

ISLAND PLAN



Fishbourne Parish

Supplementary Planning Document



Adopted August 2014



Fishbourne Parish Council





Contents

1.	Why a Supplementary Planning Document is required	p.5
2.	Background information	p.5
3.	Housing	p.7
	Policy FP1	p.7
4.	Commercial and Employment	p.8
	Policy FP2	p.8
5.	Cross Solent Travel and the Fishbourne Ferry terminal	p.9
	Policy FP3	p.9
6.	Sport and Leisure and Green Infrastructure	p.11
	Policy FP4	p.11
	Policy FP5	p.12
	Policy FP6	p.12
7.	Tourism	p.13
	Policy FP7	p.14
8.	Countryside, Coast and preventing Coalescence	p.14
	Policy FP8	p.15
	Policy FP9	p.16
	Appendix I	p.17



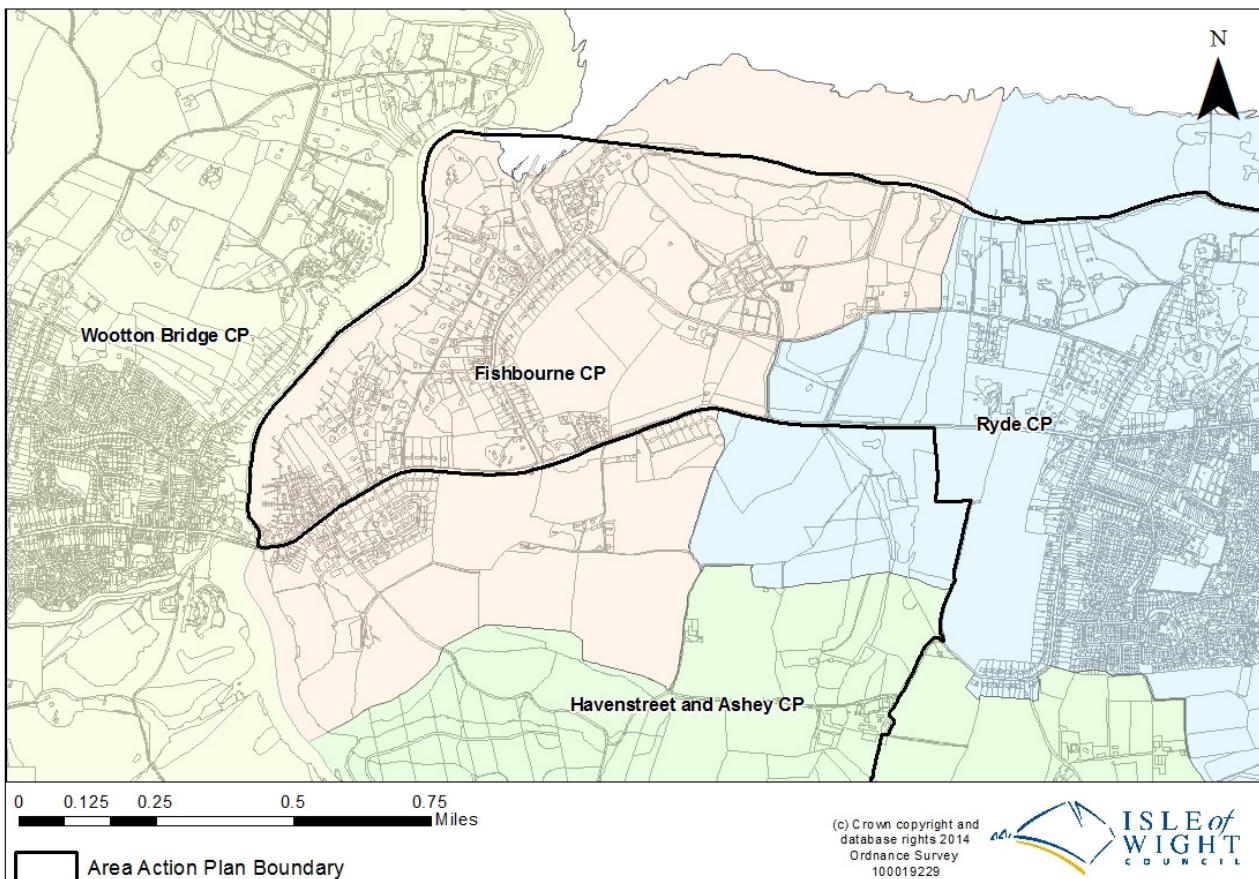


1. Why a Supplementary Planning Document is required

- 1.1 This draft Supplementary Planning Document has been prepared by the Isle of Wight Council and Fishbourne Parish Council. The Parish Council has led on work to prepare a chapter dedicated to Fishbourne that will form part of the Ryde Area Action Plan (also called the Ryde Plan).
- 1.2 In advance of the Ryde Plan being published by the Isle of Wight Council, Fishbourne Parish Council has requested that the draft chapter they prepared be used to form the basis of a Supplementary Planning Document (SPD) to be adopted by the Isle of Wight Council.
- 1.3 This will enable applicants and decision-makers to be aware of how the community would like to see the policies of the Island Plan Core Strategy applied to the parish of Fishbourne, and formalise it within a planning document. It includes, where relevant, the results of consultation with Quarr Abbey and Wightlink.

2. Background information

- 2.1 Parts of the settlement and parish of Fishbourne lie within the boundary of the Ryde Plan as defined in the Isle of Wight Core Strategy adopted in March 2012. The core strategy explains that “The Ryde Plan boundary extends westward to incorporate the vehicle ferry terminal at Fishbourne due to the strategic role it plays in transporting goods and people to and from the Island.”



- 2.2 As the map shows, part of the parish of Fishbourne lies within the Ryde Plan boundary. When it is adopted, the policies of the Ryde Plan will only be applicable to the land within its boundary. However, this SPD is being brought forward to cover the whole parish of Fishbourne as the approaches set out will be applicable to the whole parish, not just that within the Ryde Plan boundary.
- 2.3 Part of the parish of Fishbourne is located within the Key Regeneration Area of Ryde as set out in policy SP1 of the adopted Local Plan but does not have a defined settlement boundary and is rural in nature. This part of the parish lies to the north of the A3054, Kite Hill and Elenors Grove, and is bounded by the Solent in the north and Wootton Creek in the west. The estate of Quarr lies in the east.
- 2.4 The part that is outside of the Key Regeneration Area is clearly within the Wider Rural Area and covered by that part of the Core Strategy.
- 2.5 Policy SP1 is clear that the Local Planning Authority would support development on appropriate land within or immediately adjacent to defined settlement boundaries of the Key Regeneration Areas and this does not include Fishbourne. Furthermore Policy SP1 (Spatial Strategy) confirms that ‘unless a specific local need is identified, development proposals outside of, or not immediately adjacent to defined settlements will not be supported.’ Fishbourne does not have a settlement boundary (the nearest is Wootton) and therefore development that does not meet a specific local need will not be supported.
- 2.6 In 2009 Fishbourne Parish Council produced a Parish Plan following extensive consultation and taking account of the 70% response from household to a questionnaire in 2007. This has informed the approaches within this document.
- 2.7 It is considered that the Fishbourne area can only partially contribute to the identified issues and the objectives for the Ryde Key Regeneration Area as set out in the core strategy. This is because the spatial strategy of the core strategy focuses most future development and allocations to within or adjacent to settlement boundaries, which in the case of the Ryde Plan is primarily the town of Ryde. There is no defined settlement in the Fishbourne Parish and no designated town centre or primary retail frontages areas.
- 2.8 The focus for the part of the Fishbourne parish within the Ryde Plan area is therefore limited to identifying existing retail, employment, commercial and community facilities of local value, the definition of areas between settlements to prevent coalescence, the contribution of features to green infrastructure, opportunities to contribute to high quality tourism, whether further infrastructure provision will be required to support growth, and the appropriate plan led approach to capacity issues at the Fishbourne ferry terminal.
- 2.9 In addition it is important to identify the features, designations and characteristics which are valued by the community, contribute positively to the character of Fishbourne and should be protected or enhanced in any development management decisions.



3. Housing

FP 1

Housing development in Fishbourne parish is required by policy to demonstrate that a local need is being met. The Parish Council believes that new development meeting this local need should:

- 1. Respect the character of its surround area and by doing so not significantly increase the density of housing in the area;**
- 2. Wherever possible utilise previously developed land;**
- 3. Demonstrate that there is adequate sewer capacity to serve the proposed development, or that capacity can be provided; and**
- 4. Not compromise traffic safety.**

- 3.1 The settlement of Fishbourne does not have a mapped settlement boundary identified through the Island Plan Core Strategy. Therefore, development within the parish would need to demonstrate that it met a local need to comply with SP1 of the Core Strategy. Because of this, the Isle of Wight Council is not seeking to make allocations for residential development within Fishbourne parish in the Ryde Plan, but there may be some small 'windfall' or infill sites brought forward during the plan period.
- 3.2 In 2013 the Parish Council, with input from the Isle of Wight Council, undertook a Housing Needs Survey for the parish. It covers the period 2013-18. It provides information for applicants and decision-makers to establish whether proposals for residential development are meeting the identified housing needs of the parish, and therefore whether they comply with policies SP1 (Spatial Strategy) and DM3 (Balanced Mix of Housing) of the Core Strategy. The survey achieved a response rate of 70%, which means that its results are statistically very reliable.
- 3.3 The existing housing provision in the parish is primarily in detached properties set in substantial plots with a very few semi detached and terraced houses. There is also nursing home accommodation on Kite Hill, which the Parish Council thinks should be retained. There has been some incremental growth over the years with individual plots being granted planning permission.
- 3.4 The Isle of Wight Council's Strategic Housing Land Availability Assessment (April 2013) identified two potential sites for housing within the Fishbourne parish area. Of these the one described as Land at Bourne Cottage is no longer available for development due to a change in ownership. The site described as Ranalagh Drive is a larger area than thought to be available for development, and has in part been granted consent for one dwelling.
- 3.5 Should any sites come forward for consideration for housing development during the plan period then the preference of the Parish Council is for developing previously developed land within the general built area of the village rather than allowing encroachment into the surrounding countryside. The Parish Council strongly believes that there should be no



significant increase in density as a result of the development and the well treed character of the area should be protected. The adequacy of sewer capacity must be established prior to any consent being granted.

4. Commercial and Employment

FP 2

The Parish Council considers that the existing low key employment enterprises within the parish should be supported and retained for such use, particularly:

- East Quay
- Fishbourne Garage
- Fishbourne Quay
- Kite Hill Nursing home
- Royal Victoria Yacht Club
- The Fishbourne Inn
- Quarr Abbey

It is believed that there are potential opportunities within larger properties for home based and working from home enterprises, but proposals should be particularly mindful of paragraph 123 of the National Planning Policy Framework.

- 4.1 There are few commercial enterprises currently located in Fishbourne, which limits the existing opportunities for employment within the parish. Access to the main towns of Newport and Ryde is easy for commuting by car or bus and also by ferry to Portsmouth and the mainland. Many of the parish population are retired.
- 4.2 East Quay by Wootton Bridge was built as a shipping and distribution depot, has historically been used for boat building and manufacturing and is currently occupied as offices.
- 4.3 Fishbourne Garage on Fishbourne Lane comprises workshops, showroom and open display of pre-owned cars for sale. It no longer supplies fuel, the nearest petrol station now being in Wootton.
- 4.4 In 2010 five workshops of 110m² for B1 use and an office for the marina on the site of the former shipbuilding site at Fishbourne Quay was permitted (application reference TCP/06661/V, P/00024/10). This provided a significant employment provision within the context of Fishbourne parish. These are an ideal location for boat building and maintenance and other marine related uses having direct access to the tidal waters of Wootton Creek and approved pontoon landing access.
- 4.5 Kite Hill Nursing home is also a valued source of local employment.
- 4.6 There is a catering business based at the Royal Victoria Yacht Club, and some residential premises offering Bed and Breakfast accommodation in the parish.



- 4.7 The Fishbourne Inn is a public house and restaurant with some tourist accommodation, the only pub in the parish, and provides an important focus for the local community and visitors. It is considered vital that this facility together with the supporting car parking facilities are retained as part of the target set for policy DM10.
- 4.8 Quarr Abbey is a Benedictine monastery; its extensive buildings include the parish's only church, in which services take place daily and which is open to the public. The Abbey and its estate contain a number of enterprises which are all focused on the primary monastic role of the Abbey; these include farming, allotments, workshops, a café and farm shop, exhibition space, a bookshop and guest accommodation. These activities are managed by the monks who employ a number of staff and are assisted by many volunteers. Parts of the farmland are tenanted.
- 4.9 Other employment is provided within the parish area, but outside the Ryde Plan boundary, in businesses of metal fabrication, specialist building and architectural support, wholesale animal food supply and a tourist caravan and camping site.
- 4.10 The ferry terminal is also a significant employer and the new ticket office contains a small retail area and café facility.
- 4.11 A number of businesses and people 'work from home' and the large size of many residential properties lend themselves to an expansion of this sector. It is considered that such use should be encouraged to reduce commuting subject to consideration of any traffic which may be generated by such business.

5. Cross Solent Travel and the Fishbourne Ferry Terminal

FP 3

The Parish Council expects that proposals for development to improve the capacity or throughput of the ferry terminal will be located within the boundaries of the existing terminal.

- 5.1 The Core Strategy seeks a plan led solution to meet capacity issues at Fishbourne and policy DM18 sets out three expectations for development proposals at ferry terminals:-
- 1 to lead to optimisation and efficient use of existing terminals**
- 5.2 Since the IWC Cross Solent Movements study of 2006 the terminal at Fishbourne has been remodelled and reconfigured to provide more efficient and usable space and to upgrade passenger and ticket office facilities. There has also been a move away from providing trailer parking facilities to free up more space dedicated to the operation of a RORO (roll-on roll-off) ferry service. The Core Strategy is confident that such measures will ensure that expected growth can be accommodated within the boundary of existing terminals up to 2020. Recent trends would suggest that this period may be extended.



2 Meet the expected growth in cross Solent travel

- 5.3 The stated target is to achieve an increase in ferry passenger journeys of 10.6% based on 2004 levels. This figure appears to have been derived from the Island's Local Transport Plan 2 which provided a similar target of growth from 2004 to 2010. The current LTP 2011 – 2038 provides no comparable targets or growth predictions. The annual Island wide total number of ferry passenger trips actually fell by 2.3% between 2004 and 2010 to 9.1 million trips. Coaches carried fell by 17.3% while cars increased by 2.3% to 1.7 million and commercial vehicles increased by 10.6%. Fishbourne terminal accounts for approximately 43% of all cross-Solent vehicle travel.
- 5.4 Early indications are that the number of passengers and vehicle crossings may be down again on these figures for 2012. That would suggest that previously expected growth and resulting potential capacity problems may be deferred beyond the short to medium term of up to 2020 and that existing and improved facilities at Fishbourne will be able to accommodate longer term requirements within the existing terminal boundaries. Capacity is a factor of ship size and terminal size. Operational improvements which help with traffic flow can improve the efficiency of the service and with these there is sufficient space within the boundaries of the existing terminal for marshalling all expected traffic throughput up until the end of the plan period in 2027. Wightlink has confirmed to the Parish Council that it has no aspirations to acquire any additional neighbouring land.

3 Lead to or mitigate the impact of any increase in traffic movements

- 5.5 The principle impact of traffic movements from the Fishbourne ferry terminal is on the residents and users of Fishbourne Lane. Fishbourne Lane was included in the Strategic Road network in the Unitary Development Plan, but is not included in the main transport links/strategic road network defined in the Core Strategy. It is clear however, that Fishbourne Lane will need to continue its important function if the ferry terminal is to continue to serve the needs of the wider Island.
- 5.6 As such, it is considered that the quality of ongoing maintenance should be high and safety considerations a priority. It is considered by the Parish Council that traffic light control at the terminal exit may not be sufficiently intuitive to local traffic needs and may exacerbate congestion at the entrance to the terminal.
- 5.7 Most notable are the problems created at peak times of the year when any form of delay in sailings or handling traffic entering or leaving the terminal results in traffic queuing in Fishbourne Lane and occasionally beyond on Kite Hill and Elenors Grove. Measures to increase the efficiency of loading and unloading ferries and the dispersal of traffic should be explored. Whilst such measures may be operational changes by Wightlink or minor alterations classified as permitted development, consultation with the local community will be encouraged as ideas evolve with the aim to reduce any adverse impact on the surrounding area. The recent introduction of 'eTicketing' has improved the efficiency and speed of validating traffic and allocating appropriate marshalling lanes.



- 5.8 The ferry service, by its nature, will always be susceptible to unexpected and unavoidable delays caused by adverse weather conditions, breakdown or other operations and shipping movements at the naval dockyard and other commercial shipping movements. It is important that there are contingency plans in place so that the Isle of Wight Council, as highway authority, and the police can minimise any resulting congestion caused as a result of exceptional circumstances.
- 5.9 The St Helen ferry is now 30 years old. The capacity of the 'Saint' class ferries in vehicle numbers has been significantly reduced since their introduction. As the size of cars has increased over the years fewer vehicles can be carried on each sailing to the point that capacity is now down some 30% from the design capacity. New vessels will need to be larger to address this issue and will require approximately a three year build programme.
- 5.10 Within the terminal Wightlink expect that the construction of a high level loading ramp may be required before 2020 to serve a modified St Claire and the next generation of ferries. This will not impact on the capacity issue but could enable better ferry turnaround times with more efficient loading and unloading. It is likely that these works will be within planning permitted development parameters afforded to the terminal and linkspan structure. The works would also need to satisfy any other required statutory regulations.
- 5.11 The Parish Council agrees with Wightlink that it would not be appropriate for the sharing of the terminal with another operator. It is considered that this would exacerbate existing peak time traffic issues and potentially create significant operational problems both on land and on the water. It is considered that other than at peak times there is sufficient capacity to meet demand.
- 5.12 The Island Transport Plan 2011 – 2038 seeks to increase public transport accessibility (eg bus priority, access to stops collection/drop off points at ferry terminals). However the ferry company do not encourage passenger only trips on the Portsmouth/Fishbourne route, as a better service with ongoing bus and rail public transport at each terminal is provided by the Portsmouth/Ryde route. It is not currently anticipated that a regular diversion of existing bus services along the A3054 to the terminal is viable. The Fishbourne terminal has provided enhanced pedestrian facilities if the Portsmouth/Ryde route is disrupted by bad weather, but this is less frequent with the current catamarans than occurred in the past. Issue related to cycling are covered in the next section.

6. Sport and Leisure and Green Infrastructure

Footpath network and coastal path

FP 4

The Parish Council supports the provision of a green cycle route from the ferry terminal through to Ryde.



- 6.1 The right of way footpath network through the parish runs from Kite Hill, parallel to but not along Wootton Creek, (part identified as green infrastructure near 'The Plantation' under Core Strategy policy DM13) via Fishbourne Lane to Quarr and then beyond to Binstead and thence to Ryde. The section along Quarr Road which passes through the ruins of the mediaeval Abbey and through the Quarr estate is already a bridleway and needs to respect the monastic use.
- 6.2 These form part of the Island's coastal footpath route although not running immediately along the coastline. There is potential to provide a green cycle route from Fishbourne and the ferry to Ryde if parts of the footpath between Binstead and Ryde were opened up as a cycleway. The potential to provide a cycle route from the ferry to link with the cycleway at Wootton Bridge and then on to Newport is supported in accordance with policy DM17. The Isle of Wight Council is undertaking work to deliver an improved route as outlined above, using funding secured from the Local Sustainable Transport Fund.

The Green and Lower Green

FP 5

Because of their particular importance to the community the Parish Council will seek a Local Green Space designation for the Green and Lower Green.

- 6.3 Both the Green (with the oak tree) and Lower Green are important local green infrastructure assets which should be protected from development. Both already have village green status. They are used on occasions for informal gatherings of the parish and community but most of the time for quiet recreation and contemplation. A new bench surrounding the central oak tree on the upper green was installed to celebrate the Queen's Diamond Jubilee. The road to the greens is narrow and has in the past suffered from access by misdirected commercial traffic.
- 6.4 The Parish Council are in discussions with landowners to establish what land is appropriate to be proposed as Local Green Space. These discussions will inform any proposals the Parish Council put forward to the Isle of Wight Council to consider.

Royal Victoria Yacht Club

FP 6

To contribute to the protection of recreational boating activities at Fishbourne and in Wootton Creek, the Parish Council will resist the loss of the Royal Victoria Yacht Club to other uses.

- 6.5 The Royal Victoria Yacht Club, off Fishbourne Lane, is a community club with a wide membership which focuses on dinghy sailing, squib keel boats and has a cruiser section of members sailing further afield. The club accesses the creek and Solent to the south of the



Wightlink Ferry terminal via the club's slipway, the old Wightlink slipway, pontoons, adjacent moorings, trot moorings offshore. The dinghies and squibs also travel by road to sail at national and international events.

- 6.6 The club is a recognised Royal Yachting Association training centre, an Onboard club encouraging links to local schools and a Volvo Champion Club providing training to nationally recognised qualifications for sailing, yachts and powerboats. The club has a strong cadets section and provides a popular youth facility with up to 70 young members afloat on 'cadet nights'. It is important to the Parish Council that this club be retained as a formal sports facility in the parish but serving a wider area, and it is expected to receive protection under policy DM7 of the Core Strategy.

Wootton Creek

- 6.7 Whilst Wootton Creek forms the western boundary to Fishbourne parish, the creek itself is a common recreational asset for both Wootton and Fishbourne parishes. There is a public slipway by Wootton Bridge and a public slipway by the Lower Green. The creek itself falls under the jurisdiction of the Queens Harbour Master Portsmouth as it forms part of the Naval Dockyard of Portsmouth. Beyond the ferry terminal the only 'commercial' vessel traffic these days are those visiting Fishbourne Quay and the boatyard in New Road, Wootton Bridge.
- 6.8 The creek provides for a significant number of moorings for local people's recreational craft through private moorings on the east side and a community run organisation (Wootton Creek Fairway Association) on the west bank. These support activities of sailing, fishing, canoeing and boating. In addition the creek is used by significant numbers of children visiting an activity centre based on the Wootton side of the creek.

7. Tourism

- 7.1 The ferry terminal is a gateway to the Island for a significant proportion of tourists and visitors to the Island. This strategic role in supporting a major part of the Island's economy is recognised. However visitors wanting to leave early due to inclement weather or others arriving too early for booked ferries and those turning up on the off chance of getting on a ferry are part of the traffic issue and problems experienced at peak times. Recently installed road information signs may help with this problem, and their use and results should be monitored.
- 7.2 Fishbourne Inn and B&B premises provide accommodation for a small number of tourists to the parish. There is also a caravan and camping site within the parish but beyond the RAAP boundary.



Quarr Abbey and Estate

FP 7

The Parish Council considers that development within the Quarr Estate should be limited to small-scale development that supports and is of benefit of the ongoing religious community and their visitors.

- 7.3 The Abbey complex at Quarr including the Bellot buildings and the earlier Victorian mansion are designated as a whole as a Grade 1 listed building and was included in the World Monument Fund's watch list for 2012. The ruins of the earlier mediaeval abbey and all the land within the precinct walls are a Scheduled Ancient Monument. The purpose of the mediaeval site and the more modern Abbey is its religious use. The long term low key management by the Benedictine community has help to conserve the site and its heritage assets.
- 7.4 The Abbey community has the prime responsibility for the maintenance of this important complex. It has obtained a major grant from the Heritage Lottery Fund for stabilising of the mediaeval ruins and for high level repairs to the Abbey Church. The grant aided project aims to provide a visitor centre in the Stable Yard and the walled gardens are to be landscaped. As the Abbey is already a well-established attraction to both tourists and to Island residents the primary public benefit of the grant is to help existing visitors understand better the special nature of Quarr and the monastic life of the community, rather than an increase in visitor numbers.
- 7.5 Improved car parking facilities and road access are also proposed and any visual impact should be minimised by suitable planting and landscaping with the aim of retaining the countryside character of the area and enhancing the heritage asset of the Quarr estate. These proposals are not for commercial benefit. The aims of the Benedictine community who seek to protect the tranquillity of the place and their own privacy are accepted by the HLF project, which is supported.

8. Countryside, Coast and preventing Coalescence

Countryside

- 8.1 The settlement of Fishbourne sits within and forms part of the wider countryside and character of the Island. The high quality of that countryside is recognised by part of Quarr Estate and coastline to the east and land to the south of Kite Hill in the west being designated as an Area of Outstanding Natural Beauty (AONB) so receiving equivalent protection to a National Park. Many of the trees and woodland within and surrounding Fishbourne are protected by Tree Preservation Orders. Fishbourne Copse is a SSSI, as is the lagoon area within the Quarr estate, which also includes some of the ancient oaks of Ryde (See DM2).



- 8.2 Parts of the intertidal areas to the west and north of the Fishbourne Parish are designated as a Site of Special Scientific Interest (SSSI) and further designated as a Special Protection Area (SPA) under the European Birds Directive and also as a Ramsar Site primarily for visiting overwintering birds. The wooded foreshore of Wootton creek and woodland extending south to Kite Hill, and beyond, is designated as a Site of importance for Nature Conservation (SINC).
- 8.3 The value of this area is recognised in the Wootton Creek Pontoon Strategy agreed by Isle of Wight Council and Natural England (then English Nature) in 2003. The strategy recognises the need for recreational boating activity to use the area and the need for safe haven and feeding areas for visiting birds. The areas at risk of disturbance from additional fixed structures and therefore detrimental to the designated site is identified and further guidance for considering applications for pontoons and jetties outside these areas. The pontoon strategy is Appendix I.

Coastline

FP 8

The Parish Council will support local and incremental coastal defence and flood protection measures, especially when they are in line with the Shoreline Management Plan.

- 8.4 The Fishbourne parish coastline is of great natural beauty and contributes to important seascapes as viewed both from the shore and from the sea, especially by the many sailors and ferry passengers.
- 8.5 The land along the existing coast and Wootton Creek is relatively low lying and potentially at risk of flooding due to sea level rise and erosion. A majority of the land with the highest risk within flood zone 3 are domestic gardens and a former inlet/harbour on the land associated with the old Quarr Abbey. However commercial premises by Wootton Bridge and at Fishbourne Quay may be vulnerable but could be protected by local defence measures. The Lower Fishbourne Green is also at risk from future flooding from the sea but also coastal erosion as evidenced by draw down of the beach.
- 8.6 This also has implications for the usability of the public slipway by the green. This area may merit a local coast protection scheme and flood defence measures in the future. Similarly there may be a need for measures to modify land to sea access facilities at the ferry terminal and yacht club to meet the challenge of sea level rise. The Parish Council thinks that these areas should be included in the proposed Flood Risk and Vulnerable Coastal Communities SPD.



Preventing Coalescence

FP 9

The Parish Council wants to prevent settlement coalescence between the settlements of Fishbourne and Binstead, by preserving the open countryside character of the Quarr Estate.

- 8.7 The Core Strategy specifically recognises the importance of the Quarr Estate as a buffer between the settlements of Fishbourne and Binstead and does not seek to allocate any development on the estate. The full extent of the Quarr estate will therefore be defined on the Ryde Plan proposals map, to clarify this role and protect the area from development which would contribute to the coalescence of these settlements.
- 8.8 For this reason the SPD supports the Ryde Plan aim of not seeking to allocate development on the Quarr Estate and the impact of new development on designated areas will also need to be assessed.



APPENDIX I

WOOTTON CREEK PONTOON STRATEGY

Managing Wootton Creek for wildlife and people.

The wildlife value of Wootton Creek

Wootton Creek forms a component of the Ryde Sands & Wootton Creek Site of Special Scientific Interest (SSSI). It is important because the Creek attracts wintering and migratory wading birds and waterfowl. For this reason, it is also included within the much larger Solent & Southampton Waters Special Protection Area (SPA), a site designated under the European Habitats Directive, and a Ramsar site, both of which confer additional protection to the area.

Most people using Wootton Creek enjoy seeing the wildlife and this is an important part of their enjoyment of the area. The brent geese, redshank, lapwing, curlew, dunlin and oystercatchers which can be seen here have travelled huge distances to find shelter and food in the Creek during the autumn and winter months. Herons and little egrets use the Creek all year round.

The reason that Wootton Creek provides a suitable home for these birds is that the intertidal muds are rich in small worms, molluscs and crustaceans that provide an essential food supply. Although some birds, such as brent geese, will feed wherever the mud is exposed, others are more wary and can only use areas where there are uninterrupted views in all directions where they can sense the presence of predators or other danger. In addition, some of these birds use quiet, undisturbed areas at the top of the shoreline to roost at high tide.

Recreational boating use and wildlife - how they can get on together

Wootton Creek is a busy waterway and yet it is still used by numbers of wildfowl and waders. If we are to continue to ensure that birds can still find a safe haven here, we must do everything we can to cater for their needs. For this reason, it is important that their feeding areas continue to remain undisturbed. Many of these areas lie below the upper reaches of the shore and are only exposed as the tide falls.

Wootton Creek can continue to cater for the needs of people and wildlife if we ensure that the demand for new jetties and moorings, and the replacement and upgrading of existing ones, is rationalised. This strategy, worked up in partnership between English Nature and the Isle of Wight Council, seeks to provide guidelines as to how this can be achieved.

The Strategy

The map indicates those areas of Wootton Creek where there are more or less uninterrupted expanses of intertidal mud at low tide, mapped following a site visit with representatives of Isle of Wight Council and English Nature on 23rd June 2003.

The open areas shown on the map largely fall within Ryde Sands and Wootton Creek SSSI and within the Solent and Southampton Waters SPA. The open areas outside the SSSI and SPA contribute to the value of the designated site. It is the considered view of English Nature and the



Isle of Wight Council Planning Authority that these areas should be maintained as uninterrupted stretches of intertidal mud in order to conserve the feeding habitat of wintering and migratory wildfowl. Proposals for pontoons, jetties and other fixed works in these areas are likely therefore to have a detrimental impact on the wildlife and upon the designated site.

Outside of these areas, applications for pontoons and jetties will be considered carefully by English Nature and the Local Planning Authority. The following considerations will be looked upon favourably:

- Jetties should not extend into the identified open areas.
- Jetties should be open structures, not solid construction.
- Floating jetties are preferable to fixed jetties.
- Floating jetties with pontoons are preferable to several jetties in close proximity.
- The removal of boats from moorings during the winter months is highly desirable.
- High water slipways will be preferred if access to the creek is required.
- Shared facilities, wherever possible, are preferable to building new ones
- The repair or replacement of existing structures should take the above points on board.

October 2003

