

HAMPSHIRE COUNTY COUNCIL

Report

Committee	River Hamble Harbour Board
Date:	26 June 2013
Title:	Proceedings of the Annual Forum
Reference:	4981
Report From:	Director of Culture, Communities and Business Services

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1. Summary

- 1.1 The purpose of this paper is to report on the proceedings of the River Hamble Annual Forum, held at Warsash Sailing Club, Warsash on Tuesday 19 March 2013.

2. Background

- 2.1 The eighth River Hamble Annual Forum was held on Tuesday 19 March 2013 at Warsash Sailing Club, Warsash, and Chaired by Councillor S D T Woodward. Some 24 members of the public were present, along with members of the Harbour Board, Management Committee and Harbour Office staff. Details of the proceedings are at Appendix 1.
- 2.2 No formal deputations were made but there were a number of questions from the floor. Where possible, these were answered at the time. A brief synopsis of the answers is provided (in italics) at Appendix 1.

3. Recommendation

- 3.1. It is recommended that the River Hamble Harbour Board notes this report.**

Integral Appendix A

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.)

Document

Location

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 deals in part with a project designed to achieve forensic marking of valuable items on boats throughout the harbour with a view to deterring and reducing criminal activity (specifically theft). When the project is implemented as planned, it is anticipated that it will have a significant positive impact by reducing the incidence of theft of valuable items from boats.

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.
- 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.

Report of proceedings of River Hamble Annual Forum 2013

Councillor S D T Woodward opened the proceedings at 1930

Apologies

Apologies: Received from John Stickland, Wendy Stowe, Alison Fowler

Annual Report

The Marine Director and Harbour Master delivered his Annual Report. It was subsequently posted on the Harbour Authority website.

Questions from the floor

A number of questions were asked, as set out below. Answers have been included after each question (in italics):

John Mitchell – asked about the cost of the SmartWater forensic marking scheme

The actual cost is commercially sensitive, but the Harbour Authority has been able to use its purchasing power to obtain 4000 SmartWater kits at a very substantial saving compared with the recommended retail price. Further, there is no annual renewal fee associated with the Hamble scheme. Once all the 4000 kits have been issued, additional kits can be obtained by boat owners direct from SmartWater and a Promotion Code to obtain a 20% discount will be made available. It was emphasised that the total cost of the Hamble scheme was many times less than the value of the items stolen from on and around the River in the past few years. It is also anticipated that at least one insurance company will shortly be allowing a discount on premiums for owners whose boats are marked with SmartWater .

Mr Mitchell also asked about pontoon consent charges (see below)

Don Alexander - Asked about fees for consent for individual private pontoons and whether the recently announced exemption would also apply to 'like-for-like' replacement.

The Marine Management Organisation (MMO) has recently announced that, with effect from 6 April 2013, applications to deposit or remove individual pontoons on pile and fore-and-aft moorings will be exempt from the requirement for a marine licence, provided that Harbour Authority consent has been obtained, and subject to a number of conditions:

*Pontoons must be 30 square metres or less in area
Harbour Authority consent must have been obtained
Notice must be given to the MMO before works are carried out.*

A maximum of 10 such notifications are permitted within the River Hamble Harbour Authority's jurisdiction in any six-month period. If this figure is exceeded, approval from the MMO will be required.

Crown Estate consent will also be required (although not for like-for-like replacement). Environment Agency and Local Authority Planning Permission may be required (see below).

*This applies to deposit and removal of like-for like, replacement and new pontoons. Full details are available at:
<http://www.marinemangement.org.uk/licensing/marine/activities/exemptions.htm>*

Dave Anderton – Asked if it would be possible to make a large scale moorings plan available on the Harbour Authority website.

This is being investigated and will be done if possible. The Harbour Authority has mooring layout plans at A1 size, but does not own the copyright to these.

Rory Kemp - Asked about the length of the waiting list and the fees involved.

The length of the waiting list depends on the size band into which a boat falls. The most popular size band is 9.8 – 12.2 metres and the waiting time for this band is typically more than 15 years. Estimated waiting times for other size bands are published annually in the River Hamble Directory. The waiting list fee (currently £30 per annum for new joiners) is payable to The Crown Estate. The Harbour Authority receives 20% of this fee to cover the cost of administering the waiting list and collecting the fees on behalf of the Crown Estate.

Mr Kemp also asked about restricting allocation of mid-stream moorings to 'locals'.

For such a scheme to be effective, it would first be necessary to define 'local' in the context of a harbour which is of national (and, indeed, international) importance as a yacht harbour, and which is administered by a County Council which covers a large geographic area (but, significantly, not Southampton or Portsmouth). Further, many mooring holders do not live in Hampshire but do have a second home here. Thus, any attempt to distinguish between 'locals' and 'non-locals' is likely to be complex and divisive. Crucially, the mid-stream moorings are owned by the Crown Estate so it is for them alone to determine how they are allocated.

He also raised the possibility of a higher waiting list fee for non-locals

This is an interesting idea, but it would be for the Crown Estate to decide, not the Harbour Authority. It has the potential to be difficult to determine who should pay the higher fees (see above).

Michael Sterne – Asked about the rules for passing moorings on to family members

Transfer of a place on the waiting list will be permitted to immediate family members only, otherwise at the Harbour Master's sole discretion. For moorings, the mooring licence states at Clause 14.1 that "The Licensee may only transfer or assign this Licence if the Licensor (ie The Crown Estate) gives its written consent, such consent being at the absolute discretion of the Licensor". Thus, mooring licences can only be transferred to family members (or anyone else) with the Crown Estate's written consent.

He also asked about why Local Authority planning permission is required for temporary structures such as pontoons

This was answered by the Chairman. The reason given is that pontoons are not temporary structures, they are 'development' and all development requires local authority permission. This applies throughout the harbour.

Colin Brookes – Asked that any future plans submitted for development on the River should include a clear illustration of 'before' and 'after'.

The plans for proposed developments on the River are rarely, if ever, produced by the Harbour Authority. They are invariably the work of specialist companies acting on behalf of the developer. The standard of drawings submitted varies considerably and they are not always easy to read when reduced to A3 size. However, the Harbour Authority does insist that plans for large or complex projects are submitted in hard copy at A1 size, which considerably enhances clarity. These larger plans are always available for viewing at the Harbour Office throughout the consultation period.

The Forum concluded with a presentation on marine fire fighting and the annual ballot for tender berths on the Warsash and Hamble Jetties.

The Chairman thanked everyone present for attending.