

Marine Licence Applications

Report No 70. 1 APR 2023

This report covers applications submitted since 1 Dec 2022. It excludes applications for burial of human remains at sea.

1. Applications open for consultation

Case ref: MLA/2023/00028

Northey Island Saltmarsh Conservation - Eastern Bird Island

Chichester Harbour. Submitted 23 Jan 2023. Closing 25 Apr 2023

Project background

The proposed Northey Island Saltmarsh Conservation Project 1 (Eastern Bird Island) involves 'adapting to coastal change' so that existing bird nesting habitat and saltmarsh is sustained into the future. This will be achieved through the beneficial use of dredged sediment (BUDS) to create a stable and level platform on the inter-tidal area to the east of Northey Island, upon which three redundant Thames Lighter barges owned by the Environment Agency will carefully be placed and infilled with sediment. Then, after a period of time to allow for any settlement, further BUDS will be used around the platform to create the final level and form, thereby creating a bird island. This will not only create new habitat for nesting birds (especially terns and gulls) but also shelter existing saltmarsh on the eastern side of the island against wave-induced erosion.

For further details and context, please see PC3299-RHD-ZZ-XX-RP-Z-0001 - Northey Island Saltmarsh Conservation, Environmental Screening Report - Project 1: Eastern Bird Island, Chapter 1.

The project is being taken forward independently of the separate Northey Island Saltmarsh Conservation Project 2 (Western Shore & Causeway).

Case ref: MLA/2022/00518

Riverside Boatyard Quay Wall Refurbishment

Submitted 29 Nov 2022

Project background

Foulkes and Sons operate a family boatyard (known as Riverside Boatyard) on the west bank of the River Hamble, just north of the railway bridge. The site has been operated by the family for over 80 years.

This application relates to a small refurbishment of an existing quay wall and a small pontoon extension. The additional pontoon will provide better access to the slipway for customers when their vessel is being slipped/launched.

Drawings 10948/2A & 10948/3 show the details.

Programme of works

The programme of the works is wholly dependent upon the issue of a marine licence and contractor availability. The bulk of the works will be conducted over low water periods, and the duration of the works is anticipated to take 2 weeks over such tides.

2 Applications submitted but not yet open to consultation

Case ref: EIA/2022/00052

Town Quay Marina Redevelopment, Southampton

Submitted 23-DEC-2022

This scoping request relates to the proposed development at Town Quay, Southampton for which an Environmental Impact Assessment will be

required in accordance with the Town & Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) and the Marine Works (Environmental Impact Assessment) Regulations 2007.

The proposed development will require permission under the Town & County Planning Act 1990 (TCPA), the Transport & Works Act Order (TWAO) and also a licence will be required from the Marine Management Organisation (MMO) and this scoping report is intended to cover all elements which the Environmental Statement will need to assess.

The Proposed Development can be summarised as follows;

- Strengthening of existing open piled pier to include additional piling and erection of a circa 9 storey hotel with associated car parking and new Red Jet passenger terminal with new ferry berths;
- Reclamation of circa 9,200m² of land below MHWS to enable construction of 4 new residential towers accommodating approximately 380 apartments with commercial uses at ground and first floors and basement car park (to include piling);
- Part demolition of existing office building to create new pedestrian thoroughfare leading to new boardwalks (includes piling) fronting marina along with new public realm & open spaces;
- Reconfiguration & extension of existing marina with additional pontoons to increase number of berths (possible piling);
- Construction of new breakwaters & construction of wave screens to existing pier below MHWS (possible piling);
- Dredging and engineering operations associated with the above;
- Installation of new and upgrading of existing services and utilities to serve the development;
- Replacement of existing navigation beacon
- Improved access to/from the A33;
- Hard & soft landscaping works together with ecological mitigation works.
- Temporary construction compounds and all other temporary works associated with the works.

Case ref: SAM/2023/00009

Case summary

Weevil Marina Maintenance dredging

Date application submitted

03-MAR-2023

Weevil Marina is owned and operated by Portsmouth Offshore Group Ltd. The marina is situated just inside Portsmouth Harbour on the west side.

The marina provides approximately 175 berths and associated marine facilities.

To maintain operational depths over a reasonable period it is necessary to undertake maintenance dredging.

Drawing 10977/1 shows the dredge area.

For operational reasons dredging the whole marina at one time is not practical so a phased programme of dredging is undertaken. The actual details of the phase will be dependent upon operational requirements and levels of deposition.

Based on the current plan (two phases) the 5-year removal is 8000m³.

A 10-year licence is requested with 16,000m³ over the period of the licence.

The average depth of removal is <1m.

Material details :-Soft silt

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The expected dredge is 8000m³ every five years. Maximum in a single year is therefore 8000m³, but this is not every year.

Dredge depth is typically 2.5m BCD.

Depth of removal does not exceed 1m.

Dredging is conducted using a spud-legged backhoe dredger loading into self-propelled split-hopper barges for sea disposal. No over-spilling is permitted.

The loading will be monitored to ensure no man-made items are taken to sea (this is a standard approach and negates the required for grids on the hoppers).

For sampling a Van Veen grab will be used.

PFK 1 Apr 2023