

KEYHAVEN RIVER MANAGEMENT STRATEGY

1. PURPOSE AND BACKGROUND

- 1.1 The aim has been to write a document within existing policies to set out how the Council's recreational interests in Keyhaven River are to be most effectively managed, with due regard to the special context of the area.
- 1.2 This paper is concerned with direct actions by New Forest District Council in carrying out its specific functions in managing the river. The report will look at the history of management to date; what happens now; the pressures that are apparent and propose any management changes to cope with those pressures.
- 1.3 Whilst it is important to focus on our own activities we would like to record the very good relationships that the District Council enjoys with people and agencies who use and influence the use of, the River. We also have valuable links with the broader interests at Keyhaven, particularly through Hampshire Wildlife Trust.
- 1.4 The existing broad strategy has been to ensure the proper and controlled management of recreation on the Keyhaven River with particular reference to the needs of the environment and to provide access to water recreation for residents of the District at a reasonable price.
- 1.5 In practice, this has amounted to maintaining the status quo with no overall increase in the number of moorings; development of existing facilities or active promotion of the area.
- 1.6 This accords with the recommendations of the report on the Lymington to Keyhaven coast - Policies for Future Management, published in March 1982; Hampshire County Council's "Strategic Guidance for the Solent", and New Forest District Council's corporate strategy "Heart of the Forest", District Local Plan and the non-statutory "Coastal Management Plan" (CMP). All endorse the themes of this paper.
- 1.7 The basic elements of management are:
 - a) The letting and administration of moorings and dinghy park spaces, based at the Community Services office at Lyndhurst.
 - b) To maintain a presence at the Keyhaven office to provide an on-site information, support and monitoring service to mooring holders and the public.
 - c) To co-ordinate assistance to deal with any emergency or problem which might arise from time to time.
 - d) To make arrangements for the annual mooring inspection and maintenance programme, arrange the adequate supply for materials for that work to be carried out and ensure the availability of serviceable facilities by 31 March each year.

- e) Launching fees and overnight mooring fees are collected by the River Wardens on an opportunity basis in particular at peak times during weekends and Bank holidays.
 - f) By frequent river patrols a general oversight is maintained in relation to the safety of boats, and monitoring of speed limits. A Marine Watch continues to be operated.
- 1.8 The River Warden is the only full-time employee at Keyhaven with a part-time Warden on 2 days a week between 1 April and 30 September each year, to cover rest days and annual leave.
- 1.9 Administrative support is provided by staff within Community Services and Financial Services at Lyndhurst and Lymington respectively.
- 1.10 As our main means of keeping in touch with users, we have established the Keyhaven River Users Advisory Group. It meets four times a year to advise the Council on its operation of the River. Its is made up of the following representatives:

River users by direct invitation - each asked to nominate a single representative and asked to give notice of any substitute should the nominee not be able to attend:

Hurst Castle Sailing Club
Keyhaven Yacht Club
Keyhaven Sea Scouts
West Solent Boat Builders
Hurst Castle Ferries
Keyhaven Fishermen's Association
Two representatives users who are not club members

Local authorities:

A representative for Milford-on-Sea Parish Council
Hampshire County Council local member
Local Members of the District Council - one of whom shall be Chairman.

Democratic Services service the meeting with officers of the Leisure Service in attendance. Other Services and agencies to attend should the topic require it.

2. NUMBER OF MOORINGS

- 2.1 There are 553 moorings listed, of which 399 are Council moorings and 154 which are private. Of those private moorings, 74 are still licensed.
- 2.2 The existing policy is of no increase in the number of moorings remains in place. Indeed in practice a slight reduction in numbers occurs when private moorings are given up and they are not re-allocated because their location makes them non viable.

3. CURRENT POLICY GUIDELINES

- 3.1 Keyhaven River is a special place. It lies within an area of coast that is unspoilt and of great value to many interests. Keyhaven has many qualities ranging from the extent of sheltered water, which makes it so suitable for teaching youngsters sailing and canoeing, to the great wealth of nature conservation and landscape interest. This is indicated by its inclusion within the boundaries of the proposed National Park. In our work here we also need to be aware of what impact any proposals may have on local roads and the village environment.
- 3.2 Current management is mainly based on the proposals contained in the Lymington/Keyhaven Coastal Management Plan. Of particular significance to our work is the fourth objective of the Plan:
- “To recognise the economic and social functions of the marshes and thus to accommodate commercial fishing, angling, bait digging, wild fowling, sailing, bird watching, walking and other recreational pursuits, whilst providing the means of resolving conflicts.”
- 3.4 The Plan does call for a balanced and sympathetic approach and this has been behind the way we do our work at Keyhaven. These policies relate to the Council’s corporate aim for the coast but clearly also have strong connections to those for environment and sport.
- 3.5 Policies of restraint are also evident in the District Local Plan, which calls for no significant increase in activity on the river and makes no plans for additional car parking, or dinghy parking.
- 3.6 The District Council’s “Coastal Management Plan” covers a much wider area than this one but the themes are consistent, reflecting the very special nature of this part of the coast. The CMP recognises the need to maintain and update this plan in its implementation section and makes further proposals that bear on the work at Keyhaven:
- Maintain and develop coast protection works to retain Hurst Spit
 - Continue to investigate saltmarsh erosion and establish means of reducing the rate of loss
 - Monitor the sea wall
 - Press for lengthening of waste water outfall to protect shellfisheries
 - Keep under review the need for traffic management and car parking controls at Keyhaven car parks.
- 3.7 The Leisure Service at NFDC produces a Service Plan, which sets out the policies and actions across the range of activities covered by that Portfolio. By its nature a broad based document, it does however set the framework for our work at Keyhaven. The policies for the coast are:

1. Water-based facilities:

To ensure provision of appropriate facilities for water-based recreation having regard to the needs of the local community and the environment.

2. Mooring provision:

- 1) To allow no additional moorings in total in Keyhaven River and Creeks.
- 2) To confine its provision of moorings to Keyhaven River and Creeks and not to provide directly any further moorings in the District.

3. Activity management:

To encourage the properly controlled development of water-based activities through the use of appropriate management measures.

4. Moorings administration:

- 1) To re-allocate any moorings found to have been transferred;
- 2) To charge an additional annual sum in respect of their moorings to existing mooring holders who are not permanent residents/local tax payers in or who leave the District; and
- 3) To accept applications for the waiting list only from permanent residents / local taxpayers within the New Forest District.

5. Coastal Management Plan:

To utilise the Coastal Management Plan as the principal means of guiding action on coastal recreation issues.

6. Environmental considerations:

To consult fully with all relevant organisations where the provision of facilities is likely to have an effect on the local environment, particularly where no established management plan exists.

- 3.8 In the nineties, a Coastal Recreation Strategy was produced by the then Southern Council for Sport and Recreation. It sought a balanced and co-ordinated approach to future provision. There is the suggestion being considered by the County Council, to review and update this strategy.
- 3.9 Overall, the biggest potential for change lies with the gathering momentum behind implementing the European Habitat and Birds Directives. This is being given effect locally by the creation of a Single Scheme of Management for the Solent. In essence (for it is an extremely long subject) this will see the creation of a joined up approach to how the European Solent Candidate Special Area of Conservation and Special Protection Area are managed. Keyhaven will be part of the North West Solent Cluster. At this stage it is too early to say what the actual impacts, if any, will be. On the one hand, this is great news for the nature conservation status of this unique area. However, part of what makes it unique is the blend of uses and the integration of economic and social influences, as well as environmental. Managed in tune with these needs we believe Keyhaven is sustainable along the current lines. None the less, the powers available to effect change are considerable and therefore there will be a need to keep abreast of any implications as they unfold

ACTION POINT 1: Ensure that the emerging Single Scheme of management for European Marine Sites takes full account of this plan and its objectives. Bring the issue to a meeting of the Advisory Group for information and discussion.

4. OPERATIONS

- 4.1 The aim of the Council in operating the River is to have an active and well-used facility for the benefit of local people. To that end guidance has been produced through the consultative arrangements we have and been adopted by the Council:

To be eligible for an annual allocation of a mooring or dinghy park space the applicant must be a Council Taxpayer to the New Forest District Council.

Those non-taxpayers who already had a mooring or dinghy park space prior to the Council adopting this policy (1984) are able to remain on the River but pay a surcharge of 50% in addition to the standard fee.

As of April 2001, those with a mooring or dinghy park space who cease to be Council Tax payer in the District may be allocated a mooring for the maximum of two years from the date they cease to be a Council Tax payer, after which point the mooring or dinghy park space will be re-allocated. In that period the charge will be 50% above the standard fee.

- 4.2 The allocation of moorings and dinghy park spaces are done annually. They are an annual award and it always remains at the Council's discretion to re-allocate boats elsewhere on the River for the purposes of good management – such as: avoiding conflict between boats; accommodate the needs of the waiting list or changing conformation of the River itself. As guidance, the Council will:

Wherever possible, offer moorings on the basis of mooring holders staying on the mooring allocated the year before.

Reserve the right to withdraw any allocation if a mooring holder who changes their mooring or vessel, without informing the River Warden first. We will always do our best to accommodate requests but the River has its limitations and there are often repercussions for other people, so it may not be possible to accommodate them, in which case no allocation will be made.

To allocate to people who actively use their craft. If a mooring holder sub-lets for two seasons, that mooring will not normally be allocated again to that mooring holder.

Let people know about allocations as early as possible.

5. SIZE AND TYPE OF BOATS

- 5.1 At present there is no policy limiting the size of boats using moorings in the river. However, changes to the nature of the River may mean this will need to be addressed.
- 5.2 The river is an open navigation, but the size of vessels entering the river is governed by the draft and the geography of the river, which does act as a good natural limiter.
- 5.3 Further control is achieved through the allocation system and the mooring spacing.
- 5.4 Commercial users such as Hurst Castle Ferries, Keyhaven Fisherman's Association and West Solent Boat Builders, have traditionally had discretion to allocate facilities let to them by the Council to the various boats for the time being under their control. This has by and large worked well and we have no proposals to change it providing that it causes no impact on other users.
- 5.5 Keyhaven is a natural harbour. This means that each mooring has its own characteristics. Therefore the allocation process is quite precise. Each mooring has limited flexibility in the type of craft it can accommodate. Also material to this, as they are swinging moorings, is the characteristics of the adjacent craft. In these circumstances it is important that boat owners do not assume that any change of boat can be accommodated on their current mooring.
- 5.6 In recent years a number of reallocations have been made. A minority of these were to address the issues raised above, but were none- the -less important. The majority of changes were to accommodate requests from current mooring holders.

6. NAVIGATION

- 6.1 The entrance to the river is marked by port and starboard hand buoys with transit posts on the marshes.
- 6.2 Starboard hand buoys mark the curve of the deep-water channel up to the mouth of Mount Lake. The two buoys mark the southwest and northeast corners of Short Reach. These are followed by two starboard buoys leading to the quay.
- 6.3 In other parts of the river the moorings mark the deepest water, and boats pass across the bows of moored boats. The deepest water always being at the bows where the mooring is laid.
- 6.4 The entrance to Hawkers Lake is shallow to the East and deeper to the West and now has a red marker as a Port hand buoy to mark the western side of the entrance. Only those with a good knowledge of local conditions generally use Hawker's Lake entrance.
- 6.5 Speed limit signs are in place at the main river entrance, Hawkers Lake entrance and the quay to remind river users of the 4-knot speed limit.

- 6.6 The future of Hurst Spit is critical for the whole area of marshes. The implementation of the award-winning scheme for stabilising Hurst Spit and continued monitoring has been very well received. However, it is becoming apparent that there is erosion of the saltmarsh in the main river. This is leading to some navigational concerns as the nature of the erosion visually suggests a much wider channel, even at half tide, than is actually the case. This has become a very real issue, affecting the types of boats that can now be accommodated on the moorings. This is a process likely to continue and may have very significant impacts in future. There needs to be a greater understanding of what is happening to the profile of the main River and to the undoubted opening up of the Creeks.
- 6.7 In order to decide what how to address these issues, we should know more about what is actually happening. There is considerable work being undertaken on saltmarsh issues in the Solent. Therefore we need to explore what light this may shed on the matter before looking at the next steps to ensure we are considering any medium to long term trends.
- 6.8 For the immediate future, the allocation process will need to reflect any current changes to the nature of the channels. As always we will try to keep any “domino” effects of changes to a minimum.

ACTION POINT 2: Approach the Coastal Group of NFDC; Environment Agency and other interested parties to determine what, if any, information can be assembled concerning changes to the conformation of the channels and marshes at Keyhaven.

7. WAITING LISTS AND ALLOCATIONS

- 7.1 Waiting lists are maintained centrally, with an up to date printed copy kept in the River Warden’s office. It is available for people to check their position on the list.
- 7.2 Waiting periods for a mooring vary considerably depending on the size and type of boat to be accommodated. Basically the bigger the boat and the deeper the draft, the longer the wait.
- 7.3 The list has usually contained about 200 applicants the list apart from a reduction in the late nineties. The rate of new applicants with smaller boats has declined but demand is heavier in the middle size range - a situation that reflects experience elsewhere.
- 7.4 All moorings are let as an annual licence with the expectation that the current mooring holders remain in place subject to their meeting the conditions of the licence and there are no over-riding management needs on the River.
- 7.6 Waiting lists are open only to those people who reside in the New Forest District Council area. Once allocated a mooring holder must remain a District Council taxpayer. If they do leave the District the mooring allocation remains but it is for a maximum of two years and it is charged at a rate of 50% in addition to the standard charge.

8 PUBLIC SLIPWAY LAUNCHING AND FEES

- 8.1 Apart from personal water craft (Section 18), the slipway is open to all comers on payment of the appropriate launching fee.
- 8.2 Overall length limit is governed by what can be reasonably handled on and off a trailer by its crew - generally no bigger than 20 ft length overall.
- 8.3 Fees are payable per launch or by the purchase of a season ticket from the River Warden. The fees are based on length of craft.
- 8.6 No charge is made for dinghies from the Council, Keyhaven Yacht Club, Hurst Castle Sailing Club and West Solent Boat Builder's dinghy parks, providing they are displaying a current licence badge.
- 8.7 Fees are collected on an opportunity basis, depending on the availability of the River Wardens and other duties.

9. PRICING POLICY

- 9.1 Pricing of moorings is on the basis of the costs in other harbours/ ports; the general state of the market; the rate of inflation; accessibility of the mooring; the extent to which the mooring dries out; the type of mooring; seclusion and passing traffic;
- 9.2 Launching fees are collected on an opportunity basis. The fees are differential in that larger boats pay a fee much in excess than that of a dinghy-sized craft. This is management tool, which helps achieve:
 - a) An effective balancing of launching numbers between the various public slips in the area. To charge the dinghy fee for larger boats would lead to a great increase in launchings, especially from speedboats, which would be inappropriate for Keyhaven.
 - b) It still remains an opportunity for larger boats to launch without prohibitively pricing that arm of water-based activity.
- 9.3 So we use pricing as one method of control. As such, we must continue to carefully watch trends in launching both at Keyhaven and elsewhere. If circumstances are changing then we will need to consider appropriate changes in the pricing policy to help achieve our aims in the strategy. We feel our approach to pricing is an effective management tool and is a considered approach.
- 9.4 Those non-resident mooring holders who have held moorings since before residential qualifications were introduced in 1984 pay a 50% surcharge on their mooring fees.

10. VISITOR AND SHORT STAY MOORINGS

- 10.1 There are no visitors' moorings, although overnight visitors can lie to anchor in the pool, south of the main river entrance, for which a charge is made. Visitors making overnight use of vacant moorings are also

charged. The small leaflet that was produced for visitors has been well received. The support of local groups in providing the leaflet is appreciated.

- 10.2 Craft picking up moorings for a couple of hours during the day have not been charged previously. This is something that has been looked at before, and given the views of the users and the practical considerations in operating the service, no changes have been made.
- 10.3 In the last few years charges for short stay moorings have been implemented. They have been useful in managing the river and there has been little adverse customer reaction.

11. PORT WASTE MANAGEMENT

- 11.1 Whilst there is no requirement to produce a Port Waste Management Plan it was felt that there should be one. It was devised arising from an action point in the last strategy and now treated as part of this paper and is attached. It is not changed from the first version as it has worked well with good co-operation from all parties.

ACTION POINT 3: To re-submit the Port Waste Management plan to the MCA for adoption.

- 11.2 A related matter is the question of water quality. Whilst there are good controls from the above approach, there have been real concerns about the quality of water entering the River from the various streams and sluices. We do not formally have a role to play but in practice remain vigilant and will raise concerns directly as they arise. We are building a relationship with the Environment Agency and hope that will lend assistance in future. The Environmental Health Service monitor water quality standards regularly in connection with shell fishing and this provides good management information.

12. COMMUNICATIONS

- 12.1 The first survey of those with moorings or a dinghy park space was undertaken as part of a Best Value review of the Service. This gave support to the Council's operation of the Service but did raise a number of suggestions. This seems to have been a useful exercise and we plan to repeat the survey at intervals, to see what the trends are.
- 12.2 There were some clear views that came over from a number of people:
- a) A lack of knowledge concerning how the processes work, what was done on maintenance; what Council policy is etc. These could be covered by greater communication and we will produce a short information sheet that can be made available through the Clubs and the River Warden's office.
 - b) Issues to do with crime were quite high on the agenda and we have had excellent co-operation from all interested parties helping to operate the Marine Watch scheme. More individuals could however, security mark their equipment.

c) There was a very strong majority supporting the low-key management at Keyhaven and the need to maintain the sense of isolation / rural nature that is so much the essence of the place.

d) The control of dogs was an issue and we have been in contact with our Dog Wardens.

e) There was a split on the views of administration. A large majority found it very good but there was enough of a view stating the opposite that we have taken a look at our processes with a view to speeding them up and making it more accurate.

Action Point 4: Consider the findings of the survey and introduce changes where practicable. Plan for the repeat of the survey

13. THE QUAY

13.1 The quay is the focal point of all boating activities at Keyhaven, both for participants and observers. It is an all year round meeting place for any people who work or take their leisure at Keyhaven and on the river.

13.2 On weekdays it is a working quay for the boatyard, the fisherman, ferries and many others whose business is to do with boats and the sea. However, at weekends during the summer months April to October it becomes a leisure centre for all types of water sport.

13.3 Vehicular access is essential at all times in order that boats may be loaded and unloaded and to assist in the launching of boats.

13.4 The boatyard uses the quay to launch and haul out vessels using their yard, using a heavy mobile crane, but they do not work at weekends except in an emergency. During the peak summer weeks, the crane is not usually in daily use. Heavy loads requiring transport to Hurst Castle are usually loaded at the quay and conveyed by ferry or barge.

13.5 Charter fishing boats pick up and drop off passengers at the quay in suitable tide conditions.

13.6 Previous works to the Quay have ensured it has remained in place and continues to function. Further work is needed to secure the Quay and to improve the way vessels lie up. This work is planned for 2003/04 and the Advisory Group has given input to the design and approach.

ACTION POINT 5: To implement a programme of works to the Quay to secure the structure for the future and improve the way vessels lie up.

13.7 The quay is a busy place that is designed for boating use. In the past there have been "near misses" involving swimmers and craft in the vicinity of the quay. Being busy and an area where craft are performing complex manoeuvres, the skippers of craft are not looking for swimmers in the water. Also visibility is often very restricted. As a result measures have been introduced to advise against swimming in the vicinity of the quay.

14. DINGHY PARKS

- 14.1 The Council dinghy park has space for 108 boats, limited to 16ft length overall. Waiting periods for spaces are about 4 years from going onto the waiting list. We are paying particular attention to the use of the dinghies in the park. Whilst, in revenue terms, as long as a space is paid for there is “no difference” to the Council, we believe Keyhaven should be run as a River where people are active; boats are used and not just stored. There is a considerable list waiting to come to Keyhaven and it is active sailors that are needed here.
- 14.2 The two clubs operate their own waiting lists for their dinghy parks.
- 14.3 West Solent Boat Builders offer space for parking dinghies in their yard during the summer months, after the boats in winter storage have been re-launched.

15. CAR PARKING

- 15.1 The only public car park at Keyhaven has space for 130 cars, including 4 reserved for disabled drivers.
- 15.2 This one car park has to cater for visitors to all the amenities at Keyhaven, including the public house. The Keyhaven Yacht Club does have a small car park of its own.
- 15.3 During summer weekends and Bank Holidays it is inadequate to meet the pressure of demand, resulting in frustration for many people. This results in random parking on verges, roads and any accessible space during peak periods. Indeed at times the access to the quay has become so congested that in effect the access is full and the River Warden has to turn trailers away to other launching location.

ACTION POINT 6: To ask for on-site support from car park wardens and Police officers at weekends in the peak season.

- 15.4 Existing policies to provide no further parking facilities combined with the potential for further demand makes a solution to these problems very difficult to achieve. It is rather a matter of trying to control the parking that takes place. The Police have been involved and they have been able to increase their presence at times.
- 15.5 Part of the issue over access is the approach road to the quay. It is not apparent that it is a dead end and congestion is caused by vehicles turning into the road and then having to return. Whilst there are sensitivities surrounding signage or works to the area, there should be an exploration of what might be done to help avoid this.

ACTION POINT 7: To explore an effective but appropriate treatment for the end of the approach road to communicate the fact that it is a dead end to a slipway.

16. MOORING MAINTENANCE

- 16.1 Annual moorings maintenance work has been subject to competitive tendering since 1987. The existing contract runs to December 2004.
- 16.2 Minor running repairs, which do not require the use of winching gear, are carried out by the River Wardens throughout the year.
- 16.3 The existing strategy is to maintain a rigorous inspection and replacement programme, achieving as much standardisation of materials as possible, together with strengthening features (such as added stabilising spans) when storms reveal potential weaknesses in the original design of the system. This programme has enabled us to keep the moorings in good condition.
- 16.4 In the deeper water moorings, the length of chain makes it heavy to pick up and also produces wear on the mooring itself. In suitable situations "hippo" buoys have been used, they have been of benefit there.

17. SPEED BOATS AND WATER-SKIING

- 17.1 Speed in the river is restricted through a general coastal byelaw to 4 knots, which effectively bans water skiing in the river, as a minimum speed of 12-14 knots is required to ski. The River Warden monitors the speed of boats in the river whilst on patrol. Speed limit signs are displayed at the river entrances and at the quay. This is largely successful as an approach.
- 17.2 It provides the powers required for enforcement and would not seem to need revision at this point. However, with changes in legislation and continually changing patterns of use, there is a need to keep an open mind about the need for change. An example of this is the change in policy at Christchurch to permit the launching of jet skis. It is not certain but there are feelings that there may be an increase in activity locally as a result.
- 17.3 Water skiing takes place off Hurst Spit. Some boats launch at Keyhaven, others from elsewhere such as Lymington, Mundeford and Yarmouth. They use the bay outside the entrance to the river. Traditionally this has been at a level that has not caused concern. However, the good weather in the summer of 2003 saw the end of the Spit more heavily used for picnics and swimming, as well as more craft off shore. If this is a trend, we may need to re-consider the management approach.

ACTION POINT 8: Monitor the use at the end of the Spit and consider the need for any changes in the management approach.

- 17.4 Eight knot speed limits operate within 300 yards of the low water mark at medium tides during the months of April to October.
- 17.5 The byelaw provides for a corridor from the vicinity of the highlight off Hurst Castle running due east to enable skiers to leave the beach from that point. Our assessment continues to be that the cost of setting up and maintaining any effective controls cannot be justified for the few incidents that occur.

ACTION POINT 9: The information about the bye law could be better communicated to visitors and means to do this should be explored

- 17.6 The ideas being pursued by Associated British Ports for possible future development of Dibden Bay could have implications for the Western Solent. The Public Inquiry has been held and we await the outcome.

ACTION POINT 10: Interpret the outcome of the Dibden Bay Inquiry in terms of any impact on Keyhaven and bring the issue to the Advisory Group at the appropriate time.

18. PERSONAL WATER CRAFT

- 18.1 Personal water craft (PWC) are occasionally seen at Keyhaven, having been launched elsewhere.
- 18.2 At Christchurch, as reported above, the decision to allow the launching of PWCs for the first time for a number of years, does not seem to be having a significant impact on jet skiing matters at Keyhaven. However there may be more activity off the shore at Milford and this may mean a presence from the Wardens from time to time. There may be value first of all in providing more information to Christchurch Borough Council.
- 18.3 Frequent patrols by the River Warden when PWCs are about, has prevented any serious incidents and this strategy had proven satisfactory. The launching of PWCs has been banned throughout the life of the strategy. It has proven successful and will be kept in place.

ACTION POINT 11: Continue to monitor the presence of jet skis at Keyhaven and in Christchurch Bay. Should the situation demand it, liaise with Christchurch Borough Council concerning possible information at the launching point and if needed the possible presence of Wardens at suitable times.

19. BOARDSAILING

- 19.1 Boardsailing is mainly confined to Mount Lake, but changing wind conditions can mean that some boardsailers get into other parts of the River. There has been a noticeable decline in numbers since their peak in the eighties.
- 19.2 The existing strategy is to advise them to remain in the upper reaches of Mount Lake, and to discourage them from launching at the quay.
- 19.3 In common with all activities, there is no external promotion by the Council of the area for boardsailing.

20. YACHT AND SAILING CLUBS

- 20.1 Both Keyhaven Yacht and Hurst Castle Sailing Club maintain clubhouses and dinghy parks at Keyhaven and many members have moorings on the river.
- 20.2 The Yacht Club membership is close to 1,500 members and the possibility of introducing a limit is being considered.

- 20.3 Hurst Castle Sailing Club has 400 members and no numerical limit on membership.
- 20.4 With the limitations on facilities at Keyhaven, having additional members join the clubs based there does potentially increase the pressures.

21. DINGHIES AND DINGHY RACING

- 21.1 Both the Keyhaven Yacht Club and Hurst Castle Sailing Club organise dinghy racing at both club and championship level.
- 21.2 Racing generally takes place outside of the river in the bay between the main river entrance and Pennington Marshes.
- 21.3 Some dinghy racing takes place in the river mainly for cadets and scows, when strong winds and high seas make racing outside the river too dangerous.
- 21.4 The river is not suitable for serious dinghy racing, especially for boats any larger or more sophisticated than scows, cadets and similar small classes.
- 21.5 Annual regatta days and special events attract larger than usual numbers of dinghies and cause some congestion at times on the slipway when they launch and come ashore en-mass.
- 21.6 The clubs continually need to remind members to bring boats to the quay ready rigged at the time of launching. Leaving dinghies for long periods on or in the vicinity of the slipway on busy summer weekends and Bank Holidays adds to an already difficult situation.
- 21.7 The Clubs can continue to contribute to the relief of congestion in the quay area by encouraging the speedy launching and recovery of dinghies; not leaving rigged craft on the slip for lengthy periods and hosing down away from the slip entrance/access.

ACTION POINT 12: We would ask Keyhaven Yacht Club and Hurst Castle Sailing Club to continue playing their part in managing the pressures on the area through encouraging members to rig craft before arriving on the quay; not to leave craft unattended for prolonged periods on the quay and be prompt and considerate when hosing down.

22. THE BOATYARD

- 22.1 The West Solent Boat Builders yard is situated immediately behind the quay, providing the full range of boatyard facilities for all types of boats up to approximately 40 feet in length.
- 22.2 Winter storage facilities are extended by leasing approximately half of the Council car park area usually from 1 November until 30 April.
- 22.3 On the north side of the quay a slipway with a cradle is used to haul out vessels too heavy to be lifted by crane.

- 22.4 Access to the quay is vital to their operations particularly in spring and autumn.

23. KEYHAVEN FISHERMAN'S ASSOCIATION

- 23.1 The Association represents the interest of its members both professional and amateur who base their activities at Keyhaven.
- 23.2 They maintain their own trot of moorings to the east of the main channel on the approach to the quay, from which their boats work all year round. There is also a length of the North Wall where the Association have a number of moorings.
- 23.3 To the west of the River Wardens office the Association has a small storage compound, which is also used for boat refitting and parking.

24. FERRIES AND LICENSED PLEASURE CRAFT

- 24.1 Hurst Castle Ferries operate three boats from a small pontoon jetty on the south wall providing a service to Hurst Castle and Yarmouth.
- 24.2 Cruises to Alum Bay and The Needles run regularly during summer months and ferries can be chartered for private rents.
- 24.3 River is at capacity in terms of the operation of licensed pleasure craft. Whilst such activity is a part of the current mix of activities at Keyhaven there is no scope for more. There will be no more additional permissions for the operation of licensed pleasure craft from Keyhaven. If a craft changes the nature of its work within the licensing scheme, this is a change within the current levels of activity and would not be regarded as additional.
- 24.4 The arrangements for the licensing and inspection of small passenger vessels carrying not more than 12 passengers for hire or reward has been revised as a result of legislative changes. The Council's licensing team in co-operation with the City of Southampton is devising a new scheme. This will ensure consistency in the shores around the District.

ACTION POINT 13: Assist the Licensing Service in the creation and implementation of a licensing scheme for small passenger vessels at the earliest opportunity.

25. KEYHAVEN SEA SCOUTS

- 25.1 The Sea Scouts now has Beaver, Cub and Scout groups, with over fifty members and a waiting list. Activities mainly comprise canoeing and some learn to sail. It is good to see this resource being active and well used by local young people.

26. HURST CASTLE

- 26.1 Hurst Castle is now managed and promoted locally under the auspices of English Heritage and attracts visitors mainly at weekends, Bank Holidays and the peak summer holiday season.
- 26.2 Visitors either walk along the spit or travel and down the river by ferry.
- 26.3 With no public transport most arrive either at Keyhaven or New Lane / Saltgrass Lane by car, where they park while they visit the castle.
- 26.4 A few visitors arrive using their own boats either anchoring off the spit or in the river.
- 26.5 At Hurst Castle the quay at the camber where the ferries tie up and the creek approaching the quay are the property of English Heritage who maintain notices to that effect in the area.

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