

**HAMPSHIRE COUNTY COUNCIL**

**Report**

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| <b>Committee</b>    | River Hamble Harbour Management Committee              |
| <b>Date:</b>        | 26 June 2015   |
| <b>Title:</b>       | Proceedings of the Annual Forum                        |
| <b>Reference:</b>   | 6696   |
| <b>Report From:</b> | 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 on 23<sup>rd</sup> March 2015.

**2. Background**

2.1 The tenth River Hamble Annual Forum was held on 23<sup>rd</sup> March 2015 at Warsash Sailing Club and Chaired by Councillor S D T Woodward. Some 15 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. These were answered as fully as possible 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 Management Committee advises the River Hamble Harbour Board to note 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. Not applicable to this report.

### **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.

APPENDIX 1

**River Hamble Annual Forum 2015 – Report of Proceedings  
23 March 2015**

**Warsash Sailing Club**

The meeting opened at 1930

Present:

Cllr Sean Woodward (Chairman) and 4 members of the Management Committee  
Councillor Keith Evans (Chairman, Harbour Board)  
Councillor Peter Latham (Vice Chairman, Harbour Board)  
Chris Moody (Harbour Board member)  
David Evans – Marine Director and Harbour Master

Alison Fowler – Environment and Development Manager  
And 15 members of the public

Apologies:

Wendy Stowe, Alison Fowler, David Jobson

Councillor Woodward welcomed members of the public and introduced members of the Harbour Board and management Committee

The Marine Director presented his Annual Report which was subsequently made available on the Harbour Authority website.

Questions and contributions from the floor:

**Jeremy Clark**

Asked about the meeting of experts to discuss the proposed saltmarsh project and why the Solent Protection Society had not been invited to attend.

*The Marine Director explained that this had been a technical meeting for experts and regulators in the field to ascertain current data and knowledge levels and if it would be feasible to embark on this investigation. No residents, marina operators, dredging companies or local interest groups had been invited at this stage.*

**Michael Barnes**

Asked whether it was known what had caused the fires on the two yachts boats earlier last year.

*The Marine Director replied that he did not know the full details, but that the most likely explanation was an electrical fire in both cases. Significantly, the amount of damage caused in each case was different. In the first fire, the hatches had been left shut and the fire was starved of oxygen and burnt itself out within the hull. In the second fire, the hatches were open and the fire spread quickly, causing the mast to come down and destroying the deck and interior of the yacht.*

### **Michael Sterne**

Asked about planning permission for dry stacks at Swanwick and Universal Marinas.

*Cllr Woodward replied that the dry stacks do not fall within the jurisdiction of the Harbour Authority. The Marine Director added that the Harbour Authority had not been consulted on either development.*

### **Colin Brookes**

Asked if the Harbour Authority could not exercise any control over the proliferation of dry stacks.

*The Marine Director replied that, legally, they could not. Further, given the typical low usage rate of such boats, they did not have a major impact on traffic levels on the River.*

### **Michael Sterne**

Asked why the Harbour Authority had not objected to the planning application for the dry stacks.

*Cllr Woodward replied that they could, but that it was planning policies, not boat numbers which were the determining factor.*

### **Michael Barnes**

Asked whether the type of small boat stored in dry stacks tended to generate a lot of wash for their size and whether this was a contributory factor to wave disturbance on the River.

*The Marine Director replied that excessive wash and excessive speed are closely aligned and that there are some hull forms which generate more wash than others. Poor trim also generates more wash. Cllr Woodward added that such factors are not planning considerations – for planning purposes it is the dry stack which is significant, not what is stored in it. The only relevant planning policy for*

*Fareham Borough Council is that development in marina areas should be marine related.*

**Dave Anderton**

Asked about the draft Strategic Vision and why a number of paragraphs and phrases had been deleted.

*The Marine Director replied that the outcome of the review had been to re-order the paragraphs into a more logical structure and to remove some of the repeated phrases in the original document. No whole paragraphs had been removed, but many had been re-numbered which may account for the confusion.*

**Jeremy Clark**

Asked about the Fishermen's Jetty, with regard to future maintenance and repair costs (and, ultimately, replacement costs). Mr Clark also referred to a Harbour Authority report from 2005 indicating that the hammerhead berths were to be used for landing catches and maintenance only and, thirdly, how much the fishermen paid annually into the maintenance fund.

*The Marine Director replied that the fishermen pay an annual charge into a maintenance fund which is held by Hampshire County Council. It was this fund which paid for the new link bridge. Further, he indicated that he had spent some time last year researching the details of the conditions for using the Jetty and had concluded that, although mentioned in the report, they had not been translated into a formal condition, either by the Harbour Authority or by Fareham Borough Council. The fishermen pay for a mid-stream mooring space in addition to paying for their use of the Fishermen's Jetty hammerhead. The annual maintenance charge is currently £180 per boat.*

**George Metcalfe**

Asked about tender storage facilities at Swanwick slipway.

*Cllr Woodward replied that there were to be significant works in the area as part of the development of Swanwick Marina. He indicated that the aim was to clear up the area this year and added that Swanwick Marina may be providing tender berthing spaces afloat.*

**Dave Anderton**

Asked about the proposed new fenders for the patrol boats and expressed concern that they would be like-for-like replacements of the present unsatisfactory ones.

*The Marine Director responded that they would be of a different specification and supplied by a different manufacturer to the existing fenders. They will be black but made in a non-marking material.*

Cllr Woodward then carried out the draw for the tender berthing allocations at Hamble and Warsash and closed the Forum, thanking everyone for their input.