

## **RIVER HAMBLE HARBOUR MASTERS JETTY**

### **ACCESS TO WATER PROJECTS**

#### **1. INTRODUCTION**

Marina Projects Ltd has been appointed by the River Hamble Harbour Authority to carry out a preliminary scope of works to improve access to the River Hamble from both the Hamble and Warsash sides of the River. This note summarises the extent and findings of the Stage 1 works for a project to the River Hamble Jetty to include:

- A) Review the existing access to water arrangements at the River Hamble Jetty.
- B) Present a proposed scheme layout and detailed drawings to a standard suitable for planning application for both an enhanced visitor pontoon and an additional pontoon mounted Tender rack. The proposals are to be presented as stand alone projects.
- C) Prepare separate high-level capital cost assessments for each element of the works.

This project note identifies the scheme considerations and key assumptions made.

#### **2. GENERAL CONSIDERATIONS**

The existing Jetty offers a limited number of deep water berths at all states of tide. Located within walking distance of Hamble Village the Jetty and pontoon is busy in terms of public access from the land and also on the water as the jetty serves the following key user groups:

- Warsash Ferry operations including collection and drop off holding areas on the pontoon.
- Visitor boat short stay and overnight berthing.
- Visitor boat stop-off point for provisions and water.

- River Bus and Water Taxi drop-off and collection point.
- Inshore Lifeboat drop-off and collection point.
- Resident river user access point (tenders and vessels).
- Berthing provision for yachtsmen utilising the public hard or slipway.

In addition to the users of the facility the location of the jetty influences the following key activities:

- Royal Southern Yacht Club berthing and access
- RAF Yacht club berth access (particularly on the Spring Ebb tide)
- Public Slipway Access
- Public Drying Hard access
- Hamble River mooring holders adjacent to the jetty
- Hamble Inshore Rescue mooring

It is assumed that all user groups remain and associated operations will continue along current lines therefore clear access channels and manoeuvring areas are required. It is to be noted that the area available for the introduction of additional pontoon berthing is limited by a number of physical constraints. The proposals presented seek to increase access to the water for a greater range and number of users without compromising the existing levels of access noted above.

### **3. DESIGN PRINCIPLES**

Discussions with the Harbour Master has highlighted the following key design issues:

1. Existing pontoon and bridge configuration is to remain unchanged. However, the pontoon structures are to be replaced along with a 2.5m extension to the upstream end of the existing pontoon. The primary driver for this extension being the desire to provide a 12m long disabled access berth. The existing piles are to be re-used and all but the upstream pile will remain in their existing position.
2. The bridge landing area is to remain in its entirety as a holding area for users of the River bus, water taxi, and Warsash ferry.

3. Security of the berths is to be provided by a single access gate and fence arrangement mounted on the bridge landing pontoons.
4. Pontoon width is to be a minimum of 2.5m wide to match the existing configuration.
5. A disabled access berth is to be incorporated into the scheme.
6. The extension of berthing pontoons 'inshore' or westward is limited by depth and the requirement for dredging has been avoided.
7. The areas below Mean Low Water fall within the Solent and Southampton Water (SPA), (Ramsar) and Solent Maritime (SAC), in addition the area is opposite an area of saltmarsh designated a SSSI and LNR. The mudflat is BAP Priority Habitat, although works proposed do not directly interfere with this area inland of the existing pontoon structures.

#### **4. HAMBLE JETTY - PONTOON EXTENSION WORKS**

The pontoon extension proposal noted in General Arrangement Drawing No. MP168 – 101 creates additional deep water moorings with direct links to the Hamble. This modest extension comprising of 3 additional securing piles and 63m of pontoon walkway creates the following key benefits to users of the River Hamble:

- Creation of an additional 6 walk ashore berths (at an average vessel length of 11m and allowing for fore and aft clearances).
- During event or peak activity the flexible alongside berthing provision has capacity to accommodate up to 18 vessels when rafted 3 abreast. A berthing configuration accepted by event/rally customers and generally by the leisure marine industry.
- The flexible configuration also allows for larger visiting vessels to berth in the natural deep water provided some 20m seaward of the existing structures (circa 4.3m at MLWS).

- A dedicated disabled/restricted access berth complete with personnel davit for ease of access to and from the vessel to shore.
- Increased low level lighting to aid access at night.
- A secure access gate to improve security of the berths and facilities.
- Ability to enhance the pontoon provision in the future, by means of the introduction of individual finger pontoons in a north south orientation, and extension of the main walkway in a north south direction.

## 5. HAMBLE JETTY - TENDER RACKS

The inclusion of a dedicated pontoon mounted Dinghy/Tender Rack system as outlined in drawing number MP168 – 102.1 will enhance access to water through the increased provision of tender storage facilities on the Hamble side of the River. The scheme is based on the installation of 4 No. pontoon structures installed on the northwest side of the existing pontoon structures. There is no requirement to deploy piles in this location due to the configuration of the proposed structure along with the proximity to the existing piles. This floating 'platform' will house 8 No. dinghy rack structures capable of accommodating up to 30 dinghies/tenders. In addition the tender racks will deliver the following key benefits to the target user groups:

- Secure dinghy storage located within the confines of a gated pontoon area.
- Tender/dinghy storage allocated in dedicated individual bays by use of a modular system with each rack measuring, 0.8m wide x 1.5m wide x 1.75m high.
- Close proximity to the personnel davit to aid access for disabled users.
- The inclusion of a floating slipway to aid vessel lifting and launching in and out of the dry racks.
- Low level lighting to aid access at night.
- A dedicated holding berth to enable multiple users to make use of the pontoon.

- Ability to enhance the pontoon provision with the inclusion of a modest dredge programme to the west of the pontoon (sub intertidal zone).

## 6. CAPITAL COSTS & KEY ASSUMPTIONS

Capital cost estimates for the two options described in section 3 and 4 have been calculated based upon the following criteria and assumptions:

1. Fees include for design, consent applications and project management, based upon 7% of contract value.
2. A contingency figure of 20% of contract value has been added to both options.
3. Whilst not at the end of their serviceable life, it has been assumed that the existing pontoons are removed and disposed in favour of new structures.
4. It is assumed that the existing electrical and water services are adequate to facilitate the increased levels of demand, no allowance has been made for additional upgrades.
5. As a major item, it is assumed the existing pedestrian bridge to pontoons is retained for re-use.
6. With consideration to ongoing maintenance dredging in the location, no specific allowance has been made for an increased capital or maintenance dredging in the cost estimates.
7. The provision of a Tender Rack and associated slipway and pontoons has been drawn up and costed as a separate stand alone item, assuming it is consented and procured as an entirely separate piece of work. It is to be noted that some £5-7k efficiency savings could be made by combining the schemes once planning approval has been gained.

**Capital Costs:****Hamble Jetty - Pontoon Extension Works**

<b>Fees</b>	<b>Unit</b>	<b>Quantity</b>	<b>Unit price</b>	<b>Order of Cost</b>
Licenses and consents				£3,425
Site Investigation (Survey but exc. ground SI )				£1,800
Professional Fees (@ 7% of works cost)				£9,683
Legals - Crown License				£1,000
Contingency @ 20%				£3,182
<b>Sub Total Fees</b>				<b>£19,090</b>
<b>Works</b>				
General items/Prelims	Sum			£4,500
Method related charges	Sum			£12,000
<b>Sub Total General Items</b>				<b>£16,500</b>
<b>Sub Total Piles, pontoons &amp; Equipment</b>				<b>£98,776</b>
Contingency @ 20%	Sum			£23,055
<b>Project total costs</b>				<b>£157,420</b>

**Hamble Jetty - Tender Racks**

<b>Fees</b>	<b>Unit</b>	<b>Quantity</b>	<b>Unit price</b>	<b>Order of Cost</b>
Licenses and consents				£3,175
Site Investigation (Survey)				Comp.
Professional Fees (@ 7% of works cost)				£3,018
Legals - Crown License				£1,000
Contingency @ 20%				£1,439
<b>Sub Total Fees</b>				<b>£8,632</b>
<b>Works</b>				
General items/Prelims	Sum			£1,800
Method related charges	Sum			£3,200
<b>Sub Total General Items</b>				<b>£5,000</b>
<b>Sub Total Piles, pontoons &amp; Equipment</b>				<b>£30,930</b>
Contingency @ 20%	Sum			£7,186
<b>Project total costs</b>				<b>£51,748</b>

End.

Marina Projects Ltd

4<sup>th</sup> April 2011