



Marine Management Organisation Marine Licence

1 Introduction

This is a licence granted by the Marine Management Organisation on behalf of the Secretary of State to authorise the licence holder to carry on activities for which a licence is required under Part 4 of the Marine and Coastal Access Act 2009.

1.1 Licence number

The licence number for this licence is L/2020/00238/1

1.2 Licence holder

The licence holder is the person or organisation set out below:

Name / company name	Marine Development Ltd
Company registration number (if applicable)	
Address	The Yacht Club, Ocean Village, Southampton SO14 3QF
Contact within company	Adam Makaruk
Position within company (if applicable). State if company officer or director	Project Manager

1.3 Licence date

Version	1
Licence start date	01 July 2020
Licence end date	31 October 2026
Date of original issue	03 November 2020

1.4 Licence validity

This version of this licence is valid from the licence start date to the licence end date.

This version of this licence supersedes any earlier version of this licence. Any activity commenced under a previous version of this licence and which is also a licensed activity authorised by section 4 of this version of this licence may continue in accordance with the licence conditions in section 5 of this version of this licence.

Digitally signed by Miss Christie Powell
DN: cn=Miss Christie Powell, o=Marine Management
Limited, email=christie.powell@marinemanagement.org.uk



Miss Christie Powell

+44 (0)208 720 2552

christie.powell@marinemanagement.org.uk

2 General

2.1 Interpretation

In this licence, terms are as defined in section 115 of the Marine and Coastal Access Act 2009 and the Interpretation Act 1978 unless otherwise stated.

- "licensed activity" means any activity set out in section 4 of this licence.
- "licence holder" means the person(s) or organisation(s) named in section 1 above to whom this licence is granted.
- "MMO" means the Marine Management Organisation.
- "mean high water springs" means the average of high water heights occurring at the time of spring tides.
- "sea bed" or "seabed" means the ground under the sea.
- "the 2009 Act" means the Marine and Coastal Access Act 2009.
- All times shall be taken to be the time on any given day.
- All geographical co-ordinates contained within this licence are in WGS84 format (latitude and longitude degrees and minutes to three decimal places) unless stated otherwise.

2.2 Contacts

Except where otherwise indicated, the main point of contact with the MMO and the address for email and postal returns and correspondence shall be:

Marine Management Organisation

Lancaster House

Hampshire Court

Newcastle upon Tyne

NE4 7YH

Tel:0300 123 1032

Fax:0191 376 2681

Email:marine.consents@marinemangement.org.uk

Any references to any local MMO officer shall be the relevant officer in the area(s) located at:

Marine Management Organisation

Hastings office

Fish Market

Rock-A-Nore Road

Hastings

TN34 3DW

Tel: 01424 424 109
Fax: 01424 444 642
Email: hastings@marinemanagement.org.uk

3 Project overview

3.1 Project title

Quay Wall Replacement, Sparkes Marina, Chichester Harbour

3.2 Project description

Sparkes Marina is located at the south east corner of Hayling Island, and sits on an artificial promontory that extends out into Chichester Harbour.

Construction of a new steel sheet piled wall will be installed immediately in front of the existing masonry wall, and the void infilled with new granular material.

4 Licensed activities

This section sets out the licensed activities. The licensed activities are authorised to be carried on only in accordance with the activity details below and with the licence conditions as set out in section 5 of this licence.

Please note that where licensed quantities are displayed with reference to their constituent materials, the relative quantities given for the constituent materials are indicative only.

Site 1 - Sparkes Quay Wall	
Site location	Sparkes Marina is located at the south east corner of Hayling Island, and sits on an artificial promontory that extends out into Chichester Harbour. The wall to be repaired on the east side of Sparkes Marina, at the mouth of the inlet to the mudflats.
Activity 1.1 - Piling	
Activity type	Construction of new works
Activity location	The wall to be repaired on the east side of Sparkes Marina, at the mouth of the inlet to the mudflats. Please see schedule 1.
Description	As the existing masonry quay wall is no longer maintainable, a new sheet piled wall will be installed immediately fronting the old wall. The installation of the sheet piling is proposed to be conducted from the land, so no marine-based plant should be required.
Methodology	<u>Vibratory Piling Methodology (not to be used between October and March inclusive)</u> The piles will be installed by vibratory piling methods as a preference, however should it not be possible to drive the piles to their design depth using this method then percussive (impact) piling will be used. - A piling gate will be assembled from the landside to provide a guide for accurate positioning of the piles. - A crane will then lift a section of the sheet pile into position within the gate. The piles will be lifted by the crane via a quick release shackle, this will allow the pile to be released from the piling gate without having to access the top of the pile. - The crane will then lift the vibro-hammer in to place over the sheet pile section and begin driving the pile. Checks will be made to ensure the verticality

of the pile is maintained throughout the driving operation.

- The pile will be driven down to just above the top of the piling gate. The top piling gates will then be removed and set aside. Driving will then recommence to drive the piles to the design toe level.
- The pile will be driven to the required depth and just above the design level. Once the design depth has been reached, the next section of sheet pile will be lifted into position next to the previously fitted section and the process will begin again.
- Following completion of an entire length of sheet piling the top of the sheet piling will be prepared and cut down to the design level.
- A similar methodology will be followed for sheet piles installed within the existing hard standing surfacing of the marina itself (i.e. not on the intertidal zone). These will then be connected with rods to the outer sheet piled wall, in order to act as anchors to prevent the outer sheet piled wall being pushed out by the weight of the material behind it.

'Silent' Sheet Piling Methodology

The piles will be installed by 'silent' piling methods as a preference, however should it not be possible to drive the piles to their design depth using this method then vibratory or percussive (impact) piling will be used.

A mobile crane will be delivered to site, unloaded and set up. The sheet piles will be delivered by HGV, lifted off by the crane and set down in the work area. Depending on the time of the year and ground conditions at site, one of two initial methodologies will be utilised to install the first 3 sheet piles. The preferred methodology will involve the use of a 'Reaction Stand' which will be delivered to site via HGV and unloaded by the mobile crane. The 'Reaction Stand' is a large platform that is weighted to counteract the force of the 'Silent' Piling Rig as it pushes in the first 3 piles. The Piling Rig will be lifted on to the 'Reaction Stand' by the mobile crane and will push in the first 3 piles. Alternatively, if the piling works commence outside of the period of October to March inclusive, and ground conditions on site do not allow the use of a 'Reaction Stand', a vibratory pile hammer will be attached to the crane to drive the first 3 piles.

	Once the first 3 piles are installed, the Piling Rig will be lifted onto the installed sheet piles by the mobile crane. The Piling Rig will grip the top of the sheet using hydraulic clamps at the bottom of the 'travel carriage' at the rear of the rig. The mobile crane will then lift the next sheet pile into the 'Chuck' at the front of the machine. The 'Chuck' grips the sheet pile and presses-in it into the ground using hydraulic pressure. Once the sheet pile is fully installed the next sheet pile is lifted into the 'Chuck' at the front of the machine and installed using the same method. This process will be repeated until the whole pile line has been installed. In order to turn a corner a temporary sheet pile may be installed by the rig to provide additional reaction support. The piling rig will remove this pile once the corner has been turned. After the final sheet is installed the 'Silent' Piling Rig will be lifted off the last sheet piles and placed on a HGV, with the 'Reaction Stand', and removed from site.
Programme of works	Generally, it is expected that the sheet piling will be conducted in stages over several years. The work is planned to be undertaken in two phases of approximately 6 months per phase, and it is expected that piling works will comprise around 3 months per phase.
Activity 1.2 - Installation of Capping Beam	
Activity type	Construction of new works
Activity location	The wall to be repaired on the east side of Sparkes Marina, at the mouth of the inlet to the mudflats. Please see schedule 1.
Description	As the existing masonry quay wall is no longer maintainable, a new sheet piled wall will be installed immediately fronting the old wall. The installation of the sheet piling is proposed to be conducted from the land, so no marine-based plant should be required.
Methodology	A new concrete capping beam will be installed over the top of the new sheet piled wall. • Timber shutters will be erected to both the front and rear face of the capping beam and secured into position to create the form of the capping beam. • Concrete will be poured from a concrete skip or if permissible directly from the back of the concrete wagon into the formwork over the new sheet piles to create the capping beam.

Programme of works	The work is planned to be undertaken in two phases of approximately 6 months. The concrete surfacing work will be undertaken concurrently with the piling works, although duration is likely to be the majority of each phase.
Activity 1.3 - Removal of Redundant Pontoons	
Activity type	Other removals
Activity location	The wall to be repaired on the east side of Sparkes Marina, at the mouth of the inlet to the mudflats. Please see schedule 1.
Description	Removal of 25m of pontoon walkway sections alongside the quay wall which results in reduction of the number of berths by -2 berths, to meet proposed environmental enhancement.
Methodology	The pontoons will be detached from the existing wall guides and from the remaining pontoons. Slings will be threaded beneath the pontoons allowing them to be lifted ashore with a mobile crane.
Programme of works	The work is expected to commence in November 2020 and be complete by March 2021.

5 Licence conditions

5.1 General conditions

5.1.1 Notification of commencement

The licence holder must notify the MMO prior to the commencement of the first instance of any licensed activity. This notice must be received by the MMO no less than five working days before the commencement of that licensed activity.

5.1.2 Licence conditions binding other parties

Where provisions under section 71(5) of the 2009 Act apply, all conditions attached to this licence apply to any person who for the time being owns, occupies or enjoys any use of the licensed activities for which this licence has been granted.

5.1.3 Agents / contractors / sub-contractors

The licence holder must notify the MMO in writing of any agents, contractors or sub-contractors that will carry on any licensed activity listed in section 4 of this licence on behalf of the licence holder. Such notification must be received by the MMO no less than 24 hours before the commencement of the licensed activity.

The licence holder must ensure that a copy of this licence and any subsequent revisions or amendments has been provided to, read and understood by any agents, contractors or sub-contractors that will carry on any licensed activity listed in section 4 of this licence on behalf of the licence holder.

5.1.4 Vessels

The licence holder must notify the MMO in writing of any vessel being used to carry on any licensed activity listed in section 4 of this licence on behalf of the licence holder. Such notification must be received by the MMO no less than 24 hours before the commencement of the licensed activity. Notification must include the master's name, vessel type, vessel IMO number and vessel owner or operating company.

The licence holder must ensure that a copy of this licence and any subsequent revisions or amendments has been read and understood by the masters of any vessel being used to carry on any licensed activity listed in section 4 of this licence, and that a copy of this licence is held on board any such vessel.

5.1.5 Changes to this licence

Should the licence holder become aware that any of the information on which the granting of this licence was based has changed or is likely to change, they must notify the MMO at the earliest opportunity. Failure to do so may render this licence invalid and may lead to enforcement action.

5.1.6 Licence quantities

Where a licensed activity comprises dredging or the disposal of dredged material, the total quantity of material authorised to be dredged or disposed of in any given time period shall be as set out for that licensed activity in section 4 of this licence.

For each time period, the actual quantity dredged or disposed of shall be calculated by adding the quantity of material dredged or disposed of during that time period under this version of this licence to that dredged or disposed of under any previous version of this licence that was valid during that time period.

5.2 Project specific conditions

This section sets out project specific conditions relating to the licensed activities as set out in section 4 of this licence.

Prior to Works Commencing	
5.2.1	HM Coastguard (mailto:nmoccontroller@hmcg.gov.uk) must be notified prior to commencement of activities. The MMO must be sent a copy within 7 days of the issue of this notification. Reason: <i>To ensure HM Coastguard is aware of the activities.</i>
5.2.2	A suitably qualified ecologist will be appointed as an Ecological Clerk of works (ECoW) to overlook the works and supervise on site from 01 October to 31 March inclusive. Notification of the extent of the ECoW attendance on site will be submitted to the MMO at least five days prior to the commencement of works. Written approval must be received from the MMO prior to the commencement of works. Reason: <i>To ensure adherence to mitigation requirements and monitor bird use of the surrounding construction works.</i>
During Works	
5.2.3	Waste concrete, slurry or wash water from concrete or cement activities must not be discharged, intentionally or unintentionally, into the marine environment. Concrete and cement mixing and washing areas must be contained and sited at least 10 metres from any water body or surface water drain. Reason: <i>To avoid damage to the marine environment by concrete wash water contamination which is highly alkaline and contains high levels of suspended sediment.</i>
5.2.4	During licensed activities all wastes must be stored in designated areas that are isolated from surface water drains, open water and bunded to contain any spillage.

	Reason: <i>To minimise the risk of waste entering the marine environment.</i>
5.2.5	Bunding and/or storage facilities must be installed to contain and prevent the release of fuel, oils, and chemicals associated with plant, refuelling and construction equipment, into the marine environment. Secondary containment must be used with a capacity of no less than 110% of the container's storage capacity. Reason: To reduce likelihood of marine pollution events.
5.2.6	If percussive piling is required, soft-start procedures must be used to ensure incremental increase in pile power over a set time period until full operational power is achieved. The soft-start duration must be a period of not less than 20 minutes. Should piling cease for a period greater than 10 minutes, then the soft start procedure must be repeated. Reason: <i>To allow mobile sensitive receptors to move away from the source of acoustic disturbance in order to reduce the risk of injury.</i>
5.2.7	Vibratory or Percussive piling must not be undertaken during the period of between October and March inclusive. Reason: <i>To avoid impacts on the bird features of the designated sites over the duration of the six year period the proposed works are to be conducted in.</i>
5.2.8	Only coatings and treatments can be used that are suitable for use in the marine environment. Reason: <i>To ensure hazardous chemicals that may be toxic, persistent or bioaccumulative are not released into the marine environment.</i>
5.2.9	Any oil, fuel or chemical spill within the marine environment must be reported to the MMO Marine Pollution Response Team within 12 hours [or in line with the approved marine pollution contingency plan if one is available].

	Within office hours: 0300 200 2024. Outside office hours: 07770 977 825. At all times if other numbers are unavailable: 0345 051 8486. dispersants@marinemanagement.org.uk Reason: <i>To ensure that any spills are appropriately recorded and managed to minimise the risk to sensitive receptors and the marine environment.</i>
5.2.10	The licence holder must submit information on the expected location, start and end dates of impact (percussive) pile driving to the Marine Noise Registry, in order to satisfy the 'Forward Look' requirements of the Registry, prior to the commencement of the licensed activities. The licence holder must notify the MMO of the successful submission of 'forward look' data within 7 days of the submission. https://mnr.jncc.gov.uk/ Reason: In order to collect the evidence required to support the implementation of the Marine Strategy Framework Directive, under descriptor 11.
5.2.11	The licence holder must submit the exact locations and dates of impact (percussive) pile driving to the Marine Noise Registry, in order to satisfy the 'Close-out' requirements of the Registry, every year by the 25 March detailing any impact pile driving/detonation of explosives carried out in the previous year within 12 weeks of completion of impact pile driving/detonation of explosives. The licence holder must notify the MMO of the successful submission of 'close out' data within 7 days of the submission. https://mnr.jncc.gov.uk/ Reason:

	<i>In order to collect the evidence required to support the implementation of the Marine Strategy Framework Directive, under descriptor 11.</i>
5.2.12	Where the temperature is 0 degrees C or lower at Sparkes Marina for 5 consecutive daytimes (but allowing short periods of thaw of one or two days), the licence holder must not undertake piling activity until the temperature increases above 0 degrees C for 5 consecutive days. Reason: <i>To avoid disturbance of waterfowl during periods of prolonged cold weather where the temperature falls below frozen conditions.</i>

Post Works Completion

5.2.13	All equipment, temporary structures, waste and/or debris associated with the licensed activities must be removed within ten working days of completion of licensed activities. Reason: <i>To minimise impacts to the marine environment and other users of the sea/seabed.</i>
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6 Compliance and enforcement

This licence and its terms and conditions are issued under the Marine and Coastal Access Act 2009.

Any breach of the licence terms and conditions may lead to enforcement action being taken. This can include variation, revocation or suspension of the licence, the issuing of an enforcement notice, or criminal proceedings, which may carry a maximum penalty of an unlimited fine and / or a term of imprisonment of up to two years.

Your attention is drawn to Part 4 of the Marine and Coastal Access Act 2009, in particular sections 65, 85 and 89 which set out offences, and also to sections 86, 87 and 109 which concern defences. The MMO's Compliance and Enforcement Strategy can be found on our website (<https://www.gov.uk/government/publications/compliance-and-enforcement-strategy>).