Marine Licence Applications
Report No 45. 29th November 2020

I have decided to change the content of these reports, which will now show more detail on applications which have not been decided by MMO, but have not yet been opened for consultation. This will give us more time to discuss and, when necessary, to comment on these applications. Applications which have already been completed by MMO will no longer be listed: many of these are very minor and were approved by MMO on the day they were submitted, and they can of course be examined by going to https://marinelicensing.marinemanagement.org.uk/mmofox5/fox/live/MMO_PUBLIC_REGISTER . There will be no change in the reporting of applications open to consultation.

This report covers applications submitted since 1September 2020 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/2020/00406 Submitted	Application - Maintenance of existing works	Resurfacing of existing concrete sea wall at River Hamble Harbour Master's Office	Hamble	River Hamble Harbour Authority	23-Sep-20		21-Dec-20
MLA/2020/00420 Submitted	Application - Sampling	Portsmouth City Council - Tipner West & Horsea Island East Near Shore Site Investigations	Portsmouth harbour	Portsmouth City Council	01-Oct-20		25-Dec-20
MLA/2020/00409 Submitted	Application - Other deposits	Hurst Castle - Installation of Rock Armour Sea Protection and Beach Shingle Recharge	Hurst	English Heritage Trust	25-Sep-20		02-Dec-20

2. Summary of Applications open to Consultation

MLA/2020/00406

Resurfacing of existing concrete sea wall at River Hamble Harbour Master's Office

A 50 metre length of concrete sea wall adjacent to the Harbour Master's Office, constructed in 1900, requires repairs to cracks and broken coping. The planned repair will be conducted in 2 phases with half of the site completed in each phase. The repair will involve the overlay of a new concrete face and a replacement of the cope. The wall will remain the same height as existing. The concrete overlay will increase the wall thickness by between 0.2 to 0.25 metres foreshore-side. This small encroachment of into the undesignated foreshore is likely to require environmental mitigation. This is proposed to be in the form of vertical foreshore created using an 'eco-textured' concrete surface using an eco form liner. In addition to the required mitigation, the proposal also includes enhancement features to further increase the biodiversity value of the wall.

This application is supported by the following documents:

- Location Plan & Block Plan 1752-WSP-00-XX-M2-S-0100-P2
- Existing Plan and Elevations 1752-WSP-00-XX-M2-S-0101-P4
- Proposed Plans and Elevations 1752-WSP-00-XX-M2-S-0102-P5
- Proposed Panel Details 1752-WSP-00-XX-M2-S-0103-P5
- Supporting Information Document

MLA/2020/00420

Land at Tipner West & Horsea Island East (TW&HIE) has been identified as a potential strategic location that, if unlocked, could help to support the UK's growing marine and maritime sector and help Portsmouth's housing needs. By developing a marine employment led hub, integrated with a new urban quarter, TW&HIE could provide a socially, environmentally and economically sustainable community assisting to meet housing and employment needs across the city, region and wider UK economy. TW&HIE represents the largest area of undeveloped and underused land in the city at 31.4 hectares (ha), whilst the wider Strategic Development Area (SDA) also incorporates the reclamation of circa 27ha from Portsmouth Harbour in order to deliver the scheme. The SDA proposal for TW&HIE therefore incorporates a total of 59ha (145 acres), across the two sites linked by a proposed bridge and allowing for a significant mix of development, including up to 10ha of marine employment and up to 4,000 homes.

As the TW&HIE project is developed to progress the scheme within the Consenting Strategy a programme of Site Investigations to inform the project is required in advance. This application therefore seeks permission to conduct the near shore marine based Ground investigations as specified.

MLA/2020/00409

Hurst Castle - Installation of Rock Armour Sea Protection and Beach Shingle Recharge

A section of the beach; shingle and sea bed levels to the eastern wing of the monument has and are continuing to be washed away resulting in the exposure of the monuments foundations which are being eroded and undermined at an alarming rate with each tide and storm, presenting a structural risk to the monuments sea facing walls stability.

Further west to this gap of erosion the current supply of beach shingle being retained between the existing timber groynes and monument is also being washed out to sea.

The central wall has been breached and there are now risks of its further collapse, erosion of this beach and Tudor Forts exposure to the sea.

The aim of the project is to close the gap and protect the monument by installing a line of rock armour sea defence to absorb and deflect the impact of waves plus enable the retention and build-up of beach shingle above high tides levels.

Programme of works
East Beach - Installation of a new rock armour sea protection L x W x H approx. 130 x 5 x 3m.
Central Wall - Installation of a new rock armour revetment approx. 45m long.
Both as indicated in the below attached drawing which is intended as a guide. Final design/ layouts to be confirmed:
• Hurst Castle Proposal Plan East Wing & Central Wall SD

Approx. 3500 tonnes of 3-6 tonnes rock (t.b.c) to be transported to site via sea on a rock barge, the operation to be coordinated with the HM Coastguard, local maritime organisations, weather and tides. Rocks to be carefully unloaded into the sea as close as possible to the intended location of the new rock armour formation.

Metal heras barriers to be set-up and maintained either side of beach to prevent public wandering and entering into the working area during the course of the works.
Preparation to include clearing away the area ready for the installation of the new rock formation.

Setting out and the installation of the new line of rock armour protection formation on top of a geo-membrane layer, coordinating working times between weather and tides.

Following the installation of the new line of rock armour protection the beach shingle between this and the monument to be recharged with approx. 2000 tonnes of 20/40mm shingle, similar to recently imported and distributed to the western beach shingle recharge project.

Delivery of the locally sourced shingle for the recharge to be a managed and controlled operation. Lorries to offload the shingle to a designated area (t.b.c) before being loaded onto dumper trucks for transportation along the spit and distribution onto the eastern beach. After each delivery of shingle all lorries to be brushed down before re-entering the public highway.

All operations involving movement of plant etc to be covered in the contractors RAMS.

Timeframe for Works
Currently the earliest expected timeframe for completion of the proposed works would be early- mid winter 2020/21.

3. Applications not yet decided by MMO

Case Information	Project Type	Project Title	Locations	Applicant Name	Submitted	Latest Decision
MLA/2020/00376 Submitted	Application - Construction of new works	Haslar Marina Additional Berthing	Portsmouth harbour	Boatfolk Marinas Ltd	04-Sep-20	
MLA/2020/00388 Submitted	Application - Decommissioning of works	Fort Blockhouse - Removal of Piles from the seabed	Fort Blockhouse	Associated British Ports	14-Sep-20	

4. Summaries of Applications not yet decided

MLA/2020/00376

Haslar Marina Additional Berthing

Plans for a large redevelopment of Haslar Marina have recently been consented by Gosport Borough Council (ref 18/00118/FUL). The works are described in the Design & Access Statement accompanying this document.

For this particular MMO application the works consist of additional pontoon berths (50 in number) achieved by extending the existing marina jetties approximately 40 m into the harbour.

A 3 year licence is requested in order to allow sufficient lead time for the contractor following successful tender.

For a fullreport on the proposal try this link:-

https://marinelicensing.marinemanagement.org.uk/mmofox5/download/parcel/q03bv568sqk42mm0osetgld0fktmvo678dj1f917devhui76oe2ad7e73nphk9dgvdmcmnptbdbs3af7vb67osr52mugkn6q4qr0/1cf350802e717a565ecb3cfd009bc899/18_00118_FULL-AN_INDEPENDENT_REPORT_ON_THE-288542+%25281%2529.pdf?

MLA/2020/00388

Fort Blockhouse - Removal of Piles from the seabed

Project background

Associated British Ports (ABP) used to operate its marine service for the transfer of marine pilots to and from commercial vessels from Fort Blockhouse in Portsmouth Harbour. ABP has now relocated to another location for this activity and is required under the lease agreement with the Crown Estate to remove the floating pontoon, bankseat and 8 piles.

Programme of works

The barge ASNE will be manoeuvred to site using the Multicat Uncle Bill and Tug Forceful

Once the barge is in position adjacent to facility, the spuds will be lowered to the seabed, this is how the barge will moor in its position. The following activities will then be undertaken -

1. Remove the pile guides holding the pontoons, split the pontoons and remove from site.
2. Using a man basket and a workboat, fit strops to the steel work beams that forms the dolphins. Then once the crane has taken the weight flame cut around the circumference of each pile approx 300 mm down from the beams and recover the steel work to the barge.
3. Using a Vibro hammer, place over each pile and extract. Place next to the barge securing it with a ratchet strap to prevent movement. Repeat this process until the 8 piles are extracted.
4. Lift piles aboard barge.

Paul King 29 November 2020