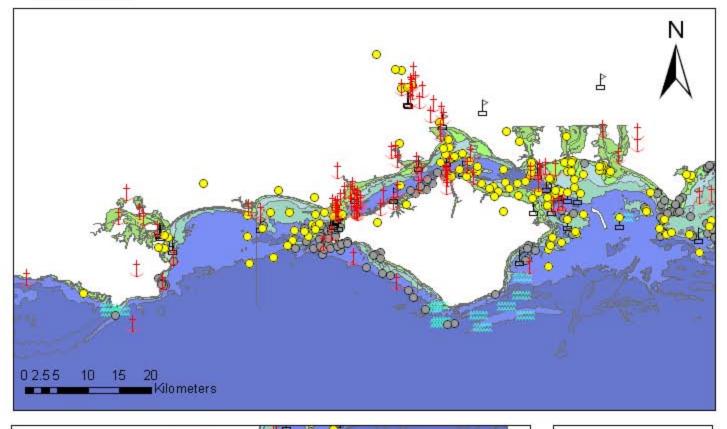
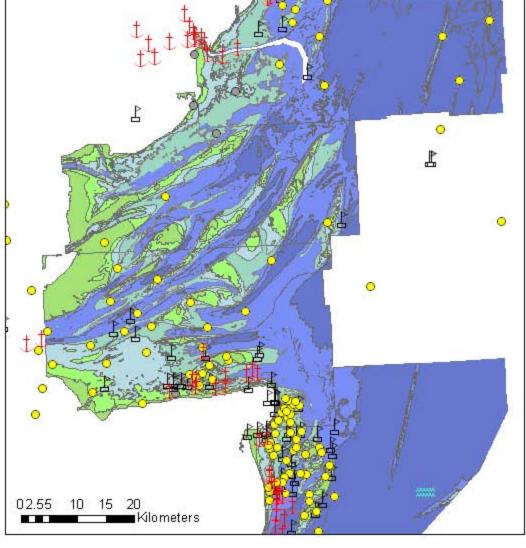
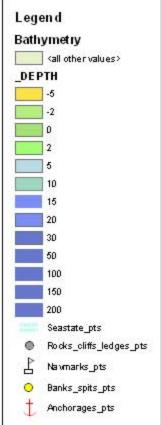


Historical Point data gathered to identify trends in hazard feature types around the English coast, forming the basis for the development of character areas



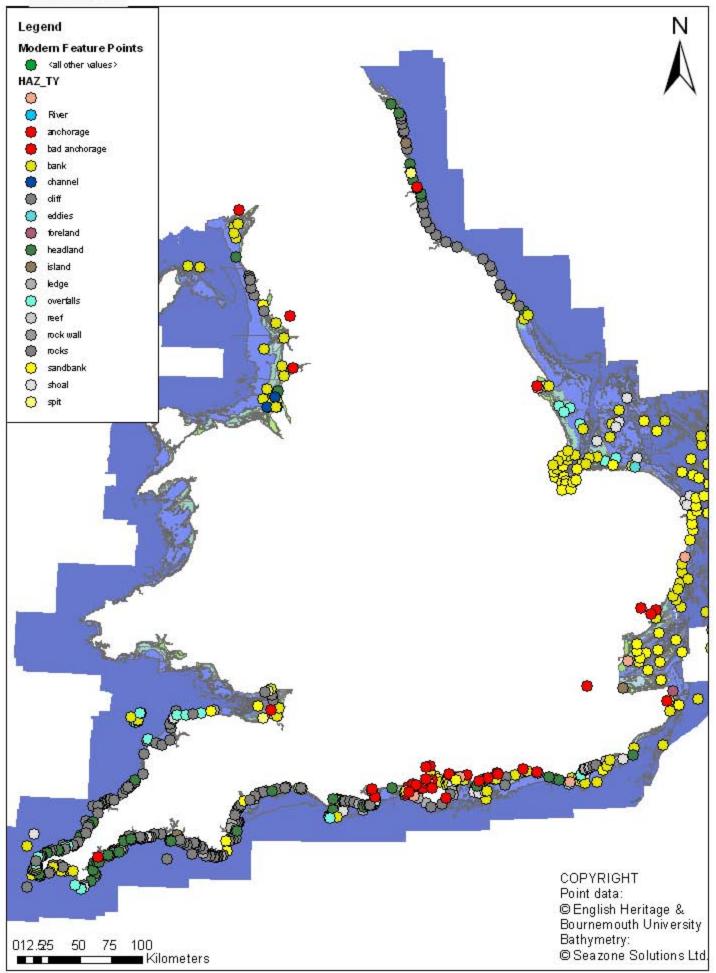




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Point data:
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Bournemouth University
Bathymetry:
© Seazone Solutions Ltd.

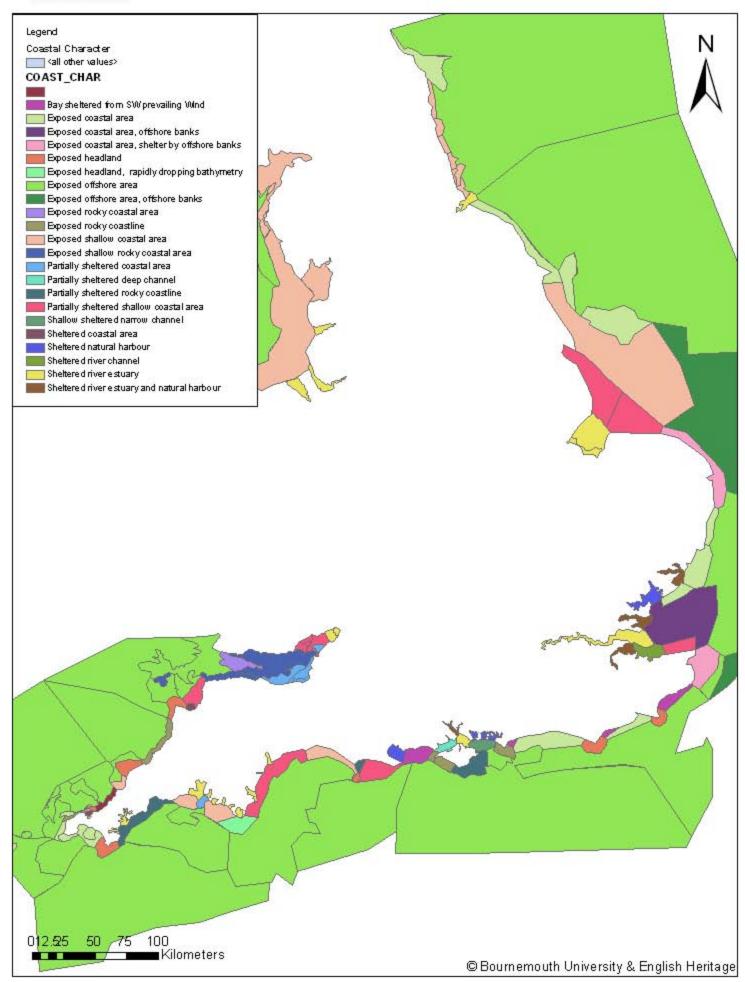


Modern Hazard Point data gathered from navigational charts, used to represent the historical data gathered in a modern spatial context



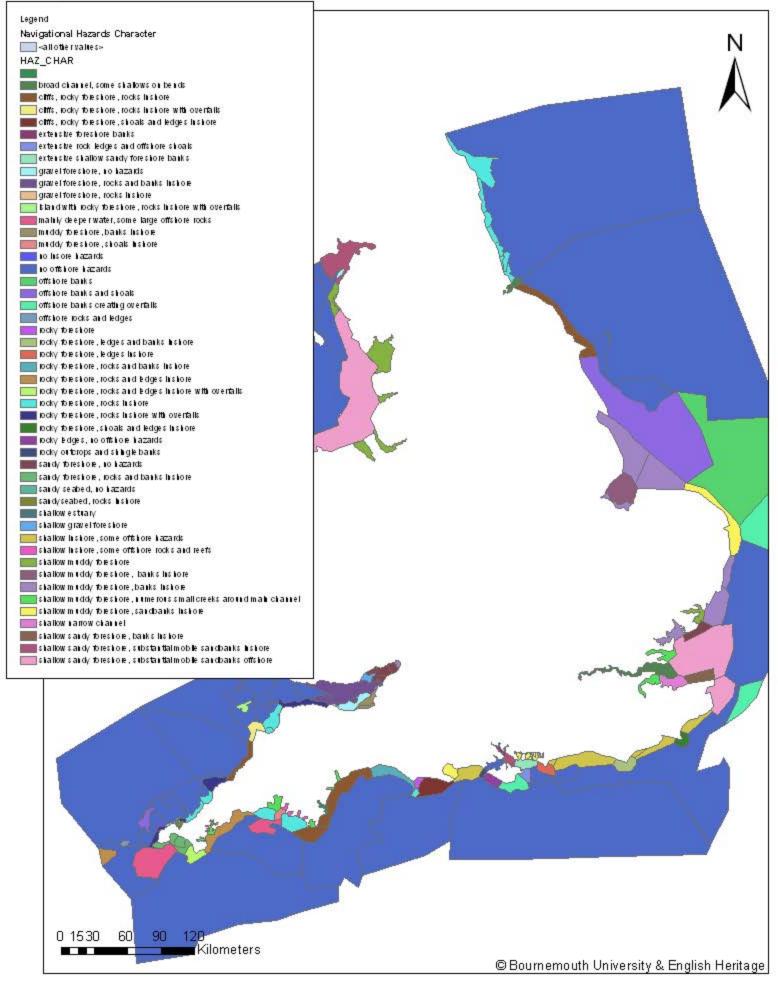


Character polygons showing areas typologised by coastal character type, reflecting recuring trends in the type of coastal or offshore area



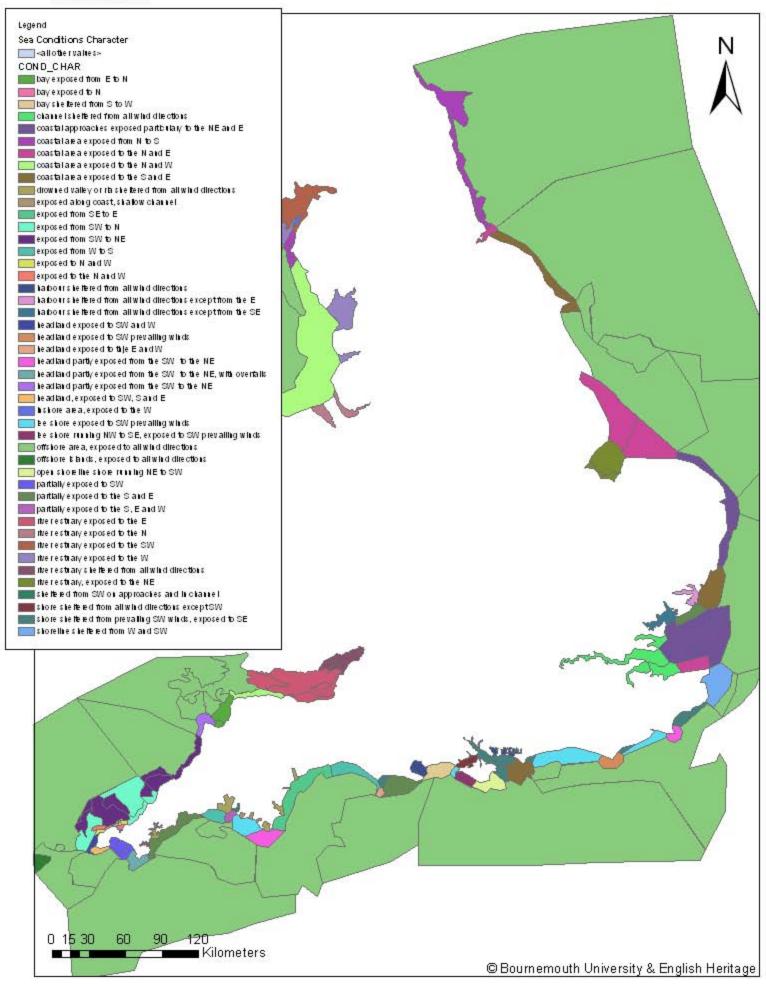


Character polygons showing areas typologised by hazard character type, reflecting recuring trends in navigational hazards



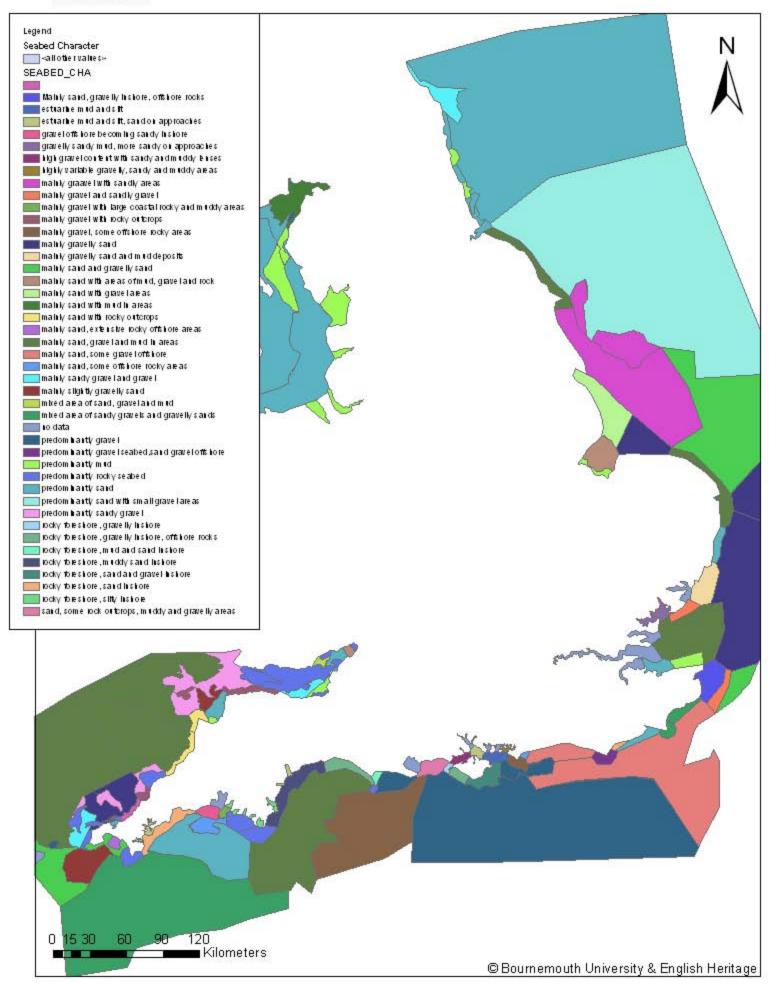


Character polygons showing areas typologised by conditions character type, reflecting recuring types of sea conditions





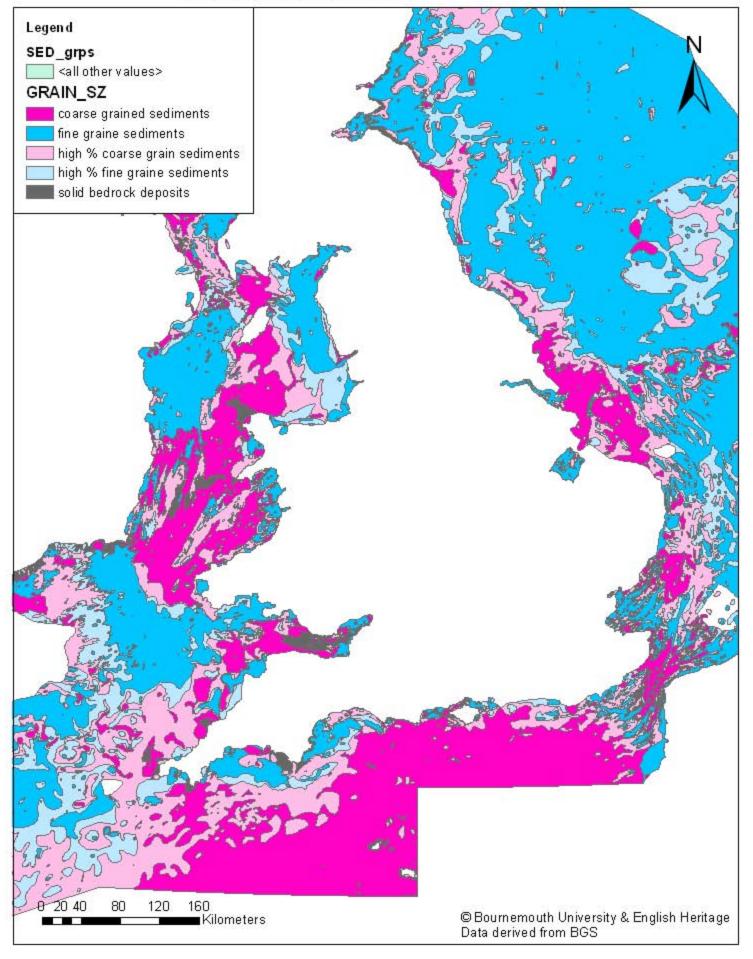
Character polygons showing areas typologised by seabed character type





Derived polygons reflecting preservation potential of sediment groups based on grain size, produced through the reclassification and buffering of BGS data.

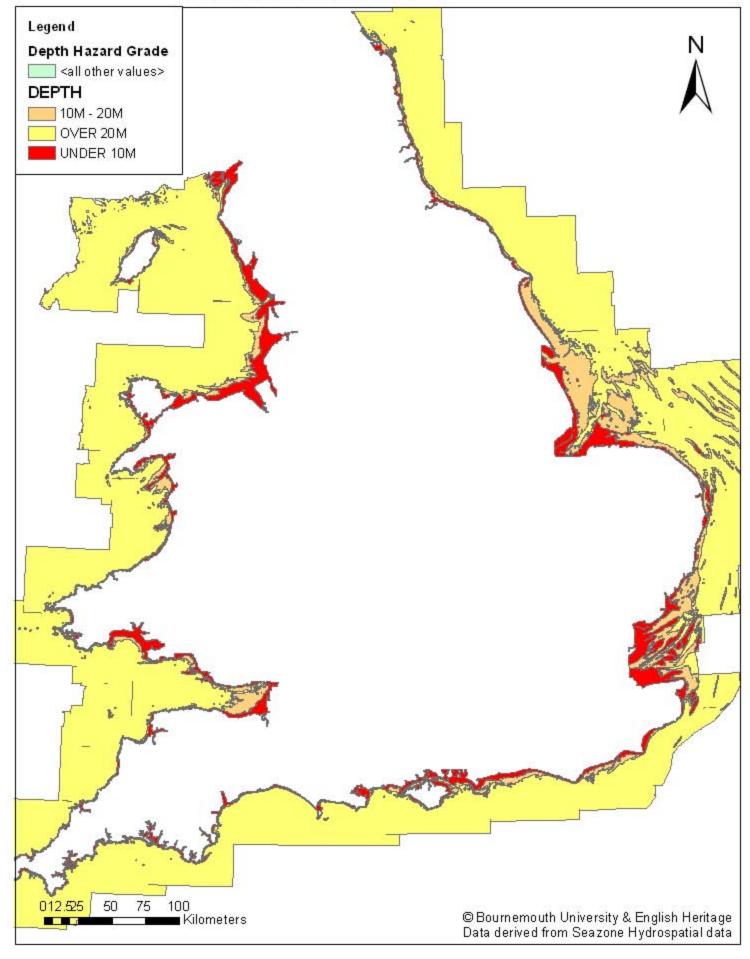
Combined with derived Seazone Hydrospatial data to produce character polygons from which the AMAPs were extracted





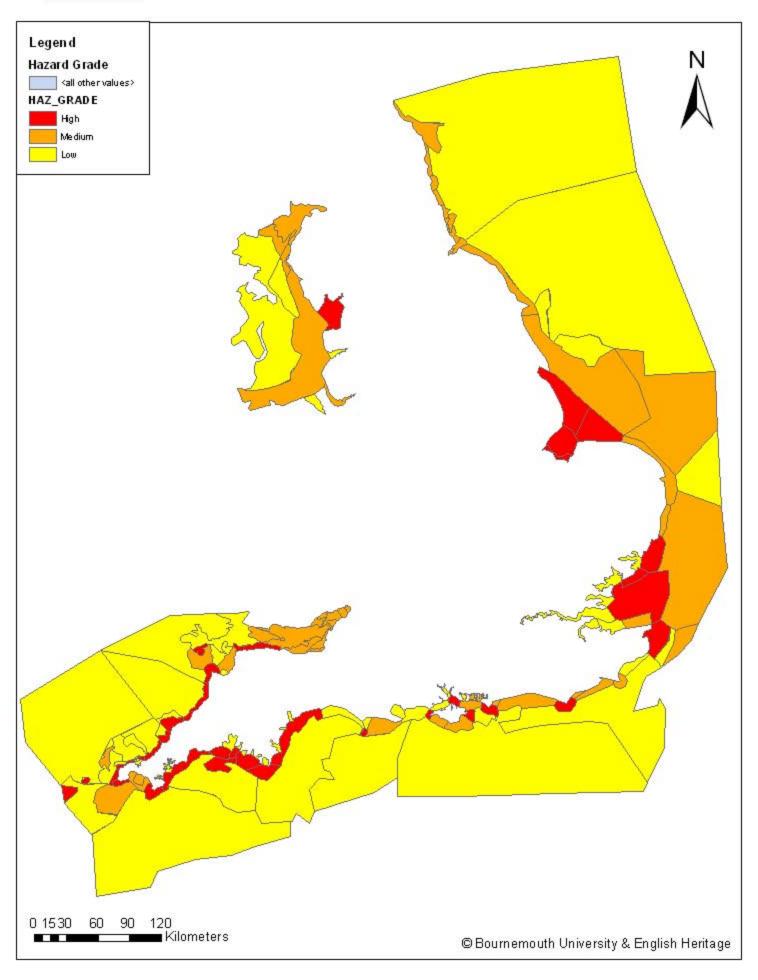
Derived polygons reflecting risk from depth, produced through the reclassification and buffering of Seazone Hydrospatial.

Combined with derived BGS data to produce character polygons from which the AMAPs were extracted



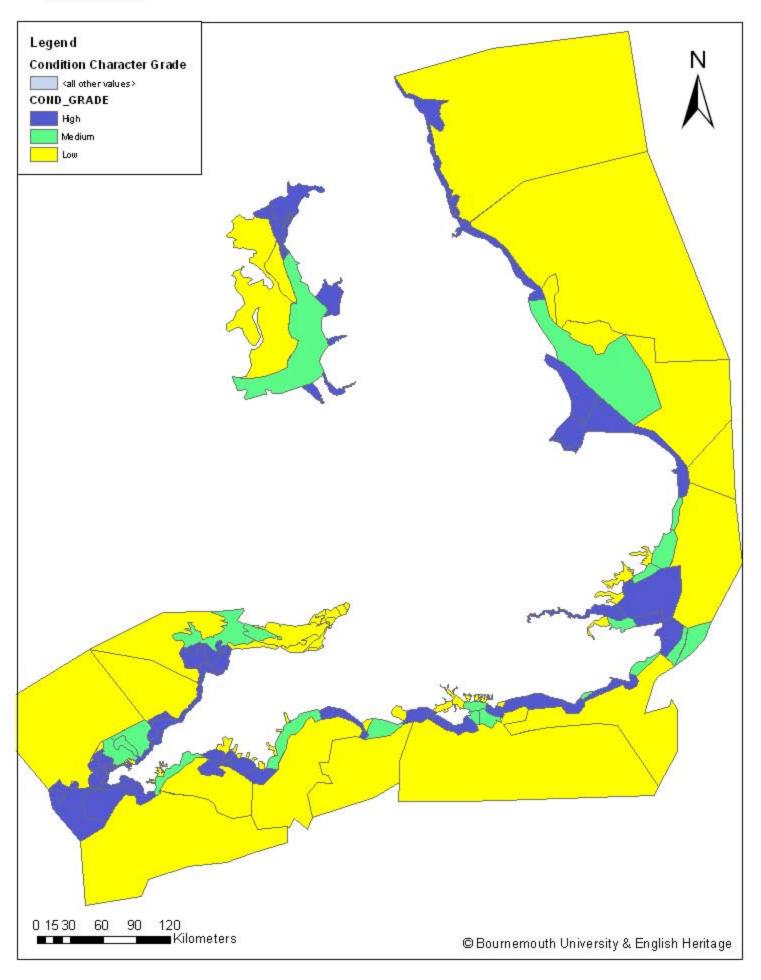


Character polygons showing areas graded by level of potential hazard to navigation



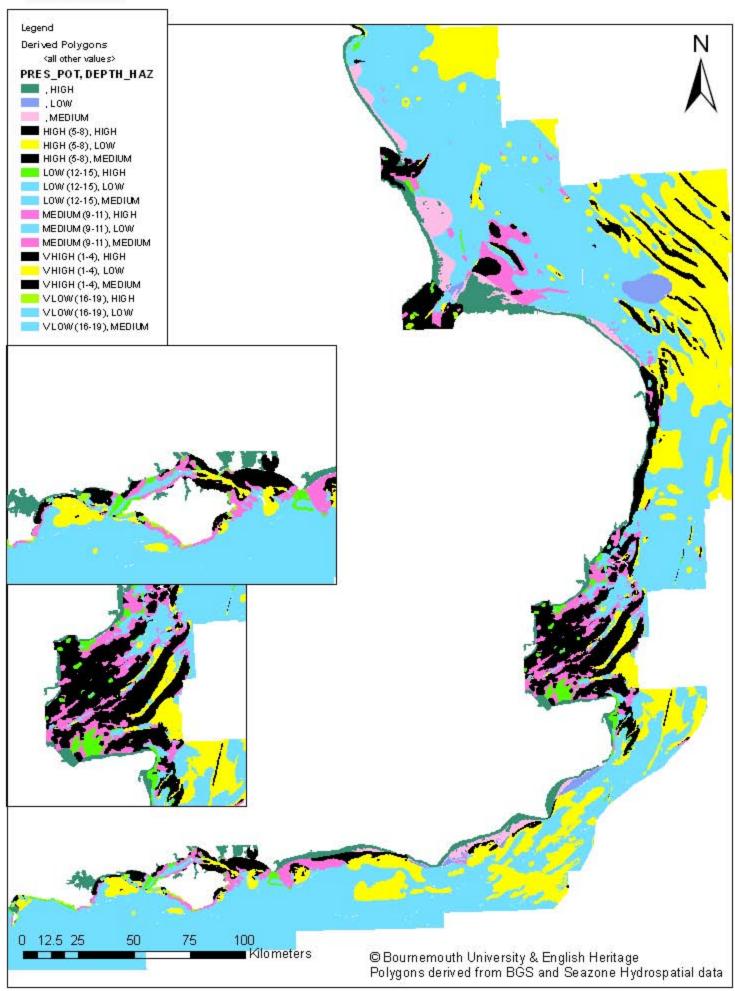


Character polygons showing areas graded by their degree of exposure to prevailing winds





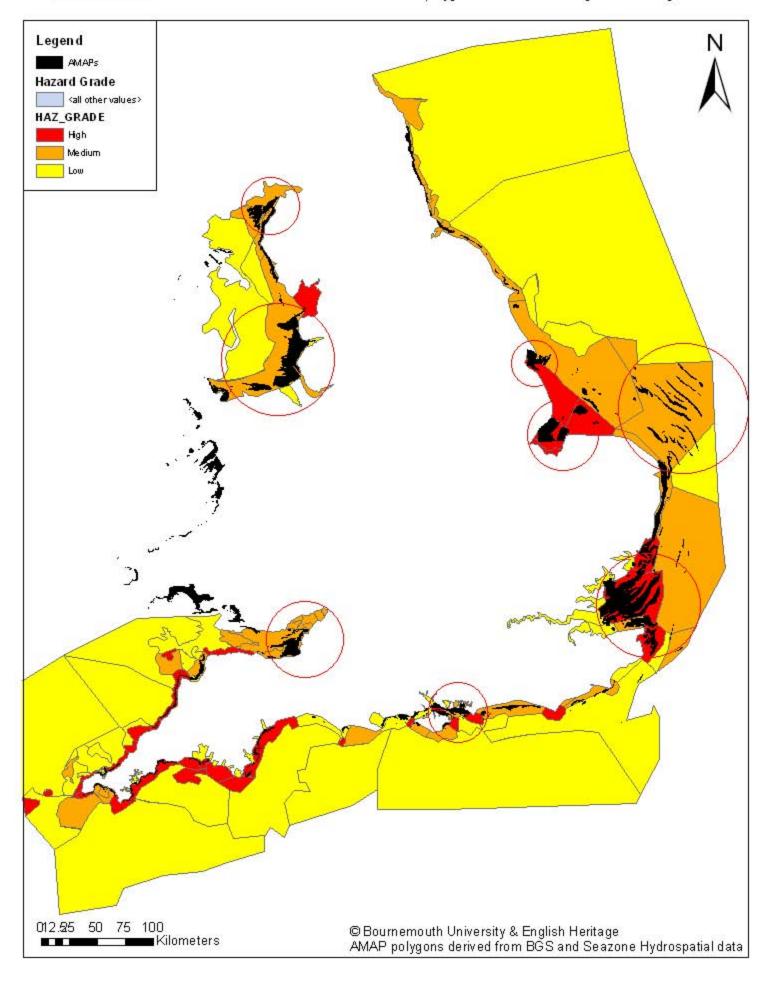
Polygons produced through a union of the recategorised depth data derived from Seazone Hydrospatial data and derived BGS sediment data. The layer formed the basis for the extraction of AMAPs (in black)





Character polygons showing areas where a high potential for loss coincides with a high potential for preservation

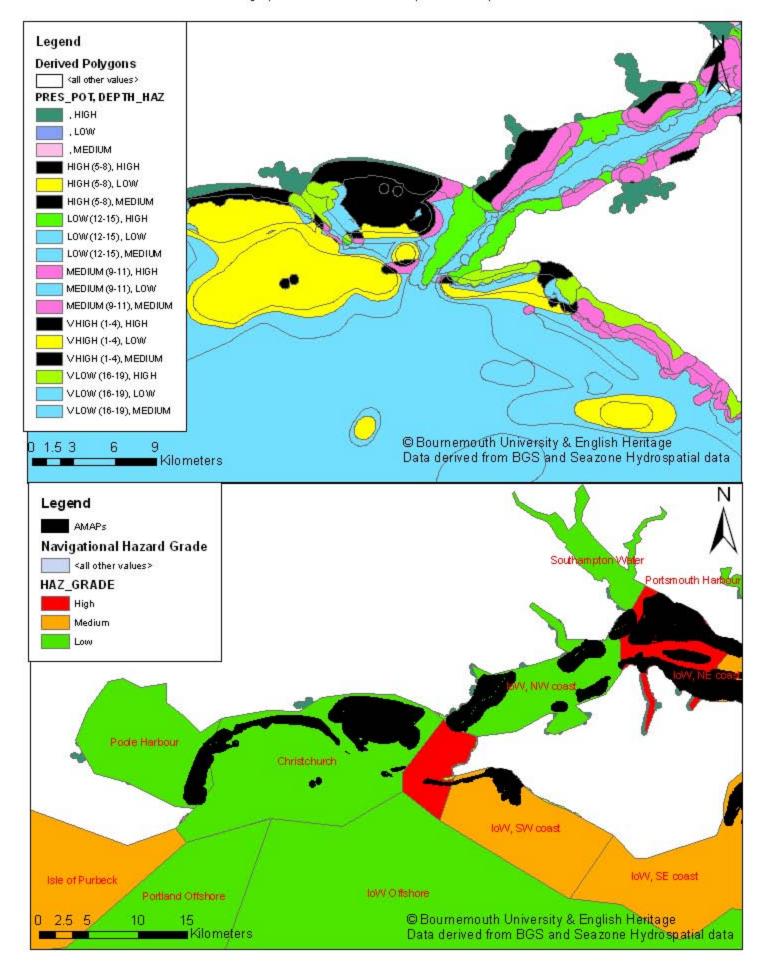
Red circles mark focussed areas where AMAP polygons coincide with a high risk to navigation





Assessment of Hurst Spit as a potential AMAP undertaken for the English Heritage Maritime Team, January 2007.

The results show a high potential for loss and preservation on the eastern side of Hurst Spit and ah high potential for loss but low potential for preservation on its western side.

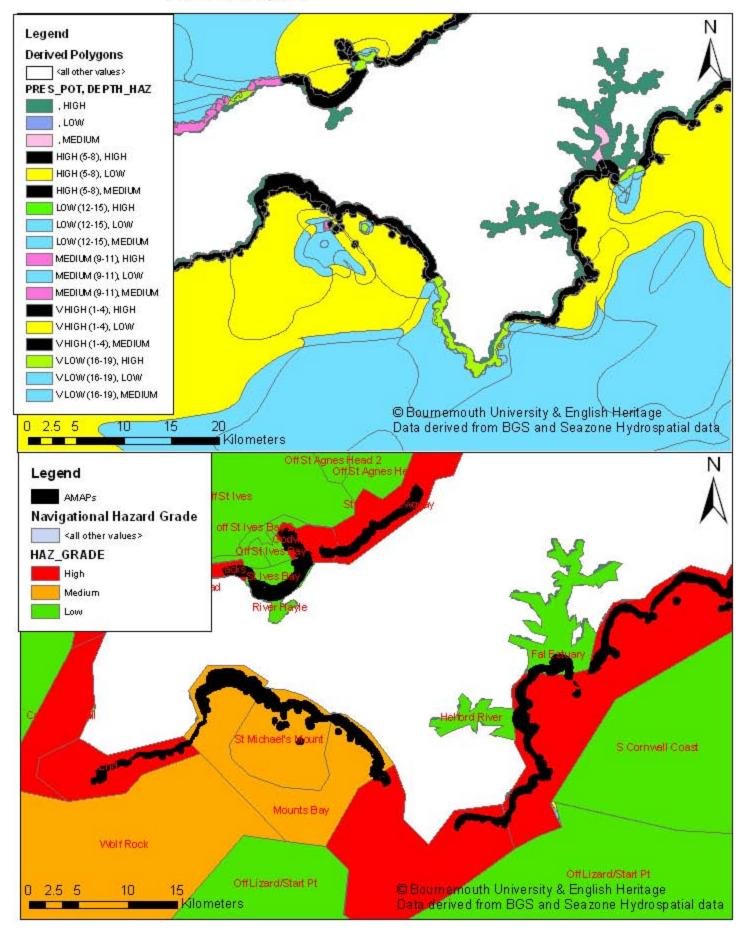


BU Bournemouth University

Navigational Hazards Project - Map 14

Assessment of Lizard Point as a potential AMAP undertaken for the English Heritage Maritime Team, January 2007.

The results show a high potential for loss due to the rocky nature of the foreshore and the presence of an extensive exposed headland. The potential preservation for large sections of wreck is very low due to the rocky nature of the surrounding seabed although scattered remains may be preserved within gullies.





Appendix 1: Environmental Statement on the Preservation Potential of Marine Sediments