

Marine Licence Applications

Report No 72. 03 June 2023

This report covers applications submitted since 1 Feb 2023 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

Case ref: MLA/2023/00048

Swanwick and Universal Marinas - Maintenance Dredge and Disposal

Submitted 3 Feb, consultation closes 20 June

Premier Marinas currently holds a marine licence for maintenance dredging via backhoe and disposal of material from their Swanwick Marina site on the River Hamble that expires in October 2023 and so requires renewal. In 2021 Premier purchased the neighbouring Universal Marina site, which is approximately 400m downriver of the Swanwick Marina Site. Where Universal Marina has not previously had a maintenance dredge licence and dredging works have been completed on one off or ad-hoc project basis (including licencing) Premier consider it prudent for business continuity to ensure both sites have 10 year licences to ensure charted navigational depths can be maintained.

In seeking to renew the Swanwick Maintenance Dredge Licence Premier Marinas have identified that the ongoing dredge requirement at Swanwick is low due to the natural characteristics of the river and so the annual volumes permitted under the current Swanwick licence are considered to be greater than they need to be. The opportunity therefore exists to utilise that existing permitted volume and allow it to be allocated across both sites - an opportunity that is comparably unique as a result of the sites being so close together.

Premier Marinas would therefore request a single licence covering both Swanwick and Universal Marinas as source sites that permits a maximum volume of 20,000m³ in any 12 month period from either site (or combination) and a total 10 year lifetime licence volume of 200,000m³ to be removed via backhoe and deposited using Split barges.

This approach of having two source sites would provide Premier Marinas with the flexibility to administer both sites whilst limiting the licenced maximum volume of material that could be removed per annum. This is considered prudent given the dredge requirements and allows for commercial decisions related to maintenance dredging to be made covering both sites.

Case ref: MLA/2023/00052

Boiler Marsh Beneficial Use Deposit and Saltmarsh Restoration Site

Submitted 6 Feb, consultation closes 9 June

Project background

The Lymington Harbour Commissioners (LHC), with Land and Water Ltd. and ABPmer have developed a new proposal for restoring saltmarsh habitat using sediment dredged from Lymington. It will involve moving dredge sediment from an area where it has already been placed (in front of Boiler Marsh under MMO licence L/2014/00396/2) to higher elevations within a 10 ha area of deteriorating habitat on the island.

Under licence L/2014/00396/2, the LHC already beneficially places up to 10,000 tonnes of dredged sediment (around 7,700 m³) alongside this marsh. This sediment is 'bottom placed' directly from hopper barges on upper mudflat at high water on spring tides. This has been done annually for the last eight years and is working well; large volumes are staying in place.

For the new project, some of this deposited sediment will be used to raise, shape and enhance habitats at the centre of Boiler Marsh. This central area was once fully vegetated, but today has expanses of exposed clay that are now largely unvegetated. The bed raising and restoration will also help to slow marsh loss and provide valuable lessons about using dredging beneficially.

Over the proposed ten-year project, two main techniques will be used. mainly A new Saltmarsh Restoration Drag Box (SRDB) technique but possibly also a small Cutter Suction Dredger (CSD). Each campaign will typically be around four

weeks long and usually from August to early October.

This project takes inspiration and lessons from past projects. However, this pro-active initiative also represents a new and very valuable way of using dredged sediment. It will, therefore, be carried out in a phased manner and on a trial basis. It will also be progressed by following an adaptive 'learning by doing' approach overseen by a Technical Group

The restoration area (i.e. zone into which dredged sediment will be moved) will need to be a licensed disposal site and a ten-year licence for this project is requested (May 2023 to April 2033).

Programme of works

1. A 10-year licence is requested covering the period May 2023 to April 2033.
2. A central principle of this project is that the habitat restoration will be done annually over this period.
3. Each annual campaign will typically be around four weeks long.
4. Each annual campaign will typically be in late Summer/Autumn (August to early October) to avoid the breeding bird season because Boiler Marsh is an important waterbird nesting site.
5. The campaigns will often be with Saltmarsh Restoration Drag Box (SRDB) technique.
6. On any occasions when a Cutter Suction Dredger (CSD) is used, mid-winter working may be needed (e.g. January to February).
7. Flexibility is built into this process though because another key principle is that adaptive management and monitoring will be applied with stakeholder (Technical Group) oversight. This well-established and flexible 'learning by doing' approach is ideal way of managing novel proposals. It provides reassurances about project impacts and effectiveness. It also maximises the potential for achieving benefits and learning lessons.
8. Starting in May 2023 and ending April 2033 will allow time before the first campaign and last and after for project preparation, equipment mobilisation, site monitoring, stakeholder review and the reporting and dissemination of findings.

Case ref: MLA/2023/00109

Duver Marina - Construction of a new 24m king post seawall

Submitted 10 March, consultation closes 16 June

Project background

Bembridge Investments Ltd have secured planning permission from the Isle of Wight Council for a harbour wide improvement scheme across a number of defined operational locations within Bembridge Harbour.

The vast majority of the scheme is for land side development, however to facilitate the permitted work at the Duver Marina site the project requires the construction of a king post style retaining wall of approximately 24m length across an existing private slipway, which will then be infilled once the new section of wall is tied into the existing frontage.

The full development scheme and detail was detailed within the planning application, however this Marine Licence application seeks MMO consent for construction only of the king post wall, following which Mean High Water Springs would be re-established across the face of the slipway and all other development would occur solely within the planning remit.

Programme of works

The wider redevelopment is expected to occur over the Winter 2023/24 period to align with the conditions applied within the planning consent and ensure that there is minimal impact on users of the site.

The King post wall is the first task necessary to unlock the site and allow the rest of the development to be delivered behind it and so it is expected that the construction of the King Post wall will occur as early as possible once the Marine Licence is secured (expectation within the period June 2023 to November 2023)

It is expected that works to install the king post wall will be undertaken during daylight hours (0700-1800 Monday to Saturday). Works will only be completed when the site is dry (ie not at high water) but once the tide ebbs activity will occur over the rest of the tidal cycle.

Case ref: MLA/2023/00110

Maintenance Work, Reconstruction of Trippet Wall, Bosham

Submitted 10 Mar, consultation closes 20 June.

Project background

Trippet Wall is a flood wall that was damaged by a storm during the winter of 2021/22. The proposed maintenance works will reconstruct the top part of the wall, above the concrete base.

Programme of works

Provisional dates are:-

Proposed start date: 01 June 2023

Proposed end date: 31 August 2023.

Works would be undertaken between tides during the period 07:00 to 19:00 Mon - Fri.

Case ref: **MLA/2023/00164**

Thornham Marina Maintenance Dredging

Submitted 11 April, consultation closes 23 June

Project background

As is common with all similar sites, the depths reduce due to natural deposition.

The site was last dredged in 2018 under MMO Licence L/2016/00007/3 which expired in Jan 2022.

In order to maintain operational depths over a reasonable future period it is necessary to renew the licence. The existing depths average 3.4m ACD, and the operating target depth is 2.7m ACD. The typical depth of removal is 1m.

In order to provide future maintenance security, a 10-year licence is requested.

The estimated dredge volume is 8000m³ every 3 years giving a licence total of 24,000m³.

Dredging is expected to be on an approximately 3-year interval (not annual). So three campaigns over the duration of the licence.

The material is recently deposited soft silt and disposal at the beneficial disposal site (Treloar Hole) is proposed. This is the same operation as for the previous licence.

Programme of works

Fully dependent upon issue of marine licence, contractor availability and availability of disposal site.

each campaign anticipated to take 8 weeks

The overwintering bird season will be avoided

2. Applications submitted but not yet open to consultation

Here are none this month

PFK 3 June 2023