



SOLENT PROTECTION SOCIETY

Protecting the Solent and its environment for future generations

8th January 2016

Planning Department
Isle of Wight Council
Seaclose Offices
Fairlee Road
Newport
Isle of Wight
PO30 2QS

For the attention of Mr Russell Chick

Dear Sirs

**Reference: Planning Application Number TCP/09671/K-P/01265/15
Wightlink Ltd, Fishbourne Car Ferry Terminal, Fishbourne Lane, Ryde, Isle of Wight.
Proposed upper level loading ramp link span to include associated works.**

The Solent Protection Society would like to strongly support the mitigation suggestions made by Hubert Smyth in his recent submission which is attached to these comments for reference purposes.

In addition SPS would add the following comments in relation to the environmental impacts on the creek.

5 knot speed limit from No 5 Dolphin – suggested by Dr M Bray :- this is an important point and we support it whole heartedly. The greater displacement of larger vessels will cause increased wash which will flow past the docked ferry and up to the Fishbourne Spit. As Hubert Smyth says, the Spit protects the inner creek and harbour, road etc. from wave action. It is already destabilised at its tip, and (from the photos in the ABP Habitats Phase 1 Survey) is being further destabilised by heavy bait digging. Sediments on the beach between the dock and the boathouse may also be at risk, and the S41 protected Habitat to the East of the Channel could also be affected. (*please note: It was the greater displacement plus speed which caused the adjustments to the banks/saltmarsh of the Lymington River*)

Disturbance to Wildfowl during construction – Hubert Smyth is quite correct in underlining the usual requirement to avoid construction disturbance during the over-wintering season, but as a. there is disturbance from the terminal already and b. Wootton Creek is not a “hot” area for wildfowl (probably because of the ferry disturbance), SPS does not see this as a major cause of concern in the short term of the construction period.

Baseline Survey – SPS would ask that a baseline survey or chart of sediment within the Creek, based on GPS coordinates, is made before construction to provide a basis for monitoring sediment movement at both Summer and Winter so as to assess the effects that the larger vessels may be having on the natural sediment movement within the Creek. This chart may already exist within the copious Environmental attachments. (*It is often hard to tell whether sediment movement is that natural twice yearly adjustment to seasonal conditions, or that it is being caused by human activity. This leads to argument – so this would be a helpful tool to clear up uncertainties*)

Lighting – the applicant must ensure that any lighting necessary for the safe loading of the ferries does not impinge on the Creek or surrounding area.

Yours faithfully

W.G. Pimlott
Council Chairman

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