

Solent News

The newsletter of the Solent Forum

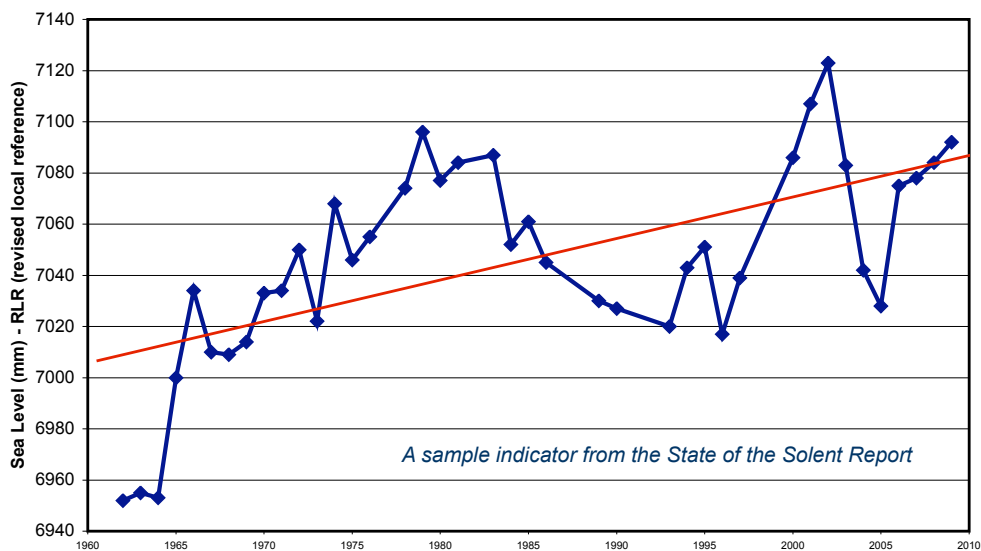
Issue 30: Summer 2011

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Mean Sea Level for Portsmouth in mm



Source: Permanent Service for Mean Sea Level (PSMSL)

State of the Solent: Edition 3

The Solent Forum has published its third edition of the State of the Solent report. This report contains a series of indicators that show the long-term trends in both the natural and human environments around the Solent. Such trend data is important to highlight change, so that those with responsibility for planning and managing the coast can take appropriate action.

Edition one was published ten years ago and for a number of datasets there are now over 20 years worth of data. The majority of the indicators have been designed to correlate with those at the regional, national and European level so that we can determine if the trends shown in the Solent are local, national or international. Each indicator includes information on the reasons for using the indicator, where the data comes from, a factual description of what the indicators shows and what the possible implications are for coastal management.

The report contains a number of indicators which have been selected to measure the 'health' of the Solent, and in particular those that measure progress towards sustainable development. Topics covered include:

- Physical Environment and Climate Change
- Nature Conservation
- Transport, Ports and Shipping
- Environmental Quality
- Marine Industries
- Natural Resources
- Recreation and Tourism
- Safety and Emergency Planning
- Human Settlement, Land Use and Management
- Coastal Risk Management
- Historic Heritage and Maritime Archaeology

The report can be viewed at: www.solentforum.org/publications/state_solent/State_of_the_Solent_Edition_3/.

News from the Forum

Chairman's Column...



Solent Forum Chair, Mike Clark

Knowledge and Power

Knowledge is power - or so they say. Informed decision-making is the mantra, just as long as it's information that I agree with! That's the trouble with knowledge and information: although power can be absolute, knowledge and information tend to be much more fickle, more difficult to define and pin down.

With all the challenges of coastal management in an age of austerity, few of us would want to wallow in philosophy, but it's worth noting that words are often rich and subtle so we need to tread carefully. Most people would agree that the foundations are built on data, and here we are increasingly blessed as technology and public-domain thinking combine to make data available and searchable in prodigious quantity. The Channel Coastal Observatory (Google it if you don't know it) is a massively important gateway and the Solent Forum's own Solentpedia offers a forest of signposts.

But informed decisions need information, and everyone agrees that information is a step beyond the data - it's the addition of context and relationship and interaction. It's where - perhaps - the Solent Forum comes in, because we have a long history of providing access to focused information.

The Towards Solent Marine Planning (SoMaP) project took big steps in this direction. The State of the Solent Indicators, updated this year, offer a remarkable perspective through a time series of environmental change that becomes increasingly valuable as it gets longer. And CCATCH The Solent recognises that informing is a verb not a noun and is getting out there to take the message of coastal vulnerability and adaptivity to the people on the ground who need to know.

Grounds for satisfaction, then, but not for complacency. Information may answer the "what", "where" and "when" questions - but if you want to ask "how" then you do need knowledge, with all the layers of additional challenge that this involves. But can you ask "how" and remain value-free and thus true to the Solent Forum's underlying spirit of neutrality - or should the Forum stick at the level of information? We believe that you can, and the remarkable success of the open-minded Solent Disturbance and Mitigation Project is an impressive demonstration of the potential.

Surely that's enough for anyone's Summer? But remember, beyond knowledge lie the higher realms of understanding ("why") and wisdom ("what to do"). Fear to tread - or venture bravely?

Solent European Marine Sites Review

The Solent European Marine Sites (SEMS) Scheme of Management (2004) is now undergoing its six year review. The review was commissioned by the SEMS Management Group and the contract awarded to ABPmer.

The final ABPmer report was submitted and agreed in early summer 2011. The Solent Forum is in the process of agreeing a summary and implementation plan for the new scheme of management with the Management Group; once this is agreed the new system will begin in 2012. The review and subsequent implementation plan will put in place a continuing system on how activities in the Solent can continue to be managed without adversely affecting the European Marine Site.

The objectives of the review were:

- To ensure that the conservation objectives of the SEMS continue to be met.
- To ensure that changes in site usage are updated.
- To ensure that improvements in knowledge and information are taken into account (including condition of the habitats and species for which the site is designated).
- Where possible, ensure that the management scheme includes actions for implementation and assign responsibilities.
- To provide an improved method for annual monitoring and reporting.

The project review has been managed by Hampshire County Council. A sub-group (of the SEMS Management Group) steers and provides guidance on the work. Members include Hampshire County Council, Sussex Sea Fisheries Committee, Natural England, a representative of the Harbour Authorities and a representative of the Local Authorities.

For further information please contact Karen McHugh on 01962 846027 or by email info@solentforum.org.

News from the Forum

Solent Water Quality Meeting High Standards

Over 70 per cent of the applications in this year's Solent Forum Water Quality Awards have achieved the highest EU guideline standards with all sites achieving mandatory levels of water quality for safe bathing.

The Solent Forum Water Quality group runs a Water Quality Award scheme each year. In 2011, 16 entries have been awarded 'gold star' plaques. The gold star indicates that particular stretch of water meets the highest EU water quality guideline standards, which are more stringent than the requirements of the current blue flag award.

In promoting and publicising the water quality in European Union designated bathing waters in the region and giving an award, the Solent Forum is recognising the work of Southern Water and the Environment Agency in identifying and taking action to address potential sources of pollution.



The awards' criteria is based on the 'European Union Bathing Water Directive' which was recently updated to introduce tighter standard levels. As a result this year's awards have included a 'gold star' category for waters consistently meeting the highest standards.

The Water Quality Group (Solent Water Quality Association) is a subgroup of the Solent Forum, its primary focus is bathing water quality although it also considers issues relating to the Water Framework Directive. It administers the annual Solent Water Quality Awards. Water Quality Group core members include the environmental health departments of the eight local authorities, the harbour authorities, the Environment Agency and Southern Water. Other stakeholders are co-opted to the group as needed.

(CCATCH) - The Solent

'Coastal Communities Adapting to Change (CCATCH) - The Solent' is a three year Community Engagement Project, led by Hampshire County Council (HCC), which will be largely delivered by the Solent Forum. The project is part of a wider European project led by the Environment Agency called 'Coastal Communities 2150 and Beyond' (CC2150).

A project overview group has been formed and this first met on 9th March. This group, which comprises Solent project partners, will help steer the project. At the inaugural meeting a list of priority communities throughout the Solent was generated. The Solent Forum office is now profiling these communities in order to gain a better understanding of their suitability for selection as sites that will be part of the stakeholder engagement campaign. This work will be presented to the next project overview group meeting on 21st July and it is hoped that at this stage the final sites can be agreed.

Further details about the project can be found on the Solent Forum website or contact Amy Ruocco at the Solent Forum on 01962 846027 or Rachael Gallagher, overall Hampshire County Council Project Manager, on 01962 846925 for more information.

Forum Publishes Recreation Chapter

The Forum's Strategic Guidance for the Solent was first published in 1997, setting out the issues that the Solent faces and how these can be managed. This newly published document is an update of the original recreation chapter. It was commissioned by the Solent Forum Recreation Subgroup and was prepared by the consultants Earth to Ocean Ltd.

This chapter focuses on water based recreation. Its content was determined by an in depth literature review, stakeholder interviews and a workshop for recreational interests. It reviews the issues faced by water based leisure activities and looks at how they can be better managed in the future.

It aims to raise awareness of the needs of the many recreational activities that take place on and close to the Solent. It is hoped that it will be seen as a valuable guide to planners and participants in the future and will help to ensure that due consideration and allowance can be given to these activities, alongside everything else which demands space on this busy stretch of water.

Download at www.solentforum.org/publications/strategic_guidance/.

Coastal Management

Marine Licensing

A new marine licensing system under the Marine and Coastal Access Act 2009 (MCAA) has been in force since 6 April 2011. This system consolidates and replaces some previous statutory controls and is operated by the Marine Management Organisation (MMO).

A marine licence is now required for many activities involving a deposit or removal of a substance or object below the mean high water springs mark or in any tidal river to the extent of the tidal influence. For example the construction of a marina or wind farm, the dredging of a channel or the use of munitions. Applications for a marine licence are subject to assessment under the Habitats Regulations and Water Framework Directive and may be subject to an environmental impact assessment.

The Solent Forum is presently updating its popular marine consents guide to reflect all the changes that have taken place since the introduction of the MCAA. This will be launched as an online resource in the autumn and will assist those wishing to undertake activities or development in the Solent to gain easy access to the information that they will need.



Those working in and around the coast now have to use a different marine licensing system since April.

Marine Planning for England Commences

Marine planning for England formally began on 12 April 2011. The Marine Management Organisation (MMO) is now producing plans to inform and guide marine regulators and users from Flamborough Head down to Felixstowe, and has published a guide on public involvement. This Statement of Public Participation outlines how and when people can get involved with plan making, including a timetable for the two-year plan making process; it has now received approval from Environment Secretary, Caroline Spelman.

Currently, the MMO is also planning its engagement in the future plan areas and is responding to requests from interested parties. It is visiting these areas and gathering evidence by engaging with locally interested groups. In particular, it is building links with key forums and partnerships such as the Solent Forum. The Forum will keep members updated on progress in marine planning in the Solent over the next few years.

Marine plans will interpret and present the policies within the national Marine Policy Statement (MPS) at a sub-national level. The MPS and marine planning systems will sit alongside and interact with existing planning regimes across the UK.

The MMO has also launched an interactive map of our seas, which will be a key tool for marine planning. The Marine Planning Portal allows users to view a range of information spatially, for example, details of wind farm developments and locations of conservation areas. See <http://planningportal.marinemangement.org.uk/>.

EU Policy Reviews

Since the adoption of the EU ICZM Recommendation in 2002, the EU policy context has changed significantly. There are new sectoral instruments such as the adoption of the Marine Strategy Framework Directive, and the emergence of maritime spatial planning.

The European Commission has now launched a review of the EU ICZM Recommendation, with a view to a follow-up proposal by the end of 2011. An impact assessment is to be conducted to explore the need and options for future EU action and to assess potential social, economic and environmental consequences that new initiatives proposed by the European Commission may have.

On 23 March the Commission launched an on-line public consultation, for 8 weeks, to seek the views of stakeholders and all interested parties to inform a mandatory impact assessment. This impact assessment will be conducted in conjunction with the assessment of possible future action on maritime spatial planning.

Since the adoption of the Water Framework Directive in 2000, EU water policy has taken an integrated approach, using the concept of river basin management to achieve good status of all EU waters by 2015. Despite this the European Environment Agency's 2010 State of the Environment Report, shows that the achievement of EU water policy goals appears far from certain. The Blueprint to Safeguard Europe's Water will be the EU policy response to these challenges. It will aim to ensure good quality water in sufficient quantities for all legitimate uses.

Environmental Quality

The Trouble with Seaweed.....

Seaweed on beaches has been in the news a lot recently as the build up of material and the weather conditions have made the smell a particular nuisance in some coastal areas. In East Cowes this is a long running problem and it becomes a particular issue for residents and visitors in certain weather conditions. Since the 1990s there have been various attempts to clear the seaweed debris which has built up over the years. Unfortunately in the past any attempt to clear the beach has been hindered by the soft sediment, making access unsuitable for machinery.

Over the past 18 months the Isle of Wight Council and Cowes Harbour Commission have been partners in a project that aimed to investigate methods to remove the material and identify alternative uses. The project was successful in helping to identify alternative beach access and last year over 300 tonnes of material was cleared by adapted machinery. Unfortunately the disposal of the material then became a problem. Although a seemingly straightforward issue the seaweed debris at East Cowes is untypical of that across the Island. In certain areas it has a sludge like consistency and unlike material washed over the sand at Ryde for example it is full of stones and other debris. It cannot be used by local farmers as fertilizer and has had to be taken to landfill. This disposal method raises many more issues and is extremely expensive. In total the clearance trial cost the Isle of Wight Council in excess of £26,400 of which over £21,400 was for disposal. Other ideas of use as a biofuel or disposal through the Island's gasification plant are not currently viable. The Isle of Wight Estuaries Project would be interested to hear from anyone in the Solent who has a similar issue or any ideas for alternative and currently available disposal methods.



Photo courtesy of Isle of Wight Council

Bathing Water Profiles

The revised Bathing Water Directive places a greater emphasis on providing information to the public about bathing water quality.

To support this, a bathing water profile has been developed for every designated bathing water in England and Wales. The profiles were created by local Environment Agency staff and include a general description of the bathing water, details of any existing or potential sources of pollution and information about what is being done to address the pollution. The profiles were available on the internet from the start of the 2011 bathing season. They also include maps and photographs, providing detailed information about bathing waters.

The revised Directive also requires information on water quality and any potential sources of pollution to be displayed at all bathing waters from the beginning of the 2012 bathing season.

Improved public information, available via the internet and at the bathing water, should help bathers to understand the different bathing water classifications better and to make informed choices about where and when to bathe. The Solent's beaches come within the 'Solent and South Downs Area' bathing water profiles, which are available on the Environment Agency's website.

Ocean Acidification Research

The UK research vessel RRS Discovery left Liverpool in June on the first research cruise specifically to study ocean acidification in European waters. Twenty four scientists from eight different UK institutes, led by the National Oceanography Centre Southampton, will carry out the science.

The cruise will range across northwest European seas, circumnavigate the British Isles, and visit the territorial waters of seven different nations. It is expected to end in July 2011.

On the cruise, the researchers will study the impact of the changing chemistry on marine organisms and ecosystems, on the cycling of carbon and nutrients in the sea, and on how the sea interacts with the atmosphere to influence climate.

The research is part of the UK Ocean Acidification research programme (UKOA), which comes under the auspices of the Living with Environmental Change (LWEC) partnership. It is funded by the Natural Environment Research Council (NERC) and two government departments, the Department of Environment, Food and Rural Affairs (Defra) and the Department of Energy and Climate Change (DECC).

Ports and Shipping

New Passenger Terminal Opens at Portsmouth International Port

A brand new passenger terminal, part of a £16.5 million investment in new facilities, has opened its doors at Portsmouth International Port. The new terminal replaces a building that opened in the 1970s and is designed to accommodate a growing number of cruise ship passengers, as well as customers using existing ferry operators.

The 2700m² new terminal building is situated 150 metres to the east of the old terminal building. This is where Port terminal warehouses used to stand. The existing building will be demolished to make way for new car marshalling areas.

The terminal has taken 14 months to build and was project managed by Mansell Construction Services Ltd. The new terminal incorporates the latest green technology. This includes wind catchers on the roof, sea water to flush toilets and a revolutionary heat exchange pump that uses the sea to heat and cool the building. Due to its sustainable features, the building has achieved a BREEAM (an international environmental rating system for buildings) rating of “very good”.

The new facilities have attracted a record number of visiting cruise companies in 2011, with All Leisure Group Limited basing three of its ships at the Port for the next five years.

Portsmouth Port offers more routes than any other UK ferry port. Ferry companies operating from Portsmouth have regular sailings to Caen, Cherbourg, Le Havre and St Malo in France, Bilbao and Santander in Spain, and Jersey and Guernsey in the Channel Islands. There are also services to the Isle of Wight and to Gosport. It also has more freight routes than any other UK ferry port for easy transit to France, Spain and the Channel Islands.

Portsmouth International Port is owned by Portsmouth City Council and the Port Management reports directly to the Cabinet Member for the Port. In January 2011, the port was renamed from Portsmouth Continental Ferry Port to Portsmouth International Port.



Post Panamax Cranes

DP World Southampton has upgraded its equipment capability as the second and final shipment of sections of two new super post-panamax cranes (with 22 containers wide reach) arrived at the port.

The new cranes are an important addition to the existing fleet of 10 gantry cranes and a mobile harbour crane. It will bring the total number of 22 container wide capable cranes to six and together with the remaining crane fleet they will enable the terminal to service three ultra large container vessels at the same time.

The six super post-panamax cranes are capable of lifting containers 45 metres above the quay which enables the handling of 14,000 TEU vessels with nine tiers of containers on deck and 11 under deck. The industry trend towards these ultra large vessels is very evident with many shipping lines having already taken delivery of similar sized vessels or have them on order.

New Quay wall at Berths 201 and 202

Associated British Ports (ABP) has received consent from the Marine Management Organisation for the construction of a new quay wall at Berths 201 and 202 in the Port of Southampton. On completion, the redeveloped quay will be 500m in length with a 16m draft and capable of handling the largest container vessels afloat today.

The main works, which will involve an investment of approximately £80 million, will commence on site in September 2012 with completion anticipated by the end of 2013.

The consent was received at the same time as Network Rail completed extensive works to upgrade the rail capacity for containers moving between the port and the West Coast Mainline.

Marine Industries

Wind of the Coast (WICO)

Marine South East has been working with partners from Italy and Spain to share knowledge and experience of the deployment of small wind energy systems along coastlines.

Coastal areas offer a wide range of opportunities to produce wind, current and tidal renewable energy, Wind of the Coast (WICO) partners have identified small wind systems as suitable for integration along the coast to exploit the presence of on-shore and off-shore winds.



The main goal of WICO has been to share knowledge and experience across Europe to promote the use of small wind turbines where they are most effective and appropriate. The project has focused on coastal areas which usually have significantly better wind resources when compared with inland sites.

The following WICO guidelines have been produced to provide decision makers with key information and solutions to a number of issues:

- Information on how to influence and modify local planning rules to simplify the procedures for the installation of small wind systems.
- Information on how to overcome the barriers to installations.
- Technical information.
- Information on the economic viability of small wind systems and financial incentive systems.

To download the WICO Guidelines as an e-book please visit: <http://www.marinesoutheast.co.uk/wico/downloads/>.

Navitus Bay Windpark

In January 2010, the Crown Estate awarded Eneco energy a 280 square mile area of the seabed to explore the most suitable place to locate a wind park. Over the past year, it appraised the area and concluded that a project of between 900MW and 1200MW of capacity could be located in the northern part of the site which covers 76 square miles. The Park will be known as the Navitus Bay Windpark.

Recently a public opinion survey, commissioned by Eneco, was carried out on 1,000 south coast residents living in close proximity to the development which showed the majority of these people were in favour of the Park. The results of the survey showed that 81 per cent of people supported the project. The most supportive age group was found to be 16 to 34 year olds, with 91 per cent supporting the project. Furthermore 78 per cent of south coast residents stated they would be happy to live in sight of the proposed development.

A separate appraisal process is also underway to identify the most feasible cable route to connect the wind park to the National Grid. At present three possible locations have been identified at Chickereil (in Weymouth), Mannington (near Ringwood) and Fawley (near the oil refinery). Consultation on the onshore infrastructure began in June 2011. Additionally, the Environmental Impact Assessment (EIA) began in May 2011.

Visit <http://www.navitusbaywindpark.co.uk/> for more information.

Solent LEP Results

Results are in for the Solent Local Enterprise Partnership (LEP) election for board directors from the business community. Local businesses that have joined the LEP have voted to select eight board directors.



Doug Morrison, Port Director of ABP Southampton, Russell Kew, Chief Executive of Wightlink, Steve Barber, CEO of Xyratex, Philippe Jouy, Managing Director of Warings, Chris Allington, Managing Director of Oxford Innovation, Stuart Hill, COO of Technology Services for IBM UK & Ireland, Ernie Battey, Managing Director of Morgan Sindall Investments and Gary Jeffries, Managing Director of Hughes Ellard have all been successful in the election. The business directors will sit alongside the five local authority and one higher/further education representative on the 14-strong LEP board. Doug Morrison from ABP has been elected as Chair of the board.

The vision for the LEP is to create an environment that will better facilitate economic growth and private sector investment in the Solent area, allow businesses to grow, become more profitable, greener and enable new businesses to form and prosper. It will be output driven and aims to deliver improvements in the coordination of private and public investment in transport, housing, skills, regeneration and other areas of sustainable economic development.

Flood and Coastal Risk

North Solent SMP – Final Plans Revealed

The final plan outlining the future management of the Solent's coastal defences is now available to view at www.northsolentsmp.co.uk. The plan has now been adopted by all the local coastal operating authorities along with the Environment Agency and DEFRA.

The North Solent Shoreline Management Plan (NSSMP) outlines the plans to manage the coastal flooding and erosion risks to the North Solent shoreline for the next 20, 50 and 100 years. The aim of the SMP is to provide a long-term sustainable vision for the management of the Solent's coastal defences over the next 100 years.

The NSSMP, developed and led by New Forest District Council in partnership with the operating authorities in the Solent, is the only SMP nationally to be produced in-house by a local authority. The plan covers the coastline between Hurst Spit in the New Forest and Selsey Bill in West Sussex and people living here were consulted on the draft SMP proposals at the beginning of 2010.

The public consultation highlighted the challenging and complicated coastal management issues facing the Solent, while providing stakeholders and the general public with the opportunity to comment on the draft SMP policies. An Information Note for landowners, planners and developers has been produced summarising the role that the non-statutory SMP has in the planning process and coastal planning issues regarding privately owned coastal defences. This is also available from www.northsolentsmp.co.uk.



Photo courtesy of New Forest District Council

Beach Recycling at Eastoke

Havant Borough Council undertook a beach recycling operation during March 2011 this involved the manual movement of material from areas of accretion (build up) to depleted areas, such as those affected by unusually strong waves, in order to reduce flood and erosion risk for the residents of Eastoke, Hayling Island. The work involved heavy machinery moving an estimated total of 52,000m³ of shingle from identified extraction areas located both to the East and the West of Eastoke. This material raised the beach to the recommended 1 in 200 year Standard of Protection with design life.

The shingle beach along the southern frontage of the Eastoke peninsula is the first line of defence against the threat of coastal erosion and flooding. Havant Borough Council has powers to manage these risks when it is considered in the public interest. The Eastoke Sectoral Strategy Study, which has been developed in partnership with the Environment Agency, has identified that the current beach management strategy is the most effective course of action for Eastoke. The decision was made after considering all economic, environmental and technical criteria.



Photo courtesy of Havant Borough Council

The beach recycling work is one element of this preferred approach to managing this frontage. Timber Groynes and Top Mark maintenance works were also carried out to improve the existing defences at Eastoke.

Coastal Change

National Flood and Coastal Erosion Risk Management Strategy

In May the Environment Agency published the national flood and coastal erosion risk management strategy for England. This strategy provides the overarching framework for future action by all risk management authorities to tackle flooding and coastal erosion in England. It was prepared by the Environment Agency with input from Defra. It will form the framework within which communities have a greater role in local risk management decisions and sets out the Environment Agency's strategic overview role in flood and coastal erosion risk management (FCERM).

The strategy encourages more effective risk management by enabling people, communities, business, infrastructure operators and the public sector to work together to:

- Ensure a clear understanding of the risks of flooding and coastal erosion, nationally and locally, so that investment in risk management can be prioritised more effectively;
- Set out clear and consistent plans for risk management so that communities and businesses can make informed decisions about the management of the remaining risk;
- Manage flood and coastal erosion risks in an appropriate way, taking account of the needs of communities and the environment;
- Ensure that emergency plans and responses to flood incidents are effective and that communities are able to respond effectively to flood forecasts, warnings and advice;
- Help communities to recover more quickly and effectively after incidents.



Photo courtesy of Hampshire County Council

Localism is at the heart of the new strategy, recognising that there is a limit to what government and national bodies can achieve alone. The Strategy aims to re-engage local communities in the risks they face and the choices that affect them, so that they can be informed and influence long-term approaches.

CCATCH Beaulieu to Calshot

The CCATCH (Coastal Communities Adapting to Change) Beaulieu to Calshot coastal pathfinder project recently published 'Calshot to Beaulieu - A Story of Change'. This represents peoples thoughts, feeling and memories of the coast captured during the engagement phase of the project. These are available by contacting Lepe Country Park.

The Channel Coast Observatory completed ground breaking computer generated 3D flythroughs showing predicted sea level rise along a section of the coast at Lepe and Calshot. These have a voice-over to explain exactly what the images show and have already been used in the community consultation workshops. The project team are now in the process of producing educational materials to accompany them for use by schools. They should be available to download on the CCATCH website soon at www.hants.gov.uk/ccatch.



*Lepe Country Park
Photo courtesy of Hampshire County Council*

The last consultation workshop, led by Dialogue Matters, is planned for 15 July at Calshot. The results of this workshop and all the previous engagement and consultation outputs will feed into an Adaptation Plan for the coast from Calshot to Beaulieu River which it is expected to be complete by October 2011.

The work from this pathfinder project will feed into the larger scale Coastal Communities Adapting to Change (CCATCH) the Solent project which is currently underway.

New Developments

Yarmouth Harbour Development

Phase one of Yarmouth Harbour's development has been completed on time and to budget at a cost of £1.4million. The new walk ashore moorings were opened in time for Easter as planned and the new floating fuel berth opened in May.

The whole project took more than two years with consultation, planning, licensing and the actual installation. During this time Yarmouth Harbour Commissioners worked closely with their advisers Marina Projects of Gosport and Roger Wyatt on the fuel facility.

The new facilities provide more walk ashore pontoon berths for both visitors and resident mooring holders, reflecting the demand for more convenient moorings with power and water. These new pontoons enable many more visitors to get to and from the shore and the nearby town more easily.

Yarmouth Harbour Commissioners worked with the pontoon supplier Walcon to obtain timber decking for the pontoons that came from a more sustainable source than the conventional hardwood product Balau. Yarmouth Harbour is the first UK location to use this decking product in any significant amounts, and managed to obtain warranties that convinced it to take the risk on this new product.

The new fuel berth facility installed by Taylor Fuel Control provides four fuelling berths, doubling the capacity, and is located close to the harbour entrance, making it much more convenient for passing vessels.



Old Gaffer Festival, photo courtesy of Yarmouth Harbour Commissioners

Gosport Waterfront/ Town Centre Redevelopment

Plans are in the pipeline to redevelop the waterfront area in Gosport. Hampshire County Council has given a £20,000 grant to fund a major public consultation in the next few months, giving residents the chance to say how they want the waterfront to look. The waterfront area includes a long section of the coastline including the Royal Clarence Yard retained area, the Coldharbour area, Falkland Gardens and the Bus Station.

The central part of the Coldharbour site and the bus station site will provide the key focus for future regeneration. The bus station site consists of 1.65 acres adjacent to the ferry terminus and town centre, with panoramic views across Portsmouth Harbour and the Solent, and expectations are for a landmark development based on high quality design and visual appeal. Redevelopment will be a mix of uses such as retail, business, and leisure activities.



Photo courtesy of Hampshire County Council

The Coldharbour site consists of approximately three hectares, adjacent to Portsmouth Harbour and Gosport Town Centre. Allocated for mixed use development in the Gosport Borough Local Plan Review, the site has a long history of marine-related activity and employment by virtue of its access to deepwater and proximity to the mouth of the Harbour and the Solent. There is potential to retain and expand marine-related employment on this site, as well as develop additional leisure and retail provision to complement the town centre and surrounding area.

There will also be the possibility of future land releases by the Ministry of Defence in the area currently known as the Royal Clarence Yard retained area which is considered suitable for marine employment. Gosport Borough Council will shortly be preparing a master-plan for the Waterfront.

Recreation & Leisure

New Green Blue Award for Environmental Excellence - call for nominations

With so many unsung heroes working tirelessly behind the scenes across the country towards a particular goal or cause, The Green Blue is launching a new award to recognise those individuals whose efforts really benefit environmental change. The Green Blue is a joint initiative between the British Marine Federation and the Royal Yachting Association.

The new Green Blue Award for Individual Environmental Excellence, inspired by and in memory of Sally Banham, one of the founder members of The Green Blue, looks to recognise individuals within the UK recreational boating sector who have been inspirational leaders or just straightforward hardworking champions of sustainability; those who have made significant improvements in their organisation, club, training centre or business.

If you know someone who you feel has been inspirational and gone over and above the call of duty to deliver real environmental change at your club, training center or business you can nominate them by completing the application form found on The Green Blue website at www.thegreenblue.org.uk and returning it by Monday 1st August .



The award will be presented at the PSP Southampton Boat Show in September 2011.

iCoast Website Launched in Dorset

A new website has been launched by the Dorset Coast Forum (DCF) to help recreational users plan a wide range of water sports and coastal activities in Dorset. It covers everything from slipways to cycle routes to hire shops and you can check real-time weather, tidal and current information.

iCoast encourages people to carry out water sports and coastal activities sustainably and safely. The website has information about how you can watch out for wildlife, the environment and other users.

It has been created by the DCF working with specialist website map developers One Bright Space. Delivering this website is just one part of a three year project called C-SCOPE (Combining Sea and Coastal Planning in Europe). C-SCOPE is a €1.8 million Interreg-funded project that has been developed by the DCF and the Belgian ICZM Coordination Centre.

In addition to iCoast, C-SCOPE will produce a working Coastal and Marine Spatial Plan (MSP) for the Dorset Marine Management Area (MMA), which lies between Durlston Head and Portland Bill (out to 12 nautical miles) covering an area of 953 km². This Plan is being devised using a 'bottom up' approach, driven by local stakeholders. Decision making is being helped by the development of a unique GIS-based planning tool called Coastal Explorer Planning that will be populated with data on the ecology, current uses and land/seascape features of the MMA. For more details visit www.cscope.eu.

iCoast was launched on 26th May 2011 at the Spring DCF Meeting see www.icoast.co.uk for more information.

Clipper Round the World Yacht Race

The 40,000 mile (64,000km) round-the-world Clipper yacht race will start from Southampton on 31 July. A shore-based farewell ceremony and 'parade of sail' is being planned in the city. It is the first time since 2004 that the Solent has been the starting venue for a major round-the-world yacht race. Ten identical ocean racing yachts, with mainly non-professional crew, will take almost a year to complete the route.

In the build up to the start of the race, the fleet will be based in the city's Ocean Village with special events being held for international delegations visiting the city. Southampton City Council and MDL Marinas, owner of Ocean Village Marina where the yachts will be berthed, are working in partnership to host the race start.

Ocean Village is a large, mixed-use marina, residential, business and leisure development on the mouth of the River Itchen.

As the official host port for the race start, Southampton can expect a significant economic return from the tens of thousands of visitors expected to visit the city over the four days.

The yachts, each named after a city, state or company, will visit 14 ports on six continents on their circumnavigation.

Starting from Southampton the route takes them to Madeira, Rio de Janeiro, Cape Town, the west and east coasts of Australia, New Zealand, Singapore, Qingdao, California, New York, Nova Scotia, Londonderry and the Netherlands before returning to Southampton on 22 July 2012.

Heritage & Archaeology

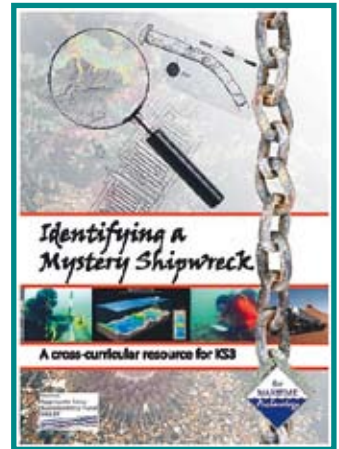
Mystery Shipwreck Solved

Researchers from the Hampshire and Wight Trust for Maritime Archaeology (HWTMA) have solved the mystery of the 'Mystery Wreck' on the Horse Tail Sands. The wreck was first discovered in 2003 when a fisherman snagged his nets on it. The HWTMA intensively surveyed the site between 2004 and 2008 but its final identity remained a puzzle. Further research into the distinguishing features recorded during the survey, which allow archaeologists to pinpoint its identity was required.

HWTMA received additional funding from the Marine Aggregate Levy Sustainability Fund (MALSF) via English Heritage in 2009, with a specific view to identifying the wreck. Analysis of the hull, fastenings and hull sheathing placed it in a period around the mid-19th century, allowing research to be concentrated on five specific vessels known to have been wrecked in the eastern Solent at that time. This concluded that the wreck closely matched the details of a ship known as the Flower of Ugie and further research confirmed this.

The Flower of Ugie was a wooden sailing barque built in Sunderland in 1838. During its career it made regular voyages to the Indian Ocean, the Far East, Europe, and North America. On the 26th December 1852, whilst bound for Cartagena in Spain, it ran into a severe storm off Portland. Two of the vessel's three masts had to be cut away to prevent it from capsizing and sinking and the ship limped into the Solent seeking shelter. Unfortunately it then grounded on the Horse Tail Sands and had to be abandoned by its crew the following day.

The MALSF also funded the production of an educational workbook called 'Identifying a Mystery Shipwreck', which takes a cross-curricular overview of the various industries and professions involved in the marine zone. Case-studies, worksheets, online video and weblinks create an interactive learning resource where, using a range of clues, the user can try to determine the identity of the mystery wreck. The book was trialled with 200 students at a secondary school in Alresford, Hampshire, successfully showcasing maritime archaeology to a 'landlocked' community. For further information, see www.hwtma.org.uk.



HWTMA win 2011 EU Prize for Cultural Heritage / Europa Nostra Awards

The Hampshire & Wight Trust for Maritime Archaeology (HWTMA) have received one of the prestigious Europa Nostra awards under Category 4: Education, training and awareness-raising. The Trust is one of 27 winners that were selected from nearly 140 submitted projects in 31 countries. The final choice was made by juries composed of independent experts from across Europe.

The Europa Nostra jury commented on HWTMA's achievements: "Raising the profile of maritime heritage and archaeology - from crashed airplanes and shipwrecks to prehistoric sites - deserves wider European attention. The jury appreciates the exemplary and hands-on approach which introduces a large audience to the inaccessible heritage that lies underwater or is hidden in the mud. By using a variety of outreach tools, from posters, books, films, a website, workshops, dives and even a 'Marine bus', the initiative engages not only the general public, dedicated volunteers and professionals, it also manages to attract hard to reach audiences. The HWTMA project has had a lasting influence on coastal planning and development."

HWTMA's Julie Satchell received the award from Plácido Domingo, President of Europa Nostra, at the annual award ceremony in Amsterdam on 10th June 2011.

Holland One Submarine Given Engineering Award

Holland One, the Royal Navy's first submarine, has been honoured with a heritage engineering award. The craft has been recognised as an engineering feat by the Institution of Mechanical Engineers.

Conservationists spent 18 years and £1m restoring Holland One, which is now in the submarine museum in Gosport. It was salvaged from the seabed after 68 years.

It had 12 years of experimental service before being decommissioned in 1913. It was built at the Vickers Maxim shipyard in Barrow-in-Furness at a cost of £35,000.

Holland One sank off Plymouth during stormy weather while being towed to a scrap yard in 1913.

She can now be seen in a purpose built environmentally controlled gallery funded by the Heritage Lottery Fund.

Countess Mountbatton officially opened the gallery on the 17th May 2001 during the RN Submarine Service's Centenary Year. On the 3rd July 2001 visitors to the Museum were once again able to see Holland One which had been in a giant tank undergoing conservation treatment since 1995.

Conservation

Medina Saltmarsh Monitoring Scheme

Following the success of the Western Yar Estuary scheme, a new saltmarsh monitoring scheme has been set up in the Medina estuary. The project will monitor the growth or decline of saltmarsh around specific points and measure the height of the intertidal mud banks. It will establish a baseline against which any future change can be measured. It will also highlight changes or any potential issues and help us to maintain the quality of the European site, its habitats and species. Although annual photographic monitoring will take place, the aim of the project will be to measure change over the longer term.

These schemes are important in the Solent because they monitor change at a small scale and will help to ground truth any data collected through aerial surveys or computer modelling. The Medina is an important commercial estuary and the focus of current regeneration initiatives. Long term monitoring is therefore particularly important to gain a greater understanding of the estuary's processes and the potential impacts of activities.



Photo courtesy of Isle of Wight Council

The first year of photographic monitoring on the Medina took place in June and this will continue each year with a review after five years. The Estuaries Project has survey data from 2005 and 2010 and will build on this to provide a long term picture. Saltmarsh in the Western Yar is now in the sixth year of monitoring and a pattern of minor change is beginning to be identified. The information from both schemes will be available through the Isle of Wight Estuaries Project and at local universities.

Langstone Ark

The Langstone Harbour Board is running a project called the Langstone Ark which aims to collect images of the flora and fauna associated with Langstone Harbour to build into a website.

The images for the project will be contributed by the people who live around, work on or visit the harbour. Information about the species will be researched by the Langstone Harbour Board's Environment Officer.

All the photographs in the Ark will be taken in Langstone Harbour. The boundary extends to 10 metres inland from the high tide mark, with Farlington Marshes also being included.

The Harbour Board's website gives details on the best places to see wildlife around Langstone Harbour, why there is abundant wildlife and tips on photographing. If you have any further questions or submissions please contact the Environment Officer at ark@langstoneharbour.org.uk.



Brent Geese, photo courtesy of the Langstone Ark

Wildlife Trusts 'MAKING WAVES'

Hampshire and Isle of Wight Wildlife Trust and Sussex Wildlife Trust are joining forces to bid to the Heritage Lottery Fund for £500,000 to deliver MAKING WAVES, a project designed to re-connect the coastal communities with the sea as a source of amazing biodiversity. The southeast has some of the most diverse and important marine species and habitats in the UK and fascinating and rare underwater landscapes. Despite this most people have little understanding of our marine heritage, or of the threats it faces from industry and human activity.

MAKING WAVES wants to provide an innovative and inspiring learning and awareness programme which will encourage people to take better care of the marine environment and to take action for marine wildlife. If the Trust's are successful they'll be able to provide new opportunities to learn about and enjoy the sea and coast at marine locations along the coast of Hampshire, Isle of Wight and Sussex, as well as inland at a range of community venues and online.

More News

Beach Sediment Tracer Study

The Havant, Portsmouth and Gosport Coastal Partnership is currently undertaking a new and innovative study using Radio-Frequency Identification (RFID) technology to track pebbles moving around the East Solent coastline. Ever since the Eastoke frontage was first nourished in 1985 there has been interest in determining which way and how fast material moves along the beach. A range of techniques have previously been used to track the shingle movements, including painted aluminium and copper-cored resin pebbles. The latest study aims to use RFID tracer pebbles to improve our understanding of the sediment pathways around the coast, and provide additional information on the rates at which material on the beach erodes away. Deployments have taken place at Eastoke, Gunner Point, Eastney and Southsea over the winter, with a year long monitoring programme scheduled to track the progress of 2,500 tracer pebbles. The study has attracted much interest within the wider coastal community, and has gained additional financial support from SCOPAC.



Suspended RFID Antenna Array mounted on an All Terrain Vehicle (ATV), photo courtesy of Havant Borough Council

The pebbles are collected from the study area, drilled and have a tag inserted, before being measured and deployed back onto the beach. Each tracer pebble has a unique identification number, and can be detected up to a metre deep within the beach without the need to dig up the pebble. The tags do not rely on battery power and should work for several decades. The first deployment of 300 tracers carried out in September 2010 on the Eastoke beach was very successful, with an average recovery rate of 72% over a two week period. Surveys were initially carried out on foot, using a handheld antenna. A larger suspended array has now been developed for use with an ATV to increase survey speeds. For more information please contact Clive Moon, Coastal Engineer, Havant, Portsmouth & Gosport Coastal Partnership.

Portsmouth Wins Flood Protection Funding

Big projects to boost coastal defences and fight flash flooding have been given the go ahead following major grants won by Portsmouth City Council. The funding, gained with the help of the Environment Agency (EA), will help the council prepare improved coast defences around Portsea Island. It will also be used to research and tackle flooding from extreme rainfall.

A £1m grant will fund a three-year project to design new or improved flood and erosion defences, protecting Southsea seafront and the coastline from Milton to Tipner. As well as the £1m grant, the council has agreed to set aside £223,000 as a contingency risk fund, which may or may not be needed. Another £290,000 of government money is to be used to tackle flash flooding from rainfall.

Many of the current defences are coming to the end of their lives and work is also needed to respond to rising sea levels expected as a result of climate change.

The council is working closely in partnership with the EA and Southern Water. It has signed an agreement with the EA to work together on providing the new coast defences over the next 20 years, with the intention that developments will contribute to the cost. It is also working with Southern Water on plans to reduce the amount of rainwater getting into foul water sewers and causing overflows during heavy rainfall.

New Director for Chichester Harbour

Keen sailor, Siun Cranny, has been appointed to head Chichester Harbour Conservancy. Siun, takes on this newly created role to lead the well established team at the Harbour Office.

Following the untimely death of Manager and Harbour Master, John Davis, last August the management structure has been carefully reviewed by Conservancy members. Over the years the role has changed and it was felt a position of Director would formally recognise the responsibility of working with partner organisations and planning the way forward to manage the balance between the harbour and the Area of Outstanding Natural Beauty.

Siun, formerly chief executive of a national cancer charity, member of the founding team of an international sailing school, and independent charity consultant is delighted to be appointed to the Conservancy team. She has sailed the Atlantic and Pacific Oceans, the highlight of which was taking part in conservation work in the Galapagos Islands.

The position of Harbour Master will be taken on by Richard Craven who has been deputy for over ten years. Alison Fowler continues as Environmental Manager.

Snippets

- The Port of Southampton has welcomed the start of a new dedicated luxury train service operated by Cruise Saver Travel to provide passengers with a seamless 'platform to cabin' service.
- A maintenance dredging licence has been secured for Yarmouth Harbour Commissioners (YHC) under the management of Marina Projects. This was the first licence to be issued through the new marine licensing system regulated by the MMO. In addition YHC celebrated the opening of their new marina on 18th June.
- During March 2011, the South East Economic Development Agency (SEEDA) invited those interested in the development of the Daedalus site to view the proposals, prior to the submission of any planning applications. Two planning applications have now been submitted to Gosport Borough Council and Fareham Borough Council respectively.
- Works started in September 2010 to develop the detailed design for the proposed new project to protect the residents of Eastoke from coastal flooding and erosion. Site investigation works were completed during Winter 2010 and Havant Borough Council are now at the 'developing detailed design' stage.
- English Heritage has launched The National Heritage List for England. The List is a new online database of the country's 400,000 listed buildings, registered parks, gardens and battlefields, protected shipwrecks and scheduled monuments.
- Gosport Marine Skills Centre has just been launched, a partnership between St Vincent College and the Mabway Academy. The first course offered by the new centre is currently recruiting students for a September 2011 start. The Level 1 Marine Engineering course will give school leavers the opportunity to learn the core skills required to develop a career in the marine industry.
- HMS Diamond was commissioned into the Royal Navy in Portsmouth on 6th May. The third Type 45 destroyer officially joined the navy at a ceremony in front of hundreds of guests including families of the 190-strong ship's company.
- The Isle of Wight Council has announced that Southern Vectis, the Island's bus company, will be delivering a new Tourist Information Service across the Island. The council will be supporting the work of Southern Vectis as part of its coordination of tourism marketing and promotional campaigns.
- As part of a restructuring programme by Southampton Solent University, Warsash Maritime Academy and the Faculty of Technology are being brought together to form a new Maritime and Technology Faculty. John Millican has been appointed Dean of the new faculty and will retain strategic responsibility for the Academy.
- Ryde Pier on the Isle of Wight has re-opened to vehicles after £5m repairs. The 197-year-old pier, from which Wightlink ferries to Portsmouth operate, failed a routine maintenance check in July 2010. The company said it had no option but to impose a £1 toll per motor vehicle to help meet the costs of the repairs.
- Veteran tug boat Calshot has sailed on its last voyage on the Solent to its new home in Trafalgar Dock. After restoration, the 82-year-old boat will become the centre-piece of the planned £8m Aeronautica museum.
- Town Quay, the closest marina to Southampton city centre, has been relaunched. For the first time in eight years the 123 berth marina has officially opened its doors to visitors.
- Solent Rescue have a new observation post overlooking the Solent which has been erected following persistent vandalism of an old one. Solent Rescue, a volunteer lifeboat charity, was given donations from local companies towards the new £900 steel structure at Lepe Beach.
- Global investment management group, Aberdeen Asset Management plc is the new title sponsor of Cowes Week, which will now be known as the Aberdeen Asset Management Cowes Week.
- Southampton Solent University are offering a new postgraduate degree in Marine Spatial Planning. The MSc is designed to give a detailed knowledge and understanding of the rationale, development and implementation of Marine Spatial Planning.
- Discovery Yachts will expand production facilities at its base in Marchwood, taking over the remaining units on the site. The expansion will allow the company to build all Discovery models on the one site.
- The Ocean Youth Trust South, based in Gosport and Southampton, is one of 130 winners of The Queen's Award for Voluntary Service, for groups of volunteers who work in their local community.
- The PSP Southampton Boatshow takes place from 16 to 25th September at Mayflower Park/Town Quay.
- Work commenced in October 2010 on the new Sea City Museum in Southampton. In February 2011 a time capsule was buried under the foundation of the pavilion of Sea City and in March the steel frame went up and the building has started to take shape.
- The government has published 'The Natural Choice', the first White Paper on the natural environment in 20 years; it is directly linked to the research in the National Ecosystem Assessment which sets out strong economic arguments for safeguarding and enhancing the natural environment.
- Major restoration work is about to begin on HMS Victory - the warship on which Admiral Lord Nelson was killed at the Battle of Trafalgar in 1805. The Royal Navy announced earlier this year that it was committed to maintaining the 18th Century ship, which is the oldest commissioned warship in the world.
- HMS Illustrious has returned to its home port of Portsmouth following a £40m refit in Scotland. The ship, which used to carry planes, underwent modifications so it can carry 20 helicopters and 600 commandos.

Solent News

Marine Consents Guide

Over the course of 2011 the Solent Forum will update its popular Marine Consents Guide that was last published in 2007. With the introduction of marine planning, new marine licensing procedures and changes to the land use planning system, Solent Forum members have identified a need for a new comprehensive guide to undertaking coastal development. This update has been agreed by and will be overseen by the Forum's steering group.

The target audience for this Guide is primarily small marine businesses and organisations wishing to undertake capital or ongoing coastal development and activities. It will look at activities and development that take place in the coastal zone out to 12 nautical miles to sea. It will encompass both land and marine planning and the marine licencing systems.

Updates on progress will be made in the Forum's monthly e-newsletter. For more information see http://www.solentforum.org/publications/marine_consents_guide/.

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Since 1992, the Solent Forum has provided a platform to deliver Integrated Coastal Zone Management in the Solent sub-region of the southeast. It operates at a strategic coastal management level, providing a network for closer working relationships, information dissemination and discussion of topical coastal issues.

The Solent Forum members meet twice a year and will next meet on 7 September 2011.

Solent News is prepared and edited by the Solent Forum Officers. It is a biannual publication and issue 31 will be produced in winter 2011/12.

To find out more about the publication, how to submit articles or be included on the mailing list, please visit www.solentforum.org/publications/solent_news.

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The Solent Forum steering group is made up of the following organisations. The Chair is Mike Clark from the Geodata Institute.

