

Harbour Works Consent – Supporting Information

Hamble Point Marina

Pier Extension

Increase in Berth Numbers

Yacht berths on the Hamble River are limited and in extremely high demand. The pier extension will help provide improved access to the water for recreational boaters in the Solent area.

The proposed pier extension would add four berths for each of the five piers to be extended, resulting in a total of 20 extra berths in the marina. This would result in an 8.5% increase in berth capacity in the marina (up to 250 wet berths, from 230 currently).

Navigational Impacts

1. The pier extension narrows the fairway between the end of the marina pontoons and the river moorings owned and operated by third parties.
 - MDL Marina berth holders, visitors, and any other person entering the marina are expected to adhere to the Marina Regulations found on the MDL website, particularly in relation to speed and control of the vessel. Additionally, they are expected to adhere to the water speed limit of 4 knots within the marina, as described in the Marina Regulations for Hamble Point Marina.
 - The fairway between the marina pontoons and the river moorings is an access channel, and boats exiting the marina are separated from the main channel by the river moorings. Considering this, it is assumed that river users will be aware of this, and will comply with COLREGS (MSN 1781) with regards to providing a look-out and determining safe speed within the channel (speed limits apply within the marina, as above).
 - The resulting fairway width between the marina pontoons and the river moorings will remain greater than the minimum width suggested by The Yacht Harbour Association (TYHA) guidelines for fairways in yacht marinas. TYHA recommends a minimum fairway of 1.5 times the boat length; the minimum fairway for the access channel would be 1.7 times the proposed boat lengths (for boats berthed on the pontoon hammerheads), up to 2.7 times boat length along the wider parts of the channel. This is in keeping with the marina as a whole, which is designed to TYHA guidelines.
 - The marina will limit the size of the boats on each hammerhead, in keeping with others berthed on the same pier, in order to ensure the fairway between the marina pontoons and river moorings is as wide as possible. In this way, we maintain a fairway of at least 26.6m along the entire channel, and with a fairway of >30m for the majority of the length of the access channel.
2. Large boats berthed on the hammerheads may obscure visibility down the fairways.
 - It is proposed that the maximum length and width of the boats to be berthed on the hammerhead berths is limited to be in line with the berths inside the hammerhead along the piers. This will result in two small berths, as opposed to a single large berth, which will prevent any loss of visibility and will remain consistent with the existing berths.

3. There may be disruption to marina berth holders and other river users.
 - Disruption will be minimised to berth holders and other river users through limited working hours and a phased approach (see Method Statement).

Environmental Impacts

The development consists of floating infrastructure similar to existing, the installation of a small number of additional piles to secure the walkway sections, and the relocation of existing hammerhead piles. The extension is expected to have a minor, temporary effect on water quality whilst the piling works are undertaken, but there are not expected to be any long term negative impacts on the marine environment.

The marina site is located adjacent to the following designated sites however it is considered that they will not be detrimentally affected by the project:

- SAC (Solent Maritime) UK0030059
- SPA (Solent & Southampton Water) UK9011061
- RAMSAR (Solent & Southampton Water) UK11063
- Lee-on-Solent to Itchen Estuary SSSI

These sites have been designated for their ornithological importance, protection of wetland bird species, and for the protection of saltmarsh and mudflat habitats. The installation of floating infrastructure should not interfere with these habitats in terms of water quality or water levels. The relocation and installation of piles is unlikely to have an effect on these sites, due to the use of vibratory piling methods rather than percussive methods wherever possible to prevent disturbance to bird species utilising the sites.

1. It is possible that the piling activity would impact on marine life.
 - Due to the sensitive nature of the environment at the site, it is proposed to install the piles with a vibro-hammer. However, if the piles cannot be driven to their design depth using vibratory methods alone, percussive techniques may be utilised. A soft-start approach will be adopted for all percussive piling works to allow any marine life to vacate the area in sufficient time to avoid harm.
2. There may be possible fuel spills from the marine plant.
 - All fuel/lubricating fluids etc. used on marine plant will be stored in a suitable bunded container to prevent spillage into the marine environment.
 - The fuel tank on the workboat will be bunded with a capacity of not less than 110% of the tank volume to prevent any spillage.
 - In the event that fuel should spill outside of the bunded area around the tank, the marina is equipped with spill kits to combat the spillage and works to the PPG5 Pollution Prevention Guidelines.
 - The MMO would be informed immediately and necessary action would be taken to minimise the impact and prevent further spills.