

FISHBOURNE

ISLE OF WIGHT

Parish Plan



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Tony Hart – *Historical Background*
Together with all those who helped in delivering and collecting the Survey, Questionnaire and other leaflets
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Introduction

Parish Plans grew out of the 'Rural White Paper' published by the Government in 2000. The concept was developed by the Countryside Agency within the 'Vital Villages' scheme, offering a range of grants and advice to help rural communities take action for themselves on issues such as transport and community activities.

In November 2000 the Government's Rural White Paper 'Our Countryside – The Future' launched the concept of Parish and Town Plans.

The purpose of a Parish Plan is to '... set out a vision of what is important, how new development can best be fitted in, the design and quality standards it should meet, how to preserve valued local features and to map out the facilities which the community needs to safeguard for the future.' Plans should 'identify key facilities and services, set out the problems that need to be tackled and demonstrate how distinctive character and features can be preserved.'

The Countryside Agency agreed an initial target of 1,000 communities producing a Parish Plan by 2004. Advice and grants of up to £5,000 were available to cover the costs and the Agency asked Rural Community Councils to assist with advice and expertise. (Commission for Rural Communities and The Countryside Agency).

The target of 1,000 Parish Plans was met, and the process of Parishes producing Parish Plans has been successful and all Parishes are now being encouraged to produce their own Parish Plans. Around 3,000 Parishes have now produced their own Parish Plan.

The vision was for Parish Plans to link in with the work of District, Borough, Unitary and County Councils and Local Strategic Partnerships – informing both Community Strategies and Local Development Frameworks. The scheme was launched as a three-year pilot, with the ultimate intention, if they were successful, of mainstreaming parish planning throughout the Country.

'Parish plans are intended to be evolving documents, outlining how a community would like to develop over the next ten years, and usually include an action plan detailing how these developments can be achieved. The Government wants local communities to have more control of their own lives, to say what they want in their own community or parish and to work with other organisations to get it done. Community and Parish Plans give an opportunity for everyone in your community to make themselves heard. They provide a way for you to say if you want more open spaces, more effective public transport, affordable housing, better access to health care, a chance to buy local produce at local shops and to choose how your community helps everyone in it to relax and make the most of their social and leisure time.' (www.parishplanning.co.uk)

In July 2007 DEFRA (Department for Environment, Food and Rural Affairs) published

their report into Parish Plans. This report looked at the development of Parish Plans, the extent to which they are integrated into the local government system, factors that enable or support such integration and the barriers to integration.

'As well as the quality of the development process, the quality of the end product, that is the Parish Plan, affects its impact on mainstream services.' (Integrating Parish Plans into the wider systems for local government' published by DEFRA in July 2007).

Work started on the Fishbourne Parish Plan on 15th March 2007. The Parish Plan Steering Group consisted of a small number of people (up to 10 active members). The group was chaired by Mark Dickson, and met on a regular basis.

The Parish Plan aims to examine various factors, situations and interests under several headings. Within each of these areas, the interests and views of the Community and the Parishioners were considered.

Wide-ranging public consultation is advocated in preparing a Parish Plan, and consultation with the Parishioners was started by the preparation, distribution, collection and analysis of a "Likes and Dislikes" Survey. This was used to identify the main issues in the Parish, under the following headings.

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To this was added an Action Plan. Once this information was analysed, a more detailed Questionnaire was prepared, distributed and collected, asking for views and information from the Parishioners over a wide range of topics, grouped under these headings.

All of this information was then used to provide the basis for the Parish Plan itself.

Part of the Parish Plan includes an 'Action Plan' which summarises what actions are to be taken or what goals are to be pursued as a result of the Parish Plan and the Consultation process which it encompassed. The Action Plan is really what the Parish Plan is all about, and aims to deliver and/or pursue what the Parishioners of Fishbourne want for the Parish, in the future. The Action Plan and

the Parish Plan itself are intended to be 'living' documents, and will be periodically reviewed by the Parish Council, every five years or so.

The first draft of the Parish Plan was completed in September 2008, and was put to the public (especially the Parishioners of Fishbourne) for public consultation and to collect their views on the draft Document, at a meeting held at the Royal Victoria Yacht Club on 4th October 2008.

Following the public consultation, various amendments and adjustments were made to the draft Plan, and the Parish Plan group made their own last minute changes and corrections to the document. Consultation also took place with the Parish Councillors, who gave their more detailed feedback on the draft Plan, which was also incorporated. In December 2008, the Plan was ready for printing.

The Parish Council will follow up the Parish Plan with a Village Design Statement. This will focus in more detail on the built environment of the Parish, and how this should change and develop in the future. It will become a Supplementary Planning Document, and will be used to guide and inform the Isle of Wight Council in respect of future development and associated issues in the Parish. Similarly it is also intended that parts of the Parish Plan will be referred to and used by the Council in their decision-making processes on issues which affect the Parish, including Planning Applications and Development, Traffic and Drainage issues, The Ferry Terminal etc.

It only remains for us to thank those people who were either directly involved in the preparation of the Plan (the Parish Plan Steering Group), their 'helpers' and the other Consultees who provided help, advice and assistance along the way. Thanks of course also go to the Parishioners of Fishbourne, for joining in with this process and making this document what it is – a reflection of their hopes and aspirations for Fishbourne.

Ron Cawdell (Chairman, Fishbourne Parish Council)

Mark Dickson (Chairman, Parish Plan Steering Group)

Boats in Ashlake Creek at low water



Historical Background



The launching of the 36 gun frigate, 'Magicienne', from the Daniel List shipyard at Fishbourne in 1812. As a shipbuilding centre it was described at this time as "of far greater consequence than Cowes"

Pictures above and below produced by kind permission of the Isle of Wight Council

A Viking style cloak pin found in the area, dating from the tenth or eleventh century



Like many Parishes on the Isle of Wight the history of the area is rich and varied.

Finds made on the beaches at Fishbourne and Quarr mark it out as one of the most important archeological sites in the south of England.

Evidence has been found of Iron age and Bronze age settlements and early neolithic wooden trackways on Quarr beach.

Roman ships unloaded their cargos at Fishbourne and many artifacts have been found here.

In the year 897 AD the first accounts of raids from the Viking longboats occur.

In 1132 the medieval Abbey of Quarr was founded for the Cistercian order. The monks came from the monastery of Savigny in France. Quarr takes its name from the limestone quarries which have been exploited here since before the Roman period.

The most prized stone, Quarr stone, was used in many Saxon churches being built in Hampshire and Sussex. It was also used in the construction of Carisbrooke Castle, Winchester and Chichester Cathedrals, with some consignments going as far as Kent and London.

It was, however, worked out by as early as the fourteenth century. The less prized material, Binstead stone, continued to be quarried until the nineteenth century.

On the beach at Fishbourne, medieval trading

vessels continued to land. A large percentage of the pottery recovered from the site is of this date.

In 1348 the Black Death arrived on the Isle of Wight, wiping out one third of the population.

In 1536 Quarr Abbey was dissolved by Henry VIII and most of the buildings, including the church, were demolished. The ruins can still be seen today.

Shipbuilding in Fishbourne

Shipbuilding has taken place at Fishbourne since medieval times reaching its zenith in the early nineteenth century. As a shipbuilding centre it was described at this time as "of far greater consequence than Cowes".

Daniel List established a shipyard here and built some surprisingly large ships for the Royal Navy including the frigates *Magicienne*, *Tagus* and the *Tiger* (?*Tiber*). These were vessels of 36-38 guns with a length of over 150ft and over 1,000 tons; they were launched in 1812 and 1813. Ships continued to be built here for some time including the *Falcon* for Lord Yarborough. This was a 'yacht' of 351 tons with 20 guns and was built partly to demonstrate to the Admiralty what a fast, seaworthy, full-rigged ship should be. She was in fact a naval frigate in miniature. She was eventually sold to Jardine Mathieson in Hong Kong where she outwitted and outsailed pirates in the China Sea. When the *Falcon* was built in 1824, Daniel Young was the chief shipwright and his great grandson still has his tool-chest and large

anchor from the shipyard. These and the stump on the foreshore are all that remain of the shipyard.

No records exist of any ships being built after 1840 by Daniel List. However smaller craft continued to be built at what is now called the Ranalagh Works, further along the shore.

Other activities in the area

In 1992 a structure was discovered on the seaward side of the ruins of the old Quarr Abbey which turned out to be a thirteenth century roof tile kiln. The clay found in this area lends itself to the manufacture of tiles and bricks, and brickyards existed in Wootton and Ashlake until the early twentieth century.

Fishing was obviously an important industry for the people of Fishbourne over the centuries. It is thought that stone-age man set up conical fish traps in streams running out of Wootton, Quarr and Binstead. These survive in the form of V-shaped post groups which probably held the conical baskets.

In the tenth century a fishweir was constructed of timber and stone at Binstead. The arm of the weir appears to have been at least 400ft long and such a substantial structure was thought to have served the needs of the labouring force in the limestone quarries.

Fish was an important part of the monastic diet and the monks of Quarr constructed two freshwater ponds in Puckers Copse, south of the abbey. Other fish ponds appear on old maps frequently described as 'stew houses' (or fish stews).

The people of Fishbourne also did their share of smuggling and many of the fast cutters built on Wootton Creek found their way into the hands of smuggling gangs. Many of the houses in early Fishbourne (or Fishhouse as it was originally known) were occupied by coastguards and their families.

Farming, of course, was the largest activity for the population of the Isle of Wight. However, the yields from the land around Wootton and Quarr were described in 1813 as never particularly good. A general view of the Island's agriculture described the northeast sector as '... generally characterised as oak tree, or sour woodland clay

... In the Parish of Binstead it is much used for the making of bricks'. A description of 1816 went as follows: 'From Wootton Church there is a fine view of the Wootton River, and the extensive woods through which it runs. These woods are almost entirely the property of Mr Fleming, and extend over several thousand acres, with very small portions of arable interspersed among them'.

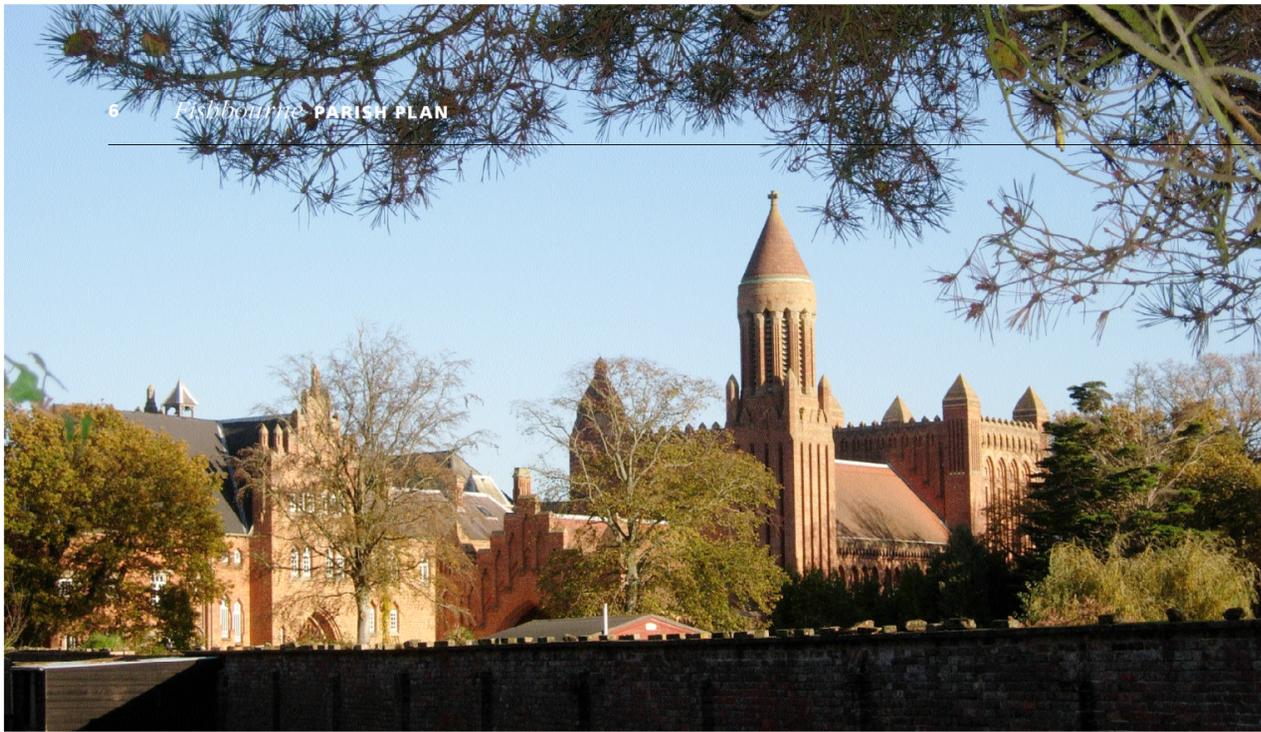
More recent history

There was a hard at Ryde, but it was not until 1814 that a pier was built, allowing travellers to come ashore in safety. In 1825 steamboats replaced the wherries on the Portsmouth to Ryde service. However a problem that the ferry operators faced was transporting vehicles across the Solent. In the late nineteenth century and early twentieth century, this was achieved by tug boats towing shallow barges. Landing at Ryde was difficult, so the switch was made in 1926 to the more sheltered waters of Wootton Creek. This remains until today the Island end of the Portsmouth to Fishbourne car ferry route.

The modern Quarr Abbey was founded in 1908 by the Benedictine monks from Solesmes in France. As a result of the Law on Associations of 1901 in France, the order reluctantly had had to look for another country in which to practice their faith. They originally settled in Appuldurcombe House near Wroxall in 1901. The purchase price for this property was more than could be afforded and in 1907 Quarr Abbey House was purchased from Lieutenant Cochrane, the Deputy Governor of the Isle of Wight.

The ruins of the twelfth century Cistercian Abbey of Quarr





The Abbey church of St Mary, at Quarr. Work commenced in April 1911 and was finished in 1912. 300 tradesmen from the Isle of Wight were employed in its construction

The Abbey church was designed by an architect member of the community, Dom Paul Bellot, and work commenced in April 1911 and finished in 1912. Three hundred tradesmen from the Isle of Wight were employed in its construction and whilst their previous experience had been in erecting dwelling houses, their painstaking work on this fine building has been much admired.

In France the hostility and bitterness between the state and the church softened and in 1921 the majority of the monks returned to Solesmes leaving a group of only 25 monks behind.

The Abbey is the most significant building in the Parish and the monastic community who live and work there are important to Fishbourne.

The Ordnance Survey Map of 1862 shows housing development only around the area of Fishbourne Green in the north of the Parish and between the

Mill Pond and Firestone Copse Road on the south side of Kite Hill. The maps published in 1897 and 1908 show little change. However, by 1939 housing appeared along both sides of Kite Hill and in Fishbourne Lane from Quarr Abbey Lane to the Poplars. The rest of the housing development in the Parish has occurred since the Second World War.

The Ranalagh Works contributed much to the war effort in the second world war and certain houses in the north of the Parish were taken over by the military.

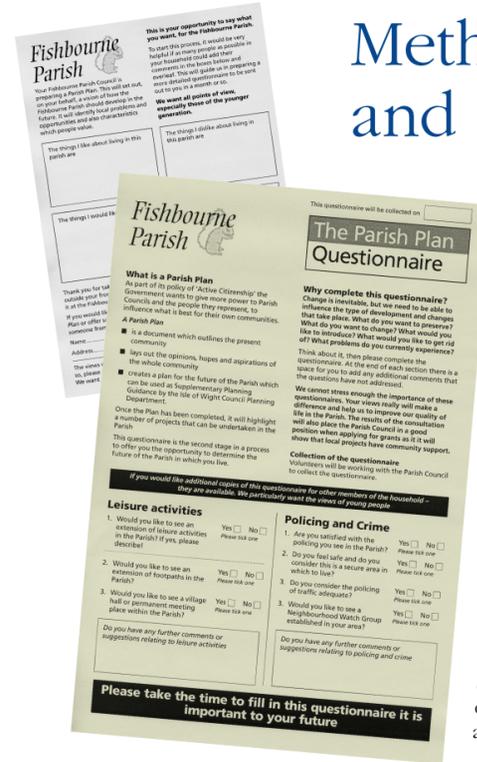
In 1982-3 the jet propelled Thrust 2 was built at Ranalagh Works. It took the world land speed record in October of that year at an average speed of 633mph on the Black Rock Desert in Nevada USA.

Until recently the premises have been occupied mainly by Aluminium Shipbuilders.

Sailing dinghies, constructed in wood, have continued to be built on the site of the Daniel List shipyard until very recent times.

The Royal Victoria Yacht Club was founded by “a number of enthusiastic yachtsmen” on Queen Victoria’s birthday on 24th May 1845 and Her Majesty and the Prince Consort agreed to become patrons. The original clubhouse was built in Ryde but following the Second World War sailing gradually faded through lack of water for dinghy sailing and big boats not being replaced, so a move was made to Wootton Creek in the early 1960’s. The club has prospered since then and in 1998 was awarded a grant from the English Sports Council (Lottery Sports Fund). The application for the grant was strongly supported by the club’s involvement with Sailing for Disabled People. As well as sailing, the clubhouse is often hired out for Parish meetings and private functions.

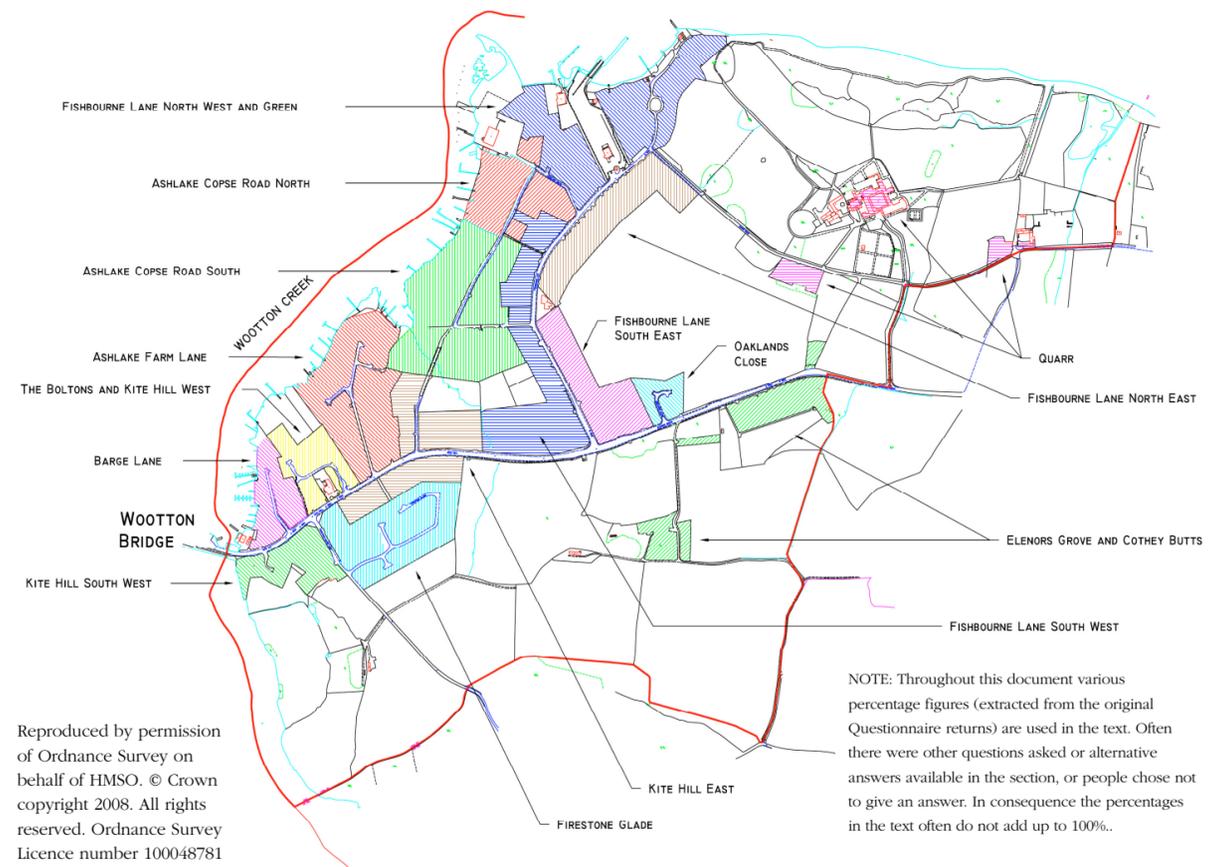
The Royal Victoria Yacht Club is the largest leisure facility in the Parish and its presence is much valued. One would hope that its excellent clubhouse could be used more frequently for Parish events.



Methodology of Questionnaire and Sampling

1. A ‘Likes and Dislikes’ questionnaire was circulated in May 2007.
2. A questionnaire was developed from the comments made on the ‘Likes and Dislikes’ Survey.
3. The questionnaires were delivered and collected in early November 2007.
4. The Parish was divided into survey sampling areas. These are described on the plan below. It was considered that the origin of the answers was important as several issues or topics affect only those people in certain areas.
5. The questionnaires were delivered and collected within these areas so the origin of the questionnaire was known whilst the household from which the questionnaire came could remain anonymous. In the event most households entered their names and addresses on the questionnaire.
6. The questionnaires were analysed by two methods:
 - a. Counting the Yes/No and Concerned/Not Concerned answers. This was done area by area in numerical and percentage form with totals overall calculated for the Parish.
 - b. The answers given in text box were copied area by area and were reproduced as a volume of text answers for those writing the plan.
7. Copies of both analyses may be found for inspection or down-loading on the website www.fishbourneiow.org.uk

Location and notation of survey sampling areas



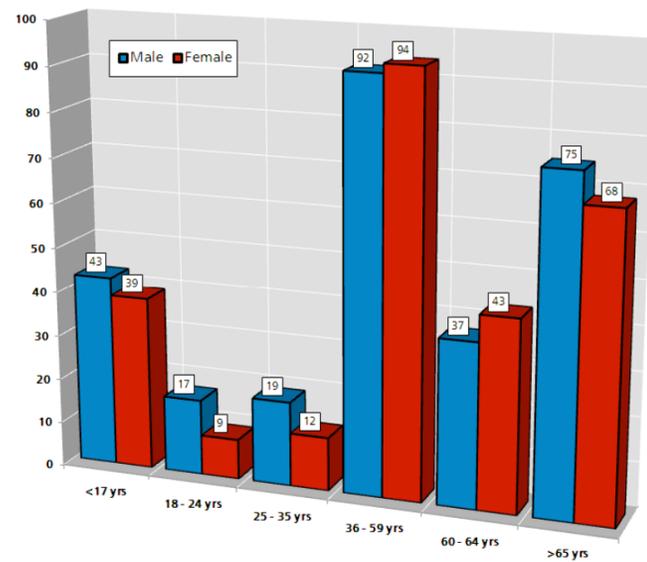
NOTE: Throughout this document various percentage figures (extracted from the original Questionnaire returns) are used in the text. Often there were other questions asked or alternative answers available in the section, or people chose not to give an answer. In consequence the percentages in the text often do not add up to 100%.

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Picture by Brian Gay

Age Distribution



8. The figures with respect to returns of the questionnaire are as follows:

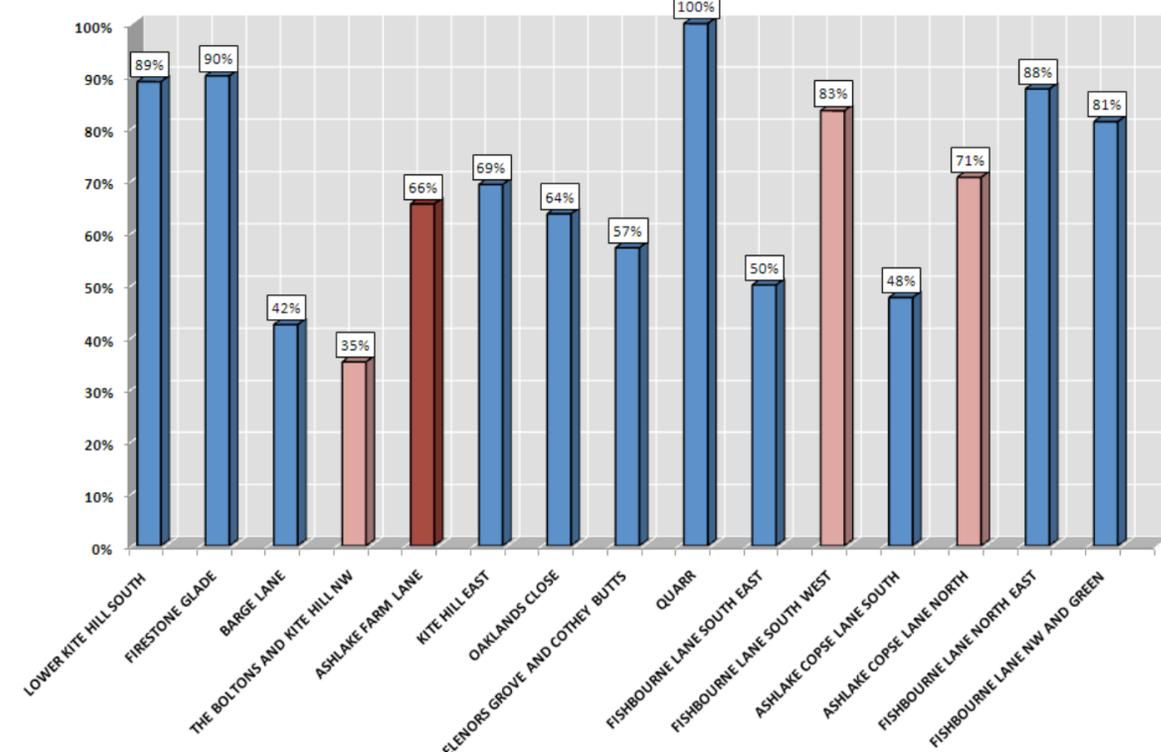
- a. Total number of residences 336
- b. Total number of properties paying 90% rates. (ie second homes or empty properties qualifying for reduced rates) 16

- c. Total number of permanent residences 320
- d. Total number of household returns 349
- e. Known second home owners returned 4
- f. Number of resident households returned 229
- g. Thus, total number of household returns 233
- h. Percentage return of permanent resident householders. 71.5%

The diagram below should be considered when looking at the questionnaire returns as it gives, as a percentage, the proportion of the total number of households for which questionnaires were returned. The diagram shows that overall the response was very good with the total approximately 70%. Many regions were in excess of 80% including those containing a large number of households, eg Firestone Glade's 58 returns represent 90% of the total possible.

It is understood that such a high level of response is unusual. It places the authors in the advantageous position of being reasonably confident that the results are truly reflective of the views of the Parishioners.

Questionnaire Data Returns (Percentages)



Policing and Crime

85% of those who completed the questionnaires said 'yes' to the question 'do you feel safe and do you consider this is a secure area in which to live?'. Only 12% said 'no' to the same question.



Despite the general air of security only 50% answered 'yes' to the question that they were satisfied with the policing they see in the Parish, with 44% saying 'no' to the same question. A lack of police presence was the main reason for dissatisfaction. There was a difference between the comments received from the south part of the Parish and those from the north part. The south part wanted to see foot patrols and a more visible presence. The north part wanted more traffic policing with the emphasis on speeding traffic in Fishbourne Lane. Nuisances mentioned were litter, dog fouling and 'festival' rowdiness in the Kite Hill Area.

58% answered 'no' to the question 'do you consider the policing of traffic adequate?'. This percentage was in excess of 70% in the North Fishbourne Lane area.

The question 'Would you like to see a Neighbourhood Watch Group in your Area?' was confusing to some, as some areas already have active Neighbourhood Watch Groups, while others have had Groups which are now inactive. Some might have answered 'no' or not answered the question because an active Group already existed for them. Nevertheless 70% confirmed they would like a Neighbourhood Watch Group in their area.

One of the reasons given in the 'Likes and Dislikes Survey' for wishing to live in Fishbourne Parish was the 'Village Atmosphere' and 'Community Spirit'. Below, the people of Fishbourne entertain the crew of the French aircraft carrier 'Charles de Gaulle' during the Trafalgar Day Celebrations in 2005



The Environment

AONB (Area of Outstanding Natural Beauty) and the CROW (Countryside and Rights of Way Act 2000), state that

‘there is a duty not just to conserve but to enhance our environment’.

“Fishbourne is Special”

It is an area of importance environmentally; it contains a vast array of plant and wildlife, some nationally scarce and some locally important species. It has protected and priority species such as the dormouse and red squirrel and notable trees, ruins and wetlands. **How should we conserve and enhance it ?**

Many Fishbourne residents stated their reason for living in the Parish was the proximity to the creek, sea and countryside and the quality of the area. Under ‘further comments’ there were remarks such as ‘need to reduce creek erosion’, ‘greater protection of trees and red squirrels’ and ‘volunteer groups to clear up litter from foreshore’. Percentage returns from the survey also showed that 79% of residents were concerned about the loss of trees, 80% wanted more trees and flowers and 80% wanted foreshore litter cleaning.

From this one can deduce that Fishbourne residents care for their environment. On the whole they choose to live here, and wish to preserve, protect, enhance it and use it. Otherwise it will be lost.

Its rich biodiversity, natural beauty and ancient woodland are recognised nationally and internationally by numerous environmental designations:

- AONB Area of Outstanding Natural Beauty
- SINC Site of Importance for Nature Conservation

RAMSAR Internationally important wetland and wildfowl habitat

SSSI Site of Special Scientific Interest

SPA Special Protection Area
(See plan on page 12)

Fishbourne is included in the Isle of Wight North East Coastal Defence Strategy study.

Eco-Island is the sustainable community strategy for the Isle of Wight from 2008 to 2020. The Eco-Island document states ‘The Island Strategic Partnership shares an inspirational vision, which it will achieve by ethical, dynamic and determined partnership working across all sections of the community. Our ambition is clear – we will have the smallest carbon footprint in England by 2020. Together we will achieve that ambition and build a thriving economy by attracting innovative businesses, and encouraging strong and healthy communities.’ . . . **‘Our communities will be proud of their surroundings, will work hard to protect them and, as a result, will be able to enjoy a better quality of life.’ Our community has to plan how this will be achieved in Fishbourne.**

More information is available at www.eco-island.org.uk or by ringing the Island Strategic Partnership on 823804 or via County Hall.

The Parish Plan Questionnaire divided environmental issues into 4 main areas. Refuse collection 1-7, Trees/Plant preservation and Planting 8-10, Noise 11 and 14, and Water (surface drainage and sea level rise, defence) 12,13 and 15.

Refuse

84% of residents throughout the Parish felt refuse collection to be very good or good. However, recycling did not fare so well. Only 37% were happy with our present provision. This is obviously something we need to look at. Half the population felt that street cleaning was ‘average’ with a quarter judging it to be ‘good’. The emptying of public litter bins and controlling of dogs’ mess showed a similar result. However, a number of residents felt that there could be more and better-placed dog mess bins. The vast majority of respondents were in favour of cleansing being extended to the collection of litter from the foreshore.

Although it may seem wrong to place cardboard, plastics, other packaging, aluminium and steel cans, etc, into our bins, these items are not land-filled. They are recovered at the waste facility on Forest Road. Most are processed to create fuel; metals are extracted and recycled and organic material is composted. Only a small proportion of the waste is land-filled. It is vital therefore that we recycle what we can via the black and green boxes – ie glass bottles and jars, newspapers, magazines and ‘bagged’ textiles and shoes.

Recommendation: The Parish Council will remind residents of the kerbside recycling dates when possible via the Newsletter and encourage Parishioners to live as environmentally responsible as possible.

More information can be sought from Island Waste or the Isle of Wight Council.

Tree and Plant Preservation

35% of people felt the maintenance of grass and verges within the Parish to be good, with 46% feeling it was adequate. However, there was a small number who felt there was a gradual and insidious erosion of the verges which should be controlled.



The Plantation

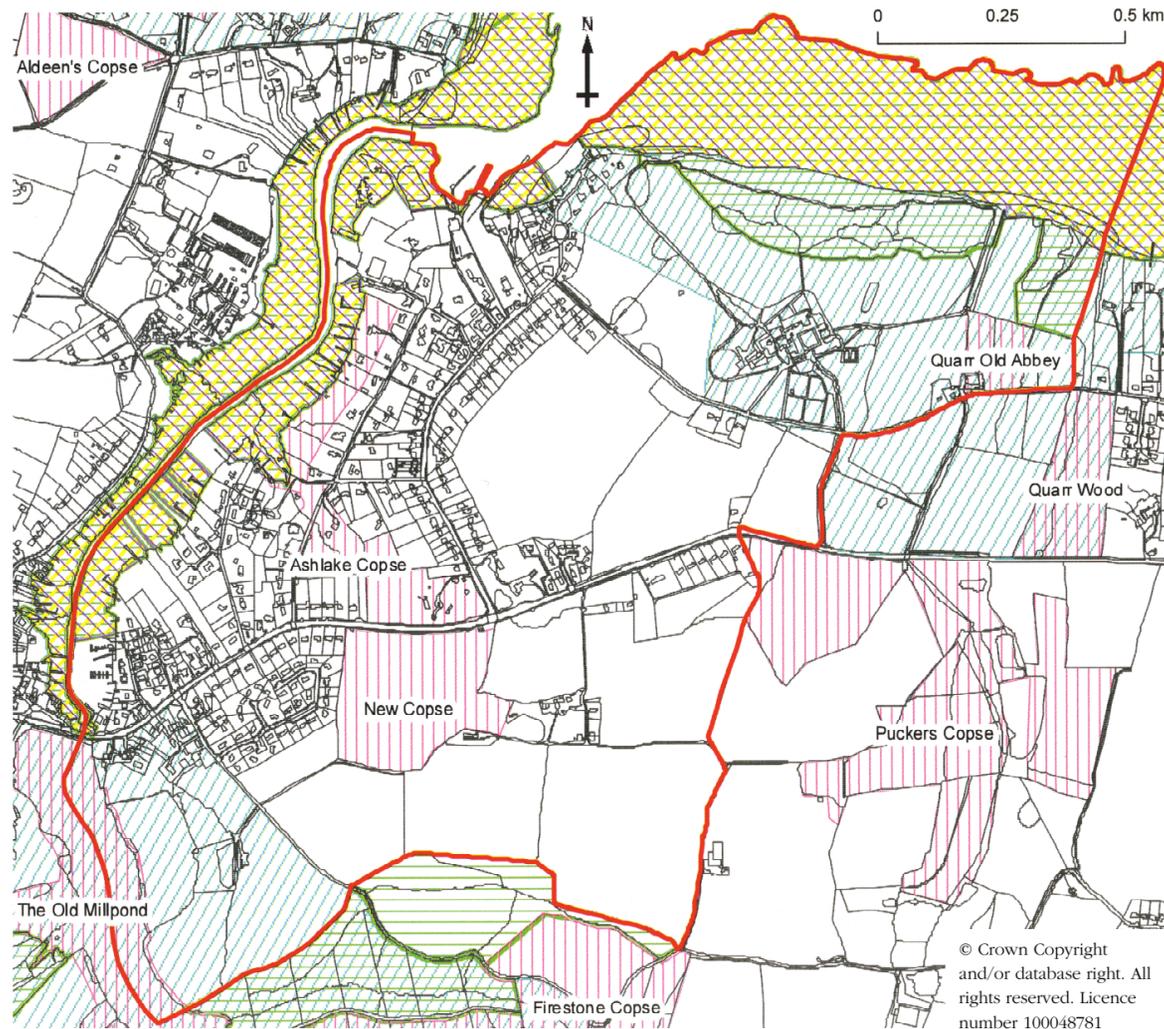
70% felt more flowers and shrubs should be planted on or around the verges and greens.

The loss of trees in the Parish was of great concern with 79% of people worried, and 68% wishing more to be planted. This percentage would have been higher overall but was affected by the response in Ashlake Copse Lane South.

The Parish Council has been awarded £500 as part of the Million Blooms Project. It has been spent on shrubs and bulbs to enhance Fishbourne and will be overseen by local residents.

In search of magnificent trees, the Histree Trail Project officer is working with the community identifying and recording trees with heritage, local stories and historical links with the landscape. This data is being used to generate a series of self-guided walking trails across the island, linking up historic trees. One of these walks runs through Fishbourne and Quarr. The officer says “Fishbourne and Quarr have some of the most magnificent oaks on the Island” – more information at: histreetrail@iow.gov.uk

On this note, the great oak on Fishbourne Green is due to be way-marked. Many of Fishbourne’s fine trees and copses have tree preservation



Key

- Fishbourne Parish
- SPA
- Ramsar
- SSSI
- AONB
- SINC

Nature conservation and landscape designations in Fishbourne Parish

orders (TPOs) on them; these can be seen on page 48.

Recommendation: All residents are urged to be vigilant in order to preserve our beautiful trees. Anyone wishing to protect a particular tree or group of trees should contact The Tree Team at Seaclose on 823552. Without our trees we will lose our wildlife so it is up to us to do what we can.

Noise

For those who live close to Little Canada or under flight paths, noise is a major issue but the majority of respondents were not concerned. Noise from ferry operations and traffic is dealt with elsewhere in the Parish Plan.

Coastal Erosion

Serious erosion of the foreshore at Fishbourne started after the introduction of the larger 'Saint Class' ferries around 1980. At a meeting held at Ryde Town Hall in December 1979 to discuss the introduction of these ferries, it transpired that an Act of Parliament was needed for the linkspan construction that Sealink UK wanted. Sealink agreed to put right any environmental damage caused over the next 10 years which, of course, included erosion: this was a verbal undertaking and was to be monitored by the then Medina Borough Council. Sheet piling was discussed but in the end was used only adjacent to the terminal.

Erosion continued and was worst to the East and West of The Boathouse at the mouth of the Creek.

This area was monitored by Mr T Ballard, a local Civil Engineer, over a period of eight years. His conclusions in 1992 were that 'erosion has increased at all points measured. There has not been a compensating build up of a bank anywhere in the survey area*. Erosion is least next to the slipway which indicates how important this structure is in acting as a sea defence. There is now little loose shingle on the shore to protect underlying clay soils from wave and wash erosion.'

The damage has been ongoing: there has been some monitoring but no action. The increased number of ferries and their speed causes tremendous draw down: the greater the size and speed of ferries, the greater the problem.

In 2003, Dr M Bray, RACER University of Portsmouth, produced a Report 'Ferry Operations: Potential Impacts on European Site Features at Wootton Creek and Quarr Foreshore – Guidance Document to English Nature'.

Dr Bray found that reasons for erosion were inconclusive and that further monitoring was needed and recommended that elements of the Precautionary Principle be adopted while monitoring was undertaken. The two main precautionary elements required the ferry company to sail more slowly and to keep within the designated channel. However, English Nature (now Natural England) declined to enforce the Precautionary Principle and also decided that the costs of further study and monitoring were prohibitive. The Fishbourne Residents Group challenged both decisions and referred English Nature to the Parliamentary Ombudsman for 'maladministration'. This failed and so yet another Report about erosion in Wootton Creek and its causes was abandoned. At present (2008), the problem is at its worst around The Boathouse slipway where erosion is so bad that the slipway is in danger of being undermined completely and collapsing. When this happens, the protection provided by it to the intertidal area to the West will be lost. We should all be seriously concerned.

Recommendation: The Fishbourne foreshore has several conservation designations and it is imperative that we protect it from being washed away.

* There has been a considerable build up of shingle towards the ferry terminal near the 'bus shelter' adjacent to the lower green at the northern end of Fishbourne Lane in recent years.

Sea Level Rise

In answer to the question 'Are you concerned about sea level rise and sea defences?' 44% replied 'yes' and 53% replied 'no'. The Isle of Wight Strategic Flood Risk Assessment (November 2007) for Wootton and Fishbourne states 'Flood risk to potential development sites is relatively minor'. The 1 in 200 year tidal flood level for Ryde for 2070 and 2115 is 3.5m (Above Ordnance Datum) and 4.2m (AOD) respectively. By these figures Wootton Bridge (2.9m AOD) and the Lower Green (3.4 AOD) can be expected to flood by 2070. It is unlikely that the tidal flood levels will reach the nearby homes until near the end of the Century. Most properties are sufficiently above the predicted flood levels not to be at risk. The predicted rise in sea levels will inevitably increase erosion and local instability of the shore line and the banks of the Creek. There is an inevitable conflict between a central government policy of managed retreat and a local need to protect homes and property.

The Boathouse at the eastern entrance to the Creek.

The top picture was taken in 1981. Note the height of the foreshore as it relates to the slipway and the seawall.

The middle picture was taken in July 2001.

The bottom picture taken in July 2008



Housing and Future Development

Is Quarr Abbey an Area of Outstanding Natural Beauty?

88% of Parishioners wish to see the whole area of this land become designated as an Area of Outstanding Natural Beauty

OVERVIEW

The Parish is a small, relatively unspoilt semi-rural hamlet in a coastal environment, approximately 30% of which is developed, with 70% being made up of Quarr Abbey, farmland, woodland and open space. Some 95% of the developed area is low density private residential development within Council Tax bands E to H, with most properties in bands F and G. We believe that 5% of the Parish consists of non-residential development made up of the few local businesses located in the Parish.

There are 336 households in the Parish, the vast majority of which are attractive high-quality, low density detached housing situated on substantial plots, many being in semi-woodland settings. Only 12 houses are semi detached, 6 houses are in two terraces, one of which is an old single house conversion and there are 7 houseboats. The Parish is considered to be a desirable area where properties are in the higher price bracket and the few properties which come to the market easily find purchasers, with estate agents having waiting lists for many properties.

A large proportion of the Parish is designated as an Area of Outstanding Natural Beauty, Site of Special Scientific Interest and Site of Importance for Nature Conservation, with only one small area of permanent holiday accommodation.

The visual character of the Parish is being photographically recorded and this record will be available soon.

Unitary Development Plan (UDP)

The current UDP indicates the Parish is predominantly housing within a “development envelope”. The UDP states that housing should be appropriate in scale, density and design in order to harmonise with surroundings and the landscape. Any infill development should not harm the amenity of neighbouring property and its surrounding area (Policy G4).

Policies C17 (Adaptation and re-use of Rural Buildings), D1 (Standards of Design), G1 (Development Envelopes), G4 (Location of Development), G5 (Development outside Defined

Settlements), H7 (Extension and alteration of existing properties), H9 (Development outside Development Boundaries), H14 (Locally Affordable Housing) and H15 (Locally Affordable Housing as Rural exceptions) are the Policies in the UDP which relate to and regulate Development and Housing in the Parish. More information about these can be found on the Isle of Wight Council’s Web Site (www.iwight.com).

Local Development Framework (The Island Plan)

The Local Development Framework (LDF), known as the Island Plan, will replace the existing Unitary Development Plan by 2011, and is

presently still undergoing public consultation. It is believed that through this process, the community will have greater involvement in planning issues and this should become clearer as the Island Plan is developed.

National Policy

National Policies PPS3 (Housing) and PPS1 (Delivering Sustainable Development) are the Policies at National level which relate to housing and development in the Parish. These policies are very broad and non-specific, but nonetheless indicate how development and housing issues etc are seen at a national level. More information on these Policies can be found at www.iwight.com.

QUESTIONNAIRE RESULTS

Where should future housing be built?

The vast majority of Parishioners (84%) prefer that any new development should take place within the existing built up area but there is preference for such development not to be by way of increase in existing density (63%). Also the vast majority (89%) do not wish to see any development on green-field sites. In effect any future development should be in the existing built up area within the development envelope, on

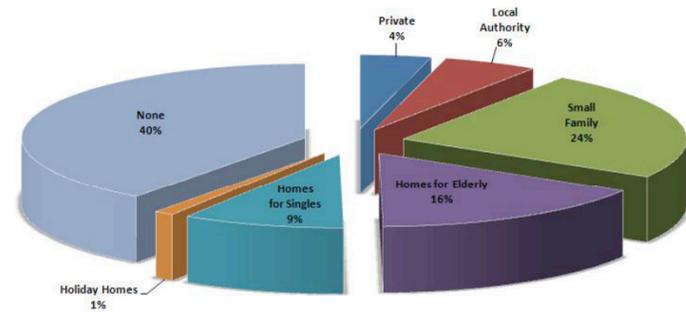
brown-field sites only and not by way of subdivision of existing plots, where this would increase the density of the built environment and change its character to an unacceptable extent.

Do you want protection of woodlands?

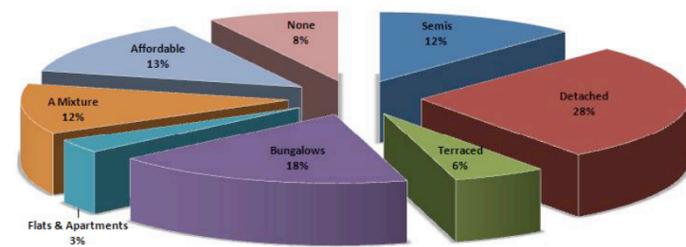
A very high proportion of Parishioners (93%) desire the protection of the existing woodland which is so intrinsic to the character of the Parish.

Quarr Abbey fields – looking down towards the entrance to Wootton Creek

Desired Development Types



Desired Housing Types



Preference for sympathetic development

97% of Parishioners want to ensure any development is in sympathy with the existing character of the Parish.

More accommodation

The marginal preference is for no more significant amount of accommodation to be built (51%). This is probably due to ongoing problems with infrastructure, a lack of facilities in the Parish and a wish to preserve the character of the Parish as previously mentioned. There is practically no desire for more holiday homes. A small minority would like to see homes for single people (12%), homes for the elderly (21%) and small family homes (31%), although there is an overwhelming desire not to change the character of the Parish.

Firestone Glade – probably the most recent large scale housing development in the Parish. The mature trees and well kept open-plan lawns add greatly to this spacious and attractive estate



Preferred homes

In the event of new homes being built, the results from the questionnaire show the following:

- 32% preferred detached houses
 - 21% preferred bungalows
 - 14% preferred semi-detached houses
 - 6% preferred terraced houses
 - 4% preferred flats or apartments
- and
- 14% said they would like to see a mixture of these house types, whilst 9% said that they did not want to see any new houses built.

Of the 349 questionnaires returned, 83 of them (24%) expressed a desire to see affordable homes for first time buyers in the Parish.

Should there be more business?

76% of Parishioners expressed a desire for no more businesses in the Parish in order to maintain the residential nature of Fishbourne.

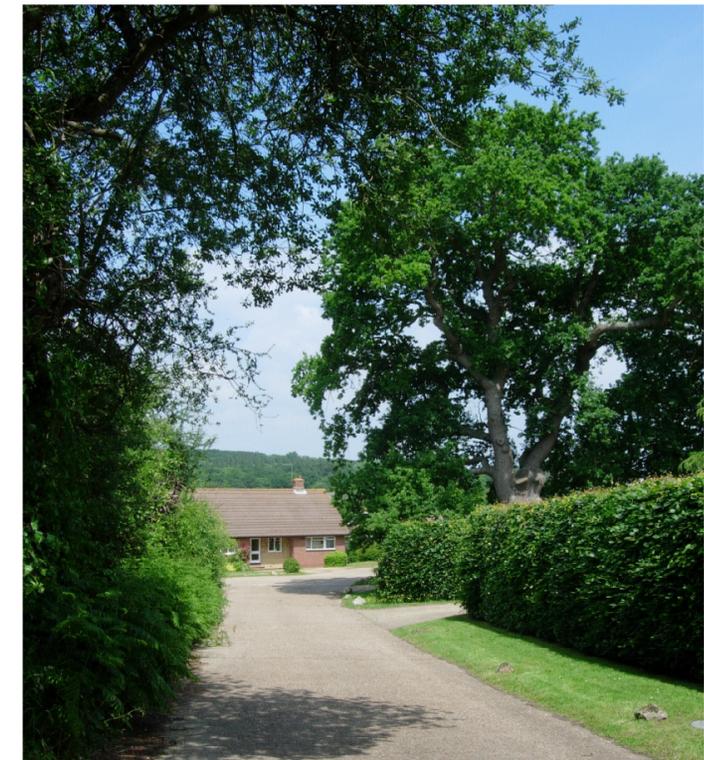
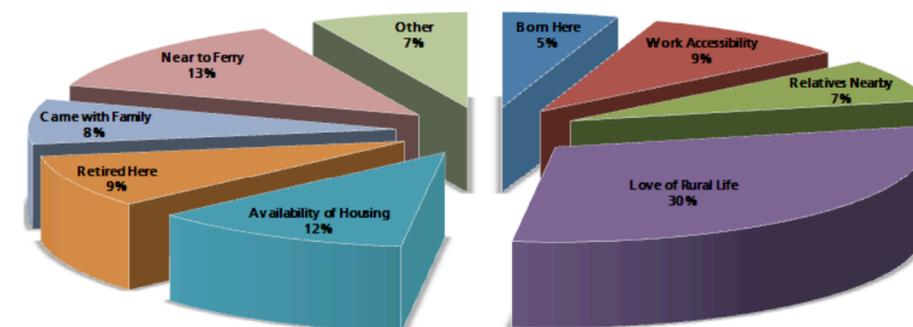
Concerns about development sites

48% of Parishioners are concerned about potential development, whereas 39% indicate they have no concerns. A list of the main sites causing concern follows overleaf.

Quarr Abbey as AONB

88% of Parishioners would like to see the whole area of Quarr Abbey land become designated as an Area of Outstanding Natural Beauty. Part of the Abbey’s land is already so designated, but there is a strong desire to see that this designation is increased to encompass most, if not all, of the Abbey’s land.

Reasons for living in Fishbourne



Asblake Farm Lane with its beautiful mature oak trees

General

There is great concern that more development will further burden the existing inadequate infrastructure particularly drainage and that further development in an area lacking ‘community’ facilities is inappropriate.

There is a very strong desire to retain the character of the Parish as a leafy, low-density, characterful “hamlet” and this desire needs to be acknowledged when any further development of the area is considered.



Fisbourne Circular Green in the Spring offers an enticing glimpse of the Creek and Solent

A synopsis of the main comments from Parishioners on housing and future development:

(Extracted from the Questionnaire)

- The Parish must not be over developed
- The Parish has insufficient infrastructure to support more development
- Infill development spoiling character of village, garden space reduced to provide parking
- Limit development in order to preserve the nature of the village
- Preserve Quarr Abbey and grounds as they presently stand, do not develop to become tourist destination
- Exercise great care before allowing any development in Ashlake Copse Road
- Limit further development because of traffic and parking difficulties and prevent destruction of wildlife habitat/retain green corridors
- Houses need room for garden space, children need space to play
- Threat of Freight Park in area
- Replacement of existing dwellings is acceptable

Potential development sites of most concern to Parishioners:

(Extracted from the Questionnaire)

Along the Creek

- Barge Lane area
- Kite Hill Farm development/permanent residency at camp site
- Ashlake Farm Lane area
- The woodland between Ashlake Copse/ Fishbourne Lane
- Bourne Cottage site and any development of fields behind it
- The fields behind 15 – 27 Fishbourne Lane
- Ranalagh Works site

Fishbourne Lane

- Garage site
- Wightlink Ferry Terminal

General concerns were expressed about development/high density infill and about any construction on green-field sites. It was felt that both ancient woodland and green-field land should be protected.

Also, it was considered desirable that the design of any development should be in keeping with the character of the Parish and that any future

development should have a minimum of one off-road parking space.

AIMS

Preserve and enhance the village environment and the character of the Parish, keeping it 'green and leafy' and relatively low density.

Protect green-field sites from development.

Ensure any development is on brown-field sites and/or within the defined settlement of Fishbourne (eg within the development envelope) only, and that it is 'in-scale', and at a comparable density to the surrounding development.

Resist the demolition of properties on large plots and their replacement with significantly higher density development.

Ensure that the Isle of Wight Council fully and adequately considers all consequences of any development, including increased levels of traffic and the effect on the existing infrastructure.

Pursue the extension of the Area of Outstanding Natural Beauty at Quarr Abbey to include most or all of the Abbey's land.

Where development is considered, encourage appropriate and imaginative design, in keeping with and sympathetic to the existing character of the Parish.

Pursue the creation of a Village Design Statement for the Parish, to be adopted by the Isle of Wight Council in due course.

Resist any construction on green-field sites.

Protect the ancient/all woodland and all green-field land.

Consider the creation of a conservation area for the area of the Parish around the circular green and oak tree and the developed area to the north (the lower green area), as part of the process of creating the Village Design Statement.

Any future development to have a minimum of one off-road parking space, preferably more.

Barge Lane



Leisure

Fishbourne is a small Parish and for its size is well provided with leisure activities in the form of the Royal Victoria Yacht Club, its coastline for access to the Solent and its rural location for access to the countryside and local walking.

Sailing

The Royal Victoria Yacht Club is situated at the mouth of Wootton Creek from where all types of leisure sailing take place.

There are approximately 900 members of the Club of which about one quarter are from the Parish.

Dingy sailing is well supported with regular racing, either single class or fast and slow mixed handicap.

There is one of the largest fleet of Squibs in the country based at Fishbourne and the club has hosted both the National Championships and the South Coast Championship for Squibs.

There is also a cruising section and there are regular rallies along the south coast and to northern France for both motor-boat and sail.

There is a very active Cadet section and it is not unusual to have over sixty cadets on the water on a Friday evening. They sail Optimists, Lasers and Pecos.

During the summer months, adult sailing is made available to members who need to boost their sailing skills and to all who wish to spend time on the water.

As well as the sailing opportunities offered by the Royal Victoria Yacht Club, many residents moor their boats in Wootton Creek. These include rowing boats, sailing dinghies, motor cruisers and sailing cruisers.

Sailability

Fishbourne Sailability Club is hosted by the Royal Victoria Yacht Club. The object of the club is to promote and facilitate water sports for people with disabilities.

The club was founded in 2002 and offers a range of opportunities at a very reasonable cost.

During summer months a number of craft are made available and include sailing dinghies, sailing and motor cruisers and racing keelboats.

During winter the Sailability Club arranges many social events including parties, quizzes, film shows and talks.

Leisure Fishing

There are two types of leisure fishing from Fishbourne.

- Sea angling from the shore
- Sea angling from small boats.

Fishing from the shore is increasingly popular and Fishbourne is one of the selected spots where competitors congregate for Islandwide competitions.

The relatively steep shingle foreshore offers excellent opportunities for bass fishing. Wootton Creek also holds both bass and flounder.

For those who wish to venture offshore, Fishbourne and Wootton Creek are well located having easy sheltered access to the Solent.

Most types of sea fish can be caught within a mile or two including mackerel and bass in the summer months and plaice, sole and codling in the winter.

Fishbourne Art Group

This group was formed about 5 years ago, when 3 neighbours began meeting in each other's homes on a regular basis to draw and paint and encourage each other to persevere in the struggle to be creative.

The group has now grown to 9 which is about the maximum size for their dining room tables and coffee pots. They work in a variety of mediums and a mixture of subjects including portraiture, landscape, botanical and still-life.

Walking and Footpaths

The Isle of Wight is blessed with over 500 miles of well maintained public footpaths. Fishbourne is one of the 'Gateways' to the Island and makes an excellent base for walkers.

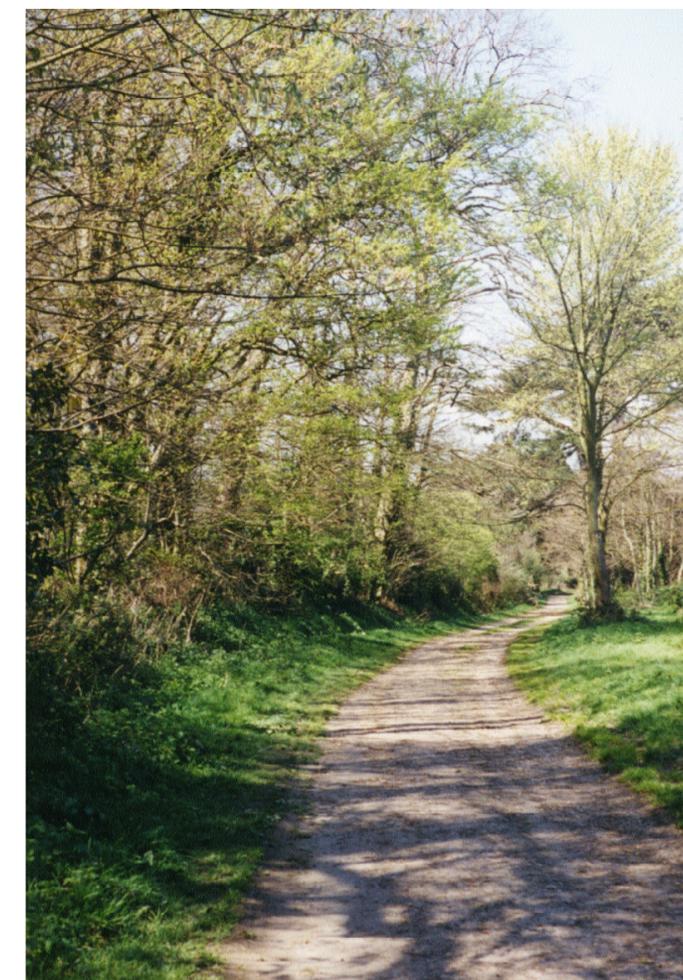
There are many circular walks both within the Parish and longer distance routes incorporating adjoining Parishes. The longest circular walk on the Island, 'the Coastal Path' runs through the middle of the Parish from Wootton Bridge in the West to Binstead in the East and passes the Fishbourne Inn and Quarr Abbey.

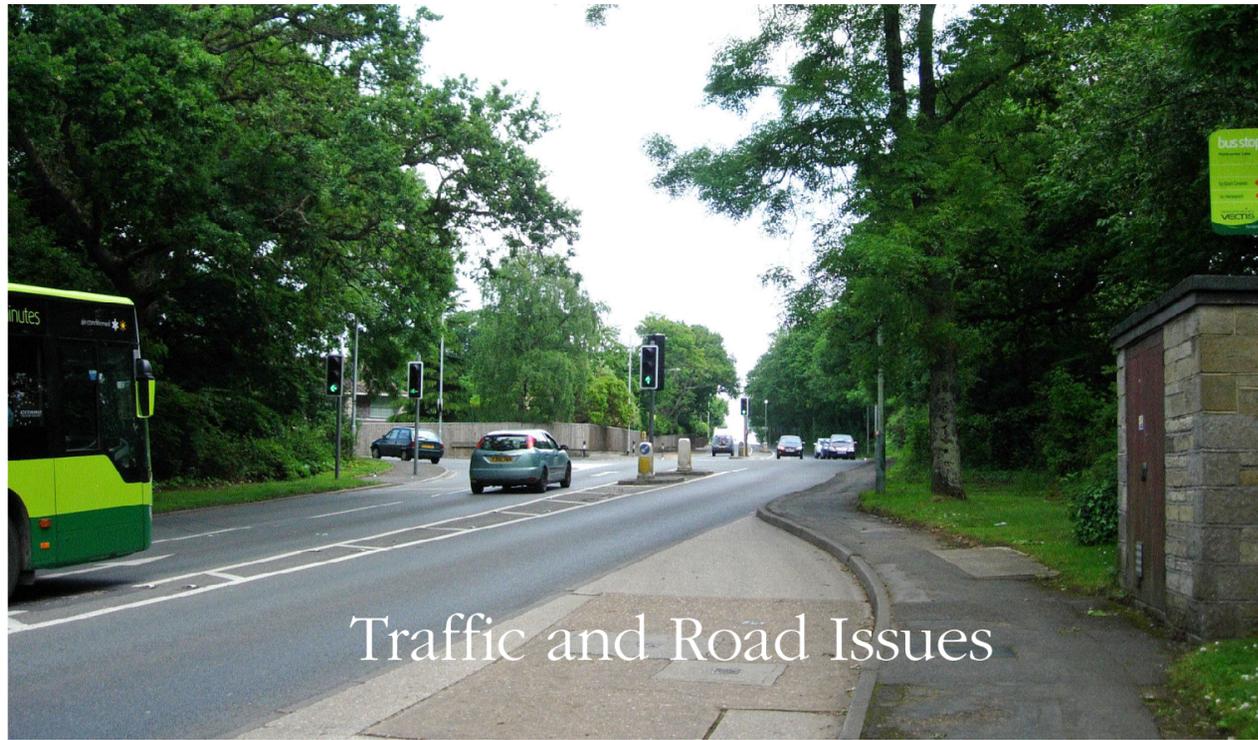
Quarr Abbey Lane forms part of the Isle of Wight Coastal Path



Despite the weather it is 'smiles all round' at the Sailability Open Day in July 2008

Picture by Brian Gay





Traffic and Road Issues

Fishbourne Lane/A3054 – The traffic signalling has been altered several times in recent years. It needs to be kept under constant review

Traffic noise

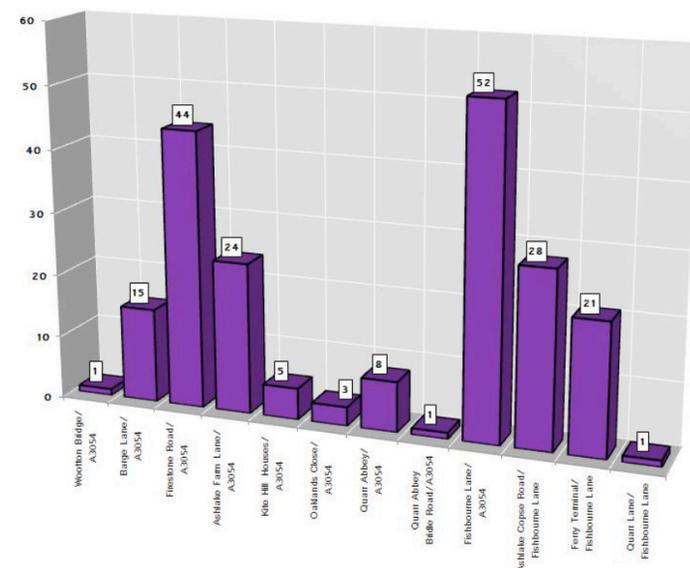
Noise generally concerns only those that are affected. The two areas of major noise concern are the A3054 and the traffic to and from the ferry terminal in Fishbourne Lane. Traffic noise is generally only of concern to those living beside the A3054 and in Fishbourne Lane. Those at the west end of Kite Hill and the south end of Fishbourne Lane are the most concerned. Overall 43% are very concerned or concerned about traffic noise, and 56% are not concerned.

Traffic speed

The majority of people in the Parish is concerned about traffic speed, but that concern is focused on the roads nearest to home. Thus more than 80% of those who live on the A3054 are concerned or very concerned about traffic speed on the A3054 and approximately 90% of those who live in Fishbourne Lane are concerned about the speed of traffic in Fishbourne Lane.

There is considerable concern about the unrestricted (60mph) speed limit on the narrow Firestone Copse Road south of Firestone Glade.

Junctions – Number of Mentions



Volume of traffic

78% of people in the Parish are concerned or very concerned about the volume of traffic on the A3054 with those living close to the A3054 being the most concerned. Similarly 74% of Parishioners are concerned or very concerned about the volume of traffic to and from the ferry terminal with over 70% of those living in Fishbourne Lane being very concerned.

Dangerous road junctions

67% of the people in the Parish are concerned or very concerned about road junctions. Residents were given the opportunity to name the junctions that gave them concern. Most residents named the junctions they use to reach the major roads. A count of the number of times each junction was named is illustrated in the diagram to the left.

The three minor road junctions of Barge Lane and Firestone Road with the A3054 and Ashlake Copse Road with Fishbourne Lane were cited as dangerous junctions by most of those who regularly use them. The main junction of Fishbourne Lane with the A3054 was mentioned the most times, but the number of mentions was not more than 33% of the number of returns received from those who use it most, that is those living in Fishbourne Lane and Ashlake Copse Road.

The questionnaire returns from the Firestone Glade Area, when commenting on the junction with the A3054, defined the need for a footpath connection to the A3054. The problems of obstruction of the road by vehicles parked on the west side, and surface water drainage were also mentioned.

A synopsis of works required to improve the junctions is as follows:

Barge Lane/A3054 – Reduce the speed of traffic approaching from Wootton. Attempt to improve visibility of traffic approaching from the right. A double yellow line has been approved by the Isle of Wight Council but not yet implemented. *HGV's are reported as clipping the kerb on the approach to Wootton Bridge opposite the Barge Lane junction.*

Firestone Copse Road/A3054 – Reduce the gradient of Firestone Copse Road at the junction. This will require a major diversion of services to reduce the level of the carriageway.

Ashlake Farm Lane/A3054 – Improve visibility and calm traffic flow through Kite Hill. There is a need for better signposting visible from the A3054. A splay has been formed in the fence either side of the junction, but a bushy conifer tree has been permitted to grow outside the fence line. The removal of this conifer tree would significantly improve visibility of traffic approaching from Wootton.

Quarr Abbey/A3054 – Trim hedges to improve visibility in both directions along A3054

Fishbourne Lane/A3054 – The traffic signalling has been altered several times in recent years. It needs to be kept under constant review. The Highways Department should take advantage of observations of its performance offered by the residents of the Parish who use the junction most.

Seven questionnaires returned said the signal sequence in use at the time of the survey (November 2007) still caused confusion. The signal sequence was modified by the Isle of Wight Council in October 2008. It is now a matter of observation to determine how effective the changes have been.

Ashlake Copse Road/Fishbourne Lane – Ashlake Copse Road is too narrow at the junction. It will be necessary to purchase land from the bounding properties if this junction is to be improved.

Ferry Terminal/Fishbourne Lane – This junction is currently under review in conjunction with Wightlink's proposed changes within the terminal.

Quarr Lane/Fishbourne Lane – It has been suggested that there should be a warning sign at the bottom of Quarr Lane to warn (child) cyclists of the approach on to a trafficked road.

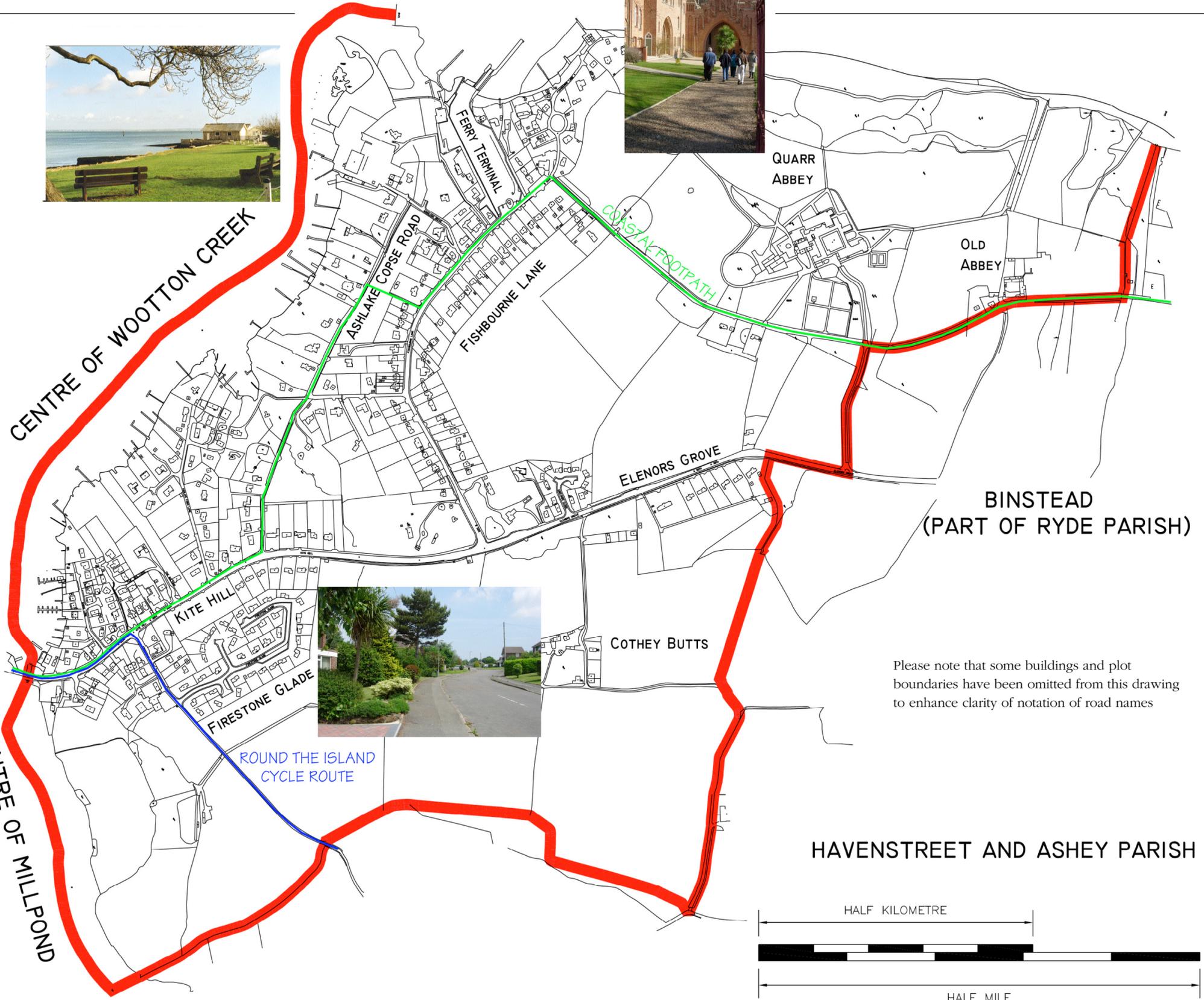
Maintenance of roads and footpaths

The 34% who were not concerned exceeded the 22% who were very concerned on this matter. There are several reports of the footpaths in Fishbourne Lane being dangerous. The footpaths of Fishbourne Lane are in a poor condition in many places. Concern is expressed about the 'lack' of footpaths on parts of Kite Hill, and also the lack of a footpath connection between Firestone Glade and the A3054. Inadequate hedge trimming along Firestone Copse Road increases the danger to all users of this narrow road.

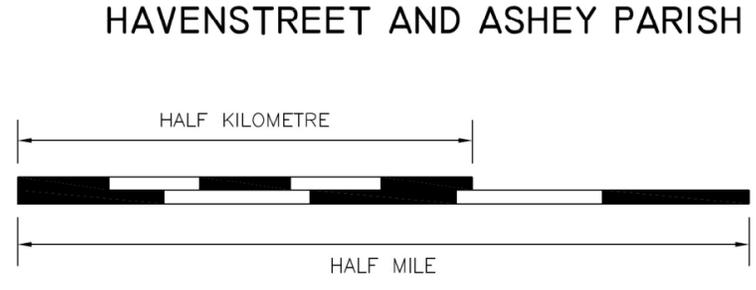
The junction of Barge Lane with the A3054. There is a need to reduce the speed of the traffic coming from Wootton



FISHBOURNE PARISH BOUNDARY



Please note that some buildings and plot boundaries have been omitted from this drawing to enhance clarity of notation of road names





The predominant suggestion for traffic calming measures was additional signage and speed activated signs

Road signs

50% were not concerned. The rest were concerned with specific items. One sign particularly mentioned was the 30mph sign at the entrance to Fishbourne Lane. This sign cannot be safely seen by drivers correctly negotiating the junction into Fishbourne Lane.

Street lighting

Only 17% were concerned or very concerned about street lighting within the Parish, but there were plenty of written comments relating to street lighting. There were two comments that street lighting could be improved at the north end of Firestone Copse Road, but six comments that the street lighting was too bright in this area. Four expressed concern about light pollution from the same area. The north end of Firestone Copse Road approaching the junction with the A3054 was described as poorly lit. It is dark for pedestrians in an area where the footpath is inadequate. Suggestions were made by a few that improvements could be made to street lights in Firestone Copse Road (2), Firestone Copse (1), by bus stops (1), Ashlake Farm Lane (1), Kite Hill (1), Ashlake Copse Road (4), Elenors Grove/Quarr Hill (1), Fishbourne Lane/A3054 signalled junction (2), Fishbourne Lane north of Quarr Lane (7), Ferry Junction (2), and Quarr Lane (2). There is an obvious conflict of preference. Some want to reduce lighting for reasons of light pollution, whilst

others want to improve the density and power of street lighting to improve visibility and safety.

The Isle of Wight Council Highways Department has said in the past that 'reminder' 30mph (repeater) signs are not permitted in Fishbourne Lane because it is 'a road on which there is provided a system of carriageway lighting furnished by lamps lit by electricity placed not more than 183 metres apart'. Fifteen questionnaires returned described the street lighting in Fishbourne Lane as poor. The street lights in Fishbourne Lane are irregularly spaced, but no distance between lights exceeds 183 metres. The problem is that many street lights are fitted to telegraph poles and hidden by trees so that they cannot be seen in day time. There is not a regular pattern of light standards that is visible to a driver in daylight. There are sufficient grounds to dispute that the street lighting in Fishbourne Lane (because they are not visible in daylight) do not comply with the description in paragraph 11.4(a) of the directions on repeater signs in the 'Traffic Signs Regulations and General Directions 2002'.

Traffic calming measures

The Parish was split 50/50 on the need or concern for traffic calming measures. There were eight emphatic statements that calming measures were not required; there were no proposals for humps or lane constraints. The predominant suggestion for traffic calming measures was additional signage and speed activated signage. There were 72 proposals for calming measures in Fishbourne Lane of which 42 defined the need to reduce excessive speed and/or the need for additional speed controlling signage. A maximum speed limit of 20mph in Fishbourne Lane was proposed in only six returned questionnaires. 23 returns proposed calming measures for the A3054 from Quarr to Wootton Bridge. There were proposals for extension of the 30mph limit into the 40mph zone so that the 30mph limit was continuous between the Parish boundaries. Sixteen returns expressed the need for traffic calming and speed control in Firestone Copse Road.

A local problem of large vehicles intentionally or unintentionally passing the Fishbourne Inn and being unable to turn or reverse out still needs to be addressed. A pinch point outside the Fishbourne Inn has been proposed to the Highways

Department in the past. This has been tacitly accepted but not implemented.

Size of vehicles

There was a general concern about the size of vehicles on the Parish roads with 72% being concerned or very concerned.

Public transport

There was little overall enthusiasm for additional public transport. 59% were against and 36% were for additional public transport. There were a few suggestions for a bus service within the Parish to the Ferry Terminal. Proposals were made to provide improved crossing facilities for passengers at the bus stops on Wootton Bridge, Kite Hill (both), and the bottom of Quarr Hill.

Cycle paths

56% were against and 41% were for additional cycle paths. Firestone Copse Road is part of the 'Round the Island' cycle route. There has been a strong suggestion from residents in the Firestone Glade area that a footpath is required to Firestone Copse which is separate from the narrow road. A proposal that may be considered is to construct a combined footpath and cycle track alongside the Firestone Copse Road as far as Firestone Copse. This would obviously require the consent and co-operation of the owner of the fields alongside Firestone Copse Road.



Traffic bound for the ferry occupying both north-bound lanes. Residents have to queue with the ferry traffic to get to their homes, which can be for a considerable time



Ferry terminal/Fishbourne Lane junction

As with the other junctions, the most concern about this junction was expressed by those living near to it. Those most distant had little concern. 98% of those at the north end of Fishbourne Lane were very concerned or concerned about traffic emerging from the ferry terminal with 75% being very concerned. The percentages for the Parish as a whole were 69% and 31% respectively.

A perennial problem at the junction is the blocking of the north bound through lane by vehicles swinging into the centre of the road as they turn left into the terminal. All of those at the north end of Fishbourne Lane were very concerned (81%) or concerned (19%) about this problem. The percentages for the Parish as a whole were 73% and 35% respectively.

There was a general concern about the size of vehicles on the Parish roads

Traffic management

The concern for better traffic management is biased towards those living closest to the ferry. 98% of those at the north end of Fishbourne Lane were very concerned or concerned about traffic management with 78% being very concerned. The percentages for the Parish as a whole were 82% and 46% respectively.

Parking

There are four areas of concern within the Parish. These are:

- Firestone Copse Road at the junction with the A3054. Vehicle parking on the west side close to the approach to the junction increases congestion at this junction.
- Oaklands Close. 89% of the returned questionnaires from Oakland Close residents were very concerned about parking in Oaklands Close by passengers using the Wightlink Ferry.
- Fishbourne Lane opposite the Fishbourne garage site. The cottages opposite Fishbourne garage do not have off-road parking. They rely on the few parking spaces provided for them when Fishbourne Lane was widened. These spaces are often used by passengers using the Wightlink ferry.
- Fishbourne Lane Lower Green. Long term parking by passengers using the Wightlink

The cottages opposite Fishbourne Garage do not have off-road parking. They rely on the few parking spaces provided for them when Fishbourne Lane was widened



ferry is restricting access and use of the green and beach and boat park for parishioners, anglers, other island residents and visitors.

The Isle of Wight Council Highways Department links the parking areas opposite Fishbourne garage with those on the Lower Green. The Parish Council have been advised that any parking restriction must apply to both areas. The options available are either a 4 hour limit on waiting time or a resident's permit parking scheme which would limit other users to 2 hours waiting time. The Parish Council have decided that neither option is acceptable to the village as a whole.

Long term developments

89% of the questionnaires returned said 'yes' to the question 'Would you like to see Quarr Abbey and its grounds established as an Area of Outstanding Natural Beauty?'. In 1989 there was a rejection by the village as a whole to a planning proposal to build a by-pass and associated extension of the terminal parking from the ferry slipway to Elenors Grove. Subsequent to the rejection of this proposal the route was omitted from the 2001 Unitary Development Plan.

The survey undertaken for this Parish Plan makes a clear statement that people of the Parish will most strongly object to any proposal for the development of the green-field area of Quarr fields.

It is the implied wish of the Parish that if greater traffic flows must be catered for, this must be done within the constraint of existing routes.

Summary of traffic proposals

- The 30mph limit to be continuous throughout the Parish except for Firestone Copse Road whose speed limit should be reduced to what the law allows from Firestone Copse to the entrance of the Kite Hill Campsite.
- Negotiate construction of combined footpath and cycleway in current fields beside Firestone Copse Road between Firestone Copse and existing footpath at Firestone Glade. Increase the frequency and extent of hedge trimming on this narrow road.



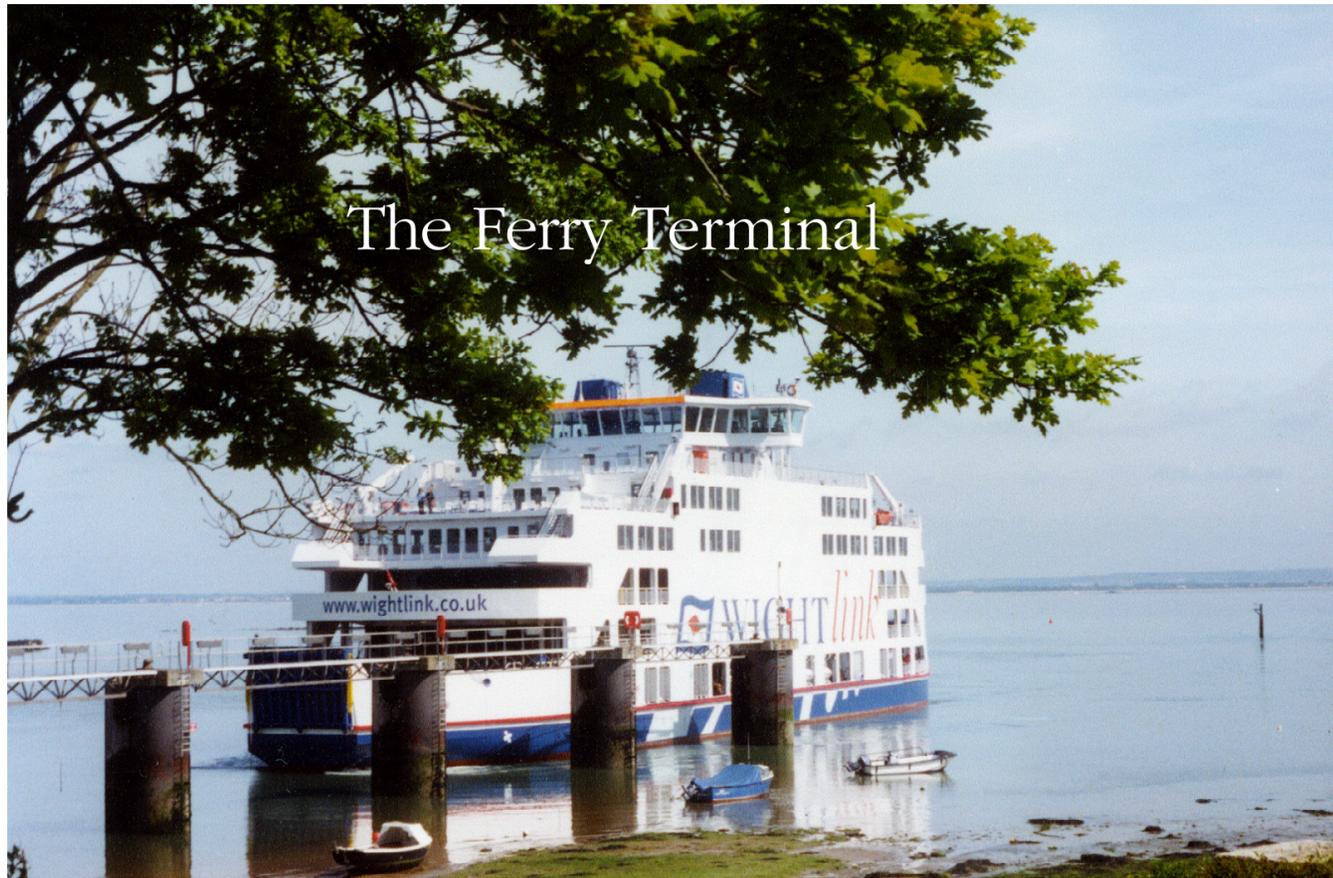
Fishbourne Lane Lower Green. Long term parking by passengers using the Wightlink ferry is restricting access and use of the green and beach and boat park for parishioners, anglers, other island residents and visitors

- Propose highway remodelling to provide better sight lines and manage traffic speed at the A3054 junction with Barge Lane.
- Propose highway remodelling to reduce carriageway level and construct footway from Firestone Glade to A3054 at Firestone Copse Road junction with the A3054. Include drainage and an improvement of the street lighting of the footpath within the scheme.
- The Parish Council to be involved in the consultation process with Wightlink and the Isle of Wight Council in the redesign of the Ferry terminal/Fishbourne Lane junction. The new design must ensure that Fishbourne Lane traffic retains its right of way over vehicles leaving the terminal. A two lane exit onto Fishbourne Lane is not acceptable. It must also ensure Fishbourne Lane through-traffic is not blocked by traffic entering the terminal.
- Provide traffic calming in the form of speed actuated signs throughout the A3054 and Fishbourne Lane.
- Insert a pinch point opposite Fishbourne Inn, sufficiently wide to allow delivery lorries familiar with the area to pass through, but sufficiently tight to deter HGV drivers unfamiliar with the locality from passing through without reconnoitring first.
- Provide light controlled crossing on Wootton Bridge close to the bus stop. This may assist to break up the traffic to improve the exit from Barge Lane junction.
- Repair footpaths in Fishbourne Lane and make them 'wheelchair friendly'.
- To research the national guidance and advice on parking regulations and restrictions with the aim of establishing good reason for the parking opposite Fishbourne garage to be treated differently to parking at the Lower Green. The purpose is to provide resident's permit parking opposite the garage and a time restriction to deter commuter parking at the Lower Green.

Reduce the gradient of Firestone Copse Road at the junction with the A3054



Picture by Sue Reed



The Ferry Terminal

Introduction

The story of the Portsmouth-Fishbourne ferry is one of relentless growth over the past eighty years and the ferry terminal, lying at one end of Fishbourne Lane, has increased to such a size that it is now designed to hold over 400 vehicles.

In 1920 the landowner sold the land without restriction and because of this Fishbourne (and the

Isle of Wight Council) gain no financial return from the ferry company who own the terminal. Both Yarmouth and Cowes receive substantial income from the ferry companies by way of landing dues. The Fishbourne terminal plays a significant part in the lives of parishioners. Very few benefits flow from it, but plenty of problems – particularly noise, light pollution and traffic congestion in the Lane and on the Ryde to Newport road.



The Fishbourne ferry terminal in the 1930's

History

Ever since 1926 there has been a vehicle ferry service from Portsmouth to Fishbourne. In that year 4,000 cars were conveyed and by 1937 ferry traffic had increased to 24,000 vehicles per annum.

In 1961, two larger ferries replaced the fleet of three; these two were joined by a third still larger in 1969 and a fourth in 1973. In 1963 overnight sailings began, with considerable concern from Fishbourne residents about noise. In 1967, the Isle of Wight Council widened Fishbourne Lane from a modest country lane to a three-lane B road by compulsorily purchasing front gardens running from the terminal entrance to Ashlake Copse Road junction.

In the early 1980's a linkspan was constructed at the Fishbourne terminal to facilitate unloading and loading the ever increasing number of vehicles using the Fishbourne to Portsmouth crossing. In 1983 two of the 'Saint' class ferries came into service followed by two more (one in 1987 and one in 1990). In 1984, the service was privatised when Sea Containers Ltd bought the company for £66m. For the next 10 years there was a relentless increase in ferry traffic with day and night sailings and with the added impact of ever increasing freight movements, particularly refrigerated units. Traffic problems in Fishbourne Lane and noise from the terminal became so intolerable that in the late 80's the residents formed a Residents' Action Group. One of their immediate concerns was a

proposal from the ferry company and the Isle of Wight Council to build a link road by demolishing three houses opposite the terminal and driving a road over Quarr Abbey fields linking up with Elenor's Grove. This would have created a triangle of land for a marshalling yard and light industry behind Fishbourne Lane. This proposal was defeated by the Action Group's efforts and the Abbot of Quarr's view that the proposal was not in the best interests of Fishbourne residents.

In the late 80's, the terminal was enlarged significantly by the purchase of an adjoining property and land which increased not only terminal capacity but also the noise and light impacts on those living nearby. In 1991, the ferry operator was pleased to announce nearly 700,000 vehicles and 3.5m passengers had been carried in and out of Fishbourne. In 1995, the company was sold for £107.5m and in 2005 was sold again to Macquarie European Infrastructure Fund for around £230m.

In 2001, the Fishbourne Residents Group was formed to combat the ferry company's expansion plans and particularly to highlight and challenge the company over the serious erosion of the Creek. In 2006 the Fishbourne Parish Council was created and took over the mantle of trying to protect the parishioners and the environment from the activities of the ferry operator – a private company with very different objectives. By 2008, more than 850,000 cars, 2.7 million passengers,

An artist's impression of Wightlink's plans for the terminal. Work was scheduled to commence in the autumn of 2008

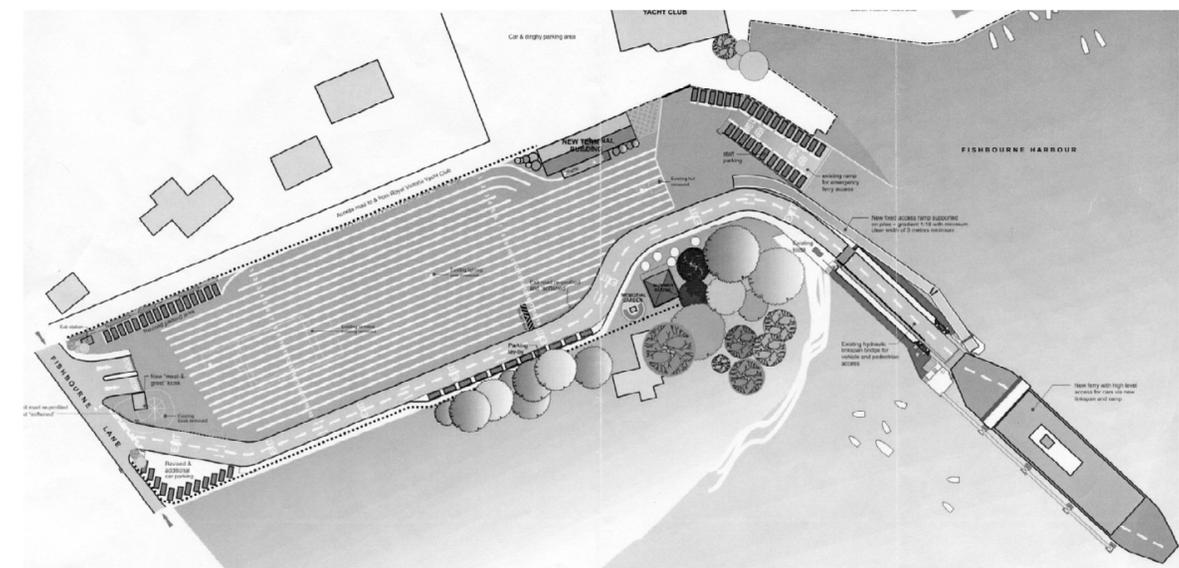


Illustration reproduced by courtesy of Wightlink

160,000 freight vehicles and 13,000 coaches came through Fishbourne. These enormous numbers will continue to increase and in 2008, the ferry company unveiled new plans (a) to re-organise the terminal to increase its capacity further; (b) to cut and stretch two of the ferries, with a fixed upper car deck; and (c) to construct a high-loading ramp alongside the existing linkspan. The ferry company anticipates an increase of about 34% in traffic volume passing through the Fishbourne terminal by 2020.

Whilst this growth must gladden the heart of the ferry company and shareholders, as well as the Isle of Wight tourist industry, it comes at an ever-increasing cost to the residents of Fishbourne.

The Parish Questionnaire

In 2007 the Fishbourne Parish Council produced a questionnaire. Almost 70% of householders responded to the questionnaire and the Parish Council now has a clear picture of parishioners' views about the ferry company's activities. One of the main findings was that over 85% of respondents believe that the Fishbourne ferry terminal and Fishbourne Lane have already reached saturation with regard to number, speed

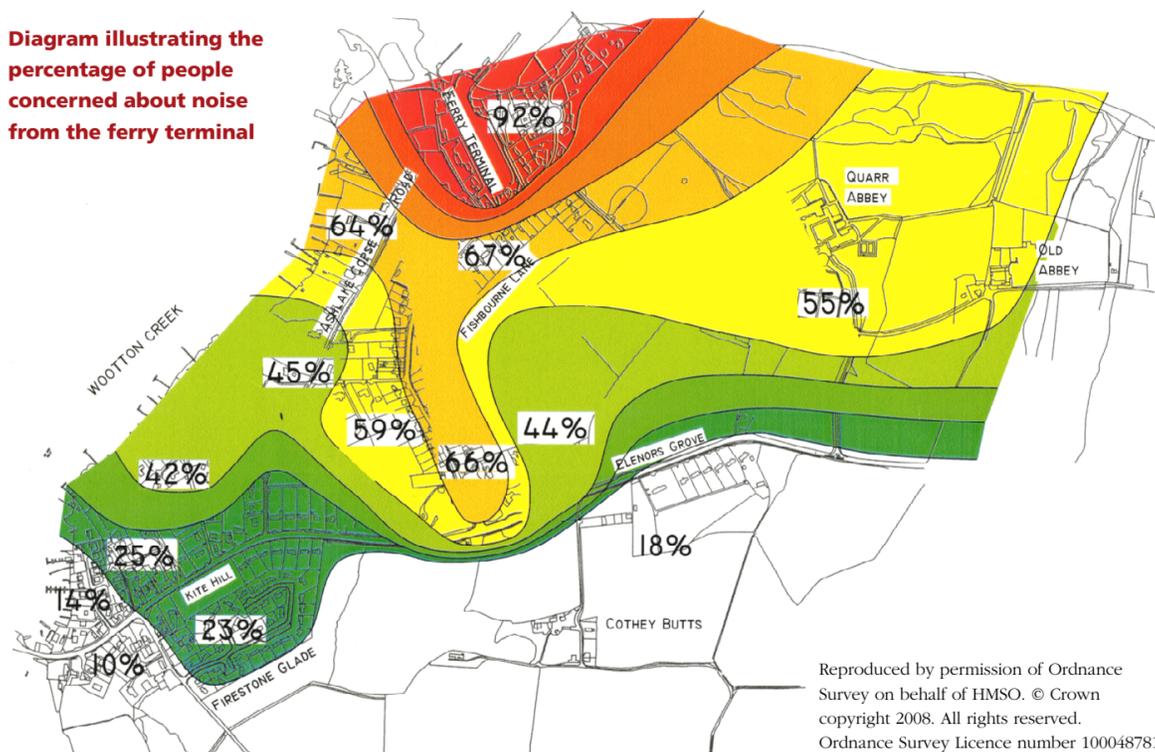
and size of vehicles. The prospect of a further 34% increase – another 250,000 cars, 40,000 more freight vehicles and an additional 4,000 coaches – is both alarming and depressing.

Other findings were:

- 86% were concerned about the undoubted erosion in the Creek caused partly, it is believed, by ferry activity (see also the Environment Section page 13 and the reference to Dr Bray's paper on erosion in Wootton Creek).
- 83% were concerned/very concerned about the creation of a car-holding area within the Parish and also the provision of a freight park.
- 83% of respondents asked for better traffic management in Fishbourne Lane, particularly at peak holiday periods. Some measures have been tried in the past and proved only partially successful.
- Noise and light pollution seriously affect those residents living near the terminal.

It is hardly surprising, therefore, that a substantial percentage (81%) support the notion that the Isle

Diagram illustrating the percentage of people concerned about noise from the ferry terminal



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of Wight Council should establish an additional terminal elsewhere on the Island.

THE PARISH PLAN, according to the Government, should set out the vision of how the community wants the Parish to develop and should identify the actions needed to achieve it.

At the same time, the Plan has to be consistent with related policy of the Local Authority as laid down in its Core Strategy. THE ISLAND PLAN is in the process of consultation (Summer 2008) and the Fishbourne Parish Plan is timely and will indicate to the Isle of Wight Council what the Parishioners want for the future of Fishbourne; which, in relation to ferry operations, is:

1. Resist any further increase in the volume of traffic using Fishbourne Lane
2. Reduce the speed of traffic in Fishbourne Lane
3. Manage the seasonal traffic so that residents have access to their homes
4. Ensure residents continue to have priority over traffic leaving the terminal; safety is paramount so terminal signs to stop vehicles at the exit must be clear.

ACTION Points 1 to 4 will be the subject of discussions between Fishbourne Parish Council and the Isle of Wight Council Highways Department with the assistance of the local Councillor.

5. Reduce noise and light pollution from the ferry terminal
6. Resist the notion of a car-holding area and/or a freight park and any further expansion of the ferry terminal
7. Eliminate litter on and near the ferry terminal
8. Maintain pressure on the ferry operator to sail more slowly near Fishbourne and keep within the designated channel to reduce erosion and to improve general safety for small boats from the Royal Victoria Yacht Club.

ACTION Points 5 to 7 will be subject of regular meetings of the Fishbourne Parish Council and the ferry operator and, where appropriate, the Isle of Wight Council. Point 8 involves HM Queen's Harbour Master, Portsmouth, Natural England and Department for Environment, Food and



Rural Affairs, with whom long and protracted discussions have taken place over the years – and these must continue.

The waters get pretty crowded at the entrance to the Creek!

9. Discuss with the Isle of Wight Council the desirability of an additional ferry terminal/operator to relieve the overwhelming pressure on Fishbourne. This could include the notion of a fixed link.

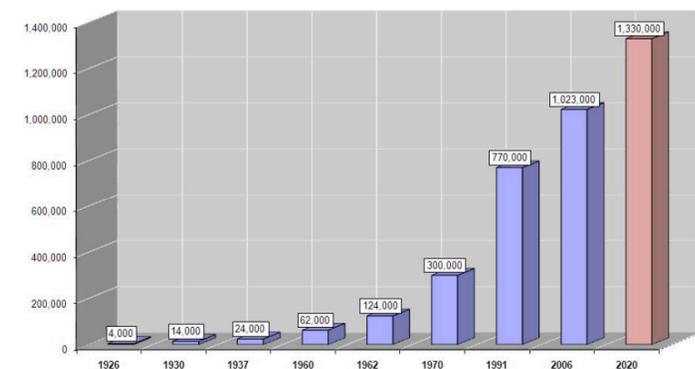
ACTION The Parish Council will enlist the services of the local Councillor and the Member of Parliament when talking to the Isle of Wight Council.

Parishioners have stated in their responses to the questionnaire that they enjoy living in Fishbourne, that it is a pleasant place to live with Quarr Abbey and the Royal Victoria Yacht Club as important features. However, parishioners believe that there is an increasing threat from the ferry company and its expansion plans which, if unchecked, could seriously spoil the quality of life at Fishbourne.

“Fishbourne is not a dockyard, it is a residential area and residents have a right to silence”

Resident – Tony Hart. July 1990)

Ferry vehicle traffic growth since 1926



Drainage Issues

In preparing the analysis of the 'text' answers to the questionnaires the author believed that there had been some confusion in the minds of some parishioners between the terms 'surface' water and 'waste water'. An attempt has been made to move some of the entries in the 'waste' text box that appeared to refer to rain water to the 'surface' water section and leaving only those in the 'waste' water section that referred to foul drainage.

SURFACE WATER DRAINAGE

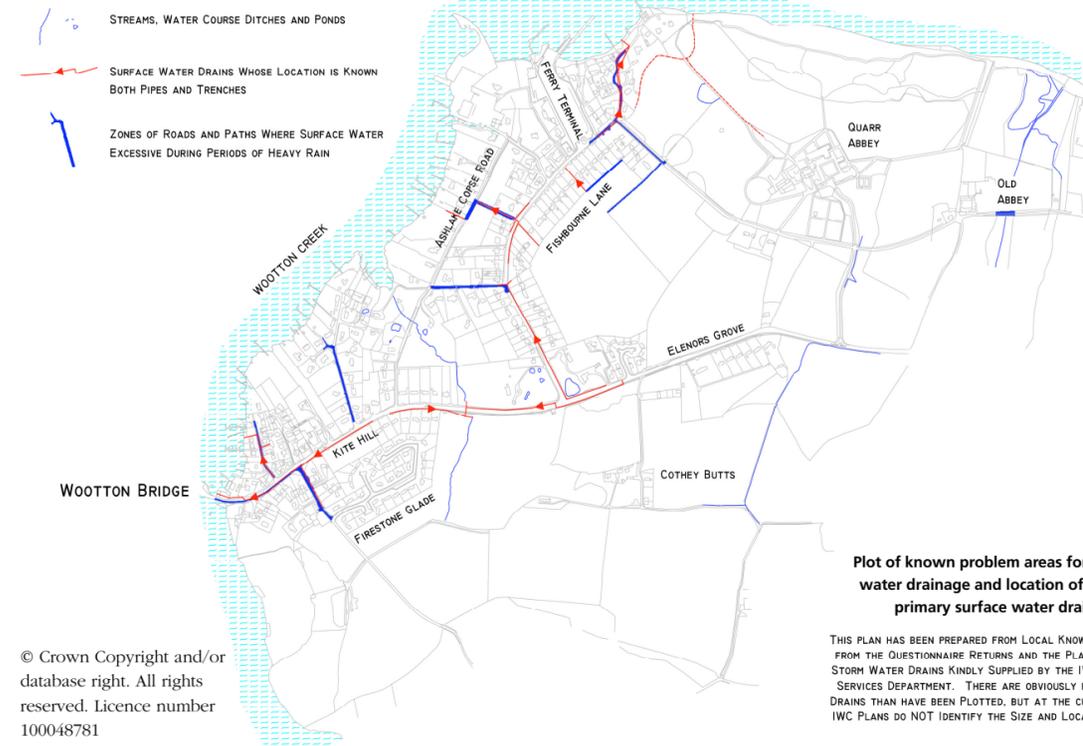
The questionnaire returns named locations of defective or insufficient surface water drainage, but only 50% of the returns expressed a concern about surface water drainage. Generally the named areas of concern were those nearest to location of residence. The areas of greatest concern were the lower end of Firestone Copse Road at the junction with the A3054 and the lower end of Fishbourne Lane. Both received mention from all parts of the Parish.

A plan of known surface water drainage pipes and ditches has been prepared to illustrate the areas of known problems and the known surface

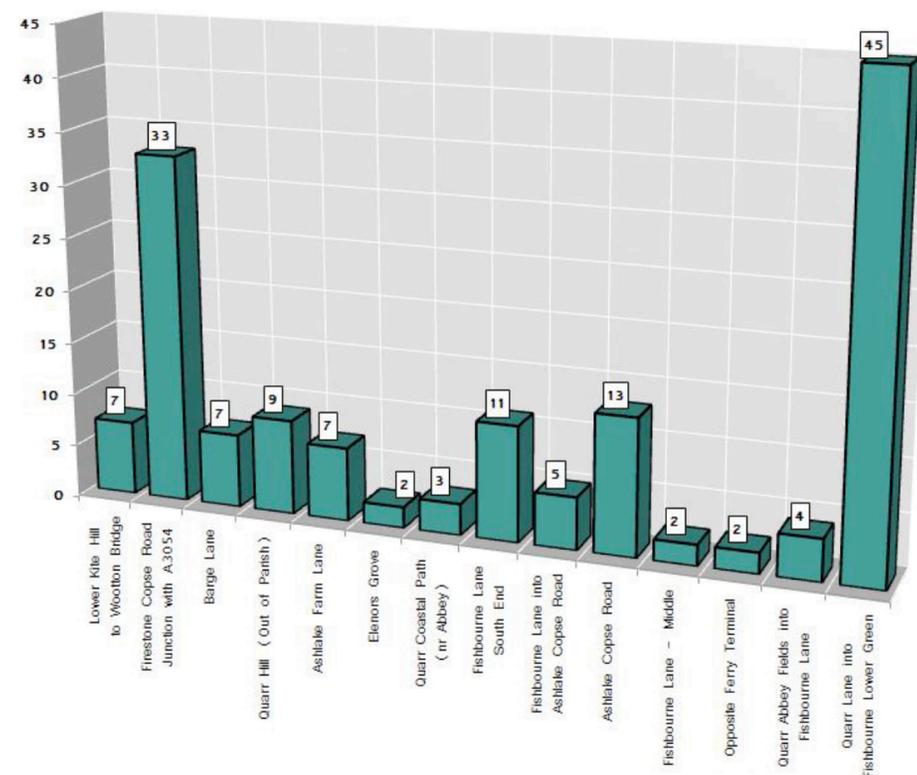
water drains and ditches within the Parish. The below-ground surface water drains have been plotted predominantly from the drainage records for Fishbourne belonging to the Isle of Wight Council Engineering Services Department, plus some from local knowledge. Areas of known surface water flooding were identified from the questionnaire text answers.

The plan produced illustrates how little is recorded of the surface water drainage infrastructure within the village. The Isle of Wight Council plan identifies all the road gully positions, but few of these are shown to be linked to a drain,

Surface Water Drainage



Storm water drainage problems – number of mentions



although no doubt some form of drain is there. One definitive example of a lost drain is the collecting drain from an open concrete lined trench between numbers 64 and 66, Fishbourne Lane. This drain dates from the sub-division of the east side of Fishbourne into building plots. The drain enters a culvert with a brick built headwall on the south-east side of Fishbourne Lane. No outlet has been found on the surface nor is there any connecting underground drain found on the Isle of Wight Council plans.

Summary of primary problem areas

Lower Firestone Copse Road at the junction with the A3054

The primary drain is on the east side of the road. Visual inspection saw drains that are partially blocked. The culvert under one driveway was deeper at the inlet end than at the outlet end. The conclusion is that the whole of the east side of Firestone Copse Road between Firestone Glade and the A3054 requires to be re-engineered. The road width is limited. A solution is to construct a new surface water drain on the east side of the road with a new footway over the top of it. Spur

drains to new and existing gullies on the west side of the road would reduce the problems reported in Lower Kite Hill to Wootton Bridge.

Barge Lane

Drains are plotted on the Isle of Wight Council Plan. An immediate possible solution is not obvious. Further investigation is required to identify problem, cause and solution.

Quarr Hill (outside the Parish boundary)

A perpetual stream of water used to run down the south gutter. It is believed to be spring water. This was a potential hazard in freeze conditions. In October 2008, the Isle of Wight Council carried out works in this area, which it is assumed, will have solved the problem.

Ashlake Farm Lane

There appears to be no gullies nor associated surface water drains on this road. Ashlake Farm Lane requires a surface water drainage scheme.

South End of Fishbourne Lane

This is an area of ponds with high water table levels. An overflow from the main pond in the north-east corner plot at the junction crosses the

road discharging into the north-west plot. There is also a connecting land drain under the east footway of Fishbourne Lane which connects to the same road crossing. This is a surface water drainage problem area. High water tables in the surrounding land during periods of wet weather cause highway drains to surcharge and water to overflow through the inspection chamber covers. The solution would appear to be a larger capacity drain collecting the overflow from the ponds and the highway surface water and discharging to the stream/ditch that drains into Ashlake Creek.

Ashlake Copse Road

There are two areas of major concern. The first is at the junction with Fishbourne Lane and the second is close to the end of the footpath connecting Ashlake Copse Road to Fishbourne Lane at the telephone kiosk. The Isle of Wight Council plans indicate a 225mm drain entering Ashlake Copse Road at the junction with Fishbourne Lane. Two land drains from the east side of Fishbourne Lane connect into it. But the record drawings do not show where this 225mm drain goes to beyond 10m into Ashlake Copse Road. The surface water drain that runs under the footpath from the telephone kiosk on Fishbourne Lane was repaired and partly replaced approximately 15 years ago. Despite being 225mm diameter, this drain still surcharges at times of severe rain overflowing on to Ashlake Copse Road on the road side of the properties of Byewater and Palm Beach. The drain would be more effective if it were rerouted so that it was straight and discharged directly into the Creek and not dog-legged around three properties before discharging towards the Creek.

North end of Fishbourne Lane, Quarr Abbey fields into Fishbourne Lane, and Quarr Lane into Fishbourne Lane

This is an area of confused drains that have been

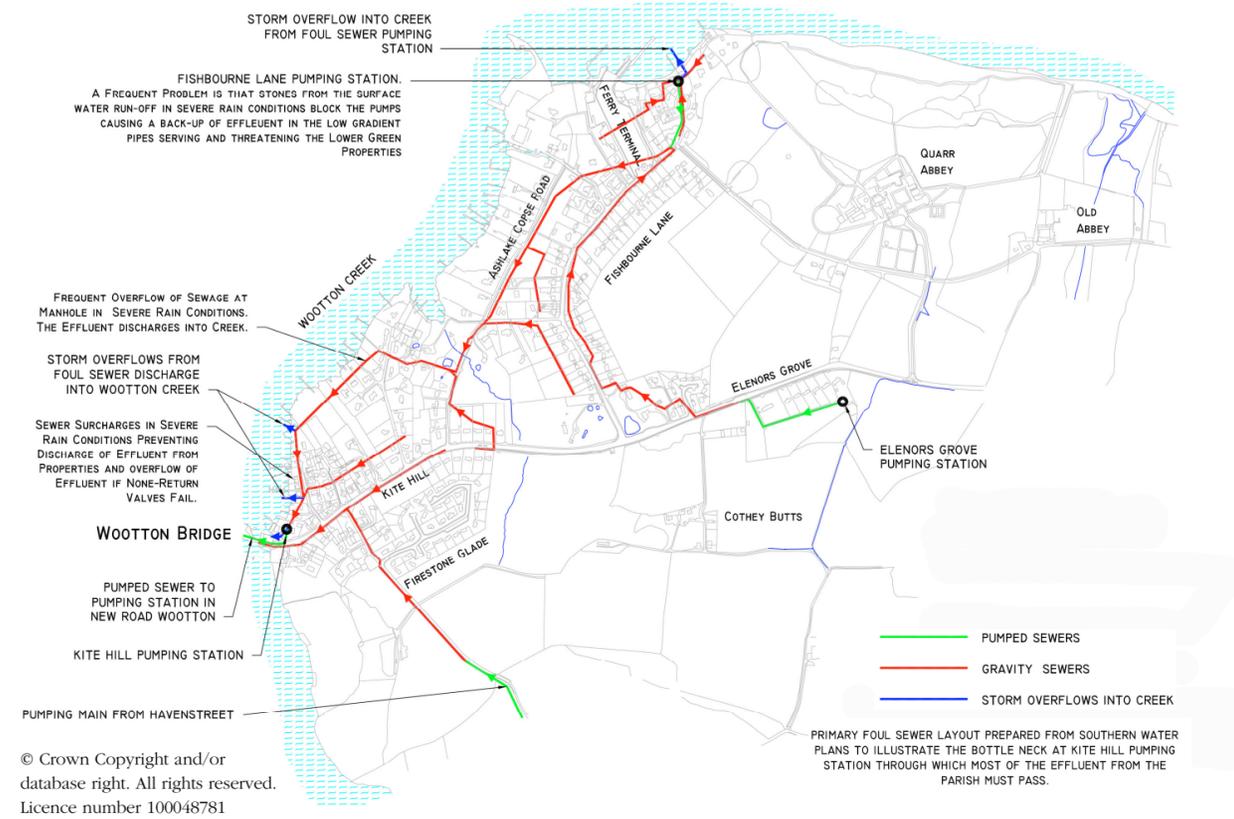
FOUL 'WASTE WATER' DRAINAGE

The first foul sewers for the area discharged the sewage untreated into the Creek. It was the standard practice to combine the surface water with the foul sewage and use the same pipes and outfalls. In consequence of this most of the older properties in the Parish, which are concentrated in Fishbourne Lane, discharge their storm water

patch repaired and modified over the years. A concrete lined ditch between No's 64 and 66 Fishbourne Lane provides a release for the surface water from much of Quarr Fields. Unfortunately this drain tended to be forgotten with changes in farming staff/tenants and the entry into the ditch becomes blocked. The consequence of this is the surface water from the fields is diverted northwards flowing through the gardens opposite the ferry and the Fishbourne Inn adding to the surface water in Fishbourne Lane. Another drain from Quarr Fields is laid under Quarr Lane connecting to the main drains at the junction with Fishbourne Lane. A recent CCTV Survey for Southern Water has identified a surface water drain from Quarr Lane connecting into a foul or combined drain at the Junction with Fishbourne Lane. The survey and record drawings indicate that there are two surface water drains running from the junction with Quarr Lane down to the beach. The combined sewer shown on the Southern Water drawings may be additional to, or one of these. The conclusion is that the drains are overloaded with surface water, stones are known to enter the combined sewer causing stoppage of the pumps in the foul sewer pumping station. Southern Water are currently leading investigations into the labyrinth of drains between the Fishbourne Inn and The Creek with the intention of separating surface water from the foul sewage. It is proving difficult to identify one drain from the other and the type and source of effluent in each drain. It is hoped that the problems can be resolved with relatively minor amendments to connections and diversions. There appears to be adequate capacity in the drains, if only one type of effluent could be separated from the other. If it were necessary to lay new drains and sewers it would require prolonged road closures, restriction of access and a difficult time for the residents north of the Fishbourne Inn.

into the foul sewer. It is inevitable that over the years there have also been 'convenient' and illicit land drainage connections into the foul system. The few properties near the shore either had their own direct outfalls to the sea or septic tanks connected to an outfall. Some shoreline properties still rely on septic tanks and

Foul Drainage Layout



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soakaways, but the effluent reaching the Creek may not meet the treatment standards now required of new systems.

The present sewage system has two pumping mains and an interceptor sewer collecting from the old drains and directing the flow across Wootton Bridge to the main pumping station in Pump Lane from which it is pumped to Fairlee. There is a high proportion of storm water in the system. The four storm water overflows should relieve the system during storm periods by discharging the excess effluent into the Creek. But there are three locations in the Parish where residents suffer from foul effluent overflowing into their homes and gardens. These are in Ashlake Farm Lane and Barge Lane and those near to the Lower Green in Fishbourne Lane. All of these are Creekside properties.

The discharge of so much foul sewage into the Creek, even if it is diluted by storm water is unacceptable. The overflows discharge not only during the severe winter storms, but during

summer rainy periods as well. Eight questionnaire returns stated that the discharge of foul sewage into the Creek was a major concern. One complaint was directed at the untreated foul discharge of a house boat.

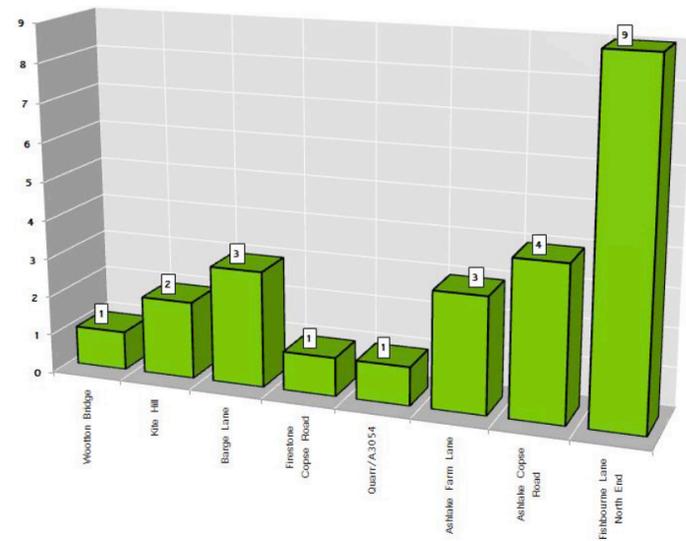
The questionnaire returns did not accurately reflect the severe inadequacy of the sewers in the Parish. The 76% not concerned about 'waste water' drainage represents the majority who can discharge into the system without being aware of the problems, the 18% represents those at the receiving end who have a problem plus those who are aware of the problem.

CONCLUSIONS AND REMEDIES

The drainage systems of the Parish comprise three parts.

1. The foul drainage system in the ownership of Southern Water. The scope for funding for improvement repairs is controlled by The Water Services Regulation Authority (Ofwat).

Foul drainage – number of mentions



The location of services and equipment is accurately defined on plans available for public inspection.

- Road and Highway Drainage is maintained by Isle of Wight Council Highways Department whose funding is extremely limited by budget constraints. The location of some drains are known, but many are not.
- Surface water drains, mainly ditches, under private (mainly farm) ownership.

Many of the land drains and ditches that were constructed to drain the fields and to permit the development of housing in the Parish have fallen into disrepair during the past 70-80 years. Overflowing surface water from the fields discharge into and overload highway drains. Some of this is connected into the foul sewers. The combined effect is the flooding of the roads in the Parish with surface water and the overloading and overflow of the foul sewers. All three parts of the drainage are interconnected but there is an obvious difficulty of co-ordination between the different bodies responsible for the drains.

The Parish requires

- A survey and report on the condition of the foul sewers including the location of surface water entries into the system. Southern Water have recently carried out such a survey, but it has been found that the results are not 100%

conclusive and more investigation needs to be done. The Parish needs to be made aware of the results of these surveys.

- A policy of reducing rain water drainage into the foul water system from existing properties and prohibiting the discharge of rain water into the foul sewers from new and extended properties. This is an area in which individual parishioners can help by diverting their rainwater to surface water channels and drains. It is not helping anyone to over-load the foul system with rainwater, thus causing foul sewer discharge into some gardens and the Creek.
- An integrated survey and plan of the drains in the Parish so that problem areas can be identified and informed approaches may be made to the relevant owners to implement repair or improvement. There is expectation that in line with Government guidelines there will be a strengthening of the drainage engineering resources of the Isle of Wight Council, but since Fishbourne Parish is not a high flood risk area the priority for attention will be low. Currently there is no overall control of drainage and if the problem is to be managed the Parish Council will need to be pro-active in its co-ordination.
- The Parish Council to liaise with Parish farmers to develop a programme of renovation of primary ditches and land drains and to ensure they discharge into adequate surface water drains.
- The Parish Council to liaise with Highways Department to repair and improve the highway drainage so that it is adequate to carry the water discharging into it from the roads and surrounding grounds.
- The Parish Council to pursue Southern Water to implement such additions and repairs as are necessary to cater for existing and projected future flows of foul sewage plus any storm water that it is not feasible to discharge elsewhere.
- The Parish Council to remind the Isle of Wight Council Planning Department, when commenting on planning applications, of the inadequacy of the present foul sewer system to deal with any increase in population.

Commerce

The Parish of Fishbourne is quite small, and with the exception of the Ferry Terminal (which is considered under a separate heading in this document), there are no large employers and only a few small employers in the Parish.

Analysis of the questionnaire provides the following relevant information:

- In answer to the question ‘Would you like to see more business/industrial enterprises in the Parish?’, 76% of people said ‘no’, 19% said ‘yes’ and there was no response from 5%.
- 47% of people in the Parish are retired, 36% work full time and 17% work part-time.
- The volume and speed of traffic in the Parish is a source of major concern.
- 53% of people cited ‘Love of Rural Life’ as a reason for living in the Parish (by far the most quoted reason).

It is likely, because there is a high percentage of retired people in the Parish, and that Parishioners value the quality of life in the Parish and its rural nature and also that the impact of traffic is of great concern, that these are the main reasons why the greater percentage of Parishioners preferred not to see more ‘Commerce’. The fact that Fishbourne is located close to Ryde and Newport, with easy transport links to both of these towns, and also that the ferry is ‘on hand’, means that commuting to work from Fishbourne is relatively easy. Perhaps more remote Parishes would prefer to see more local employment being available.

There are the following commercial enterprises in the Parish (excluding the ferry terminal):

- Fishbourne garage (which may eventually be redeveloped for housing).

The Ranalagh Works



Picture by Sue Reed

2. The Fishbourne Inn public house.
3. Ranalagh Works/Fishbourne Quay (currently unoccupied, but it represents an existing commercial site of a significant size, for 'Industrial' type businesses, eg manufacturing, boat building, marine related industry etc).
4. An estate agency (at East Quay, close to Wootton Bridge)
5. A nursing home (at Kite Hill).
6. A camp site (at Kite Hill Farm, in the Firestone Copse area)
7. A catering business based at the Royal Victoria Yacht Club
8. A specialist building services company and an engineering/fabrication business (at Cothey Butts)
9. Some B & B facilities in the Barge Lane area
10. A number of small 'work from home' or 'based at home' type businesses of various types

It is worth briefly commenting specifically on three of these.

Fishbourne garage site

It is likely that the future of the site may be residential development of some sort, subject to

The Fishbourne Inn



proposals being acceptable both to the owner and to the local residents.

Ranalagh Works/Fishbourne Quay

This site is now unoccupied. The whole site has been the subject of a Supplementary Planning Guidance document produced by the Council in 2002, titled 'The Future Development of Fishbourne Quay'. This sets out a vision for the site and aims to retain the employment potential of the site, and to consider some residential development of part of the site (most likely, the parts of the site located within the UDP Development Envelope). This document suggests that the site should be looked at as a whole, and recognises that the access to the site is a significant and/or potentially constraining factor.

The Fishbourne Inn public house

As the Parish does not have any form of community facility (eg village hall or recreation ground etc), the pub provides a focal point for the local community, as well as providing valuable community facilities such as leisure entertainment, a place for eating out and B & B facilities. As such, it is an asset to the Parish, and should be encouraged and supported.

Although the majority wished not to see an expansion of business activity in the Parish, it was generally thought to be a good idea to maintain and support the existing businesses in the Parish (with the possible exception of the Ferry terminal), as they are part of the Parish and contribute to the nature of it. Some of the businesses (eg the Public House, the Nursing Home and the B & B Facilities etc) provide useful community services.

Objectives:

1. To resist the significant expansion of existing businesses or the creation of any new business of a significant size which would be to the detriment of the amenities of the Parish or its Parishioners.
2. To encourage the existing businesses within the Parish and the practice of 'work from home/based at home' businesses in the interest of reducing the need to commute to work.

Action Plan

Aims and Objectives

In this section there is frequent mention of a 'Newsletter'. This is distributed to every household in the Parish (about five times a year) containing news-worthy information on recent and forthcoming events.

POLICING AND CRIME

<p>Aim/Objective 1 Improve the policing of traffic in Fishbourne Lane.</p> <p>Parish Council Action Liaise with the Police, the Council and the ferry company to ensure better</p>	<p>policing of traffic in the Lane, especially at times of difficulty or peak traffic flows at the ferry terminal.</p> <p>Third Party Involvement Police, ferry company, Isle of Wight Council.</p>	<p>Monitoring/Timescale Quarterly monitoring.</p> <p>Resources Required None.</p>
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THE ENVIRONMENT

<p>Aim/Objective 2 Encourage the use of the waste recycling procedure.</p> <p>Parish Council Action Remind residents of the kerbside recycling dates when possible via the</p>	<p>Newsletter and encourage Parishioners to live as environmentally responsible as possible.</p> <p>Third Party Involvement None.</p>	<p>Monitoring/Timescale Half-yearly monitoring.</p> <p>Resources Required Newsletter.</p>
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<p>Aim/Objective 3 Protect trees in the Parish.</p> <p>Parish Council Action Urge all residents to be vigilant in order to preserve our beautiful trees. Anyone wishing to protect a particular tree or group of trees should contact The Tree Team at Seaclose on 823552. Also, the Parish Council must consider the impact on trees of any planning applications for</p>	<p>development within the Parish. Promote and encourage informed and sensible management of the trees and woodland areas within the Parish.</p> <p>Third Party Involvement IWC Tree Team, and/or the Development Control Section, when appropriate.</p> <p>Monitoring/Timescale General vigilance and awareness. The</p>	<p>Parish Council should remind Parishioners about this issue from time to time, in the Newsletter.</p> <p>Resources Required Newsletter. A suitably knowledgeable/qualified person to provide guidance on trees, their preservation and management, would be useful.</p>
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<p>Aim/Objective 4 Protect the local foreshore, coastline and Wootton Creek generally from the effects of erosion – natural or caused by man-made factors (eg the ferries).</p> <p>Parish Council Action Continue to monitor the effects of erosion on the foreshore and the coastline etc and to liaise with the IWC, Natural England, DEFRA and the ferry company</p>	<p>to ensure that these valuable assets are protected and erosion/damage is kept to an absolute minimum.</p> <p>Third Party Involvement Relevant IWC departments, Natural England, DEFRA and other 'Environmental' Groups/Agencies and the ferry company.</p> <p>Monitoring/Timescale An annual monitoring exercise and report</p>	<p>should be prepared by the Parish Council to assess what is happening to the local foreshore and the coastline.</p> <p>Otherwise, half-yearly monitoring.</p> <p>Resources Required A suitably knowledgeable/qualified person able to carry out such monitoring and to report to the Parish Council on an annual basis.</p>
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HOUSING AND FUTURE DEVELOPMENT**Aim/Objective 5****Development:**

– Preserve and enhance the village environment and the character of the Parish, keeping it ‘green and leafy’ and relatively low density.

– Protect green-field sites from development. Ensure any development is on brown-field sites and/or within the defined settlement of Fishbourne only (e.g. within the development envelope), and that it is ‘in-scale’, and at a comparable density to the surrounding development.

– Resist the demolition of properties on large plots and their replacement with significantly higher density development.

– Ensure that the Isle of Wight Council fully and adequately considers all consequences of any development, including increased levels of traffic and the effect on existing infrastructure.

– Where development is considered, encourage appropriate and imaginative design, in keeping with and sympathetic to the existing character of the Parish.

– Protect all the woodland from loss due to development.

– Pursue the idea that any future development to have a minimum of one off-road parking space, preferably more.

Parish Council Action

Work with IWC to see that these aims and objectives relating to development are carried into the Island Plan where appropriate, and that the Parish Plan (and subsequent Village Design Statement) are referred to by the Council when considering planning applications. When commenting on planning applications, the Parish Council should quote from, refer to and use the contents of this Plan

and in particular this section, to ensure that these aims and objectives relating to development are considered by the Council when they determine any future planning applications.

The Parish should also use planning policy of the Unitary Development Plan and/or Island Plan, where relevant.

Third Party Involvement

IWC Development Control and Planning Policy Departments.

Monitoring/Timescale

Monitoring throughout the process of production of the Island Plan. General awareness and vigilance on the part of the Parish Council regarding planning applications and the objectives stated here.

Otherwise, ongoing.

Resources Required None.

Aim/Objective 6

Pursue the extension of the Area of Outstanding Natural Beauty (AONB) at Quarr Abbey to include most or all of the Abbey’s land.

Parish Council Action

Build a case for and request the extension of the AONB. This will involve

discussions with the AONB Officer at the IWC, and possibly the Planning Policy Department at the IWC.

Third Party Involvement

Quarr Abbey, IWC Planning Policy Department and the AONB Officer.

Monitoring/Timescale

Immediate action required, especially in

view of the current status of the Island Plan.

Resources Required

Assistance from a suitably experienced person with knowledge of the planning system and planning policy would be helpful.

Aim/Objective 7

Consider the creation of a conservation area for the area of the Parish around the circular green and oak tree and the developed area to the north (the lower green area), as part of the process of creating the Village Design Statement.

Parish Council Action

Consult with local residents and with the Conservation Officers at the IWC (and

possibly the Planning Policy department) to establish if the creation of a conservation area should be pursued, and incorporate it in the Village Design Statement in due course, if it is considered to be desirable and achievable.

Third Party Involvement

IWC Planning and Planning Policy Departments and the Conservation Team.

Monitoring/Timescale

Consider as part of the Village Design Statement in due course, timing accordingly.

Resources Required

Assistance from a suitably experienced person with knowledge of the planning system and planning policy would be helpful.

Aim/Objective 8

Pursue the creation of a Village Design Statement in due course for the Parish, to be adopted by the Council as a Supplementary Planning Document.

Parish Council Action

Be active in the production of the Village

Design Statement or create a sub-group for that purpose, to ensure that a Village Design Statement is prepared for the Parish.

Third Party Involvement

IWC Planning and Planning Policy Departments and the Conservation Team.

Monitoring/Timescale

This should be actioned within 3 months of the publication of the Parish Plan, and completed within 12 months.

Resources Required To be determined.

LEISURE**Aim/Objective 9**

To encourage leisure activities within the Parish, and support local groups and organisations involved with leisure and recreation where appropriate.

Parish Council Action

Actively support and encourage such leisure activities, groups and organisations, by whatever means available.

Third Party Involvement

Royal Victoria Yacht Club and any other relevant leisure ‘Groups’ in the Parish or on the Island.

Monitoring/Timescale Ongoing.

Resources Required

Parish Newsletter, Parish Notice Boards if appropriate, Parish Council Meetings, all as a means of providing such support.

TRAFFIC**Aim/Objective 10**

The 30mph limit to be continuous throughout the Parish except for Firestone Copse Road whose speed limit should be reduced to the minimum allowed by law, from Firestone Copse to the entrance of the Kite Hill campsite.

Parish Council Action

Lobby/Discuss with the IWC Highways Department.

Third Party Involvement

IWC Highways and Local Council Member.

Monitoring/Timescale

Should be actioned within 12 months of publication and monitored thereafter.

Required Resources None.

Aim/Objective 11

Propose highway remodelling to provide better sight lines/visibility and manage traffic speed at A3054 junction with Barge Lane.

Parish Council Action

Lobby/discuss with the IWC Highways Department.

Third Party Involvement

IWC Highways and Local Council Member.

Monitoring/Timescale

Should be actioned within 12 months of publication and monitored thereafter.

Required Resources None.

Aim/Objective 12

Propose highway remodelling to reduce carriageway level and construct footway from Firestone Glade to A3054 at Firestone Copse Road junction with the A3054. Include drainage in scheme.

Parish Council Action

Lobby/discuss with the IWC Highways Department.

Third Party Involvement

IWC Highways and Local Council Member.

Monitoring/Timescale

Should be actioned within 12 months of publication and monitored thereafter.

Required Resources None.

<p>Aim/Objective 13 Provide traffic calming in the form of speed actuated signs throughout the A3054 and Fishbourne Lane.</p>	<p>Parish Council Action Lobby/discuss with the IWC Highways Department.</p> <p>Third Party Involvement IWC Highways and Local Council Member.</p>	<p>Monitoring/Timescale Should be actioned within 12 months of publication and monitored thereafter.</p> <p>Required Resources None.</p>
<p>Aim/Objective 14 Insert pinch point opposite Fishbourne Inn, sufficiently wide to allow delivery lorries familiar with the area to pass through, but sufficiently tight to deter HGV drivers unfamiliar with the locality from</p>	<p>passing through without reconnoitring first.</p> <p>Parish Council Action Lobby/discuss with the IWC Highways Department.</p>	<p>Third Party Involvement IWC Highways and Local Council Member.</p> <p>Monitoring/Timescale Should be actioned within 12 months of publication and monitored thereafter.</p> <p>Required Resources None.</p>
<p>Aim/Objective 15 Provide light-controlled crossing on Wootton Bridge close to bus stop. This may assist to break up the traffic and to improve exit from Barge Lane junction.</p>	<p>Parish Council Action Lobby/discuss with the IWC Highways Department.</p> <p>Third Party Involvement IWC Highways and Local Council Member.</p>	<p>Monitoring/Timescale Should be actioned within 12 months of publication and monitored thereafter.</p> <p>Required Resources None.</p>
<p>Aim/Objective 16 Repair footpaths in Fishbourne Lane.</p> <p>Parish Council Action Lobby/discuss with the IWC Highways Department.</p>	<p>Third Party Involvement IWC Highways and Local Council Member.</p> <p>Monitoring/Timescale Should be actioned within 12 months of</p>	<p>publication, and regularly monitored and chased up, until this objective is achieved.</p> <p>Resources Required None.</p>
<p>Aim/Objective 17 Parking: To research the national guidance and advice on parking regulations and restrictions with the aim of establishing good reason for the parking opposite Fishbourne garage to be treated differently to parking at the Lower Green. The purpose is to</p>	<p>provide resident's permit parking opposite the garage and a time restriction to deter commuter parking at the Lower Green.</p> <p>Parish Council Action Discuss and consult with Parishioners at Parish Council meetings, and based on this, pursue this objective by discussion with the IWC Highways Department.</p>	<p>Third Party Involvement Local Residents/Parishioners and local groups and other interested parties. IWC Highways Department.</p> <p>Monitoring/Timescale Should be actioned within 12 months of publication.</p> <p>Resources Required None.</p>
<p>Aim/Objective 18 Negotiate the construction of a combined footpath and cycleway in the fields beside Firestone Copse Road between Firestone Copse and the existing footpath at Firestone Glade.</p>	<p>Parish Council Action Discuss with the local land owner, and thereafter lobby/discuss with the IWC Highways Department.</p> <p>Third Party Involvement Land owner and then IWC Highways and Local Council Member.</p>	<p>Monitoring/Timescale This should be actioned within 12 months of publication.</p> <p>Resources Required None.</p>

FERRY

<p>Aim/Objective 19 Resist any further increase in the volume of traffic using Fishbourne Lane.</p> <p>Parish Council Action Assist the Parish Council Ferry sub-group in dealing with this issue and/or pursuing this objective.</p>	<p>Third Party Involvement Ferry sub-group, IWC Planning and Highways Departments, Environmental Health Department, Island MP (if required), Local Council Member, Wightlink.</p>	<p>Monitoring/Timescale Monthly monitoring report by Ferry sub-group at Parish Council meetings.</p> <p>Resources Required Third party consultants if/as and when required.</p>
<p>Aim/Objective 20 Seek to obtain a reduction in the speed of traffic in Fishbourne Lane.</p> <p>Parish Council Action Assist the Parish Council Ferry sub-group</p>	<p>in dealing with this issue and/or pursuing this objective.</p> <p>Third Party Involvement Police, IWC Highways Department, Local Council Member, Wightlink.</p>	<p>Monitoring/Timescale Monthly monitoring report by Ferry sub-group at Parish Council meetings.</p> <p>Resources Required None.</p>
<p>Aim/Objective 21 See that the seasonal traffic in Fishbourne Lane is managed so that residents have access to their homes.</p> <p>Parish Council Action Assist the Parish Council Ferry sub-group</p>	<p>in dealing with this issue and/or pursuing this objective.</p> <p>Third Party Involvement Police, IWC Highways Department, Local Council Member, Wightlink.</p>	<p>Monitoring/Timescale Monthly monitoring report by Ferry sub-group at Parish Council meetings.</p> <p>Resources Required None.</p>
<p>Aim/Objective 22 Seek to ensure residents continue to have priority over traffic leaving the terminal; safety is paramount so terminal signs to stop vehicles at the exit must be clear.</p> <p>Parish Council Action Assist the Parish Council Ferry sub-group</p>	<p>in dealing with this issue and/or pursuing this objective.</p> <p>Third Party Involvement Ferry sub-group, IWC Planning and Highways Departments, Island MP (if required), Local Council Member, Wightlink.</p>	<p>Monitoring/Timescale Monthly monitoring report by Ferry sub-group at Parish Council meetings.</p> <p>Resources Required Third party consultants if/as and when required.</p>
<p>Aim/Objective 23 Reduced noise and light pollution from the ferry terminal.</p> <p>Parish Council Action Assist the Parish Council Ferry sub-group in dealing with these issues and/or pursuing these objectives.</p>	<p>Third Party Involvement Ferry sub-group, IWC Planning Department, Environmental Health Department, Natural England, DEFRA, Island MP (if required), Local Council Member, Wightlink.</p>	<p>Monitoring/Timescale Monthly monitoring report by Ferry sub-group at Parish Council meetings.</p> <p>Resources Required Third party consultants if/as and when required.</p>
<p>Aim/Objective 24 Resist the suggestion of a car-holding area and/or a freight park and any further expansion of the ferry terminal.</p> <p>Parish Council Action Assist the Parish Council Ferry sub-group in dealing with these issues and/or</p>	<p>pursuing these objectives.</p> <p>Third Party Involvement Ferry sub-group, IWC Planning and Highways Departments, Environmental Health Department, Natural England, DEFRA, Island MP (if required), Local Council Member, Wightlink.</p>	<p>Monitoring/Timescale Monthly monitoring report by Ferry sub-group at Parish Council meetings.</p> <p>Resources Required Third party consultants if/as and when required.</p>

Aim/Objective 25 Eliminate litter on and near the ferry terminal.	in dealing with these issues and/or pursuing these objectives.	Monitoring/Timescale Monthly monitoring report by Ferry sub-group at Parish Council meetings.
Parish Council Action Assist the Parish Council Ferry sub-group	Third Party Involvement Ferry sub-group, Environmental Health Department, Wightlink.	Resources Required None

Aim/Objective 26 Maintain pressure on the ferry operator to proceed more slowly near Fishbourne and keep within the designated channel to reduce erosion and to improve general safety for small boats from the Royal Victoria Yacht Club.	Parish Council Action Assist the Parish Council Ferry sub-group in dealing with these issues and/or pursuing these objectives.	Council Member, Wightlink, QHM Portsmouth.
	Third Party Involvement Ferry sub-group, Natural England, DEFRA, Island MP (if required), Local Council Member.	Monitoring/Timescale Monthly monitoring report by Ferry sub-group at Parish Council meetings.
		Resources Required Third party consultants if/as and when required.

Aim/Objective 27 Discuss with the Isle of Wight Council the desirability of an additional ferry terminal/operator to relieve the overwhelming pressure on Fishbourne. This could include the possibility of a fixed link.	Parish Council Action Assist the Parish Council Ferry sub-group in dealing with these issues and/or pursuing these objectives.	Wightlink, QHM Portsmouth.
	Third Party Involvement Ferry sub-group, IWC Planning and Highways Departments, Island MP (if required), Local Council Member,	Monitoring/Timescale Monthly monitoring report by Ferry sub-group at Parish Council meetings.
		Resources Required Third party consultants if/as and when required.

DRAINAGE

Aim/Objective 28 Seek a full survey and report on the condition of the foul sewers including the location of surface water entries into the system. Southern Water have recently carried out such a survey, but it has been found that the results are not 100% conclusive and more investigation needs to be done. The	Parish needs to be made aware of the results of these surveys.	Monitoring/Timescale Should be actioned within 12 months of publication.
	Parish Council Action Request that Southern Water carry out and complete such a survey, and make the results available to the Parish Council and the IWC.	Resources Required Third party consultants if/as and when required, and/ or suitably knowledgeable local person to assist with this process.
	Third Party Involvement Southern Water, IWC Drainage Engineers, Local Council Member.	

Aim/Objective 29 Seek a policy to reduce rain water drainage into the foul water system from existing properties and to prohibit the discharge of rain water into the foul sewers from new and extended properties. This is an area in which individual Parishioners can help by diverting rainwater into surface water channels. It is not	helping anyone to overload the foul system causing foul sewer discharge into some gardens and the Creek.	Monitoring/Timescale Should be actioned within 12 months of publication.
	Parish Council Action Initiate discussions with Southern Water regarding this issue. Advise Parishioners.	Resources Required Parish Newsletter as a means of communicating with Parishioners.
	Third Party Involvement Southern Water, IWC Drainage Engineers, Local Council Member.	Third party consultants if/as and when required, and/or a suitably knowledgeable local person to assist with this process.

Aim/Objective 30 Seek provision of an integrated survey and plan of the drains in the Parish so that problem areas can be identified and informed approaches may be made to the relevant owners to implement repair or improvement. There is expectation that in line with Government guidelines there will be a strengthening of the drainage engineering resources of the IWC, but since Fishbourne Parish is not a high	flood risk area the priority for attention will be low. Currently there is no overall control of drainage and if the problem is to be managed the Parish Council will need to be proactive in co-ordinating this.	Third Party Involvement Southern Water, IWC Drainage Engineers, Local Council Member.
	Parish Council Action Request that Southern Water carry out and complete such a survey, and make the results available to the Parish Council and the IWC.	Monitoring/Timescale Should be actioned within 12 months of publication.
		Resources Required Third party consultants if/as and when required, and/or a suitably knowledgeable local person to assist with this process.

Aim/Objective 31 The Parish Council to liaise with Parish farmers and landowners to develop a program of renovation of primary ditches and land drains and to ensure they discharge adequately into surface water drains.	Parish Council Action Initiate discussions with local farmers and landowners, regarding this objective.	Monitoring/Timescale Should be actioned within 12 months of publication.
	Third Party Involvement Southern Water, IWC Drainage Engineers.	Resources Required None.

Aim/Objective 32 The Parish Council to liaise with Highways Department to repair and improve the highway drainage so that it is adequate to carry the water discharging into it from the roads and surrounding grounds.	Parish Council Action Request that IWC Highways Department carry out such repairs and maintenance.	Monitoring/Timescale Should be actioned within 12 months of publication, and monitored every 3 months thereafter.
	Third Party Involvement IWC Drainage Engineers/Highways, Local Council Member.	Resources Required None.

Aim/Objective 33 The Parish Council to pursue Southern Water to implement such additions and repairs as are necessary to cater for existing and projected future flows of foul sewage plus any storm water that it is not feasible to discharge elsewhere.	Parish Council Action Initiate discussions with Southern Water and/or IWC Drainage Engineers regarding this issue.	Monitoring/Timescale Should be actioned within 12 months of publication, and monitored every 3 months thereafter.
	Third Party Involvement Southern Water and/or IWC Drainage Engineers, Local Council Member.	Resources Required None.

Aim/Objective 34 Pursue the provision of sufficient or increased capacity in the foul and surface water drainage systems to provide for any future development in the Parish.	Parish Council Action Initiate discussions with Southern Water and IWC Drainage Engineers and other IWC departments to achieve this objective.	Engineers, IWC Planning Department, Environmental Health Department.
	Third Party Involvement Southern Water and/or IWC Drainage	Monitoring/Timescale Should be actioned within 12 months of publication, and monitored annually thereafter.
		Resources Required None.

COMMERCE

Aim/Objective 35

To resist the significant expansion of existing businesses or the creation of any new business of a significant size which would be to the detriment of the amenities of the Parish or its Parishioners.

Parish Council Action

Monitor/comment on any planning applications, using the contents of this plan and this section and the Planning Policy of the Unitary Development Plan and/or Island Plan, to ensure that these aims and objectives relating to development are considered by the Council when they determine any future planning applications.

Third Party Involvement

IWC Planning Department.

Monitoring/Timescale

General awareness and vigilance on the part of the Parish Council regarding Planning Applications. Otherwise, ongoing.

Resources Required None.

Aim/Objective 36

To encourage the existing businesses within the Parish and the practice of ‘work from home/based at home’ businesses in the interest of reducing the need to commute to work.

Parish Council Action

Actively support and encourage such businesses and business activities, by whatever means available.

Third Party Involvement

Parishioners, local businesses etc.

Monitoring/Timescale

Ongoing.

Resources Required

Parish Newsletter, Parish Notice Boards if appropriate, Parish Council Meetings, all as a means of providing such support.

Appendix

**FISHBOURNE PARISH
Tree Preservation Orders**

Although the large oak in the centre of the circular green is not covered at present by a TPO a request has been submitted to the relevant department of the Isle of Wight Council

-  Location of individual tree preservation orders
-  Woodland order
-  Area order

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