

**MARINE LICENCE
APPLICATIONS
Report No 22. 31 Dec
2018**

This report covers applications submitted since 1 Nov 2018 for work in the Solent, not included in previous reports.

It excludes applications for the burial of human remains at sea.

1 Applications open for consultation

Case Information	Project Type	Project Title	Locations	Applicant Name	Submitted	Latest Decision	Consultation closing
MLA/2018/00464 Submitted	Application - Maintenance of existing works	Pier Point Jetty Repairs	Itchenor	Mike Law	23-Oct-18		31-Jan-19
MLA/2018/00470 Submitted	Application - Other removals	IFA2 Interconnector - Unexploded Ordnance Activities	Solent to mid channel	National Grid IFA 2 Limited	26-Oct-18		15-Feb-19
MLA/2018/00538 Submitted	Application - Construction of new works	Southsea Marina - Crane Base Piles	Southsea	Premier Marinas (Southsea) Ltd	10-Dec-18		18-Jan-19

2 Details of Applications open for consultation

MLA/2018/00464

Pier Point Jetty Repairs

Repair of an existing timber jetty

Programme of works

Dependent upon Marine Licence but as soon as practicable.

Applicant details:

Mike Law / 07909997960 / law@oldchurchstreet.com

PIER POINT PIER POINT ROAD ITCHENOR CHICHESTER / PO20 7AQ

MLA/2018/00470

IFA2 Interconnector - Unexploded Ordnance Activities

Project background

National Grid IFA 2 Limited (National Grid) and the French transmission company Réseau de Transport d'Électricité (RTE) are jointly developing an electricity link between the United Kingdom and France. This project is known as IFA2 (Interconnexion France Angleterre 2). IFA2 will be a 1,000MW high-voltage direct current (HVDC) electricity link between the French and British electricity transmission systems. It will be a total of approximately 240km in length and will connect the central south coast of the UK with the Normandy region of France. The project was consented in 2016 and construction in the intertidal zone commenced at the Chilling landfall during 2018, with cable laying in UK waters and works in the intertidal zone at the Daedalus landfall planned for quarters 2 and 3 2019.

Following geophysical survey and subsequent magnetometer anomaly and visual investigation, a number of UXO have been identified which cannot be avoided and which require detonation prior to installation due to their proximity to the cable route. The project has identified the need for a maximum of 40 detonations, although in reality the number of detonations is expected to be fewer than 10.

Programme of works

Activities are planned to occur during quarters 1, 2 and 3 of 2019. However, as a contingency measure the project requests that the licence cover the period 1st January 2019 to 31st December 2020 to account for any further finds.

MLA/2018/00538

Southsea Marina is an impounded basin of water that utilises a raised tidal flap as the tide recedes to maintain a minimum depth of water in

the basin. When the flap is raised no vessel transit into or out of the marina is possible, however the key function is to maintain a sufficient depth of water so that vessels and pontoon equipment do not take the ground. In an emergency caused by failure of the flap mechanism, 'stop logs' are kept on hand to lower into channels either side of the flap, effectively isolating the flap from the water and forming a barrier preventing the water draining away.

Whilst the requirement to deploy the stoplogs has been extremely infrequent their placement has historically been completed by a mobile crane unit which is always kept on standby (in blue in attached photo 1), with this function being effectively the cranes only role. The crane has now reached the end of its servicable life, with scrappage and replacement the only option. As a result of the significant cost of a like for like replacement, the limited role required from it and under the health and safety considerations associated with the operation of this type of crane Premier Marinas wish to pursue an alternative approach with a much smaller, fixed position, boom crane.

Normally, a boom crane would be bolted directly into to the quayside, however the quay at Southsea Marina takes the form of a suspended deck (photo 2) which cannot directly provide sufficient angular support and as such there is a requirement to drive 4x piles through the deck and into the man made concrete revetment below it for the crane to be mounted upon. The concrete revetment area under the suspended deck forms part of the basin's water retention structure, but is submerged at high tide and within the boundary of High Water in the basin hence the requirement for a Marine Licence.

3 Applications already completed by MMO

Case Information	Project Type	Project Title	Locations	Applicant Name	Submitted	Latest Decision
MLA/2018/00534	Application - Maintenance of existing structures or assets	Trafalgar Wharf Revetment Repairs	Cosham	Trafalgar Wharf Limited	06-Dec-18	06-Dec-18

MLA/2018/00466	Application - Maintenance of existing structures or assets	Coldharbour Moorings	Gosport	Royal Naval Sailing Association	24-Oct-18	24-Oct-18
EXE/2018/00233	Exemption - Construction	Sparkes Marina Corroded Pile Replacement	Hayling Island	Marina Developments Limited	19-Oct-18	
EXE/2018/00260	Exemption - Removal	Portsmouth International Ferry Port - Berth 2 Scour Mattress removal	Portsmouth	Portsmouth City Council	29-Nov-18	
EXE/2018/00268	Exemption - Construction	Jetty	Hythe	Mr Chris Harrison	14-Dec-18	
EXE/2018/00273	Exemption - Deposits	Temporary laying of racing marks	Fareham	Seafarers Sailing Club	23-Dec-18	

End
PFK 31/12/2018

