

From CHARLES GILVRA

Tollesbury Neighbourhood Plan – Local Marine Plan.

Dear Maritime stakeholder.

The parish boundary extends to sea and results in many village assets being maritime. It is the essence of Tollesbury. With the Neighbourhood Plan boundary following that of the parish a Local Marine Plan is considered necessary. This is required to achieve consistency with the national Marine Policy Statement and the marine plan for the Greater Thames Estuary. Local marine stakeholders are best placed to know, understand and appreciate the village maritime assets some of which remain unrecorded officially.

Attached are village maps and a draft inventory of Maritime Assets and policy proposals. Please add to the list stating what vision you have for the maritime future of the village and how you see sustainable development should be achieved.

Tollesbury Maritime Assets to be included.

Woodrowe Creek
TOLLESBURY FLEET
SOUTH CHANNEL
DRENCHING

Your vision for Tollesbury's maritime future.

Please return your comments to : Roger Lankester – Local Marine Plan co-ordinator.
13, Elysian Gardens
Tollesbury,
Essex CM9 8QN.

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EXISTING TOLLESBURY MARITIME ASSETS (evidence)

- (1) Woodrolfe Hard, Bontings Creek, Tollfish Hump etc.
- (2) Tollesbury Yacht harbour – floating berths, hard standings, Chandlery, slipway, boat yard.
- (3) Tollesbury Saltings (saltmarsh) - mud berths, slipway, hard standings boat yard.
- (4) Tollesbury Fleet - swinging moorings, sheltered dinghy sailing, navigation.
- (5) Atkinsons saltmarsh/Woodrolfe Creek, - Mud berths, navigation to marina & Woodrolfe Hard etc.
- (6) FACT Lightship - RYA Training establishment.
- (7) Tollesbury Fleet - sheltered anchorage, navigation.
- (8) The Leavings - low tide landing place.
- (9) Salcott Creek - swinging moorings.
- (10) Mill Creek - sheltered anchorage.
- (11) Old Mill Creek - sheltered anchorage.
- (12) Thirsley Hard - disused.
- (13) Tollesbury Fleet - oyster layings
- (14) Salcott Creek - oyster layings.
- (15) Old Hall Point - strong wind refuge/landing place.
- (16) Rickus path – Access to lightship, Tollesbury saltings mud berths.
- (17) Thirsley Track – footpath access to/from Thirsley Hard.
- (18) Mill Farm Track – footpath access to/from Old Mill Creek
- (19) Access Points – to/from Atkinsons mud berths.
- (20) Old Hall Creek & Saltings – Wildfowling.
- (21) Woodrolfe Saltwater Pool.
- (22) Frost & Drake – Boat yard, hard standings, boat repairs.
- (23) Tollesbury Sailing Club – members club for dinghy racing, storage & hard standings.

Projects for inclusion in the Local Marine Plan.

Reinstate/refurbish Thirsley Hard.

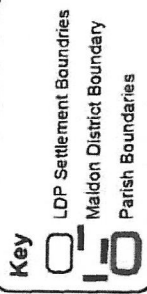
Reinstate jetty Mill Creek.

Refurbish Woodrolfe Hard & dock.

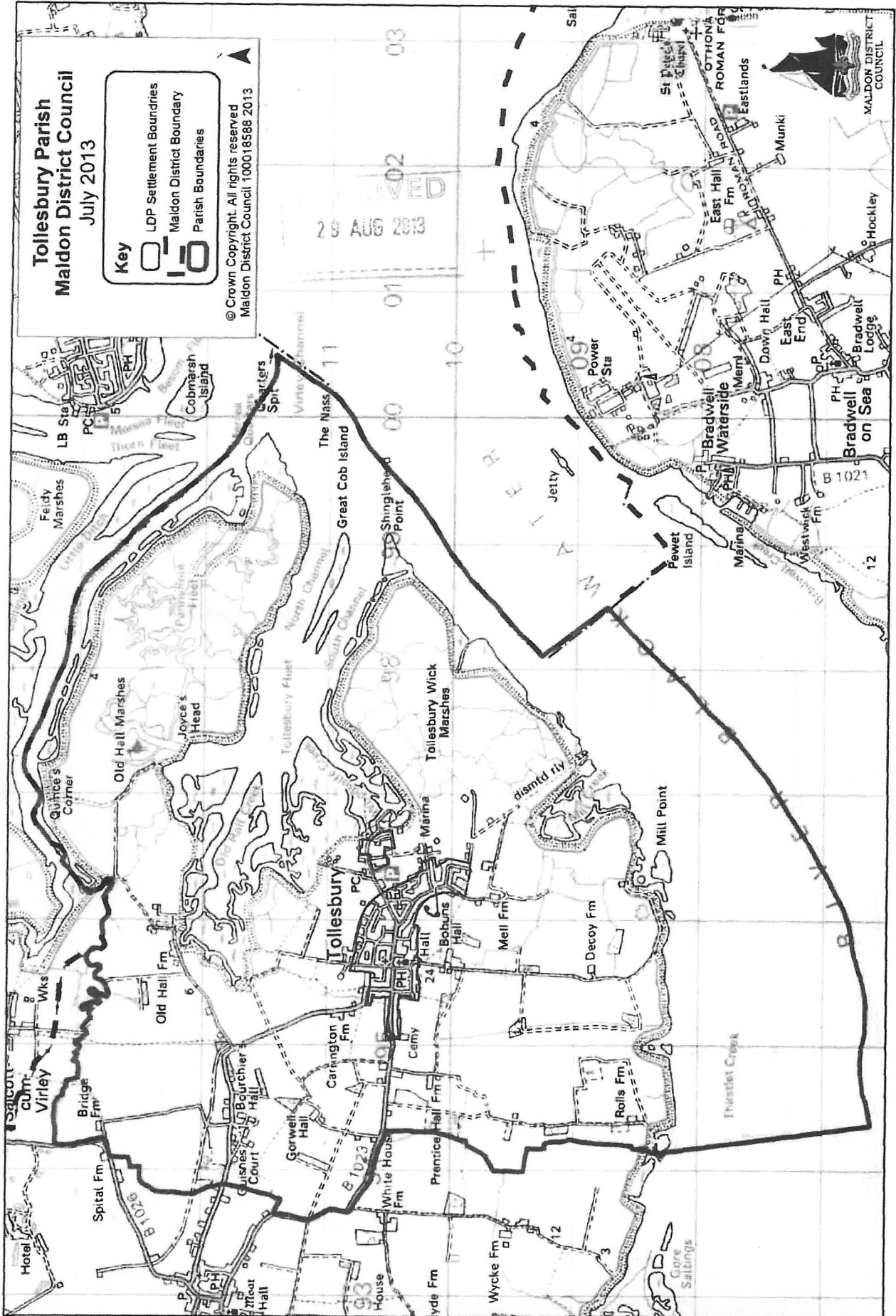
Old Hall Point foreshore recharge (MHPT)

Woodrolfe Creek & Tollesbury Fleet South Channel dredging.

Tollesbury Parish Maldon District Council July 2013



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Existing Maritime Assets Within Parish

Possible additions

1. Perhaps create sub-sections, with the first being "Big picture" assets and the main points being
 - a. "Navigational access to and from River Blackwater estuary and open sea, subject to draught, for fishing boats, yachts and other small leisure craft". Maybe put in something around the context of the Blackwater being in the middle of the popular East coast cruising area (Thames to Orfordness), with increasing demand for yacht and small boat berthing. Area attracts visitors from elsewhere in UK but also visitors from France Belgium and the Netherlands, together with vessels from the Baltic and north Europe en route for the south.
 - b. I would also add a section about recreational boat fishing (a lot of it goes on) and the fact that the parish waters do contain a lot of fish – mackerel, sea bass rays etc.
 - c. The maritime assets in the parish, when taken together, provide a hugely stimulating and beautiful environment for small scale fishing and leisure pursuits. The proximity of other attractive maritime areas adjoining the parish's maritime assets, eg West Mersea, Brightlingsea and Heybridge support and enhance each other
 - d. Finally I wonder if it is worth noting that, in terms of use of the maritime assets, the people that use them are often not single interest groups, as many people enjoy the different assets eg folk who sail may well fish and fishing people may well enjoy walking. People combine the opportunities the assets provide (this thought may be more for some discursive piece later in the process though)
2. Sub-section 2 - the existing list. Just wondering if it is worth sub-grouping into types of asset e.g. moorings, anchorages, landing places, boat facilities and clubs?
3. Also in the existing list, I would promote further:
 - a. TSC and the dinghy racing, and the cadet training they do for youngsters
 - b. The sea wall acts as a continuum of access to the water (eg there's currently a small fishing boat kept between Rolls Farm and Mill point on what appears to be a very informal basis
 - c. What about the Granary? Got a lot of interest when on the Griff Rees-Jones programme a few years ago
 - d. Sail Lofts – been used for film sets
4. I wonder if it is worth adding a list of intangible marine assets which exist in the parish, as a third section? I am thinking of:
 - a. Community sense of maritime heritage and associated pride. (supporting evidence – history books of the village, old photos in King's Head, inclusion of the sail in the village sign)

- b. Significant knowledge and experience within, and attracted to, the village of shipwrighting (Cakey), sail making (Steve), boat engineering (Volspec, Barry), moorings management (Mouse)
- c. The fact that Tollesbury attracts and retains a very diverse range of yachts /small boats? (A pal who is shipwright in Dorset commented when he visited how lovely it was to not see just rows of modern plastic boats)

In general it may be useful to plot the assets on a map in due course to further identify what is meant

Hi Roger

Further thoughts on Neighbour hood Plan Maritime Assets within Parish – Dredging south Channel / Woodrolfe Creek

Further to our discussions regarding the above, and with particular reference to the idea that the South Channel and Woodrolfe Creek might be dredged, the following thoughts have occurred to me:

1. Whilst there is a relatively recent shallowing of an area in the South Channel when approaching the cardinal buoy to the east of Gt Cob Island, I am not sure that there is a general shallowing throughout the Channel and Creek. In my 30 years experience there has been localised shallowing (eg exiting the Back Creek into Woodrolfe Creek the deep water is now to the east rather than west near the lightship), but it feels like any shallowing is largely compensated by a deepening elsewhere. I am therefore wondering if any proposed dredging should be locally targeted?
2. Is there any supporting evidence that the creeks are silting up eg comparisons of depths between old and new charts? (It may be that charts are not sufficiently reliable or based on any proper recent surveys anyway). I have
3. What would be the objective of dredging the channel, ie how much increase in water would be the target – and then what would the impact on that increased water be benefits eg in attracting more visiting boats? In other words, what would the cost benefit be...and how could it be measured? And I do suspect that reasonable sized fishing and recreational craft with bigger drafts who actually want to visit Tollesbury do so now anyway by simply making sure they do their tide calculations before visiting.
4. I wonder how long any dredging would last for before there is natural realignment of the mud? If this is to be taken into account then presumably the on-going costs of maintaining the dredged channels and associated funding requirements would need to be included in the cost benefit analysis?
5. There is an obvious attraction to craft users in dredging the channels to increase the access times around high water, but I can see little point if the result of the dredging is only plus or minus 1 hour – and I cant see that it would have much impact on the development of the Neighbourhood Plan.

I am sorry if this is a bit negative, and of course I haven't heard any of the discussions, but I hope this is a helpful contribution to the wider debate of your sub group.

Rex Davenport

Response to Tollesbury Local Marine Plan
from the Tollesbury Mudclub

Existing assets to be recorded and protected:

North Channel should be mentioned specifically in the list of existing maritime assets as a sheltered anchorage.

Confirm and document the right of navigation in all tidal waters, including the right of anchoring, whether or not waters are used for any form of fishery.

Aspirations for the future:

Withies should only be permitted for navigational purposes with their position & significance noted on local charts held by the "proper authorities". ie. they should have the same degree of significance as local buoyage.

Remove buoys, withies etc which imply that there is no right of anchoring or impede navigation.

Maintain by dredging a suitable specified depth for a specified width in Woodrolfe Creek and South Channel.

Refurbish & maintain the all-tide fisherman's path at the Leavings.

Maintain the buoyage in Woodrolfe Creek and South Channel.

Maintain the viability of all mudberths by dredging as and when necessary.

Ensure the continued viability of the marina, by grants if necessary, to avoid the possibility of it being sold for eg housing development.

Place a sign on the quay giving adequate warning, eg This quay is flooded on spring high tides: park at your own risk.

Maintain the sea wall surrounding Wick Marsh to preserve the sheltered moorings we enjoy.

The preservation of the black shed on the marina land which is falling down - not sure it is worth it but some may desire it to be preserved and it is part of the Tollesbury heritage.

Refurbishment of the wall to Bontings Creek to include:

- a) the provision of bollards & or mooring rings for short term visiting boats.
- b) vertical wooden fendering at close intervals
- c) clearing of hard debris from the mud below the wall so that boats may take the ground safely between tides.
- d) reinstate the water tap for visitors, mudberth holders and those with swinging moorings who otherwise have no access to water.

If oysters are kept in cages these do need to be clearly marked in a clearly understandable & agreed fashion.

Retain the saltwater pool and surrounds in its present form and appearance offering open and unregulated access by the public throughout the year. Provide a temporary toilet during the summer months if required, but not a permanent toilet. Limit the number of additional 'facilities' surrounding the pool.