

# **THE MERSEA HARBOUR PROTECTION TRUST**

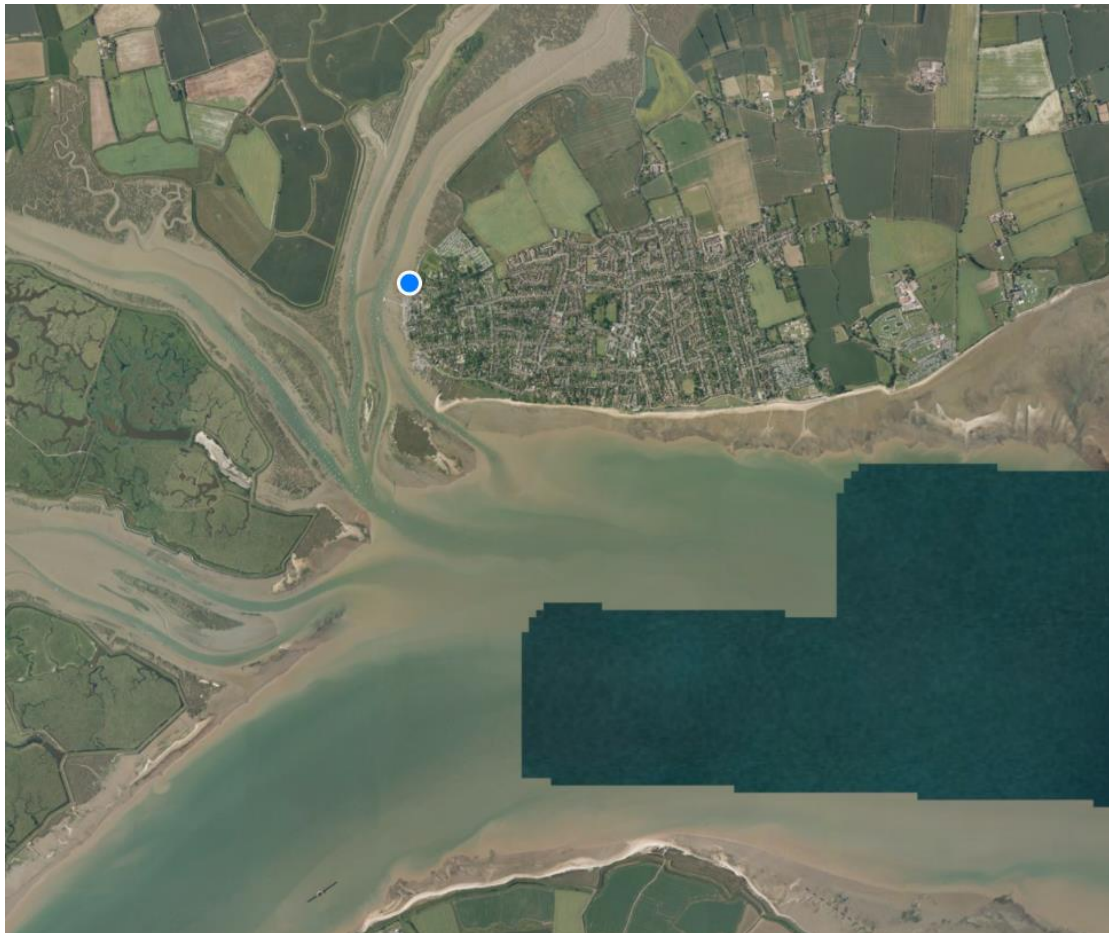
## **PROJECT PLAN – Draft 14 of 01/12/2016**

### **PROPOSED CLIMATE CHANGE ADAPTION RECHARGE PROJECT**

**Mersea Harbour and Tollesbury Wick**

**Protection to Mersea Harbour and habitat for BAP species Little Tern  
and European Flat Oyster**

**Joint venture with RSPB and Essex Wildlife Trust**



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## 1. TECHNICAL PLAN

Project Overall Programme for completion in 2019 including monitoring

### CRITICAL PATH

Year	2014			2015				2016*				2017	2018
Quarter	2	3	4	1	2	3	4	1	2	3	4		
Consultation	-	-	-	-	-	-	-	-	-	-	-	-----	-----
Hydrodynamic assessment?		-	-	-	-	-	-						
Environmental assessment		-	-	-	-	-	-	-	-	-			
Site surveys	-	-	-	-	-	-	-	-					
Detailed design			-	-	-								
Consents and licences		-	-	-	-	-	-	-	-	-	-	-	
Planning consent						-	-	-	-	-	-	-	
Negotiate with Harwich		-	-	-	-	-	-	-	-	-	-	----	
*Import material												-	----
Manage construction								-	-	-	-	-	-----
Environmental management								-	-	-	-	----	-----
Monitoring bird use	-	-		-	-	-		-	-	-	-	----	-----
Monitoring impacts								-	-	-	-	----	-----
Project meetings	-	-	-	-	-	-	-	-	-	-	-	----	-----

\* Earliest date subject to Harwich commercial and funding restraints.

## **2. RESOURCE PLAN - MANAGEMENT STRUCTURE**

### **2.1 Project Management Team (PMT) and Responsibilities**

**Alan Bird – Executive Project Manager:** overall project is meeting the key objectives. Assist with key regulators and public communication. Oversee (with others) all construction and required management including environmental monitoring. Detailed communication with all commercial fishing and oyster cultivation interests.

**Richard Taylor – Project Manager:** project consultation is effective. Funding opportunities and programme met. Project within budget and to critical path timescales. Communication with WMYC, DSC and Tollesbury sailing clubs and interested parties.

**Mark Dixon – Technical Advisor:** Business Case and Project Plan updated with progress and changes. Consultation with regulators. Application for consents, licences and planning permission. Assist with all public communications. Detailed communication with RSPB and Essex Wildlife Trust (EWT).

**Jonathan French – Local Liaison:** with all sailing clubs at Mersea and Tollesbury. Detailed communication with all mooring interests. Assist with all public communications.

**Xxxxxxxx – Communications Manager:** oversee all local and national press releases and public exhibitions and talks. Communicate and update, in particular, Harwich Haven Authority (HHA), Environment Agency (EA), RSPB and EWT press offices. Update web site.

**Xxxxxxxx – Treasurer:** manage all incoming and outgoing expenses. Update required and actual cash flow profiles. Audit accounts and report to Charities Commission annually.

**Xxxxxxxx- Fundraiser Coordinator:** manage a team of fundraisers to actively promote the scheme to potential funding partners to secure both private and public finance including local, UK and EU sources, Lottery Funds and local contributions.

**Jane Dixon – Secretary:** minutes of all meetings, paper and electronic files and direct correspondence with Trust Members and Associates as required.

### **2.2 Consultants to PMT**

**Carol Reid – Environmental consultant:** to gather required data and produce reports to assist with the required consents, licences and planning permissions. Includes detailed meetings and negotiations with regulators. Report to and works alongside Mark Dixon, Project Technical Advisor.

**Dave Hedges – RSPB:** manages with EWT the monitoring of breeding, feeding and bird utilization data including report production. Assists with communication with regulators. Assists with local and national communication as regards RSPB interests. Advice on environmental monitoring and management required.

**Sarah Allison – EWT:** manages with RSPB the monitoring and reporting of bird, plant, invertebrate and other conservation use and issues. Assists with communication with regulators. Assists with local communication as regards

EWT interests. Advice on environmental monitoring and management required.

### **2.3 PMT and Trust Meetings**

Meetings will be called as required to make joint decisions and decide actions. It is suggested that at this stage of the project frequencies may be:  
PMT – fortnightly.

Trust Members – quarterly if required, but not all Trust Members depending on subject agenda.

PMT and full Trust Members – AGM.

### **2.4 Objectives of PMT**

- A forum for consideration and co-ordination of key project implementation between the RSPB, EWT, EA, Mersea Harbour and Tollesbury interest groups, potential funders and partners, consultants and government agencies.
- Agree and oversee working arrangements for the efficient and effective management and implementation of the project.
- Assist in consideration and identification of options and solutions to address potential obstacles.
- Agree project timetable and milestones.
- Instigate and monitor funding, expenditure and progress.
- Implement communication strategy.

### **2.5 Advisory Panel and Responsibilities**

It may be considered good practice to instigate an advisory panel to ensure environmental best practice.

Such a panel could comprise of:

Chris Edwards – Royal Yachting Association (RYA)

Dave Hedges – RSPB

Sarah Allison – EWT

Jonathon Brennan – Natural England (NE)

John Lindsay and Mark Johnson – EA

Cllr John Jowers - Essex County Council (ECC)

It is unknown if the EA, ECC and NE, as Government regulators, would have a potential conflict of interest and therefore be unable to sit on such a panel.

### **2.6 Advisory Panel Meetings**

If such a panel were established, meetings could take place as required or every quarter

## 2.7 Total Project Costs –NB excludes potential £294K material purchase.

April 2014 price base excluding VAT. Costs are divided between voluntary (non fee) community funded financial commitment and required actual expenditure. **All figures are in £k and budget estimates only.**

### Non Fee Costs ie Volunteer non Paid:

ITEM	2014	2015	2016	2017	2018	TOTAL
Trust project team total input	30	15	10	5	2	62
RSPB/EWT bird monitoring and reporting	12	12				24
Oversee recharge placement				1	4	5
Equipment, navigation markers boat, fuel				2		2
Place brushwood fencing					10	10
Site surveys	2		2	2		6
EIA monitor inverts & hydro	5	5	35 (? If hydro needed)	2	2	49
Community liaison and PR	3	1	1	1	1	7
Contingencies	5	5	5	5	2	22
<b>TOTAL</b>	<b>57</b>	<b>38</b>	<b>53</b>	<b>18</b>	<b>21</b>	<b>187</b>

### Fee Costs:

ITEM	2014	2015	2016	2017	2018	TOTAL
Outside Consultant for consents/ES	12	10	15	5		42
Consent fees				12		12
Invert monitoring		10			10	20
Equipment, navigation markers, boat, fuel				5		5
Materials for brushwood fence				10	5	15
Drone/photo surveys	4	2	2	2	2	12
Water depth and level surveys				2	2	4
Contingencies	0	0	0	5	5	10
<b>TOTAL MINIMUM</b>	<b>16</b>	<b>22</b>	<b>17</b>	<b>41</b>	<b>24</b>	<b>120</b>
Provisional hydro assessment				15		15
Contingencies				5	5	10
<b>TOTAL MAXIMUM</b>	<b>16</b>	<b>22</b>	<b>17</b>	<b>61</b>	<b>29</b>	<b>145</b>

### 3. FUNDING

#### 3.1 Potential Funding Sources

ECC £45K 2014/15/16

CBC £6k

Wind Farm

Essex Community Foundation £5k

Lottery Funds (? £100k 2017)

Environment Agency contribution £9K 2014/15 (?£100k 2017)

Local contributions £8K

EU Interreg Grant (? £150K)

**TOTAL £73K (? With potential for + £350k if bids successful)**

#### 3.2 Funding Critical Path Programme £K 2014 price base.

**Excludes VAT. NB excludes £294K material purchase for total 98k m3.**

ITEM	2014	2015	2016	2017	2018	TOTAL
Maximum costs	16	22	17	61	29	145
Minimum costs	16	22	17	41	24	120
Secure funding		0	0	0	0	73
Potential funding	0	0	0	0	0	10
<b>Minimum shortfall</b>	0	0	0	0	0	<b>37*</b>

**\* includes £20k contingencies**

#### 3.3 Funding Management

The Fundraising Manager will work closely the fundraising team and with all members of the PMT to produce a fundraising strategy including potential partnerships, risks and benefits and keep them informed of all progress and potential finance sources.

Very close liaison will be required with the Trust Treasurer to ensure full legal compliance and audited use of funds raised.

### 4. RISK MANAGEMENT

Risk Management Plan (from Risk Register section 5.2 of Business Case)

H - high M – medium L - low

Risk	Factor	Risk management	Residual factor
Hydrodynamics acceptable	H	Only use EA recharge sites	L
Complies with coastal strategies	H	Communicate with EA	M
H & S impacts	M	Keep public away during works	L
Water quality	H	Only accept clean material	L
Fisheries legislation	M	Communicate with sea fisheries officer	L

Sustainable	M	Only use EA recharge sites	L
Environmental damage landward	H	Disturbance to nesting birds. Either recharge outside bird nesting season (April to end July) or manage sites with RSPB to prevent nesting for that 1 season)	M
Environmental damage seaward	H	Will be destruction of inverts and bi-valves under recharge. Limit placement to required areas by marker withies.	L
Socio economic impacts	L	Remote sites so little impact.	L
Procure dredgings	H	Communicate very early with HHA.	H
Communicate to community	M	Open session public meetings and local newspaper updates.	L
Available finance	H	Very limited available funds. If HHA require payment or EIA needed then project unlikely.	H
Impacts to flood defence	M	Limited quantity required.	L
Planning permission	H	Talk to local councillors at early stage.	H
Obtain consents	H	Communicate with regulators at early stage. Demonstrate commitment to any restrictions or conditions. Have agreed monitoring programme.	H
Navigation impacts	M	Issue notice to mariners.	L
Material acceptable	H	Agreed grading curve as available from HHA.	M
Smothering of existing oyster layings by disturbed sediment during recharge placing	H	Applies only to Tollesbury north channel. Only discharge at start of ebb for Old Hall Point.	L
On Cobmarsh placed material migrates to west into Mersea Fleet	M	Place initial cargoes to western end of recharge at HWST to join shore and form "limit wall". Construct 1m high brushwood fence to 10m to west of recharge "limit wall" as fail safe during extreme easterly storms.	



## 5. BENEFIT REALISATION PLAN

<b>Benefit</b>	<b>Who responsible</b>	<b>When</b>	<b>How measured</b>
Complies with natural coastal process and sustainable	Mark Dixon Technical Advisor and environmental consultant	Sept. 2014	Analysis of previous EA recharge monitoring
Design ecologically suitable	RSPB, EWT and Environmental Consultant	Sept. 2014	Analysis of previous EA recharge monitoring
Design low maintenance costs	Mark Dixon Technical Advisor and PMT	Sept. 2014	Approval of proposed recharge locations
Design accepted by EA, NE, MMO, coastal regulators and local people and interest groups	Communication Manager and PMT	Dec. 2015	Approval of consents and public feedback
Project to budget and programme	Trust Treasurer, Fundraising Manager and PMT	Quarterly and Annual review	Funding CP and cash flow profiles
Communications involved local people	All members of PMT and Communications Manager	Nov. 2015	Analysis of public consultation
Monitoring package implemented	PMT, RSPB, EWT, EA, MMO	Year 1 to 2 post recharge placing	Monitoring protocol package as recommended by regulators

## 6. QUALITY AND COST REVIEW PANEL

- For the first three years i.e. 2014 to 2017 (one year after programmed recharge placement completion) quality review every six months at the PMT meetings including input from RSPB, EWT, EA.
- The Quality Review will compare the original objectives, terms of reference, deliverables and success factors in Section 2 of the Business Case and the Benefit Realisation Plan in Section 5 of the Project Plan, to ensure there has been no “project creep” for the key criteria as laid down in those sections.

## **7. COMMUNICATION STRATEGY**

- The objective of the Communication Strategy is to inform interest groups and individuals of the purpose, development and impacts of the proposed recharge.
- The Strategy is to establish and communicate facts to prevent perception, hearsay and fiction becoming established reality.
- A reasonable philosophy to follow may be that of the original BBC charter i.e. “To inform, educate and entertain”.
- Messages, where possible, should follow the “KISS” principle i.e. Keep It Simple Stupid, to prevent specialist language being used that can either cause confusion or appear elitist and remote.
- Where information is by its nature complex eg. The hydrodynamic impacts on estuary process, then colour graphics should be used to explain changes.

### **7.1 Consultation and Publicity Strategy**

It will be essential to ensure that effective and timely consultation takes place with interested individuals and organisations. Consultation with government agencies and regulators, other organisations and vested interest groups will largely proceed on the basis of bilateral meetings on issues of specific concern to those organisations and via the PMT.

However, the public consultation process also needs to be initiated with local residents and this will involve managing a large number of participants who may hold divergent opinions and who may be less focussed on the overall project objectives. The objective of the public consultation will be to:

- Inform Mersea and Tollesbury Harbour users, business and property owners, the local community and other interest groups about the project.
- Help secure the co-operation of those consulted.
- Help identify as early as possible important issues that will need to be addressed.
- Reduce or overcome local concerns and objections eg concern on detrimental impacts to oyster layings or boat moorings as far as is possible.

Reference should also be made to the Questions and Answers section in section 7.4 below.

## 7.2 Contact Details

*The following list is made up of invitees to inaugural meeting at WMYC on 27 March 2014. It will be extended as more contacts are made and will include public consultation results.*

F = For. A = Against. N = Neutral

Invitees	Association	Contact (email address removed for confidentiality)	F/A/N
Simon Banks	Banks Bros		
Stuart Belbin	Essex Seafishing	6 Chandlers Close, WM CO5 8PA	
Stacey Belbin	Lady Grace	Ditto 07791 859624	F
Alan Bird	Oysterman		F
John Bird	Tollesbury Saltings		
Derek Burchell	Tollesbury Sailing Club		
Trevor Green	Mersea & Tollesbury Oyster Co	c/o The Company Shed Coast Road West Mersea CO5 8	
David Chatterton	Owner 110 Coast Road		F £M
C Childs	Owner 122 Coast Road	Flat above 122 Coast Road West Mersea CO5 8PA	
Peter Clarke	Peter Clarke's Boatyard		
Stuart & Simon Clarke	Clarke Bros	c/o128 Coast Road West Mersea CO5 8PA	
Ian Crossley	Mersea Island Society	15 Grove Avenue West Mersea CO5 8AE	
Simon Cutts	Landowner	Hawthornes Abberton Road Fingringhoe CO5 7BL	F
Robert Davidson	Landowner	Brickhouse Farm Lower Road Peldon CO5 7QR	
Mike Dawson	Oysterman	50 St Peters Road West Mersea CO5 8LL	
Mark Dixon	Trust Advisor		F
Chris Edwards	RYA		F
Andrew French	Re Peter French oysters	69 St Peters Road West Mersea CO5 8LN	
Fran French	Mersea Fisherman's		F £M

	Assn		
Jonathan French	Mersea Moorings Assn		F
Julian Goldie	Tollesbury Marina		
Dave Hedges	RSPB		F
Steve Johnson	landowner		F £M
John Jowers	County Councillor		F
Jill Keene	SB Dawn		
Roger Lankester	Tollesbury Mud Club		F £M
Richard Matthews	Landowner 130 Coast Road		F £M
Rob Moffat & Nick Moffat	West Mersea Marine		F
David McMullen	Coast Road Association		F £A
Alan Mogridge	Packing Shed Trust		F £M
Beverley Perkins	Blackwater Oyster Assn		F £M
Graham Rampling	Owner 100 Coast Road		F £M
Alan Roberts	Dabchicks Sailing Club		
Ian Robinson	Tollesbury Cruising Club		
John Sawdon	landowner		F £M
Dave Smart	Essex Wildlife Trust		F
Fraser Haddow	WMYC		
Steve & David Stoker	Owners of Cobmarsh		F £M
Richard Taylor	Mersea Haven		F
Pete & Jill Tydie	Victory Hotel		F
Steven Wass & Jeff Wass	Oystermen		
Karen Thomas	Environment Agency		F

Mrs Woolf	landowner	14 Victory Road West Mersea CO5 8LX	
Tim & Belinda Young	Coast Inn		F £M
David Gladwell	Oysterman		
Richard Haward	Oysterman		F £M
Andrew Eastham	Fellowship Afloat		£M
Nick Green	Tollesbury		

Membership of The Mersea Harbour Protection Trust:  
£M – Member      £A – Associate Member of

### 7.3 Initial Communication Letter

## THE MERSEA HARBOUR PROTECTION TRUST

Jane Dixon (Trust Secretary)  
154A Coast Road  
West Mersea  
Essex  
CO5 8NX  
01206 384257  
Email: janedixonis@gmail.com

13<sup>th</sup> March 2014

Dear (To all of above contacts in 7.2)

### FORMATION OF THE MERSEA HARBOUR PROTECTION TRUST

The quiet waters and creeks of Mersea harbour only exist because of the shelter given by the islands of Cobmarsh, Packing Marsh and the Old Hall Tollesbury peninsula. Lose them and the entire area would be exposed to storm waves that would soon wash away these areas. Not only the boat moorings and gentle mudflats and saltings that the birds and oysters love would be affected, but also all the properties, houseboats, oyster layings, sailing clubs, businesses and restaurants. The entire Mersea waterside as we know it would cease to exist within the next 50 years.

These protecting islands and peninsulas are washing away fast. Comparison to the first Ordnance Survey maps of 1840 show that Cobmarsh has reduced from 12 hectares to 5, Packing Marsh 3 hectares to less than 1 and Old Hall Point from 40 hectares to 18.

In recognition of this the Environment Agency in 1998 transported large quantities of shingle and sand from the navigation dredgings at Harwich to protect these areas. In total some 72k m3 was placed. More was needed but the contract had limited public funds and the same material was also needed to help protect other vulnerable areas along the Essex coast.

We are now potentially very fortunate as Harwich Haven Authority are proposing another navigation improvement which could raise a lot more of similar sands and gravels in a couple of years time. The Environment Agency like other public services is unlikely to have funding

for this. Mersea Harbour Protection Trust is therefore hoping to fulfill this role. It is not just a case of phoning up Harwich and asking "Can we have some here please?". There are consents and licences that have to be applied for, surveys to do, legalities to consider and monies to raise to pay for everything. Even so there is no guarantee that it can be achieved.

The Mersea Harbour Protection Trust is therefore putting a case forward to obtain these dredgings. A copy of the Mersea Harbour Protection Trust proposal is attached.

We are inviting potential interest groups; commercial, leisure and residential groups based on the Waterfront along with the RSPB and Essex Wildlife Trust to a meeting on Thursday 27<sup>th</sup> March 2014 at 7.30pm in West Mersea Yacht Club, to give further information on the problem, the potential solution and to ask if you would like to be part of this.

Please let me know if you will be attending or who your representative will be.

Kind regards

Yours sincerely

Jane Dixon

Further information about The Mersea Harbour Protection Trust:

## OBJECTIVES

- To protect West Mersea harbour including the BAP European Flat Oyster beds from excessive erosion by climate change induced storm waves but still allow natural coastal process to apply and impact.
- To provide new and more robust nesting sites for the BAP Little Tern.
- To enhance wherever possible within the project, the conservation designation and integrity of the protected species and habitats.
- To preserve the long term viability of the harbour for maritime commercial and leisure activities.
- To preserve the character of the Mersea waterside area.

## ORGANISATION OF THE TRUST

- The Trust will be formed as a Charitable Incorporated Organisation, to be governed by a Constitution and will apply for Charitable Status.
- The Trust will be managed by a group of Trustees.
- It is actively supported by the Royal Society for Protection of Birds, the Essex Wildlife Trust and the Environment Agency.
- The Trust would have a finite lifespan, commencing with registration of the Charity and closure after the recharge and associated monitoring are complete. The monitoring requirements will probably be a condition of the consenting process and likely to be three years after placing of the final cargo.

## MEMBERSHIP

Organisations or individuals with a significant financial or commercial interest in the harbour are to be invited to become members as well as national or regional organisations representing relevant special interest groups. Each

organisation, if unincorporated, to be represented by a named individual notified to the trustees. Each member organisation will have one vote. There will be an entry fee of £200.00. Further subscriptions may be called for as and when required but no more than £200.00 in any one year. Member organisations may make additional contributions or loans as appropriate.

March 2014

#### **7.4 Public Exhibition of 10<sup>th</sup>, 12<sup>th</sup>, 24<sup>th</sup>, 26<sup>th</sup> April 2014**

Following a front page article in the local press to explain the Trust and its proposals, public exhibitions were held in the local Mersea Museum on the evening of Thursday 10<sup>th</sup> April and daytime on Saturday 12<sup>th</sup> April. Contacts made and comments as follows: Contact details have not been included for personal confidentiality.

NAME	COMMENT
Colin Jarman	Good luck. Will write article for yachting press.
Roger Gaspar	Totally supportive. Well done. Will undertake depth survey.
Pat Kirby	This project needs to be encouraged. I'll do my best to encourage more folks to come on Saturday. Good exhibition.
Charlotte Doyle	Well done.
Steven and Jo	Very interesting and carefully presented.
Lesley and Kevin Mullins	Interesting exhibition, very informative and of concern to us both. Please let us know of any help we can give.
Robin and Rachel Gozzett	This must happen if Mersea Quarters is to survive.
David and Georgina Nicholls	Of huge concern to us both. Hope everything comes together.
Steve Bailey	
M. J. Procter	
Paul and Bea Chandler	
Dave Hedges	Really great idea. We must make this happen to save our harbour.
Tony Millatt	
J and L Talbot, 10 Elmwood Drive, CO5 8RD	Of great concern
F and A Richardson	We're right with you and will spread the word.
M and D Clark	Good luck with it, clearly it is needed. (civil engineer retired)
Peter and Beryl Tatlow	
Richard & Mary Wheeler	
Revd & Mrs M Clarke	Well worth the effort in this project – God speed!
Howard & Celia Hill	

Richard Rivans	
Ginny & David Jarvis	Count us in
Marcus & Heather Pembrey	An important initiative. Best of luck
Chris Edwards	General support from RYA East for measures to protect harbours and access for boats
Jack Hoy	Very important!
Geoff Colchhouse	Concern on loss of habitat
Charles Clark	
Peter Griffiths	
John & Ann Cook	We're behind you!
Dr P A Matthes	Fully behind you. Hope it comes to fruition
John Page	Well worth trying to do something to save what is so precious
Carol & Ian Rose	
Vivien Ryser	
Wayne & Mary Brietbart	Brilliant. An absolute must for our children grandchildren
Ian Brown	Excellent. Must go on the site. Very complicated. Trust you know what you're doing

### **Public Exhibition of 24<sup>th</sup> and 26<sup>th</sup> April 2014**

Further to the previous public exhibitions more public sessions were requested and two other dates were set: on the evening of Thursday 24<sup>th</sup> April and daytime on Saturday 26<sup>th</sup> April. Contacts made and comments as follows:

NAME	COMMENT
Ray Smith	I have an interest in saving the harbour so will support The Trust
Richard Pattinson	Very informative and worthwhile
Neville Stebbing	Concerned and happy to support the effort
Mark Farrant	Excellent project that deserves success
Caroline Taylor	Very organized group and project
Caroline Ellis	I really hope we can preserve Mersea's way of life for future generations
Simon Cutts	Good luck the sooner the better
Gill Hill	Well done getting things moving
Mary Page	Very interesting
Stacey Belbin	Very informative
John Kearin	Essential work for future of Mersea
Maggie & Fraser Haddow	Very interesting exhibition, thank you
Ed Robinson	A project necessary to prevent erosion of (particularly) Cobmarsh Island. At least as a preventative measure to maintain the harbour area for future generations
Stuart & Jackie	-



Clarke	
Marian & Barry Langley	-
Robert Davidson	Essential to maintain the Mersea community and sustainability
Frank & Heather Collard	Highlights the need of the community to come together to protect and preserve the unique and beautiful Mersea Island. We're here because we love it, we have to play our part to keep it so.
Lisa Britton	Happy to help in ANY way!
Shaine McInnes	Very important work for wildlife and for Mersea
Peter Lumley	A vital project that needs the oxygen of publicity. V.well interpreted and presented.

## **7.5 Meeting Tollesbury PC on 6<sup>th</sup> May 2014**

### **Email to Trust Management Committee on 6 May 2014**

Just to let you all know that Alan and I attended the meeting of Tollesbury PC tonight to do a talk on the Trusts proposal. All went well and Tollesbury PC are going to join on the £200 per year basis. Amongst the public were Andrew St Joseph who sits on the EA's local flood defence committee and councillors from Maldon DC, the latter said that when we approach them they will support.

A St J asked (outside the meeting) if we were going to extend the proposed recharge areas to his frontage at Mell Farm and to Rewsalls at East Mersea. It was explained why we will not.

Good support from Roger Lankester and Fellowship Afloat.

Mr Goldie from Tollesbury Marina was in the public, but asked no questions- he had previously raised issues of the old Ea recharge blocking Tollesbury South channel.

Mark

## **7.6 Presentation to Mersea Wildlife Group and public 26 February 2015**

Well attended by both wildlife group and public. A lot of support and financial contribution.

## **7.7 Presentation to Haven Gateway and Essex County Council 15 September 2015**

A lot of interest and potential support from this diverse and influential development group.

## **7.8 Public meeting and presentation following press announcement 1 December 2015**

**Very well attended with many questions and follow up financial contributions and letters on intent for future substantial financial assistance if required.**

## **7.9 Communication with MP's**

- Ms P. Patel MP**

Priti Patel MP.  
House of Commons  
London SW1A 0AA

9<sup>th</sup> May 2014.

**Dear Ms. Patel**

Re. Tollesbury Neighbourhood Plan – Foreshore re-charge Old Hall Point.

**As you are aware the Localism Act has enabled local communities to sustainably plan for and manage the environmental facilities within their defined jurisdiction.**

**As the District Council has failed to recognise the special characteristics and assets of maritime communities Tollesbury has opted to include the marine space (about 60% of the parish area) in the Neighbourhood Plan. See enclosed leaflet.**

**As a result of this there are two matters on which I would seek your help.**

**Old Hall Point is a critical maritime asset for Tollesbury as it is known to be a popular nesting site for little terns (a schedule 1 bird species) but is also an important socio-economic maritime asset for water recreation purposes. Especially the Fellowship Afloat RYA training establishment that land sailing students there for a rest between high tides or as a strong wind refuge.**

**During the little tern nesting season there is potential for disturbance and a resolution to the contested space needs to be found. The Fellowship Afloat gives about 2000 young people per year, many from deprived backgrounds, the opportunity to experience sailing safely in a natural setting. To mitigate the potential for conflict it is necessary to increase the area of Old Hall Point above high water mark and the foreshore.**

**It is intended to include the Old Hall foreshore re-charge in the Mersea Harbour Protection Trust project (see leaflet and marked map) and also to include it in the Tollesbury Neighbourhood Plan. However, what is unclear is any limitation on the Tollesbury Parish Councillors to approve the works under the terms of a referendum endorsed Neighbourhood Plan. It is thought this may be intrinsic to the Community Right to Build element under the Localism Act, subject to securing all the required approvals and licenses from MMO.**

**I would be most grateful if you could confirm from DCLG that this presumption is intended for local maritime communities to undertake local marine planning within the parish boundary.**

- 2 -

You will also be aware that the prime minister has instructed that special funds are made available for mitigation of last years flooding and storm damage. The East Anglian coast has been especially impacted particularly the storm and high tide surge of the 6/ 7<sup>th</sup> December. This was much apparent in Tollesbury although damage to infrastructure was fortunately limited.

This has not been the case elsewhere with the erosion of the protective natural wave breaks at West Mersea, of which Old Hall Point is a component. The foreshore re-charge project seeks to remediate this loss for future generations.

However, funding is not available from the on-going flood risk management budget. The Mersea Harbour Protection Trust is therefore progressing the project on the basis of charitable donations from a range of stakeholders. It would be much appreciated if you could assist in seeking some of the prime ministers special funds to aid this project.

I should emphasise that this is a grass roots led project comprising a partnership of local maritime communities and stakeholders. It is the very essence of the big society of which the Localism Act and Neighbourhood Planning is an integral component.

This is a unique opportunity to show how much can be achieved with very little given the will, passion and commitment of those involved. I do hope you will feel able to support our endeavour and

perhaps we could discuss the project in more detail when you visit Tollesbury on the 30<sup>th</sup> May.

Yours sincerely

Roger Lankester

- **Mr B Jenkins MP**

16 May 2014- meeting with Bernard Jenkin MP who has given the project his full support. Meeting summary:

**Asked if we had the support of Colchester BC and if not why not.**

**Said that Priti Patel (MP for Tollesbury/Witham) would probably support.**

**Said put his support into our documents and on our web site.**

**Consider the Local Enterprise Partnership (LEP) and Communities Fund for potential funding.**

**Would like to visit the proposed recharge sites and may be able to bring the Fisheries Minister with him.**

**Could arrange for us to meet (with him and Dr. Charlie Beardall- EA Area Manager) the chair of HHA.**

**From:** FAIRWEATHER, Thomas

[<mailto:FAIRWEATHERT@parliament.uk>] **Sent:** 28 May 2014 11:29 **To:**

Richard Taylor **Subject:** RE: Mersea Harbour Under Threat.

Dear Richard

Thank you for this. Bernard will be most pleased that his advice has proven useful. I will discuss this with him when he returns to the office from this recess break and how he thinks best to proceed from here (whether to have the site visit or put in the request for the harwich meeting first etc) and will get back to you.

Kind regards

Tom

**Thomas Fairweather**

Constituency Assistant to Bernard Jenkin MP

House of Commons, London, SW1A 0AA

Tel: 020 7219 0253

Email: [fairweathert@parliament.uk](mailto:fairweathert@parliament.uk)

Web: [www.bernardjenkin.com](http://www.bernardjenkin.com)

**From:** Richard Taylor [<mailto:crtaylor@btconnect.com>] **Sent:** 21 May 2014 17:43 **To:** FAIRWEATHER, Thomas **Cc:** 'mark dixon'; 'alan bird' **Subject:** RE: Mersea Harbour Under Threat.

Tom

Thank you for arranging our meeting with Bernard Jenkin last week.

Please convey to him our thanks for his time and his enthusiastic expression of support for our project. We were impressed with his knowledge and understanding of the technical issues involved., so we are delighted to have him on board with us and look forward to his active assistance in moving forward.

His advice about additional political and funding contacts was most useful. Counc John Jowers has offered to assist us in contacts with Colchester Borough Council and Tollesbury Council have promised to make their MP, Priti Patel aware of the project. We hope that we can arrange to take her for a “trip around the bay”, perhaps together with yourself and Bernard. The offer of a joint meeting with the CEO of Harwich Harbour is very much appreciated, and one which we are keen to take him up on. Clearly the entire project depends on their acceptance of our appeal to supply us with the appropriate dredged material, the terms of which will dictate the overall funding requirement and indeed could be the crunch point.

We are keen to arrange a date to take you both for the “ trip around the bay “. We should be able to make ourselves available to fit in with your plans, although it would be preferable to show you the harbour near low water to get a clearer picture of the issues. Bernard mentioned the possibility of bringing a Minister, which would be great. Otherwise we would be happy to include any other interested colleagues or perhaps Bernard’s wife, up to

about six of you. Maybe you would enjoy lunch at the Company Shed or the Mersea Oyster Bar afterwards.

Please advise when you can see a suitable window of opportunity.

Thanks again. Kind regards.

Richard Taylor  
Trustee – The Mersea Harbour Protection Trust  
01206 382843

PS We are including “Supported by Bernard Jenkin MP” on publicity material as he suggested.

#### **7.10 Minutes of Meetings**

### **MERSEA RECHARGE PROJECT**

#### **Draft Minutes of meeting of 13/2/2014**

Attending: John Jowers (Chair), Alan Bird (Project manager), Mark Dixon (Project technical advisor), Andy May (EWT), Alex Cooper (RSPB), David and Stephen Stoker (Mersea Fisherman’s Association), Richard Haward (Tollesbury and Mersea Oyster Company), Beverly Perkins (Blackwater Oystermen’s Association), John French (WMYC and Mersea Moorings Association), Richard Taylor (WMYC and Mersea Haven Ltd), Rob Moffat (West Mersea Marine), Mr and Mrs Mogridge (Packing Shed Trust), David Green (PST), Alan Roberts (DSC). Jane Dixon taking minutes.

From the Agenda:

1. JJ – Welcome and introductions. Background, needs and aim of project, potential funding including match funding and need for group or committee to be formed, possibly charity status to manage and oversee the project.
2. AB – Project background and need for recharge. Harwich Haven Authority (HHA) to undertake navigation dredge in 2015. This represents the last chance to obtain some of those suitable dredgings to help protect Mersea harbour. (Because of the depth of dredgings any future dredgings will probably be only clay and not sand and gravels.)
3. MD – The business case, objectives, options, economics, risks, consents, recommendations and programme. See Business Case as presented to each organisation. (NB there was not a copy for the DSC, an electronic version was sent the same night.) **Requested those at meeting to supply any historic photographs or maps**

**that demonstrate the loss of the foreshore to Mersea Quarters.** Have been offered professional advice from marine environmental consultants ABP Mer. Need to keep HHA informed. Other groups in Essex will also be putting in bids to HHA for the same material as we need. Because of the time and effort it takes to get all the consents the programme for achievement is very tight. The Business Case is a “living” document and will be frequently updated to reflect the current situation.

4. AB – Progress to date, need and role of **SMALL** guiding committee. With reference to the tight programme AB, DS, SS will be going to Lowestoft to meet the Marine Management Organisation (MMO), whose legal consent will be the most difficult to obtain. Any funds that are raised must be very carefully managed. **AB will decide on the make up of the guiding committee and its members. Charity status will be considered.** All the consents required have to be issued to a responsible body.
5. AM – The potential role of the EWT. **Bird survey pre and post will be required and EWT/RSPB will do this at their cost.** EWT are undertaking a realignment on the Colne and they have had to employ a consultant for the hydrodynamic and environmental assessment. This might be needed for the recharge. If financial help is required the case would have to go to EWT board for consideration.
6. AC – The potential role of the RSPB. EU LIFE funding has been made available for new habitats for Little Terns. Some of this money may be available for the recharge project, but will be limited to “seed” money. **RSPB will help with the EWT in undertaking the bird surveys and will produce the reports. Data on bird nesting is available from Natural England (NE) which RSPB will collate. RSPB will also help with the consents by interpreting and writing the potential legal clauses needed.**
7. David and Stephen Stoker – The potential role of Mersea Fishermen. Will assist in any way needed. Will look at the potential of financial assistance from the Windmill Trust and may be able to apply pressure to HHA for any potential damage to fisheries from HHA operations.
8. RH – The potential role of the Tollesbury and Mersea Oyster Company. Not sure if direct or indirect action is required, but TMOC will help in any way they can. Important to get ahead of the game and stay there. If people have concerns those concerns need to be sorted ahead of planning and consent application.
9. BP – The potential role of Blackwater Oystermen’s Association. Has already been working with oyster and conservation groups in the Blackwater. Will look to the recharge group on how best to help. Has experience in writing charity constitutions. Constitution needs to be simple.
10. JF – The potential role WMYC and Mersea Moorings Association (MMA). Limited funds may be available from their income from visiting yachtsmen mooring fees.
11. RT – The potential role of Mersea Haven Limited. Mersea Haven “owns” the sea bed that the moorings are on and let to MMA. No funds would be available, but help in any way if needed.

12. RM – The potential role of West Mersea Marine. Will give all practical help and if needed £1k for “seed” money.
13. Alan and Bry Mogridge – The potential role of the Packing Shed Trust. Could supply “seed” money if needed. The PST has raised from various sources over the years £20k for the building and a further £19k for PST recharge and probably spent including volunteer time over £100k on the shed and island. Assist with project as required. Important that public are aware and that public usage should be managed by signage and information.
14. AR – The potential role of DSC. DSC will support the aims of the project but may have concerns on detrimental impacts on shallow draught dinghies.
15. ALL – General Discussion. All agreed that all present at meeting, both commercial and environmental groups all wanted the project to succeed and will support as needed.
16. JJ – Potential funding, charity status and legal requirements. JJ will look at potential funding sources, eg SELEP and may be able to provide £15k from Community Initiatives Fund. The project has started well and the Business Case will help a lot. JJ informed the group that he will not be able to sit on any committee as it could be construed as conflict of interest if he seeks project funding.
17. AB – Next steps and the way forward. Need to establish committee with clear objectives and perhaps create a charity/organisation with a clear and simple constitution. Must be aware that some people will raise concerns. Funding must be managed in an appropriate manner. MMO may be a major “pinch point”. Public must be made aware of the project via article in local press, public meeting to allow open discussion and a separate public information day. Communications will need constant update.
18. AOB – All to give email address to JD. MD to send electronic versions of the Business Case to all. Thanks given to AB for initiating the project.

#### ACTION POINTS.

- **ALL** – please pass on any relevant historic photographs or maps.
- **AB** - to set up small working committee.
- **AB** – to seek advice on charity status.
- **EWT/RSPB** – to undertake bird breeding survey and produce report, including any related relevant data from NE.
- **RSPB/AC** – to produce the legal wording from relevant conservation and environmental protection legislation that may assist with the consents process.
- **MD** – to send to all those attending the latest Business Case.
- **MD** – to produce a draft local press article.
- **DS/SS** – to see if Mersea Fishermen can lobby to HHA.
- **DS/SS** – to find out if funding may be available from the Windmill Trust.
- **DS/SS/AB** – to arrange to visit the MMO in Lowestoft.



- **ALL** – once the working committee is established there will be the need to set up an effective communication strategy, and finance system.
- **JJ** – to seek potential funding streams and keep AB informed.
- **MD** – to update the Business Case as required.

## **THE MERSEA HARBOUR PROTECTION TRUST**

### **Minutes of meeting Thursday 27<sup>th</sup> March 2014 at West Mersea Yacht Club**

Present: Simon Banks, Alan Bird, Trevor Green, David Chatterton, Mark Dixon, Jonathan French, Richard Haward, Dave Hedges, Steve & Debbie Johnson, Jill Keene, Roger Lankester, Richard & Denette Matthews, Nick Moffat, David McMullen, Alan Mogridge, Beverley Perkins, Graham Rampling, Alan Roberts, Dave Smart, Fraser Haddow, David Stoker, Richard Taylor, Barrie Turner, Pete Tydie, Jeff Wass, Steven Wass, Colin Westgate, Tim & Belinda Young

- Richard Taylor (RT)
- Introduced Alan Bird as founder of the cause.
- Alan Bird
- Told of why he started the project.
- Richard Taylor
- Gave further details into how the Trust is set up; associate members ie individuals £20, members £200. Why support is needed in the form of members, along with help with other roles in the project ie treasurer, webmaster, communications officer, publicity officer. He also stressed the time and work undertaken so far and in the future by the committee is voluntary. A website has been set up [savemerseaharbour.org](http://savemerseaharbour.org).
- Mark Dixon
- With the aid of a powerpoint presentation explained cause of the problem and impacts, the benefits seen with the previous recharge, possible current solutions and their costs, who would benefit and the necessity of support from individuals and organisations in order for the project to go forward. It was pointed out that there was no guarantee of success as other individuals/groups are also bidding for the Harwich dredgings.
- Powerpoint images demonstrated the historic and current erosion, the cause of that erosion, the potential impacts, solution options and budget costs of those options. This included how legislation protecting the Little Tern could benefit the protection of the harbour. It was stressed that the consenting process is complicated and any disagreements would jeopardy those consents. However, there will be those who have concerns that recharge may have perceived or real detrimental impacts to their interests and these will need further investigation to minimize risk.

- Questions raised during these images:
- Roger Lankester (RL)(Tollesbury Mud Club)
- Asked why the MMO might not say protect Clacton and allow the sediments to wash down.
- Mark Dixon (MD)
- Sediments will wash into the upper creek system and stay within that dynamic coastal cell.
- RL
- Would protecting the islands stop the silting of the creeks.
- MD
- Yes; but sediment availability from such erosion, taking the wider estuary sediment erosion, would be insignificant.
- Barrie Turner (Mersea Island Society)
- When was the last recharge undertaken?
- MD
- Between 1998-2002 with locations from Sizewell down to Wallasea.
- RL
- What is the lifespan of the recharge likely to be?
- MD
- Nothing lasts for ever. The East Anglian coast constantly moves but beaches last a long time.
- They will still be an effective after a few hundred years.
- RL
- Would the new material be the same grading? Buxey is as hard as concrete.
- MD
- Will all be sand, shell and gravels – glacial outwash material as the previous EA recharge.
- Simon Banks (SB)– Banks Bros oystermen
- How can the quality be guaranteed?
- All the dredgers have a black box which says where the material has come from and is going to and where it is being deposited. Any recharge around Old Hall/Tollesbury will be done near the top of the tide to ensure that disturbed sediments from the placing operation flow out with the ebb.
- It has been agreed that someone (probably Alan Bird) will be on the dredger at the time of discharge.
- A slide of a little tern was shown as a reason for doing the recharge.
- Dave Hedges (DH)(RSPB) explained the little tern is protected by the Birds Directive and the Wildlife & Countryside Act. There had been 50 pairs in the Blackwater but this was now only 20 and therefore on an amber list ie very rare. The legality of protecting these birds by providing nesting sites ie shelly/stone ridges would help with obtaining consents, licences and perhaps grants for the funding of the recharge.
- Discussion about access to these sites during the little tern nesting season had been held prior to this meeting between TMHPT and interested parties based in Tollesbury.

- Fraser Haddow (FH)(WMYC)
- How long would the restriction be?
- DH
- Little terns arrive about April time, create depressions in the shingle and are protected from that time to late July.
- He added that his predecessors at the RSPB had not liaised well with the local groups with regard usage of these areas and this had created a negative effect between boaters and the RSPB. The RSPB and Essex Wildlife Trust had formed a Little Tern Group that is trying to correct this but would need the help of local people with regard signage and communication with boaters.
- FH
- Asked if the little terns used the same sites every year?
- DH
- They change from year to year but tend to nest near where the fish are and like offshore areas as predation is less.
- RL
- Is there any requirement under the Wildbirds Directive to maintain the little tern habitat? If so where does this fit in or are they red list species or is the habitat?
- MD
- The little terns like gravel just over the HW spring mark with no grass. The Trust would not have to maintain the habitat.
- RL
- Is there a UK statutory obligation?
- DH
- Yes. UK Govt have legal obligation. Being an SPA area this helps directly with the planning and possibly reduces the need for an EIA.
- Further slides were shown including the dredger Sospan discharging.
- RT
- Pointed out that an editorial had been sent to the local press and that two public consultations were being held on 10<sup>th</sup> & 12<sup>th</sup> April at Mersea Museum.
- FH
- 3 questions:
- 1) Is there a risk there may be a charge for the dredgings?
- 2) What level of evidence is needed to get the consents and licences?
- 3) Should WMYC become a member what are its obligations, would there be any legal comeback ie responsibility for any default on the part of TMHPT?
- RT
- 1) Yes, risks in getting consents and licences the MMO can be very difficult. The regulators are now self funding and charges for their services are high. Need to get Natural England(NE) on board as if they request a full EIA, chances of success low as costs may be too high.

- 2) MD responded by saying he had asked this question of a consultant who had worked for Natural England and also Colin Scott from APBMer. They both said that using the little tern and placing the recharge in the same place would put the chances of success in a lower risk category.
- 3) The Trust has been set up as a Charitable Incorporated Organisation with same protection as a limited company. It will have to submit returns to the Charity Commission, but not also to Companies House. Members of the Trust have no liability for debts of the Trust.
- RT
- pointed out that John Jowers (county councilor) was hoping to obtain £3000 and £12000 from government grants. Money needed up front to process consents. If we are unable to get these sort of funds then the project would have to be reassessed/abandoned.
- He also mentioned about the need of marketing TMHPT to the Environment Agency, NE, the MMO, Magnox and windfarm owners to show professionalism.
- David Chatterton (DC)
- Commented that he was totally behind the project but we need to get the Island on board also. He also said that on reading about the mention of the little tern in the initial documentation he did not hold the birds as a high priority but now realizes protecting them can help with the project. He also said he thought the marketing should be done in layers, targeting specific people in different ways.
- DH
- Said motivations and interests are different and can be the strength of the group.
- Dave Smart (EWT)
- Acknowledged EWT's support. Felt this was an opportunity to not only commit to the wildlife but integration with the boating community, creation of a shingle reserve for conservation and recreation, hope to get positive feedback from people enjoying the environment.
- David McMullen (Coast Road Assn)
- If John Jowers is representing Essex County Council, why not involve Colchester Borough Council – Strategic Borough Plan – and WMTC. Pointed out that Beverley Perkins was in attendance as were a couple of other WMT councilors.
- RT
- Responded that JJ helped get the Trust started but has opted to keep his distance.
- RL
- Notes the emphasis has been on protecting West Mersea and has no problem with this but should Tollesbury PC and Maldon DC also be involved as there are boundary issues.
- Mentioned there is a nervousness in Tollesbury particularly from Fellowship Afloat who need occasionally to land on Old Hall point.

Perhaps brushwood fencing/withies could be used as a marker for an intertidal point that can be landed on.

- RT
- Will be working with Tollesbury, EA and RSPB to solve this issue.
- DH
- RSPB has not been well behaved in the past on collaboratively practical solutions. But this is changing.
- RL
- Trust to inform Tollesbury.
- RT
- Pointed out the first meeting was with interest groups in Tollesbury but the TPC and Maldon DC would be contacted.
- RL
- Mentioned the Tollesbury Neighbourhood Plan and working with CBC and Maldon together.
- Pete Tydie (PT)(Victory)
- Appreciates lot of concern over the wildlife, boating, potential damage etc. Feels it should be made clear that action is required now in order to achieve this. The urgency of doing things now to plan for two years ahead should be emphasized.
- DC
- It is the children's inheritance. The effort put in might not benefit us but need action now for long term benefit.
- RT
- Need to get this message across.
- PT
- Some people have the view to put up a drawbridge, no visitors to Mersea, if lose some of the waterfront – a good thing.
- SB
- Does any of this come under Mersea Haven (MH)?
- RT
- No board meeting recently. Has spoken to Simon Cutts & Tim Wood, most shareholders in Mersea Haven are represented in terms of local businesses.
- SB
- Brought up the subject of a rental being charged for the pontoons.
- DC
- Confirmed that when the pontoons were put in a peppercorn rent was agreed to be paid to MH.
- SB
- Is any of the discharge onto MH land?
- No. Principally land belongs to David Stoker, Mersea & Tollesbury Oyster Co & Packing Marsh Trust. Old Hall is Crown Estate land.
- SB
- Mentioned in Aims & Objectives of the Trust that there is a finite responsibility. To confirm once the discharge and monitoring is finished the Trust is too.

- The protection of Mersea harbour by recharge is not the only way, possibly dredging.
- MD
- When the first recharge was done lawyers were employed to check out the legality. While the recharge is mobile it is the responsibility of the person who put it there. Once it joins land it becomes the landowners responsibility
- FH
- Mention made of a brushwood fence on the saltmarsh.
- MD
- Yes. At spring tide level. The recharge is then stopped by the fence from rolling in further and the beach is then stabilized. To do these fences the Trust would buy the materials and volunteers would be needed to place them.
- SB
- Voiced a concern that if there is washout onto oyster layings they could then be heavily silted and no longer viable.
- Alan Bird
- There are oyster layings in Tollesbury Channel. Any discharge material would be done at the top of the tide. Understand the concern and every precaution will be taken.
- RL
- The Blackwater is a marine conservation zone for the native oyster. What needs to be done if anything to satisfy Kent IFCA that the deposits will not harm the oysters.
- AB
- There is a risk but deposits will be done on the ebb.
- RL
- Need to get a statement from them to say they are happy.
- AB
- Agreed.
- Nick Moffatt (West Mersea Marine)
- Have moorings in Mersea Fleet and Thornfleet. Silting up, ground now very hard, blame recharge material from Packing Marsh.
- Steve Johnson
- His houseboat now sits higher as mud washed out and sand moved in from the estuary and not the previous recharge.
- AB
- Offered to dredge for samples of the area NM mentioned to ascertain what the material is.
- RT
- Stressed need for volunteers to get involved, dialogue to continue with various groups. Meeting needed to formally create Charity, agree constitution, agree who does what when, how to manage local press, consultation sessions etc.
- DC
- Commented everyone seemed to be in support – not too much opposition.

- RL
- The project is cheapest solution to the erosion problem, especially if can obtain the dredgings for free or low cost. Need to emphasise this with the press.
- Meeting closed.

### **7.11 Frequently Asked Questions**

- Q - What is the The Mersea Harbour Protection Trust and the recharge project for?
- A - To protect Mersea harbour from becoming too rough to use and washing away.
- Q – Why would it become too rough or wash away?
- A – Because the harbour only exists because of the shelter it gets from the fragile saltmarsh of Old Hall Point, Cobmarsh and Packing Marsh Islands that are in the harbour mouth and stop big waves coming in the harbour, and all these are washing away allowing more big waves into the harbour each year.
- Q – Why are they washing away?
- A – They have been washing away for hundreds of years as Southern England gradually adjusts to the last Ice Age, which only ended about 12k years ago. The weight of ice sitting on the land in the last ice age pushed Scotland “down” and caused southern Britain to “rise”. As the ice melted so the process was reversed, just like a “see-saw”. Also the seas and oceans have been very slowly warming since that time, so the combined effect is about 300mm, or one foot of tide rise every century. As the sea level rise so waves wash away the mudflats and saltmarsh that protect the outer harbour.
- Q – Is this the same as climate change?
- A – No. These are all natural changes that are thousands of years old. Climate change is the theory that the Earth is warming due to man burning fossil fuels, which trap harmful carbon gas, which stops the Earth naturally losing heat, hence what is called the “greenhouse effect”.
- Q – What happens if climate change is not just a theory?
- A – The extra heat in the Earth’s atmosphere will cause the oceans and seas to get warmer, and if you heat anything it expands, so sea levels will rise more and Mersea harbour will wash away even faster.
- Q – With climate change how much will the sea level rise?
- A – The best estimate by experts is about 500mm or two feet six inches over the next 100 to 200 years.
- Q – Can we stop it happening?
- A – It is probably too late now, but we can help to adjust to the new conditions and slow down the erosion. That is what The Mersea Harbour Protection Trust hopes to do.
- Q – How is it going to do that?
- A – By importing a mix of stone, shell and sand from navigation dredging at Harwich.

- Q – Why from Harwich?
- A – Because Harwich Haven Authority who manage the deep water navigation channels to the ports of Harwich and Felixstowe, are going to dig these channels deeper to allow bigger ships to get to the ports, and some of that material dug out will be a mix of stone, shell and sand.
- Q – Why would they let Mersea have this material?
- A – They may not, because lots of other people want it too, and to be able to get it into the outer harbour at Mersea it will have to be dug up and placed using smaller dredger boats, and not the great big ones that they would normally use. But we hope to try and persuade them to give it to us, or at worst sell it to us.
- Q – How are the Trust going to try and persuade them?
- A – We hope to not only use the material to protect Mersea harbour, but also to build new nesting sites for rare birds. That is why the RSPB, the Essex Wildlife Trust and the Environment Agency are helping us. One of these birds is the Little Tern and there are so few of them left that laws have been agreed to try and help them survive.
- Q – How is the Trust going to help protect the harbour and build new nesting sites at the same time?
- A – By placing the stone, shell and sand mix in front of the worst of the areas that are washing away: the south and east facing edges of Old Hall Point, Cobmarsh and Packing Marsh Islands and to Tollesbury Wick nature reserve.
- Q – How will that help?
- A – The material will be pumped in by a huge water jet “rainbow” off the front of the dredger to form an instant “beach”. These “beaches” will roll in and wrap like an Elastoplast around the bits that are washing away. This new beach will be made of hard stones, shell and sand that the waves cannot wash away as easily as the soft muds and saltmarsh that Old Hall Point, Cobmarsh and Packing Marsh are made from, and so Mersea harbour will last longer.
- Q – How does that help the Little Tern?
- A – The material placed by the dredger will wash ashore (just like any beach on the Earth) and as it washes ashore it piles up higher and this is just what the Little Terns like to nest on.
- Q – How do we know this and how do we know the material won't just wash into our navigation channels?
- A – Because between 1998 and 2002 the Environment Agency did lots of these projects, including placing material to the same areas we want to. Independent monitoring showed that the material washed toward the shores of Old Hall Point, Cobmarsh, Packing Marsh and Tollesbury Wick and Little Terns nested on it. As a “fail safe” to stop material washing from Cobmarsh into Mersea Fleet during extreme easterly storms, we will first build a shore connected “groyne” with the recharge material to the west of the south shore of Cob (and connected to Cob), and this will be backed up with a 1m high brushwood fence on the



foreshore. If any material does wash toward Mersea Fleet it will be held up by these structures.

- Q – If the Environment Agency did this work, why does it need doing again?
- A – The Environment Agency only placed half the material they intended to. This was because local concerns were raised about how the placed material would behave and by the time the monitoring was finished it was too late to get more material in place.
- Q – Why aren't the Environment Agency doing it now, instead of The Trust?
- A – Because they no longer have enough money to do it, but they are helping us.

- Q – Why does it have to be done now?
- A – Below the layer of stone, shell and sand mix material Harwich Harbour Authority will be dredging out is clay. Should further dredging be done in the future it will only be unsuitable hard clays
- Q – Won't this material bring lots of pollution with it from Harwich?
- A – No. The material comes from glacial outwash and is very, very clean.
- Q – What is the timescale on the recharge?
- A – Harwich Haven Authority are planning to dredge in 2016 so we don't have much time to get all the consents and licences we need.
- Q – Is the material placed in one go?
- A – No. The small dredger we would hope to use carries about 1000 cubic metres (1700 tonnes) and takes about 45 minutes to place each cargo. Two cargoes are placed a day, at each high tide. The actual placing of the material won't take long.
- Q – How many cargoes do we need?
- A – We hope to place a total of about 95k cubic metres (about 160k tonnes), so if the boat is placing material just to Mersea (and it may well be placing material to other sites in Essex or Suffolk) then it would take about 2 to 3 months.
- Q – How much is this all going to cost?
- A – The Trust has estimated a cost of between £70k and £180k, depending on how many expert consultants reports we need to get the consents. If Harwich Haven Authority charge us to bring the material to Mersea and place it (we are hoping to get it for free), then we will need another £760k.
- Q – Where is the Trust going to get so much money?
- A – We will be trying to get money from all sorts of local, national and European sources and use, in particular, potential climate change adaption management for endangered birds as one of our key selling points. There also may be funds from the nuclear industry at Bradwell, the off shore wind farms or the Lottery. We will have a volunteer Fundraising Manager.
- Q – What happens if you don't get the money?

- A – We will not be able to do the work and Mersea harbour will cease to exist as we know it within 70 to 100 years.
- Q – So what would Mersea harbour look like in 70 to 100 years time if the recharge is not done?
- A – Old Hall Point, Cobmarsh and Packing Marsh will have washed away and much bigger waves will come in the harbour. The jetty will probably be too unsafe to use within 15 to 20 years. The mudflats will be washed out and that mud carried up the creeks of the harbour so they will be too shallow for larger boats. The oyster layings will all be smothered in mud and no longer useable. The sea walls to the RSPB Old Hall bird reserve and Feldy Marsh will probably breach and huge amounts of tidal water will flood them every day. The properties along the harbour frontage will be under increasing threat of bigger waves. It will be a very different harbour.
- Q – Will the material the Trust wants to place stop all that forever?
- A – No. Eventually it will happen, but by holding onto those key locations of Old Hall Point, Cobmarsh and Packing Marsh, the process can be slowed down to allow change to be managed over a much longer time, “buying” perhaps another 70 to 100 years for the next generation.
- Q – So is it all worth it?
- A – Perhaps it is, perhaps it isn’t. This material from Harwich is, however, the last opportunity for us to leave to the next generation of children (including the children of the Little Tern), a chance to manage this change over a much longer period of time. Would they thank us for not trying?
- Q – Where can I found out more information?
- A – Look at the Business Case on the website or contact the Trust through the website.

## **7.12 Website**

<http://www.savemerseaharbour.org/>

To be updated on a regular basis as the project develops.

## **7.13 Consultation Programme**

*To be developed by the Communication Manager and the PMT.*

- 17 January 2014 – Meeting with Mark Johnson EA and John Brien of Harwich Haven Authority.
- 10 February 2014 – Meeting Cllr. John Jowers ECC.
- 13 February 2014- Meeting of interested parties to initiate Trust.
- 12 March 2014 – Meeting at Tollesbury to explain the project to Tollesbury interest groups.
- 18 March 2014 – Ditto.
- 27 March 2014 – Meeting of potential Trust members comprising Mersea and Tollesbury interest groups to explain project and seek financial support.
- Week 7<sup>th</sup> to 12<sup>th</sup> April 2014 – local press articles.
- 10 April 2014 – evening public exhibition in Mersea Museum.
- 12 April 2014 – ditto daytime.
- 24 April – ditto evening.
- 26 April – ditto daytime.
- 6 May 2014 – evening presentation to Tollesbury PC with public attendance.
- 9 May – Priti Patel MP contacted for project support by Roger Lankester- Tollesbury Mud Club.
- 16 May – Bernard Jenkin MP met for project support.

## 8 Consents and Licences Programme

NB there is no guarantee that the Trust will obtain all the consents and licences needed for the recharge project to proceed. Below is the critical path programme of the potential progression of this process to enable the maximum chance, whilst limiting potential costs of obtaining those consents and licences. Expert advice will be needed from a consultant that the Trust will have to appoint and pay for.

The best chance of success is if the project is seen as a “joint venture” between The Mersea Harbour Protection Trust, the EA, RSPB and EWT, with possible National Trust support.

Year and quarter	14/2	14/3	14/4	15/1	15/2	15/3	15/4	16/1	16/2
Natural England	-	-	-	-	-	-			
Environment Agency	-	-	-	-	-	-	-		
CBC/ECC and potential Planning Approval				-	-	-	-	-	
Crown Estates Marine					-	-	-	-	
Admiralty (navigation)						-	-	-	
MMO			-	-	-	-	-	-	
Appoint consultant		-	-	-					

**DRAFT 14**  
**dated 01 December 2016**