

Warsash Link Pontoon - Proposed Extension to Harbour Master's Jetty, Warsash.

Introduction

The River Hamble Harbour Authority (RHHA) is proposing to install a 31 metre pontoon extension on the Harbour Master's Jetty at Warsash, SO31 9FR (SU 488 061, NGR 448826/106088). This extension will create a link to the Fishermen's Jetty downstream, and will provide additional berths for tenders and a small increase in the space available for small visiting boats to berth. There will be no increase in the number of permanent moorings.

Supporting Information

The following documents are supplied to support the application:

- Site Plan MP168-00-P-450 rev B.
- Proposed layout drawing M0637/480 rev B.
- Visual representation high water. MP168-00-P-451 rev C.
- Visual representation low water. MP168-00-P-452 rev C.
- General Design Drawing. Pontoon WW4 System 21.S21.WW4-ga.
- General Design Drawing. Pontoon WWF1 Waliflote. WWF1-ga.
- Pontoon Description WW4 System 21.
- Pontoon Description WWF1 Waliflote.

Site

The proposed development is located within the Hamble Estuary adjacent to the waterfront at Warsash (See Site Plan MP168-00-P-450 rev B). The proposal is for work to install and relocate pontoons and piles situated below the mean low water mark, and which will provide a link to existing structures that are currently connected to the land. The existing structures comprise the Harbour Master's Jetty situated directly in front of the Harbour Master's Office, and the Fishermen's pontoon situated approximately 30 metres downstream and which is adjacent to the public slipway at Warsash. Both the existing structures are owned by RHHA and located on river bed which is owned by The Crown Estate but leased to Hampshire County Council which is the Harbour Authority.

Description of Works

The project will involve the installation of 31 metres length of pontoon (1.9m wide) held in place by 2x new tubular steel piles which will match existing piles, and the removal of 1x timber pile. The connecting pontoon will be afloat at all states of tide and will be created by relocating and reusing two existing pontoons from the Fishermen's Jetty and the provision of a smaller new pontoon. The relocated pontoons will in turn be substituted by 4 replacement pontoons of the same length but of different widths as shown in 'Proposed layout drawing M0637/480 rev B'. The

hammerhead pontoon will be reduced in width from 3.0 metres to 2.56 metres. The 2 pontoons sited between the hammerhead and the link will increase in width from 1.9 metres to 2.5 metres. The replacement of these pontoons will require the relocation of 1x existing pile. The design of the pontoons matches those widely used throughout the Hamble Estuary (See 'Pontoon Description' documents and pontoon general design drawings 'Pontoon WW4 System 21.S21.WW4-ga' & 'Pontoon WWF1 Waliflote. WWF1-ga'). The existing security gate on the Fishermen's Pontoon will be repositioned further along the pontoon to beyond the proposed link to the Harbour Master's Jetty. All work will be undertaken from the water by piling barge, which will also transport all materials (new and redundant) to and from the site by water.

Rationale

The purpose of the new link pontoon is to create much needed additional berthing for small tenders. The River Hamble Harbour Authority currently manages approximately 640 mid-stream moorings on behalf of The Crown Estate. In order for mooring holders to access these moorings they must either use the river taxi or a tender. The Harbour Authority currently has space for only 8 tenders at its Warsash jetty, and 6 spaces at its Hamble Jetty. RHHA operates an annual ballot for these spaces each year and it is always vastly oversubscribed for the Warsash side. This proposal forms part of a more comprehensive strategy to improve options for access to mid-stream moorings.

Increasing tender berthing at Warsash has previously been identified through public consultation on the River Hamble Harbour Authority's Asset Enhancement Reserve as being one of the main enhancements that could be made on the River. The proposed link pontoon would at least double the number of tender berths available at Warsash. It would also provide a small increase in visitor berths for vessels such as RIBs and small craft wishing to access Warsash's services and facilities, the demand for which has seen an increase in recent years. In addition, it would allow for new public access to the linked section of the Fishermen's Pontoon.

Access – Land

Both the Fishermen's Jetty and the Harbour Master's Jetty are privately owned structures. No public access is currently permitted onto the Fishermen's Jetty. Public access is permitted onto the Harbour Master's Jetty for the purposes of embarking and disembarking vessels including the river taxi/ferry, access to berthed tenders, and for recreational fishing/crabbing (subject to restrictions).

Relocating the security gate further along the Fishermen's Pontoon will create new public access from the land along the fishermen's pontoon and along the link pontoon, whilst still maintaining a private working area for fishermen at the end. New public access along the Fishermen's pontoon will also ease launch and recovery of vessels using the adjacent public slipway.

Warsash waterfront has two existing public car parks which are available for use by those wishing to access tenders and other vessels.

No access is required from the land for construction purposes or equipment delivery as this will all take place via a barge on the water.

Access – Water

Access by tenders and small fishing boats to the area inshore of the link pontoon will be maintained as there is an existing bridge under the walkway between the Harbour Master's Jetty and the land. Larger vessels will be able to access the channel side of the link pontoon if their draft permits. Larger fishing vessels which currently use the outer extent of the Fishermen's Pontoon will be unaffected as the position of the link will be situated further inshore than the area in which these vessels currently operate.

Navigation Considerations

The proposed works aim predominantly to enhance the availability of public tender moorings afloat in Warsash. More than twice the current number of tender berths will be made available within the enclosed area. The enclosure of this water space will restrict access to tenders via the Northern access bridge under the Harbour Master's jetty. During higher spring tides, such access will require coxswains to take care that they are aware of the height of the jetty. The jetty is lit by white lights along its length. Tenders will enter the Main Channel North of the existing Harbour Master's jetty and to the South of Warsash Sailing Club's Lobster Quay jetty. There will be a small increase in the number of small craft entering the Main Channel here which will not affect unduly the ease or safety of navigation.

The new works do not impinge directly upon the main channel, contained as they are by existing pontoon works.

The Harbour Master has no other concerns regarding the impact of the development on navigational safety.

Environmental Considerations

The proposal is sited within a sub-tidal section of the Solent Maritime Special Area of Conservation (SAC). It does not lie within any other sites designated for nature conservation, and it is 45 metres from the nearest boundary of a section of the Solent & Southampton Water Special Protection Area (SPA) and Ramsar Site, and part of the Lee-on-the-Solent to Itchen Estuary SSSI.

The pontoons will remain afloat at all states of the tide so there will be no loss of intertidal habitat. No dredging of sub tidal or inter-tidal habitat is required for this development. 2 new piles will be driven, 1 pile relocated and 1 pile removed. There will a net increase of 1x tubular steel pile. Piling is common practice throughout the Hamble Estuary and on-going liaison with the Environment Agency and Natural

England has established an accepted practice of mitigating impacts on the environment by installing the piles using a vibro piling method, with percussive piling used only to drive the piles to their final design depth if required. These piling works will be undertaken in accordance with this practice and any other conditions resulting from licences.

There will be no change to the type of activities that currently occur in this location. The proposal is not likely to have a significant effect on the designated sites of the Hamble Estuary either during construction or operation.

Flood Risk

Pre-application consultation with the Environment Agency confirms that the nature of this proposal will not have an impact on flood risk.

Visual Impact

RHHA commissioned the production of visual representation images to show the likely view of the proposed structures from the Warsash public waterfront at both low water and high water. These images are provided as supporting information.

Pre-application Consultation

The proposal to link the Harbour Master's Warsash Jetty and Fishermen's Pontoon was outlined to the members of the RHHA Management Committee in June 2014 and the idea was approved in principle by the Harbour Board in July 2014.

RHHA wrote to those local residents and businesses who would have a view of the proposed link pontoon, outlining the proposal, enclosing visual representation drawings, and inviting discussion and feedback. Verbal feedback has been positive. No written comments have been received. RHHA has also spoken with local commercial fishermen who use the Fishermen's Pontoon. The larger vessels west of the link are unaffected, and the smaller vessels shore-side of the proposal will need to navigate a little further and under the bridge to access the Main Channel.

RHHA has engaged with those authorities whose permissions will be required to ensure that the correct procedure is followed and appropriate information is supplied.

Consents required

The proposal will require the following permissions:

- Planning Permission (Fareham Borough Council)
- A Marine Licence (Marine Management Organisation)
- Flood Defence Consent (Environment Agency)
- Harbour Works Consent (RHHA Harbour Board)
- Crown Estate Consent (as land owner)