

**Table 23: Maintenance Dredging**

	<b>Relevant Authorities for this activity</b>	<b>Other Competent Authorities</b>	<b>Other associated organisations</b>
<b>Authorities associated with activity</b>	Dockyard Port of Portsmouth (QHM); Isle of Wight council (IWC) Ventnor Haven; English Nature (EN)		
<b>Location</b>	Entrance to Bembridge Harbour. Maintenance dredging has not taken place as of yet in the Ventnor Haven, since the Haven is one year old, however, it is likely that maintenance dredging will take place in the future.		
<b>Frequency</b>	The process is generally carried out in cycles of one to several years, depending on local sediment deposition rates and intensity of use.		
<b>Potential effects with regards to Reg. 33 advice</b>	<ul style="list-style-type: none"> <li>• Noise</li> <li>• Visual presence</li> <li>• Abrasion</li> <li>• Removal</li> <li>• Smothering</li> <li>• Selective extraction</li> <li>• Changes in turbidity</li> <li>• Siltation</li> <li>• Introduction of synthetic and non-synthetic compounds</li> </ul>		
<b>Research undertaken</b>	A survey was conducted before Ventnor Haven was built and another survey will be undertaken in the future to assess the need for maintenance dredging, however, it is hoped this will not be a regular job. Monitoring is being conducted to assess the growth of algae on the relocated boulders associated with Ventnor Haven. Consultation by DEFRA and Department of Transport as advised by EN, CEFAS and the HA. They may also need to consult with other local authorities or national organisations such as Trinity House.		
<b>Research required</b>	Environmental Impact Assessments		
<b>Ongoing management</b>	<p>Isle of Wight Council is the statutory harbour authority for Ventnor Haven. The Council lets tender to Cheetah Marine to manage and control the mooring of the harbour. Maintenance dredging has not taken place as of yet, since the Haven is one year old, however, it is likely that maintenance dredging will take place in the future.</p> <p>Permission is required from EN for any operation likely to damage a SSSI. EN may consent, assist or advise on any operations listed as 'an operation requiring EN's consent (formerly Operations Likely to Damage, OLD). EN is able to prosecute anyone for damage to a SSSI under the CRoW Act 2000. EN is also able to make byelaws for the protection of a European marine site under Regulation 36 of the Conservation Regulations 1994 but this is considered a last resort in the management of this site. Applications for FEPA/CPA consent for maintenance dredging are currently being dealt with by EN/MCEU through the development of a maintenance protocol. EN also encourages the incorporation of dredging plans into shoreline management plans and estuary management plans where applicable.</p> <p>With respect to the QHM, the infrequency of this activity does not qualify as maintenance dredging and is managed under the regulations relating to Capital Dredging.</p>		
<b>Gaps in management</b>			
<b>New actions required</b>	<b>Relevant Authority to implement new actions</b>	<b>Timescale</b>	