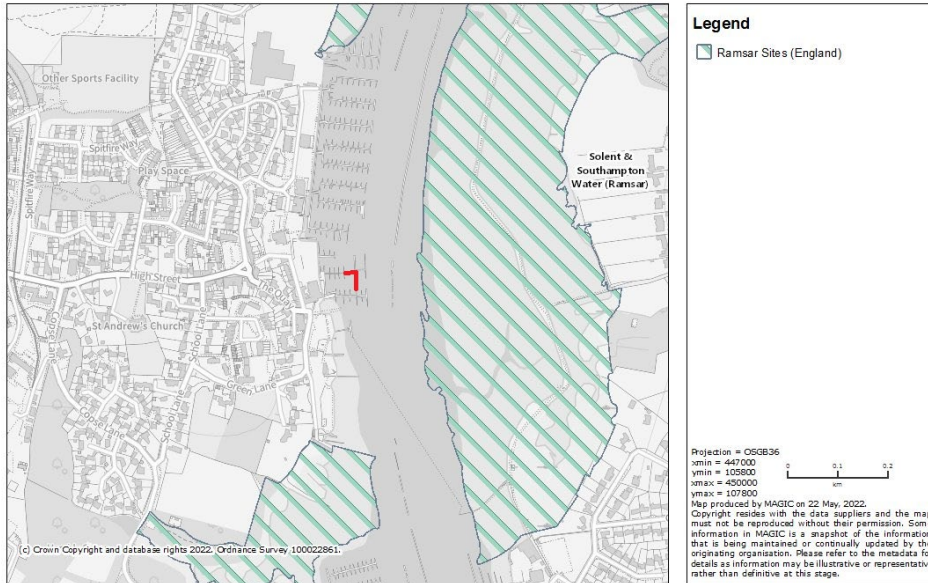
- Special Protection Areas (England)

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Ramsar – Solent and Southampton Water (UK11063). (Internationally protected site). Red lines show works area

MAGiC

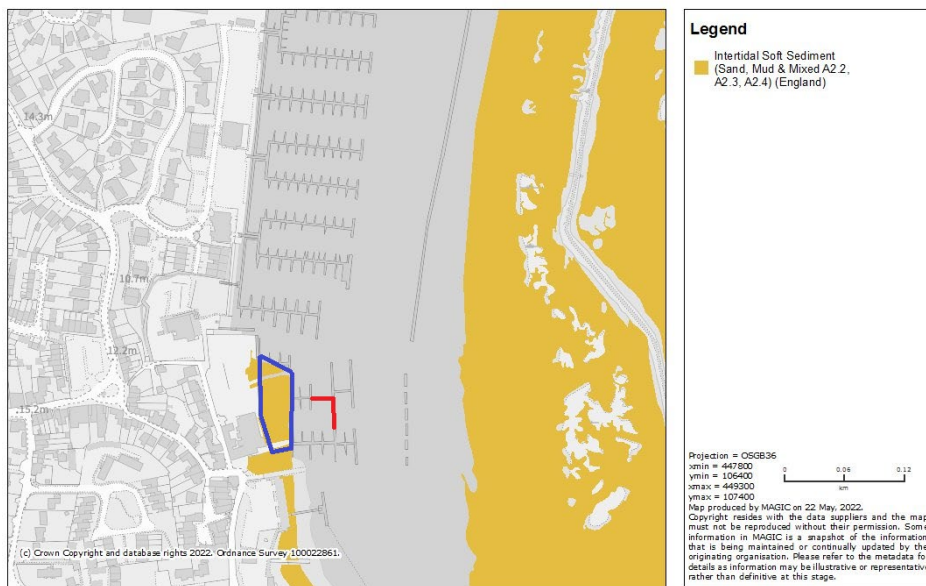
Ramsar



SAC/SPA supporting habitats – Mudflats – red lines show works area

MAGiC

Intertidal

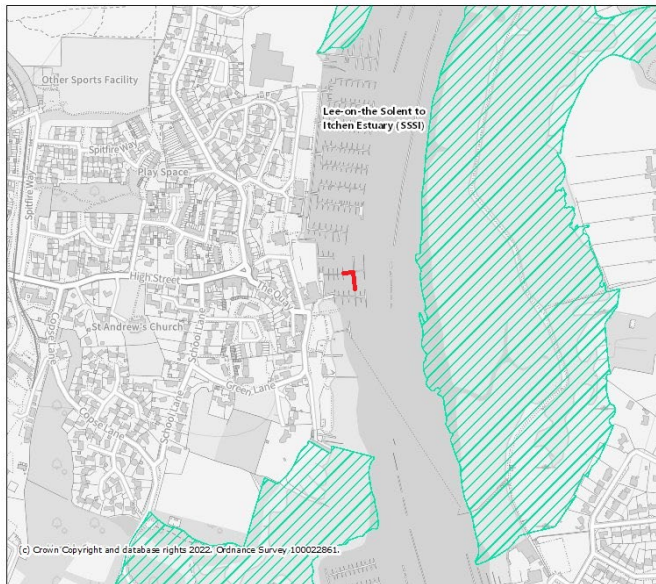


Note that this data is not up to date, the area in blue does not dry out and is fully subtidal.

SSSI – Lee on Solent to Itchen Estuary (Nationally protected site) – red lines show works area

MAGiC

SSSI



Legend

- ▨ Sites of Special Scientific Interest (England)

Projection = OSGB36
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Local Nature Reserve – Hook with Warsash (Locally protected site). Red lines show works area

MAGiC

LNR



Legend

- ▨ Local Nature Reserves (England)

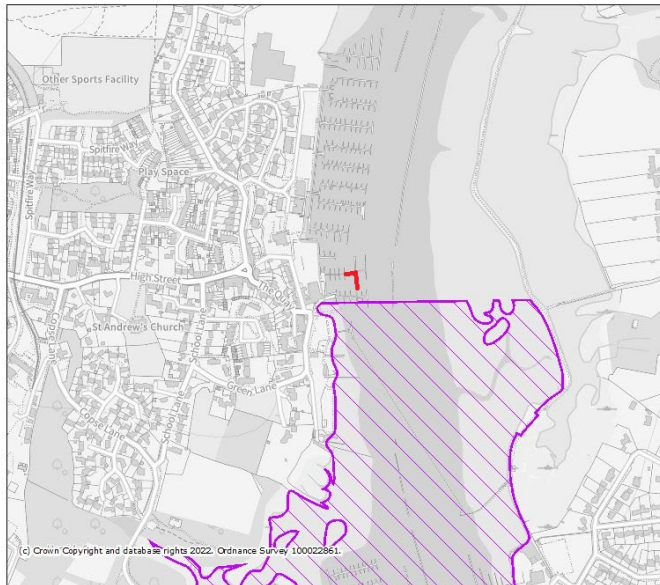
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Shellfish Waters, Approaches to Southampton Water – 36. Red lines show works area.

MAGiC

Shellfish Waters



Legend

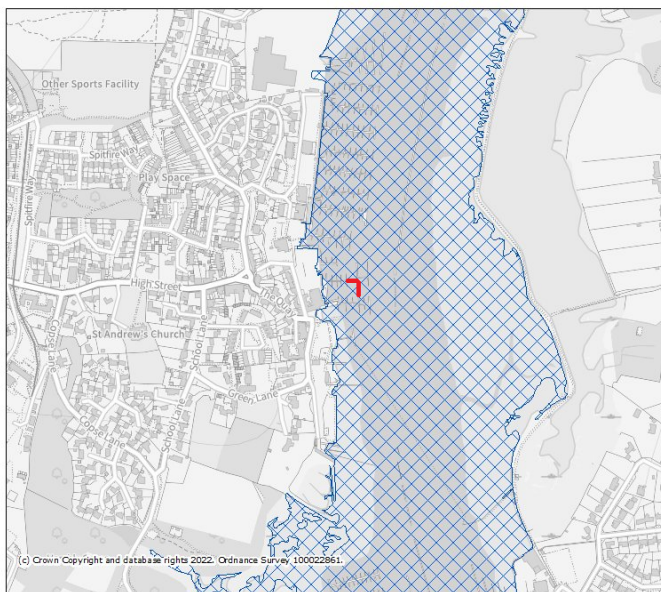
- Shellfish Waters 2014 (England)

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Coastal Sensitive Areas - Eutrophic.

MAGiC

Coastal Sensitive Areas - Eutrophic



Legend

- Coastal Sensitive Areas - Eutrophic (England)

Projection = OSGB36
 xmin = 447000
 ymin = 105800
 xmax = 450000
 ymax = 107800
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3. Assessment of Potential Impacts on Designated Sites.

This section includes the SAC, SPA and Ramsar sites.

3.1 SAC

Solent Maritime Special Area of Conservation SAC – (UK0030059)	
Proximity of works	Very small area within SAC, note how adjacent marinas are excluded.
Conservation advice package used	NE Conservation Advice Package Solent Maritime SAC
Qualifying features and relevance	<p>Annual vegetation of drift lines - occurs on shingle beaches and is not applicable here.</p> <p>Atlantic salt meadows (Glauco-Puccinellietalia maritime) – this is related to saltmarsh, which is not present in the area.</p> <p>Coastal lagoons – does not apply</p> <p>Desmoulin's whorl snail (Vertigo moulinsiana) – no suitable habitat</p> <p>Estuaries - applies</p> <p>Mudflats and sandflats not covered by seawater at low tide – foreshore to the south west of the Club pontoons, no possible impact.</p> <p>Perennial vegetation of stony banks – not present</p> <p>Salicornia and other annuals colonising mud and sand – not present</p> <p>Sandbanks which are slightly covered by sea water all the time – not present</p> <p>Shifting dunes along the shoreline with Ammophila arenaria (“White dunes”) – not present</p> <p>Spartina swards (Spartinion maritimae) – not present</p>
Qualifying features to be assessed	Estuaries
Conservation objectives	<p>The objectives are to ensure that, subject to natural change, the integrity of the site is maintained or restored as appropriate, and that the site contributes to achieving the Favourable Conservation Status of its qualifying features, by maintaining or restoring:</p> <ul style="list-style-type: none"> • the extent and distribution of qualifying natural habitats and habitats of the qualifying species • the structure and function (including typical species) of qualifying natural habitats • the structure and function of the habitats of the qualifying species • the supporting processes on which qualifying natural habitats and the habitats of qualifying species rely • the populations of each of the qualifying species • the distribution of qualifying species within the site

Assessment categories –

SAC

The works consist of some pontoon rearrangement and installation, along with one pile removal and one pile relocation.

Ports & Harbours (construction) – Construction of port and harbour structures

Ports & Harbours (construction) – Piling

Advice on operations from Natural England’s Designated Sites View. Construction of port and harbour structures

Pressure Name	Risk Profile of pressure	Estuaries – subtidal mixed sediments
Abrasion/disturbance of the substrate on the surface of the seabed	Med/High	Sensitive
Barrier to species movement	Med/High	Not sensitive
Changes in suspended solids (water clarity)	Med/High	Sensitive
Emergence regime changes, including tidal level change consideration	Med/High	Sensitive
Habitat structure changes – removal of substratum (extraction)	Med/High	Sensitive
Introduction of light	Med/High	----
Penetration and/or disturbance to the substratum below the surface of the seabed including abrasion	Med/High	Sensitive
Physical change to another seabed type	Med/High	----
Physical change to another sediment type	Med/High	Sensitive
Physical loss (to land or freshwater)	Med/High	Sensitive
Removal of non-target species	Med/High	Sensitive
Smothering and siltation rate changes (Heavy)	Med/High	Sensitive
Smothering and siltation rate changes (Light)	Med/High	Sensitive
Underwater light changes	Med/High	Not sensitive
Vibration	Med/High	----
Visual disturbance	Med/High	Not sensitive
Water flow (tidal current) changes, including sediment transport	Med/High	Not sensitive

Wave exposure changes	Med/High	Not sensitive
Deoxygenation	Low	Sensitive
Hydrocarbon and PAH contamination	Low	n/a
Introduction of other substances (solid, liquid or gas)	Low	n/a
Introduction or spread of invasive non-indigenous species (INIS)	Low	Sensitive
Nutrient enrichment		Not sensitive
Synthetic compound contamination	Low	n/a
Transition elements and organo-metal contamination	Low	n/a

Ports & Harbours (construction) – Construction of port and harbour structures. Assessment of pressures (from Natural England’s Designated Sites View)

Abrasion/disturbance of the substrate on the surface of the seabed

Risk is medium-high and refers to structures, anchors, mooring chains, and piles. The works include small scale tubular steel piling. **Potential impact**

Changes in suspended solids (water clarity)

Risk is medium-high and can only occur during piling. **Potential impact**

Emergence regime changes, including tidal level change consideration

Risk is medium-high. The nature of the works (two additional pontoons, no increase in berthing and 1 pile removal) can have no possible impact.

Habitat structure changes – removal of substratum (extraction)

Risk is medium-high. No substratum extraction is proposed, no impact.

Penetration and/or disturbance to the substratum below the surface of the seabed including abrasion

Risk is medium-high and refers to anchor moorings. None of which are proposed. No impact.

Physical change to another sediment type

Risk is medium-high. No change in sediment type is possible, no impact.

Physical loss (to land or freshwater)

Risk is medium-high. No physical loss is possible, no impact.

Removal of non-target species

Risk is medium-high. No removal is possible, no impact.

Smothering and siltation rate changes (Heavy)

Risk is medium-high. No smothering nor changes in sedimentation possible, no impact.

Smothering and siltation rate changes (Light)

Risk is medium-high. No smothering nor changes in sedimentation possible, no impact.

Deoxygenation

Risk is low. No possibility of deoxygenation from the proposed works. No impact

Invasive non-indigenous species

The works are small scale, and the proposed plant works locally. No possible impact.

Advice on operations from Natural England's Designated Sites View. Construction of port and harbour structures - piling

Pressure Name	Risk Profile of pressure	Estuaries – subtidal mixed sediments
Abrasion/disturbance of the substrate on the surface of the seabed	Med/High	Sensitive
Barrier to species movement	Med/High	Not sensitive
Changes in suspended solids (water clarity)	Med/High	Sensitive
Penetration and/or disturbance to the substratum below the surface of the seabed including abrasion	Med/High	Sensitive
Physical loss (to land or freshwater)	Med/High	Sensitive
Smothering and siltation rate changes (Light)	Med/High	Sensitive
Underwater noise changes	Med/High	Not sensitive
Vibration	Med/High	---
Visual disturbance	Med/High	Not sensitive
Hydrocarbon and PAH contamination	Low	n/a
Introduction of light	Low	Insufficient evidence
Introduction of other substances (solid, liquid or gas)	Low	n/a
Introduction or spread of invasive non-indigenous species (INIS)	Low	Sensitive
Physical change to another seabed type	Low	---

Physical change to another sediment type	Low	Sensitive
Synthetic compound contamination	Low	n/a
Transition elements and organo-metal contamination	Low	n/a
Water flow (tidal current) changes, including sediment transport	Low	Not sensitive
Wave exposure changes	Low	Not sensitive

Ports & Harbours (construction) – Piling. Assessment of pressures (from Natural England’s Designated Sites View)

Abrasion/disturbance of the substrate on the surface of the seabed

Risk is medium-high and refers to structures, anchors, mooring chains, and piles. The works include small scale tubular steel piling. **Potential impact**

Changes in suspended solids (water clarity)

Risk is medium-high and can only occur during piling. **Potential impact**

Penetration and/or disturbance to the substratum below the surface of the seabed including abrasion

Risk is medium-high and refers to anchor moorings. The works include piling. **Potential impact.**

Physical loss (to land or freshwater)

Risk is medium-high. No physical loss is possible, no impact.

Smothering and siltation rate changes (Light)

Risk is medium-high. No smothering nor changes in sedimentation possible, no impact.

Invasive non-indigenous species

Risk is low. The works are small scale, and the proposed plant works locally. No possible impact.

Physical change to another sediment type

Risk is medium-high. No change in sediment type is possible, no impact.

Summary for SAC Potential Impacts

The only part of the works that can have any possible impact is the piling. In terms of piling the following impacts have been identified:

- i. Abrasion/disturbance of the substrate on the surface of the seabed
- ii. Changes in suspended solids (water clarity)
- iii. Penetration and/or disturbance to the substratum below the surface of the seabed including abrasion

The piling works consist of the removal of one tubular steel pile (Ø473mm) and the relocation of one tubular steel pile (Ø473mm). The relocation (driving) of one pile will effectively cover

(penetrate/disturb) 0.176m² of seabed. The removal of one pile and the area from the relocated pile will expose 0.352m² of seabed. This is a relatively significant net gain.

The piling operation will be undertaken using vibro-piling methods and is estimated to take 10-15 minutes for each pile. This has the potential to resuspend sediment locally at the base of the pile. However, this is very short-lived and of low concentrations. Tidal currents will disperse any material as it becomes suspended. There will be no measurable impact.

It is therefore concluded that the proposed works will have no impact on the SAC.

3.2 SPA & Ramsar

Solent & Southampton Water Special Protection Area (UK9011061) and Solent & Southampton Water Ramsar (UK11063).	
Proximity of works	>100m distance from opposite bank for S&SW SPA & Ramsar
Conservation advice package used	NE Conservation Advice Package Solent & Southampton Water SPA. Ramsar covered by same features.
Qualifying features and relevance screening	Black-tailed godwit (<i>Limosa limosa islandica</i>), Non-breeding Common tern (<i>Sterna hirundo</i>), Breeding Dark-bellied brent goose (<i>Branta bernicla bernicla</i>), Non-breeding Little tern (<i>Sternula albifrons</i>), Breeding Mediterranean gull (<i>Ichthyaetus melanocephalus</i>), Breeding Ringed plover (<i>Charadrius hiaticula</i>), Non-breeding Roseate tern (<i>Sterna dougallii</i>), Breeding Sandwich tern (<i>Thalasseus sandvicensis</i>), Breeding Teal (<i>Anas crecca</i>), Non-breeding Waterbird assemblage, Non-breeding
Qualifying features to be assessed	All birds
Conservation objectives	The objectives are to ensure that, subject to natural change, the integrity of the site is maintained or restored as appropriate, and that the site contributes to achieving the aims of the Wild Birds Directive, by maintaining or restoring <ul style="list-style-type: none"> • the extent and distribution of the habitats of the qualifying features • the structure and function of the habitats of the qualifying features • the supporting processes on which the habitats of the qualifying features rely • the populations of each of the qualifying features • the distribution of qualifying features within the site

Solent & Dorset Coast Special Protection Area SPA – UK9020330	
This is primarily a designation for Terns (Sandwich, Common & Little) and extends the existing SPA up to the high-water mark. As such, it includes many areas of existing marine development.	
Proximity of works	Within the site boundary
Conservation advice package used	NE Conservation Advice Package Solent & Dorset Coast SPA.
Qualifying features and relevance screening	Common tern (<i>Sterna hirundo</i>), Breeding Little tern (<i>Sternula albifrons</i>), Breeding Sandwich tern (<i>Thalasseus sandvicensis</i>), Breeding
Qualifying features to be assessed	All Terns
Conservation objectives	The objectives are to ensure that, subject to natural change, the integrity of the site is maintained or restored as appropriate, and that the site contributes to achieving the aims of the Wild Birds Directive, by maintaining or restoring <ul style="list-style-type: none"> • the extent and distribution of the habitats of the qualifying features • the structure and function of the habitats of the qualifying features • the supporting processes on which the habitats of the qualifying features rely • the populations of each of the qualifying features • the distribution of qualifying features within the site

The SPA qualifies for breeding and overwintering bird species. Breeding species include Common tern (*Sterna hirundo*), Little tern (*Sternula albifrons*), Mediterranean gull (*Ichthyaetus melanocephalus*), Roseate tern (*Sterna dougallii*), and Sandwich tern (*Thalasseus sandvicensis*). Overwintering birds include Black-tailed godwit (*Limosa limosa islandica*), Dark-bellied brent goose (*Branta bernicla bernicla*), Ringed plover (*Charadrius hiaticula*), Teal (*Anas crecca*).

Under the Ramsar designation the criteria are:

Supporting wetland habitats such as saline lagoons, saltmarshes, estuaries, intertidal flats, shallow coastal waters, grazing marshes, reedbeds, coastal woodland and rocky boulder reefs.
Supporting an important assemblage of rare plants and invertebrates.
Supporting avian assemblages of international importance
Regularly supporting 1% of the individuals in a waterbird assemblage (dark-bellied Brent goose).

Conservation Objectives

Reduce the frequency, duration and / or intensity of disturbance affecting roosting, foraging, feeding, moulting and/or loafing birds so that they are not significantly disturbed.

Birds and human activity –

Human activities can result in bird disturbance. Disturbance is defined as any human-induced activity sufficient to disrupt normal behaviours at a level that may substantially affect their behaviour. This can have an important affect if suitable habitat is impacted. Disturbance is significant if a population of species is impacted by a change in local distribution or abundance.

The works are a minor rearrangement of an existing facility within an area of existing high marine activity. The duration of the construction is short, with marine plant being on site for less than 1 week.

4. Summary

Examination of the existing data and site activities along with Natural England's online guidance has not identified any Likely Significant Effects (LSEs).

Habitat Regulation Assessment (HRA)

Screening Matrix and Appropriate Assessment Statement

PLEASE NOTE: Undertaking the HRA process is the responsibility of the decision maker as the Competent Authority for the purpose of the Habitats Regulations. However, it is the responsibility of the applicant to provide the Competent Authority with the information that they require for this purpose.

HRA drafting date:	28/07/2022
HRA completion date:	09/08/2022
Application reference:	F/22/93150
Application address:	ROYAL SOUTHERN YACHT CLUB, ROPE WALK, HAMBLE-LE-RICE, SOUTHAMPTON, SO31 4HB
Application description:	The works involve the relocation of an existing length of main walkway and installation of two new finger pontoons. One pile will be removed completely and one relocated.
Lead Planning Officer:	Nicholas Parker
Case Officer:	Rachael Morris
Please note that all references in this assessment to the 'Habitats Regulations' refer to The Conservation of Habitats and Species Regulations 2017.	

Stage 1 - details of the plan or project

European site potentially impacted by planning application, plan or project:	Solent and Southampton Special Protection Area (SPA) and Ramsar site. Solent Maritime Special Area of Conservation (SAC). Coastal Sensitive Areas – Eutrophic. New Forest Special Protection Area SPA, SAC and Ramsar sites.
Is the planning application directly connected with or necessary to the management of the site (if yes, Applicant should have provided details)?	No. The development consists of works to a pontoon and walkway, which is neither connected to nor necessary to the management of any European site.
Are there any other projects or plans that together with the planning application being assessed could affect the site (Applicant to provide details to allow an 'in combination' effect to be assessed)?	No. This application is stand alone and is not connected to any other development.

Stage 2 - HRA screening assessment

Screening under Regulation 63(1)(a) of the Habitats Regulations – The Applicant to provide evidence so that a judgement can be made as to whether there could be any potential significant impacts of the development on the integrity of the SPA/SAC/Ramsar.

Recreational disturbance:

The proposed development is within 5.6km of the collectively known European designated areas Solent SPAs/Ramsar sites. In accordance with advice from Natural England, approved Cabinet report dated 15 February 2018 endorsing the Solent Recreation Mitigation Strategy, a net increase in housing development / occupation within 5.6km of the Solent SPAs is likely to result in impacts to the integrity of those sites through a consequent increase in recreational disturbance.

In addition, the site is 13.8km of the New Forest National Park. In accordance with the Cabinet report dated 24 March 2022, an interim strategy was approved to acknowledge the recreational impacts new residential development will have on the New Forest SPA.

The proposal does not result in additional housing or an increase in population therefore this is not applicable.

Nutrient neutrality:

There is existing evidence of high levels of nitrogen and phosphorous input into the Solent complex and that these nutrients are causing eutrophication at these designated sites. Natural England has advised that the resulting effects arising from this eutrophication cause dense green mats of algae, which are impacting on the Solent's protected habitats and bird species and that wastewater from housing development has been identified as contributing to these nutrient inputs.

The proposal does not result in additional housing or an increase in population and thereby nitrogen loading. Therefore, this is not applicable.

Other likely significant effects:

The following matters are identified as potential likely significant effects arising from the development, specifically the act of piling, upon the Solent Maritime Special Area of Conservation (SAC) and Solent and Southampton Special Protection Area (SPA), having regard to the location and nature of the development proposed:

- Abrasion/disturbance of the substrate on the surface of the seabed. Risk is medium-high and refers to structures, anchors, mooring chains, and piles. The works include small scale tubular steel piling
- Changes in suspended solids (water clarity). Risk is medium-high and can only occur during piling.
- Penetration and/or disturbance to the substratum below the surface of the seabed including abrasion. Risk is medium-high and refers to anchor moorings.
- Noise disturbance to SPA birds during construction period
- Physical loss of habitat

Would the proposal lead to a likely significant effect on European site integrity? YES

(If yes, continue to Stage 3).

Stage 3 - Appropriate Assessment

Appropriate Assessment under Regulation 63(1) - if there are any potential significant impacts, the applicant must provide evidence showing avoidance and/or mitigation measures to allow an Assessment to be made. The Applicant must also provide details which demonstrate any long term management, maintenance and funding of any solution.

The piling works consist of the removal of one tubular steel pile (Ø473mm) and the relocation of one tubular steel pile (Ø473mm). The relocation (driving) of one pile will effectively cover (penetrate/disturb) 0.176m² of seabed. This will result in the loss of 0.176m² subtidal estuary habitat (comprising mixed sediments). This habitat is a qualifying feature of the Solent Maritime SAC. However, due to the scale of the loss and the relatively low quality of the habitat at this location, it can be concluded that there will be no adverse effects on the SAC. The removal of two piles (one to be relocated) will expose 0.352m² of seabed which will be restored by natural processes over time.

The piling operation will be undertaken using vibro-piling methods and is estimated to take 10-15 minutes for each pile. This has the potential to resuspend sediment locally at the base of the pile. However, this is very short-lived and of low concentrations. Tidal currents will disperse any material as it becomes suspended.

Vibro piling (rather than percussive piling) will be used during construction to reduce noise impacts.

It is therefore concluded that the proposed works will have no adverse effect on the site integrity of the SAC and SPA.

Stage 4 – Summary of the Appropriate Assessment (To be carried out by the Competent Authority (the local planning authority) in liaison with Natural England

In conclusion, the application will not have a likely adverse effect on site integrity.

This represents the authority's Appropriate Assessment as Competent Authority in accordance with the requirements under Regulation 63 of the Conservation of Habitats and Species Regulations 2017, Article 6 (3) of the Habitats Directive and having due regard to its duties under Section 40(1) of the NERC Act 2006 to the purpose of conserving biodiversity. Consideration of the Ramsar site/s is a matter of government policy set out in the National Planning Policy Framework.

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HAMPSHIRE COUNTY COUNCIL

Report

Committee:	River Hamble Harbour Board
Date:	7 October 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	
<p>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.)</p>	
<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
30 September	<ul style="list-style-type: none"> • Marine Director and Harbour Master's Report and Current Issues • Environmental Update • Harbour Works Consent (if applicable) • Patrol Craft Replacement Option Paper • 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) • Review of Fees and Charges • 2023/24 Forward Budget • Forward Plan for Future Meetings 	13 January 2023
10 March	<ul style="list-style-type: none"> • Marine Director and Harbour Master's Report and Current Issues • Environmental Update • Harbour Works Consent (if applicable) • Asset Register Review • River Hamble 2022/23 Forecast Outturn and 2023/24 Forward Budget • Forward Plan for Future Meetings 	31 March