

# Marine Licence Applications

## Report No 56. 28 December 2021

This report covers applications submitted since 1 October 2021 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/2021/00437	Application - Disposal of dredged material, Navigational dredging (capital), Navigational dredging (maintenance)	Leamouth Wharf Dredge	R Itchen, Southampton	Cemex Uk Ltd - Belvedier	06-Oct-21		14-Jan-22
<b>Submitted</b>							
MLA/2021/00456	Application - Navigational dredging (maintenance)	Maintenance Dredge of Shiplift at Solent Gateway Port in Marchwood	Marchwood, Southampton	Solent Gateway-Sea Mounting Centre	25-Oct-21		13-Jan-22
<b>Submitted</b>							
MLA/2021/00444	Application - Disposal of dredged material, Navigational dredging (maintenance)	Royal Southern YC - Maintenance Dredging in Winter 2022		Royal Southern Yacht Club Limited	12-Oct-21		12-Jan-22
<b>Submitted</b>							

## 2. Summary of Applications open for consultation

### **Leamouth Wharf Dredge**

#### Project background

Leamouth Wharf on the River Itchen, Southampton, which is owned and operated by CEMEX UK Operations Limited (CEMEX), is an important site for the landing of marine sand and gravel in Southampton Water. Southampton Concrete Plant and Cement Terminal are also situated at Leamouth Wharf. To support the continued safe navigation and operation of the facility, CEMEX is looking to obtain the necessary consents and permissions to undertake dredging adjacent to Leamouth Wharf after recently observed shoaling along the quay wall.

Further detail is contained in the attached environmental appraisal.

#### Programme of works

The proposed works are to be undertaken by either bed levelling via plough dredger, or backhoe/grab dredging. An optioneering exercise will be undertaken in order to determine the best method for this dredge. If required, excavated material will be loaded into the dredging vessel's hopper or directly to attendant barges and disposed at the Nab Tower deposit ground (WI060). Although navigation dredging has previously taken place at Leamouth Wharf, it has not been undertaken for over 10 years and therefore the proposed dredging would be considered capital works.

It is proposed to deepen the berth to a minimum of 3 m below Chart Datum (CD) (allowing for overdredge). The proposed works would involve a small dredge of up to 2,600 m<sup>3</sup>. The spatial extent of the proposed works area comprises circa 11,000 m<sup>2</sup> to allow for potential bed levelling via plough dredger. Based on the bathymetry of the area the vast majority of this area is already below -3 mCD and will not be dredged; only small areas will require deepening, and most areas will only require deepening by less than 1 m. The shallowest areas of the berth are closest to the quay wall. These areas are very small and have minimum depths of around -1 mCD. The maximum dredge depth will therefore be approximately 2 m. It is intended for the proposed works to be undertaken as soon as possible in order to safeguard the existing activity at Leamouth Wharf. It is proposed for works to be undertaken in the autumn or winter 2021/2022. Overall, the duration of the capital dredging and disposal activities is anticipated to be approximately one week in total. The application also includes the requirement for maintenance dredging over a 10 year period.

### **Maintenance Dredge of Shiplift at Solent Gateway Port in Marchwood**

#### Project background

Solent Gateway Limited (SGL) was formed in 2016 and is a joint venture between David MacBrayne Ltd and GBA (Holdings) Ltd to develop and manage the Solent Gateway Port in Marchwood, Southampton Water, for 35 years. As part of the concession agreement requirements, SGL is required to maintain the depths to the port access areas and the shiplift located in the MOD enclave. The Shiplift is an important MOD asset and is required 24 hours a day, seven days a week, for lifting Mexeflote rafts and Military Support Vessels into and out of the water at all states of the tide. To support the continued access and safe operation of the shiplift at the port, SGL is looking to obtain the necessary consents and permissions to remove a small volume of silt which has deposited beneath the shiplift.

SGL plans to undertake maintenance dredging beneath the shiplift, an area approximately 0.035 hectares (350 m<sup>2</sup>) in size, to achieve a depth of -2.8 metres relative to Chart Datum (mCD). This equates to the minimum maintained depth (MMD) as previously consented under Marine Licence L/2014/00051. The proposed works will remove up to 1,500 m<sup>3</sup> of material from the dredge area. It is proposed to

undertake the maintenance dredging using a bespoke diver-supported pump, releasing the dredged sediment into the adjacent channel to the east of the dredge area.

### **Royal Southern YC - Maintenance Dredging in Winter 2022**

#### **Project background**

An area of the river Hamble, adjacent to the Royal Southern Yacht Club, was subject to a capital dredge in 2014 as part of an improvement project completed by both the Royal Southern Yacht Club (RSrNYC) and the RAF Yacht Club. The project included repairs to the quay wall; installation of pontoons with shore access; removal of river piles; as well as the capital dredging. The areas covered by the construction and the capital dredge can be seen in the attached image (547\_01 RSrNYC Construction and Dredge Areas 2013\_2014.jpg). The construction work, dredging and disposal were covered by MMO licence number L/2013/00243 (see attached).

There is now a need to undertake maintenance dredging around some of the new pontoons to allow for continued safe access by vessels at most states of the tide and allow the yacht club to continue to benefit from the improvements made in 2014 and meet the needs of its members.

The capital dredging work completed in 2014 reduced the riverbed to a depth of 1.6 m below chart datum (CD). A recent bathymetric survey has shown that depths around the pontoons closest to shore are between 0.3 and 1.0 m below CD, with the shallowest areas at approximately 0.2 m above CD close to the quay wall (see attached image 547\_02 RSrNYC Proposed Maintenance Dredge Areas with Bathymetry.jpg).

The aim of the maintenance dredging will be to return the riverbed across the site to a minimum depth of 1.6 m below CD, as achieved in the capital dredging work. However, in the shallowest areas close to the quay wall the aim will be to reduce to 1.0 m below CD, resulting in a max dredge depth of ca. 1.3 m below the existing sediment surface.

The recent survey has allowed us to calculate a required dredge volume of 1421 m<sup>3</sup>. However, as the survey had to work around moored boats there is a little uncertainty attached to this calculation. As such we would like the licence to allow for the maximum removal of 2000 m<sup>3</sup>.

## **3. Applications not open for consultation and not yet decided**

There are none this month.

Paul King 28 Dec. 2021