

# Marine Licence Applications

## Report No 65. 28 OCT 2022

This report covers applications submitted since 1 June 2022 for work in the Solent not included in previous reports. It excludes applications for burial of human remains at sea.

### 1. Applications open for consultation

This application was reported last month as “submitted but not yet open to consultation”. It is now open for consultation with a consultation closing date of 8 November. It is repeated here for ease of reference.

Case ref: **MLA/2022/00324**

Application: submitted **29 July 2022**

Applicant: **Isle of Wight County Council**

#### Project title

Removal of unsafe slipway at Brambles Chine, Colwell to reinstate safe public footpath access.

#### Project background

In essence there is a privately owned slipway at Brambles Chine over which Public Footpath F13 runs and which for many years has been a challenge for us to maintain access. We have installed flights of steps off of the side of the slipway but these are damaged by winter storms meaning that they only last a matter of months. The slipway has become undermined by wave action and we have sought to limit access down the centre of the structure. The storms of early 2022 (in particular Storm Eunice) have undermined the structure to such an extent that it is now unsafe for the public to use and has been closed since February 2022.

This is a well used route, part of the promoted Isle of Wight Coastal Path and included in the proposals for the forthcoming England Coast Path National Trail. I have been liaising with colleagues at Natural England and the Isle of Wight Council and the landowner, and we agree that demolition of the current structure and the installation of free standing flights of steps is the best solution. To that end we have commissioned a contractor who has formulated a Risk Assessment Method Statement. The site is outside of the Site of Special Scientific Interest and the Planning Department has confirmed that a planning application and demolition notice is not required. You will see in the RAMS that the contractor will need to access the site of the works by taking a 13 metric ton tracked excavator across the beach from Colwell at low tide seaward of the groynes.

## **Programme of works**

If a licence is granted we would seek to commence works asap. Ideally we would wish to see demolition of the slipway and access to the beach through installation of free standing steps as soon as possible after this.

Start date would be late October 2022. Works should only take two to three days maximum. Access to site by the 13 metric ton tracked excavator will exert a 0.038MPa of pressure on the beach.

## **2. Applications submitted but not yet open to consultation**

Case ref: MLA/2022/00283

### **Project title**

Western Docks Widening – Sampling

### **Project background**

Associated British Ports (ABP), the owner and operator of the Port of Southampton, is proposing to undertake a capital dredge to widen part of the marine access channel to improve access and safety for commercial vessels to the Western Docks. The project is referred to as the 'Western Docks Widening Project'.

Prior to the submission of a formal Marine Licence application, it is necessary to collect sediment samples to assess whether the dredge material is suitable for disposal at sea. The MMO in their sample plan (Ref: SAM/2022/00043) has stated that, in accordance with the recommendations of the OSPAR Guidelines for the Management of Dredged Material, samples should be taken to provide a good representation of the volume of material to be dredged.

In consideration of the indicative volume of the dredge, the MMO has advised that 10 samples should be taken from within the footprint of the proposed dredge area to provide adequate spatial coverage of the area to be dredged. Samples are requested to be taken at the surface (0 metres depth) and at 1 metre depth intervals to the maximum dredge depth(s). A borehole survey will need to be undertaken to be able to sample to the maximum dredge depths which will require a marine licence.

### **Programme of works**

The works will commence as soon as possible after a Marine Licence has been granted. A six week site period has been programmed to allow for moving of jack up barge between positions, tidal delays, adverse weather, leg penetration during set up/moving, and the presence / transit of commercial vessels.

The works will be undertaken as quickly as practicable subject to tidal restrictions and vessel movements on the day, in coordination with any directions issued by the Harbour Master.

The geophysical and bathymetric surveys will be undertaken by boat using non-intrusive methods, and therefore these activities are not subject to Marine Licensing requirements.

The borehole contractor will be expected to undertake their own assessment and implement any mitigation measures with regards to the risk of UXO at the borehole locations.

The location of the borehole site is directly adjacent to the main navigation channel and we anticipate that when large commercial vessels are scheduled to pass, the Harbour Master will direct that the platform will have to move away from the area for reasons of safety. These activities will be discussed with the Harbour Master's representative on a day by day basis for coordination with the planned vessel movements. We are not in a position to share more specific detail on timescales at this time as vessel movements are not known this far in advance. As a guide we would anticipate at least one day to be allocated per borehole location.

Once the platform has been correctly positioned by the work boats, secured, and co-ordinates checked, we anticipate that the process of carrying out the borehole and taking samples is likely to take a few hours in each location – the actual number of hours will depend on the depth of the borehole and the type of ground encountered in situ.

Works will be undertaken in day light hours only due to safety considerations.

End

PFK 28 Oct 2022