

**ROYAL AIR FORCE YACHT CLUB**  
**&**  
**ROYAL SOUTHERN YACHT CLUB PONTOON DEVELOPMENT**

**PROJECT DESCRIPTION**

1. INTRODUCTION

The Royal Air Force Yacht Club and Royal Southern Yacht Club have prepared a joint development proposal to re-develop the water area immediately to the east of the RSrNYC land holding as illustrated in drawing MP189-A-203.

The scheme is described as the reconfiguration of berthing facilities and installation of additional pontoons to provide more flexible and efficient berthing provisions. Improved arrangements for access to water for a range of users including:

- floating all-tide dinghy slipway
- disabled access berth
- crane and holding berth
- dedicated visitor and event berthing

Capital dredging works to create additional water depth to berths and the associated facilities. A new sheet piled quay wall with suspended timber deck and infill behind to replace the existing failing structure and removal of inspection piles and existing slipway.

It is to be noted that the proposal does not extend beyond existing mooring boundaries.

2. NEEDS CASE

The need for the Pontoon Development scheme is driven by a number of key factors including but not limited to:

- a) The requirement to replace the failing quay wall structures to secure landside assets.
- b) Improve flood protection to the site and neighbouring properties.
- c) The need to create physical and operational separation of activities of the RSrNYC and RAFYC waterside assets to reduce conflicts that arise between the range of different user groups within the shared water areas.
- d) The need for the Clubs to adapt and evolve to meet increased customer expectations in a highly competitive environment.
- e) To address and improve navigational safety of the existing layout.
- f) The need to improve access to water for a greater range of users from children, elderly and disabled recreational boaters.

The scheme's evolution has been developed through application of the core principles noted above and with consideration to the key user groups. The scheme acknowledges the River Hamble Harbour Authorities Strategic Vision of January 2012 and particularly relevant aspects of the vision and objectives include comments relating to:

- Balancing the needs of users
- The need for access to as many people as possible, with specific mention of children and disabled access
- The need for the River Hamble to evolve
- Ensuring sustainability and diversity of marine activity
- Accommodating a range of craft
- Recognition of the potential for capital dredging
- The need for businesses to invest in recreational assets is noted as a key objective

### 3. BERTH NUMBERS

Vessel numbers would not be increased by the proposed layout. It is worth noting that the assessment of vessel capacity/berth numbers, particularly where long lengths of pontoons are provided (and rafting occurs) is not an exact science. Broadly speaking the present capacity of the existing arrangement, due to extensive rafting, will accommodate in excess of 140 vessels (including tenders and RIBS). The new pontoon layout would provide 72 individual berths and reduce the reliance on tenders and water taxis for access to vessels. The

regularising of the pontoon layout and provision of dedicated finger berths will reduce the scope for rafting vessels. With the likely increase in average vessel sizes the capacity of the proposed arrangement will reduce to around 110 vessels.

#### 4. SCHEME BENEFITS

The proposed scheme delivers the following key benefits:

- a. Secures failing landside assets.
- b. Improves flood defences to the site and neighbouring properties.
- c. Creates high quality modern walk ashore berthing facilities for a comparable number of vessels to the existing layout.
- d. Meets the modern day member/visiting boater demands and ensures future loss of regatta event hosting due to inadequate facilities and services is addressed.
- e. Improves and regularises navigational safety throughout, via incorporation of design standards, best practice and dredging works.
- f. Improves access to water for a greater range of users to include existing mooring holders within the immediate locality of the development boundary.
- g. Encourages and facilitates additional economic benefits to the immediate area via the provision of high quality facilities with unrestricted access to the water and land.

In addition to delivering the above noted benefits the potential for environmental impacts have been fully considered and a package of mitigation measures have been developed which fully addresses this issue. The range of supporting documents accompanying the application identify in detail how the benefits identified above are delivered and how the key issues of navigational safety, access and environmental impact are addressed.

The supporting documents attached to the application include:

- Scheme Drawings
- Navigation Risk Assessment
- Environment Note
- Method Statement
- Hydrodynamic & Geomorphological Assessment

## 5. METHODOLOGY

The proposed methodology is included as a separate document within the Harbour Works Consent application.

## 6. CONSULTATION

The Clubs have consulted extensively with their Members throughout the design process. The decision to proceed with this joint scheme has been endorsed following a formal vote which confirmed an overwhelming support for the proposals.

The RSrnYC and RAFYC have additionally carried out extensive pre-application consultation with River Hamble Harbour Authority, Natural England, The Marine Management Organisation, Crown Estate and the Environment Agency. Pre-application advice has also been sought from planning and conservation officers and ecological advisors at Eastleigh Borough Council.

Discussions have further taken place with Hamble Parish Council and Port Hamble Marina.

The Royal Yachting Association (RYA), the national body for all forms of recreational and competitive boating has also been consulted. The RYA has formally confirmed its support in principle for the development (see copy correspondence attached) which is in line with its objective of encouraging the orderly expansion of sustainable facilities for recreational boating activities. Whilst the Clubs do not propose expand the facility beyond its current footprint or seek to promote considerable growth, they do seek to enhance the attractiveness of the facility and the 'recreational offer' to sustain the Clubs' long term future.

The advice received by the Clubs is discussed under the relevant topic assessment headings in Section 6 and has advised the scope of the assessments that have been carried out in support of the application.

Further detail of the consultation process and how this has influenced the scheme's design is set out in Design and Access statement that accompanies the planning application.

## 7. LICENSES & CONSENTS

Licenses and consents for the scheme are being sought from the following Statutory Regulators:

- Planning Consent – Eastleigh Borough Council
- Flood Defence Consent – Environment Agency
- Harbour Works Consent – River Hamble Harbour Authority
- Marine Licence – Marina Management Organisation

In addition land owner permissions will be applied for through The Crown Estate.

## 8. PLANNING POLICY APPRAISAL

The scheme falls within the Eastleigh Borough Councils jurisdiction and the planning policies relevant to the proposal are referred below:

- 1.CO Development outside built up areas
- 22.NC Protection of SSSIs
- 23.NC Sites for Importance for Nature Conservation
- 25.NC Promotion of biodiversity
- 39.ES River corridors
- 43.ES Areas at risk of flooding
- 59.BE Design criteria
- 100.T Transport and new development
- 155.OS River Hamble
- 156.OS Jetties, pontoons, landing stages;
- 159.TA Sustainable Tourism
- 160.TA Tourism facilities in the countryside
- 168.LB Archaeological evaluation
- 169.LB Criteria for development in a Conservation Area
- 170.LB Demolition in Conservation Areas
- 171.LB The setting of buildings in a Conservation Area

*(Reference: Consultation Draft Eastleigh Borough Local Plan 2011-2029)*

Relevant draft planning policies comprise:

- S1 Sustainable development

- S9 The coast
- DM1 General criteria for new development
- DM4 Flood risk
- DM5 Flood management, land reclamation and coastal protection
- DM9 Biodiversity
- DM10 Heritage assets
- DM34 Recreational sailing on the River Hamble.

The Local Plan and draft Local Plan in principle seek to support marine activity and enterprises. Policies 156.OS and 155.OS and draft policies S9 and DM34 support the provision of marine infrastructure, such as pontoons, related to recreational sailing within the built up frontage of the river, provided it does not impede the movement of craft on the river, or areas where there is currently public access. The Proposal is within the built up frontage of Hamble-le-riche and is contained within the footprint of the existing developed area.

APPENDIX 1 – LETTER OF SUPPORT FROM RYA



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Mr Mark Inkster  
Commodore  
Royal Southern Yacht Club  
Rope Walk  
Hamble  
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24 August 2012

Dear Mark

**Proposed development of RSrNYC / RAFYC waterfront and pontoons**

The Royal Yachting Association (RYA) is the national body for all forms of recreational and competitive boating. It represents dinghy and yacht racing, motor and sail cruising, RIBs and sportsboats, powerboat racing, windsurfing, inland cruising and personal watercraft. The RYA also sets and maintains an international standard for recreational boat training.

Under the wider umbrella of promoting and protecting boating, one of the RYA's stated objectives is to encourage the orderly expansion of sustainable facilities for recreational boating activities. The RYA therefore supports in principle the development by the Royal Southern Yacht Club and the Royal Air Force Yacht Club of their respective waterfronts and pontoons, as illustrated in the appended drawing.

Please do not hesitate to contact me if I can be of further assistance.

With kind regards.

Yours sincerely,

Gus Lewis  
Head of Legal & Government Affairs