

RIVER HAMBLE FORESHORE 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 access to water afforded to the River Hamble foreshore. The key tasks undertaken are noted below:

- A) Review the existing access to water arrangements along the Hamble Quayside.
- 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

RHHA wish to explore opportunities to improve access to the River Hamble for dinghy sailors utilising the foreshore facilities. The improvements are to consider both the direct and indirect constraints of the location in order that a practical solution may be presented with minimal impact upon the environment and the existing River users.

For access to the water from the land, foreshore users currently utilise one of the slipways affording their dinghy storage compound, the slipways have restrictive access in terms of tidal windows and launching and recovering vessels during peak activities is at times difficult and restrictive.

3. DESIGN PRINCIPLES

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

1. Mid stream moorings opposite the Hamble Quay should not be reduced, and any displacement of these moorings should be kept to a minimum.
2. Safe navigation of vessels must be maintained at all times.
3. Due to licensing and consenting issues, the requirement for a capital dredge to facilitate any proposal should be ruled out.
4. Visual impact is a significant factor within the River corridor and should be recognised within the proposal.
5. The natural flow of the ebb and flood of the tide should be considered as the proposed facility by its very nature will be utilised by less able bodied and novice boaters.
6. The prevailing West South West wind direction should be acknowledged in consideration of launching and berthing of vessels in the water.
7. Existing assets such as quay wall structures should be utilised to minimise capital expenditure, whilst providing enhanced facilities.

4. RIVER HAMBLE FORESHORE - SLIPWAY WORKS

The access pier, floating slipway and pontoon proposal illustrated in General Arrangement Drawing No. MP168 – 301 creates a 24 hour launch and recover facility for users of the foreshore. The scheme delivers an enhanced level of dinghy access to and from the River Hamble. A number of midstream moorings will need to be displaced however a high level appraisal of this requirement indicates that the numbers will be modest and can be re-located within the existing zone.

The proposal delivers the following key attributes:

- ◆ Generous 4m wide suspended steel deck structure enables dinghies to launch and recover in pairs or pass on opposite directions. Thus reducing congestion at the slipway facility.
- ◆ The proposal lies within the natural contours of the River bed and requires no capital dredging to deliver a 24 hour access facility.
- ◆ Utilises the existing sheet pile structures and landside access ways from which to connect the storage compound with the proposed facility.
- ◆ Offers an upstream and down stream orientation slipway (6m by 4m wide), in order that launching and recovery of vessels may be increased during times of slack water, and enhanced/eased during peak ebb or flood tidal flows.
- ◆ The orientation of the pontoon and slipway structures lies in a West South West direction in line with the prevailing wind direction.
- ◆ The pontoon structures lie along the natural tidal flow direction.

5. CAPITAL COSTS & KEY ASSUMPTIONS

Capital cost estimates for the scheme 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. The option presented is for a steel structure suspended deck mounted on fixed tubular piles leading to the access bridge and floating structures.
4. The facility provides low level lighting, power and water along with navigation lights.

5. 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:

RIVER HAMBLE FORESHORE - SLIPWAY WORKS

MP168 - River Hamble Foreshore capital cost Assessment

Fees	Unit	Quantity	Unit price	Order of Cost
Licenses and consents				£3,425
Site Investigation (Survey but exc. ground SI)				£16,800
Professional Fees (@ 7% of works cost)				£20,642
Legals -Crown License				£1,000
Contingency @ 20%				£8,373
Sub Total Fees				£50,241
Works				
General items/Prelims	Sum			£3,500
Method related charges	Sum			£46,378
Sub Total General Items				£49,878
Sub Total Piles, pontoons & Equipment				£195,863
Contingency @ 20%	Sum			£49,148
Project total costs				£345,130

End.

Marina Projects Ltd

4th May 2011