

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

<b>Committee</b>	River Hamble Harbour Board
<b>Date:</b>	21 November 2014
<b>Title:</b>	Marine Director's Current Issues
<b>Reference:</b>	6182
<b>Report From:</b>	Director of Culture, Communities and Business Services

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## 1. Summary

- 1.1. This report covers the issues currently under consideration by the Marine Director.

## 2. Hamble Lifeboat Station

- 2.1 The Hamble Lifeboat trustees have recently applied for planning permission for the revised design and layout but this has not yet been granted by Eastleigh Borough Council. The delay in applying was due to issues with the choice of building materials rather than design. A computer generated image showing one of the two shower cubicles is at Appendix 1. Hamble Parish Council has made it clear that the new toilet facilities are to be open before the summer season.

## 3. Hamble Jetty extension

- 3.1 The Chairman of the Harbour Board, the Marine Director and the Environment and Development Manager met with representatives of Eastleigh Borough Council's Local Area Committee on 28 October to discuss the reasons for their refusal of planning permission for the Hamble Jetty extension and to explore options for the way ahead. Three members of the Local Area Committee were present, together with three officers from Eastleigh Borough Council (EBC). It was apparent that the main reason for rejection of the application was the perceived impact that the jetty extension could have on the views from the Hamble foreshore. It was therefore proposed that a series of 'before' and 'after' photographs should be produced in order to illustrate the likely impact. EBC officers indicated that it would be appropriate to re-submit the proposal, accompanied by this additional information. Steps have been taken to obtain suitable photographs and to have the 'after' images superimposed on them.

- 3.2 Pending the action outlined above, no further action has been taken to date with regard to the option of building the extension using the Harbour Authority's Permitted Development rights (option b).
- 3.3 The deadline for submitting an appeal (option c) is 20 January 2015. A decision on this can therefore be made at the Harbour Board meeting on 16 January 2015 if the steps outlined in para 3.1 above do not achieve the desired outcome beforehand.

#### **4. Kill Cords**

- 4.1 In response to a request by the Harbour Board that more should be done to remind harbour users that it is important to use kill cords on all types of boat which are propelled by outboard motors, it has been proposed that the Harbour Authority should procure distinctive floating keyrings in the colours of the Harbour Office and bearing the safety messages 'Think Kill Cord' and 'Listen VHF 68', together with the words 'River Hamble Harbour Authority'. These keyrings to be issued (free of charge) to all River users as a long-lasting reminder. The thinking behind issuing them to all River users is that the vast majority have a tender with an outboard motor so the safety message is universally applicable. The estimated cost of this project is £2,500 (for 4000 keyrings).

#### **5. Beneficial re-use of dredged material**

- 5.1 At the Harbour Board meeting held on 23 September 2014, it was explained that the preferred way forward for research into the beneficial re-use of dredged material in the harbour was to produce a briefing note which could then be used as the basis of an agenda for a meeting of experts. The draft briefing note is at Appendix 2 and was produced by the Environment & Development Manager in consultation with Natural England's Senior Environmental Specialist for Ports & Estuaries who is also a member of the River Hamble Harbour Board. Members may wish to consider whether it would be appropriate to add any further questions to the briefing note at this stage. A meeting of appropriate experts will take place at the earliest possible opportunity.

#### **6. Recommendations**

- 6.1 **It is recommended that this report be noted and that the River Hamble Harbour Board endorses the next steps set out in the report and briefing note.**

**CORPORATE OR LEGAL INFORMATION:  
Links to the Corporate Strategy**

<b>Hampshire safer and more secure for all:</b>	yes
Corporate Improvement plan link number (if appropriate):	
<b>Maximising well-being:</b>	yes
Corporate Improvement plan link number (if appropriate):	
<b>Enhancing our quality of place:</b>	yes
Corporate Improvement plan link number (if appropriate):	

<b>Section 100 D - Local Government Act 1972 - background documents</b>	
<p><b>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.)</b></p>	
<u>Document</u>	<u>Location</u>
None	

## **IMPACT ASSESSMENTS:**

### **1. Equality Duty**

1.1. The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

**Due regard in this context involves having due regard in particular to:**

- a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- c) Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

### **1.2. Equalities Impact Assessment:**

A full Equalities Impact Assessment for the River Hamble Harbour Authority's compliance with the Port Marine Safety Code (including environmental responsibilities) 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 does not deal with any issues relating to crime and disorder.

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

3.1. 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

3.2. 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.

Computer-generated image of shower space



**Draft Briefing note for the River Hamble Harbour Board:  
Viability of beneficial reuse of dredged material within Hamble Estuary**

**CURRENT STATUS:**

Maintenance dredging operations have been ongoing in many of the Hamble Estuary's marinas since their construction. Dredging is licensed by the Marine Management Organisation (MMO) and River Hamble Harbour Authority (RHHA) in consultation with other authorities including the Environment Agency (EA) & Natural England (NE). Both marina operators and regulatory authorities have a responsibility to ensure that this activity does not have a detrimental impact on the interest features of the Solent European Marine Sites, the Sites of Special Scientific Interest or on the Water Framework Directive objectives. This is assessed via licensing and through the production of a baseline document.

Routine maintenance dredging in the Hamble occurs annually at three marinas, and once or twice in every ten years at another four sites, with potential for another two sites to be included in the future following recent/current capital dredge programmes. Spoil is taken by barge to the disposal ground at sea (Nab or Hurst Spit). RHHA itself undertakes no maintenance dredging of any channels for navigation purposes.

The 'River Hamble Maintenance Dredge Plan' is the baseline document which has been produced on behalf of RHHA in association with all participating marinas and boatyards who undertake, or foresee they may undertake, dredging. It is used to support all current licence applications to the MMO for maintenance dredging. The current maintenance dredging regime has been assessed as having a negligible impact on the main environmental features of the estuary and has been approved by the EA and NE. This document was last updated in 2011 and requires a periodic 6 year review.

The vast majority of dredged spoil is disposed of out at sea and is therefore 'lost' to the estuary system from which it originated. Disposal at sea can only be authorised if there is no alternative, however, disposal at sea is often the only practical option, albeit an expensive one for marina operators. Beneficial reuse of dredged material (e.g. in habitat creation or flood defence) is encouraged by the MMO but considerable work is required by applicants to identify and assess such proposals before approval can be gained.

Reductions in saltmarsh habitat across the Solent have been well researched and documented, and some projects are underway to reduce decline or recreate lost habitats to mitigate or compensate for certain capital projects (e.g. Wightlink ferries in Lymington; Medmerry scheme to offset loss from coastal defence projects). Local landowners on the Hamble (which include Hampshire County Council) have expressed concern at the reduction of habitat and a desire to protect their land asset.

These, sometimes conflicting, objectives provide an opportunity for relevant parties to come together to investigate the viability of using dredged material for saltmarsh or mudflat restoration and creation in the Hamble Estuary.

**SUGGESTED PROJECT PARTNERS:**

- River Hamble Harbour Authority
- Natural England

- Environment Agency
- Marine Management Organisation
- Marina Operators Representative(s)
- Landowners (private, HCC, The Crown Estate)
- Academic experts (e.g. Southampton University)
- Research specialist (e.g. Channel Coastal Observatory)
- Consultant (e.g. ABPmer, HR Wallingford, Lymington Technical Services)
- Local Interest Group (e.g. Solent Protection Society)

## PARTNER PRIORITIES:

Competent Authorities:	<ul style="list-style-type: none"> <li>· Ensure compliance with legislation by ensuring activities they permit are not having a detrimental impact on the environment.</li> <li>· Seek to conserve and enhance biodiversity.</li> </ul>
Marina operators:	<ul style="list-style-type: none"> <li>· Maintain depths of berths.</li> <li>· Minimise disposal costs.</li> </ul>
Landowners:	<ul style="list-style-type: none"> <li>· Management of land in line with SSSI/Habitat Regulations legislation and wider biodiversity interests.</li> <li>· Protection of land asset.</li> </ul>
Researchers/academics /consultants:	<ul style="list-style-type: none"> <li>· Further understanding.</li> <li>· Development of future policies and projects.</li> </ul>
Local Interest Grp/SPS:	<ul style="list-style-type: none"> <li>· Ensure the ecological and environmental well-being and wise management of the Solent area.</li> </ul>

## RELEVANT RESEARCH TO DATE:

Much research and a considerable number of projects have been undertaken relating to this topic, both within the Solent and throughout the UK. Relevant work specific to the Hamble was undertaken in the production of the Hamble Maintenance Dredging Plan and in the Channel Coastal Observatory's research for the Solent Dynamic Coast Project focusing on saltmarsh and mudflat habitats at risk from climate change and coastal management decisions. Southampton University has completed a scoping study analysing sites for potential beneficial reuse of dredge spoil for restoration and recharge of intertidal soft sediment habitats within the Solent. Three of the sites analysed are within the Hamble.

Most recently, the MMO published a report in September 2014 'Use of beneficial dredged materials in the South Inshore and South Offshore Marine Plan Areas'. The report includes mapped databases of dredge locations and considers opportunities for using dredge materials. It discusses valuable projects in the area, but recognises the relatively low number of projects which involve the use of silt, which is typical of Hamble dredge spoil. The report discusses ABPmer's database on coastal habitat creation work which shows that only 17 such projects have been undertaken nationally, mainly in Essex and Suffolk. The report goes on to acknowledge that such projects must '*overcome a wide range of constraints, including timing of dredging and alternative use, compatibility of material, uncertainties relating to environmental impacts and issues associated with funding. In order for more beneficial use projects to occur in the future, there is a*

*need for greater guidance and more strategic oversight. It could also be encouraged through creation of relevant communication mechanisms to facilitate linkages between those that are undertaking dredging work and those that need such materials for beneficial projects’.*

Whilst the South Marine Plan will aim to address many of the constraints and provide clear guidance and policies for the future, there are many issues specific to the Hamble, set out below, which will form the basis of an agenda at a meeting of project partners and experts to be held in the near future.

#### INITIAL QUESTIONS TO BE ADDRESSED:

- Will recent approvals for capital dredging and associated future maintenance dredging alter the conclusions of the Hamble Maintenance Dredge Plan?
- Where is the source of the sediment which deposits in the marinas (i.e. does maintenance dredging increase sediment taken from the marshes or reduce the supply of sediment to marshes/intertidal)?
- To what degree is reduction in habitat linked to dredging or other anthropogenic effects?
- Are Hamble’s maintenance dredging arisings suitable for reuse in any form?
- Are any Hamble sites suitable for disposal of maintenance dredge spoil (subtidal, intertidal or via dredger overflow)?
- What are the potential impacts of disposal of dredge spoil within the Hamble Estuary?
- Would the potential benefits of reusing dredging spoil outweigh the possible negative environmental effects and what are the risks?
- Would disposal at one site risk increased accretion at another location e.g. a dredged pocket?
- Who should contribute to the cost of this research and any subsequent programme of works?

#### NEXT STEPS:

- Convene a meeting of relevant partners and experts to identify the sources of information required to answer the questions above, and to;
- Agree a way forward with regard to future work (e.g. establish a Steering Group with a view to identifying a potential beneficial reuse project).

October 2014