

WARSASH 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 enhance the tender storage capacity at the Harbour Masters Jetty. The key tasks undertaken are noted below:

- A) Review the existing access to water arrangements at the Warsash site.
- B) Explore a number of options and present a preferred scheme layout to include detailed drawings to a standard suitable for planning application.
- C) Prepare separate high-level capital cost assessments for the works.

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

2. GENERAL CONSIDERATIONS

The River Hamble Harbour Authority manages 600 mid stream moorings throughout the length of the River Hamble. Access to these mid stream moorings is via the River bus, water taxi or private tender. The provision for private tender moorings and tender storage is limited and RHHA wish to explore opportunities to improve the provision within their demised areas in order to improve access to the water.

The existing Harbour Masters Jetty at Warsash offers a 14m section of pontoon to the eastern side of the most inshore downstream pontoon. This facility currently houses approximately 10 tenders.

3. DESIGN PRINCIPLES

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

1. Access to berths within the existing pontoon layout must not be compromised.
2. Development of the existing pontoons to the east would be prohibitive due to licenses, consents and costs associated with capital dredging in this area, and as such should not be explored.
3. There can be no ‘net loss’ of deep water berthing for existing River users.
4. Safe navigation of vessels to include the fishing fleet berths opposite the location must be maintained at all times.
5. Visual impact is a significant factor within the River corridor and should be recognised within the proposals.
6. Any proposal should seek to segregate operational activities where possible.

4. WARSASH JETTY – TENDER RACK WORKS

The pontoon extension proposal illustrated in General Arrangement Drawing No. MP168 – 201 creates an additional dry storage area for tenders whilst maintaining the existing levels of activity through the provision of pontoon extension works.

In summary the scheme delivers the following key benefits:

- Creation of an additional 10 dry storage tender racks.
- Incorporates a modest slipway structure from which to launch and recover tenders.
- Enables a number of water based berths to remain within the existing location.
- Presents a modest and very ‘deliverable’ scheme.

- Delivers a disabled/restricted access berth complete with personnel davit for ease of access to and from the vessel to shore from the Warsash side of the River.
- Increased low level lighting to aid access at night.
- Ensures existing pontoon 'lettable metres' are not compromised.
- Efficiently utilises the natural assets of the location to deliver against the brief.

5. CAPITAL COSTS & KEY ASSUMPTIONS

Capital cost estimates for the option described in section 2 has 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.
3. Existing pontoons and piles remain in their existing position, save for the removal and re-driving of 2 No. piles to ease access along the extended walkway.
4. Pontoon extension works are modest with 2 No. 2m extensions and a single 8.5m by 2.5m pontoon, creating minimal impact upon the existing layout, whilst delivering an increased tender storage provision.
5. Additional low level lighting is assumed to be fed from the existing distribution panel located on the pontoon.
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.

Capital Costs:**Warsash Harbour Masters Jetty – Tender rack****MP168 - Warsash Jetty Tender Rack capital cost assessment**

Fees	Unit	Quantity	Unit price	Order of Cost
Licenses and consents				£3,175
Site Investigation (Survey but exc. ground SI)				£650
Professional Fees (@ 7% of works cost)				£1,955
Legals - Crown License				N/A
Contingency @ 20%				£1,156
Sub Total Fees				£6,936
Works				
General items/Prelims	Sum			£1,800
Method related charges	Sum			£3,800
Sub Total General Items				£5,600
Sub Total Piles, pontoons & Equipment				£17,671
Contingency @ 20%	Sum			£4,654
Project total costs				£34,860

End.

Marina Projects Ltd

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