

**HAMPSHIRE COUNTY COUNCIL****Report**

<b>Committee</b>	River Hamble Harbour Board
<b>Date:</b>	19 April 2013
<b>Title:</b>	Asset Enhancement Reserve - bid for grant
<b>Reference:</b>	4805
<b>Report From:</b>	Director of Culture, Communities and Business Services

Contact name: David Evans

Tel: 01489 576387 Email: david.evans@hants.gov.uk

**1. Summary**

- 1.1. At the last meeting of the Harbour Board (11 January 2013), the Harbour Master was asked to prepare a report setting out details of a request from the Hamble Lifeboat (Registered Charity No: 265661) for a grant towards the cost of re-building the Hamble Lifeboat Station, to include a shower (for use by visiting yachtsmen) and public toilets. This report is to inform a response to this request. If approved, the funds would be allocated from the Asset Enhancement Reserve which currently stands at approximately £275,000 (uncommitted). The request from Hamble Lifeboat did not specify an amount.

**2. Background**

- 2.1 Hamble Lifeboat was formed by local residents in 1968, as the Southampton Water Inshore Rescue Service (Hamble Rescue), in response to the increasing number of casualties occurring in Southampton Water and the Rivers Hamble, Itchen and Test. It is independent of the RNLI and receives no funding from that source. The Lifeboat is a 'declared facility' which means that it is available at all times to respond to emergencies when required by HM Coastguard. The crew is made up of volunteers.
- 2.2 The service operates two boats: one Halmatic Pacific 32 with twin 330HP Iveco diesel engines and water jets and one Halmatic Pacific 32 with twin 350HP Iveco diesel engines and water jets. These are some of the most advanced lifeboats of their type in service anywhere in the UK.

**3. Future priorities**

- 3.1 The next priority for the service is to replace the run-down lifeboat station. The current building does not have hot water, showers, heating or

changing facilities and has nowhere to hang safety kit and equipment to dry, or a room to store it properly. There is also no useable training space. Furthermore, the station is physically too small for the lifeboats. They need to be virtually dismantled to get them into the station. This makes regular maintenance very difficult; the two lifeboats basically run in six month shifts, one afloat in service and one in the station for maintenance. These inadequate facilities no longer meet required safety standards and are also hampering crew recruitment and retention.

- 3.2 A new station is needed to make best use of the outstanding community fund raising effort that has equipped Hamble with two of the UK's most up-to-date lifeboats. Importantly, it will help the charity to meet forthcoming challenges and continue to save lives.
- 3.3 The planned new station will incorporate public toilets (replacing those in the nearby public conveniences, which will be demolished) and at least one shower which will be accessible, free of charge, to visiting yachtsmen via a keypad controlled entry system. Cleaning and maintenance of the facility will not be the responsibility of the Harbour Authority. Plans for the proposal are at Appendix 1. Planning permission has been obtained and expires in March 2014, so the aim is to start the build before expiry, if sufficient funds are available. The total cost of the project is estimated at about £310,000 and it is proposed that the River Hamble Harbour Authority should pledge to pay about 10% of this cost, to be funded from the Asset Enhancement Reserve which currently has £275,000 of uncommitted funds. This fits well with the Harbour Board's declared intention that the Asset Enhancement Reserve should be used for the benefit of the maximum possible number of River users; everyone who uses the River might one day require the services of the local Lifeboat.

#### **4. Other funding sources**

- 4.1 A large international company, through its local office, has adopted Hamble Lifeboat as one of its local charities and will assist with project management expertise. A 'Buy a Brick' programme has already raised £5000 and other fund-raising activities are under way, together with applications to Charitable Foundations. A formal Dinner Dance will be held at the Royal Southern Yacht Club, with proceeds going to the fund. It is understood that Eastleigh Borough Council and Hamble Parish Council will contribute to the cost of the public toilets.

#### **5. Recommendation**

- 5.1 **It is recommended that the River Hamble Harbour Board authorises a pledge to provide a grant to the Hamble Lifeboat, in the order of 10% (about £30,000), of the estimated building costs, to be paid from the Harbour Authority's Asset Enhancement Reserve.**

**CORPORATE OR LEGAL INFORMATION:**

**Links to the Corporate Strategy**

Hampshire safer and more secure for all:	yes
Corporate Improvement plan link number (if appropriate):	
Maximising well-being:	yes
Corporate Improvement plan link number (if appropriate):	
Enhancing our quality of place:	no
Corporate Improvement plan link number (if appropriate):	

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.)	
<u>Document</u>	<u>Location</u>
None	

## **IMPACT ASSESSMENTS:**

### **1. Equalities Impact Assessment:**

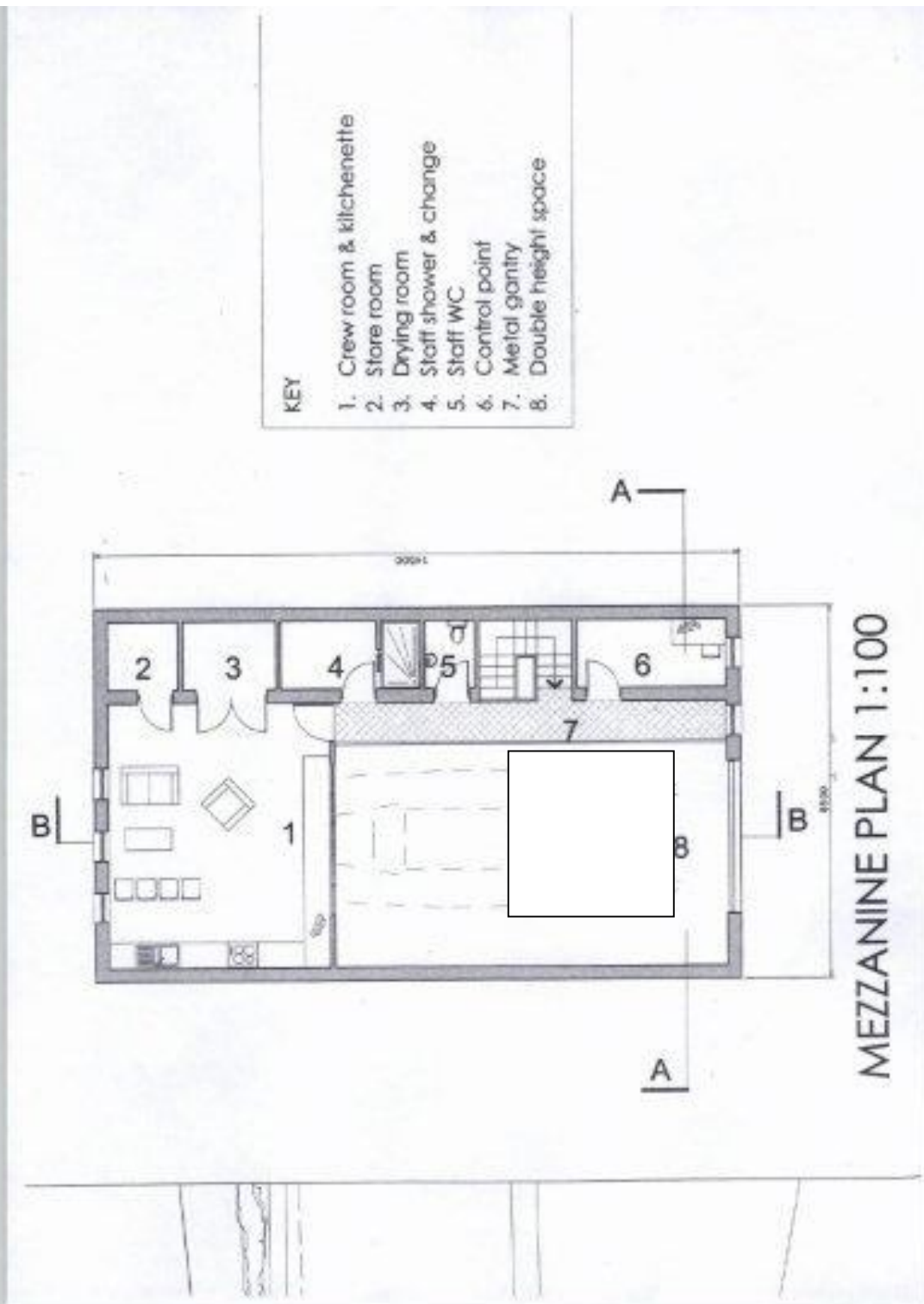
- 1.1. A full Equalities Impact Assessment for the River Hamble Harbour Authority's compliance with the Port Marine Safety Code has been carried out and this report does not raise any issues not previously covered by that Assessment.

### **2. Impact on Crime and Disorder:**

- 2.1. This report has no impact on crime and disorder.

### **3. Climate Change:**

- a) How does what is being proposed impact on our carbon footprint / energy consumption? The contents of this report have no impact on carbon footprint or energy consumption, other than the impact of construction which is unquantifiable at present.
- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts? Not applicable to this report.



GROUND FLOOR PLAN 1:100 (Ar A3)

