

**2014-2029**

**POST- EXAMINATION VERSION**

Referendum 11 February 2016



**THE PLAN**

**SUSTAIN ..... ENHANCE ..... IMPROVE**

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## **Appendices**

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### **TO HELP YOU FIND YOUR WAY THROUGH THE DOCUMENT:**

**Background Information is shaded**

**Project Titles are printed in Red**

**Planning Policies are printed in Green**

## **Abbreviations used in the document:**

AONB	Area of Outstanding Natural Beauty
CDC	Chichester District Council
CLP	Chichester Local Plan: Key Policies Pre-submission
EU	European Union
FAD	Facilitating Appropriate Development (CDC Interim Statement on Housing)
FNP	Fishbourne Neighbourhood Plan
FNPSG	Fishbourne Neighbourhood Plan Steering Group
FPC	Fishbourne Parish Council
FPFA	Fishbourne Playing Field Association
NPPF	National Planning Policy Framework
SAC	Special Area of Conservation
SAS	Sussex Archaeological Society
SNCI	Site of Nature Conservation Importance
SPA	Special Protected Area
SuDS	Sustainable Drainage Systems
WSCC	West Sussex County Council
WwTW	Waste Water Treatment Works

## **Acknowledgements**

We gratefully acknowledge the help of the planning, historic environment, economic development and housing teams at Chichester District Council and the Rural Team, Community & Economic Development, West Sussex County Council.

Grant awarded by the Supporting Communities in Neighbourhood Planning Programme led by Locality in association with RTPI/Planning Aid England, CDF and partners, available through the My Community Rights website.

# A “FIND YOUR WAY” GUIDE TO THE PLAN

## FISHBOURNE TODAY (Where we are now)

*Sections 1 - 2*

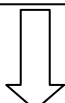
Our Vision  
Why We Need a Plan



## THE PLAN (Where we want to be)

*Section 3*

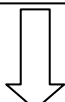
Our 5 Key Areas : Housing, Planning & Design  
: Local Economy & Tourism  
: Environment (Historic, Built and Natural)  
: Travel and Transport  
: A Sense of Community



## THE PROJECTS (How we are going to get there)

*Section 4*

The consultation results have been fed into our programme and we now have 7 projects through which we will deliver the plan.



## POLICIES

*Section 5*

Section 5 contains the policies directly associated with Planning.

### 5.1 Sustainable Housing, Planning & Design

SD1. Land east of Mosse Gardens

SD2. Land at the Roman Palace

SD3. Development Constraints

D 1. Sustainable Design

### 5.2 Sustainable Local Economy & Tourism

### 5.3 Sustainable Environment (Historic, Built & Natural)

### 5.4 Sustainable Transport



## MONITORING AND REVIEW

*Section 6*

This section outlines how this important part of the whole process will operate.

## FISHBOURNE

# Your Village ... NEIGHBOURHOOD PLAN ... Your Say 2014-2029

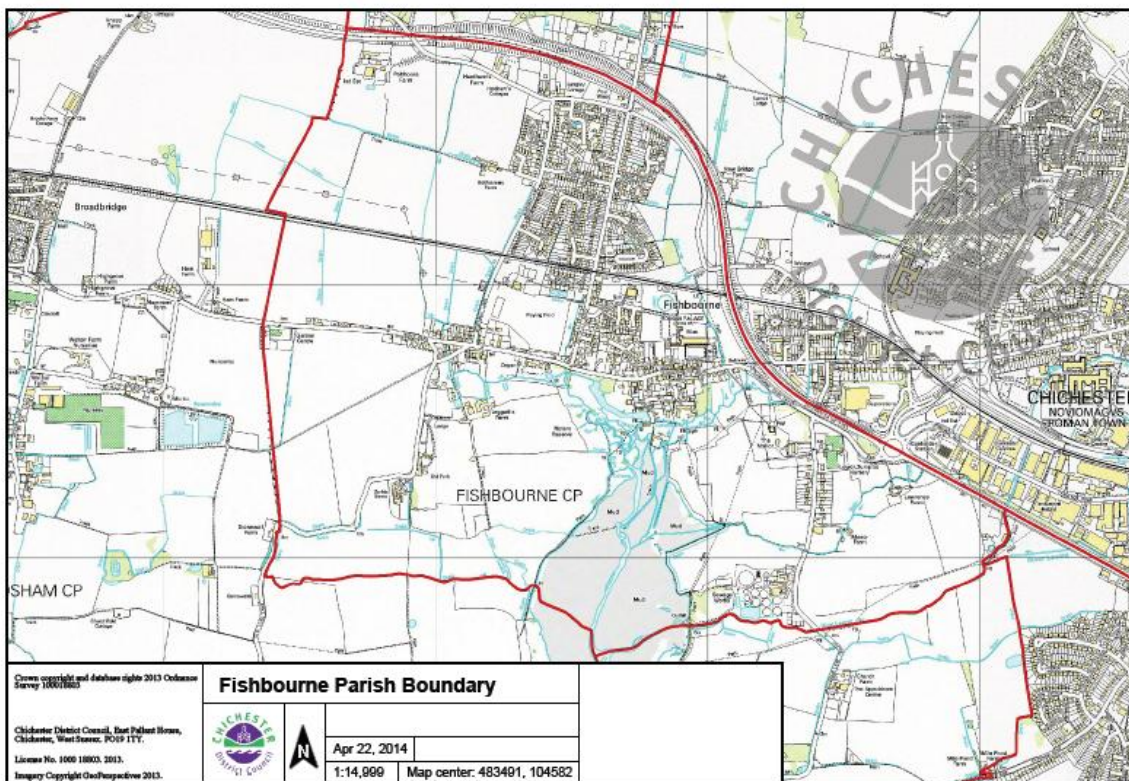
### STEERING COMMITTEE

Cllr Geoff Hand (Co-Leader)	FPC/Village Plan 2010-2014 Co-ordinator
Cllr Ruth Keeley (Co-Leader)	FPC
Cllr Louise Goldsmith	WSCC
Cllr Simon Carr	CDC
Rev Canon Moira Wickens	Rector
Cllr Ronnie Williamson	FPC
Cllr Mike Lander	FPC
Cllr Sandra Westacott	FPC
Cllr Karly Phillips	FPC
Cllr Lynne Greenwell	FPC
Cllr Greg Miller	FPC
Julian Snell	Former Chair, FPC
Mary Hand	Fishbourne Primary School Governors
Tony Harrison	FPFA & The Fishbourne Centre
Joy Taylor	Fishbourne Residents Support Team
Trina Miliam	W.I. (Evening) & Village Plan 2010-2014
Beryl Reynolds	W.I. (Afternoon)
Arthur Reynolds	Neighbourhood Watch
Richard Young	Volunteer Speedwatch Team Leader
Jaane Rowehl	Roman Palace Director
Martin Flux	Roman Palace
William Knott	Village Plan 2010-2014
Nick Wren	H.M. Scarterfield (Landowner & Employer))
Nigel Bugden	Hillier's Garden Centre (Employer)
PCSO Karen Hopewell/Jason Lemm	Sussex Police
Rachel Huskisson	Clerk to Fishbourne Parish Council

# OUR VILLAGE

Fishbourne is situated directly to the west of Chichester at the head of the Fishbourne Channel (one of the four channels which form Chichester Harbour). Since the 1950s, the village has extended steadily northwards in separate developments. The area of the village is 3.87 km<sup>2</sup> and its population density is 6.2 people per hectare which compares to an average for the District of 1.8 people per hectare and the England figure of 3.9.

The A259 follows the line of the 18<sup>th</sup> century turnpike road through the village and the new A27 forms the northern and eastern boundaries of the village. The boundary line was drawn in 1987 when Fishbourne became a unit in local government and the first Parish Council was elected. The boundary line is shown in red.



# OUR VISION

In fifteen years' time (2029) Fishbourne will be recognised as a vibrant, sustainable community which offers a safe and pleasant environment in which to live and work and which has met its indicative target for new housing while successfully maintaining its separate identity as a village and conserving and enhancing the character of its historic fabric and environment. It will continue to offer a wide range of physical and cultural activities so that its residents can enjoy a healthy and rounded lifestyle without the need to travel by car. To achieve all this, its residents will increasingly have experienced involvement in the decision-making process.

## 2. WHY DOES FISHBOURNE NEED A NEIGHBOURHOOD PLAN?

Fishbourne was mainly a farming community at the start of the twentieth century and new buildings started to appear in the 1930s. From the 1950s new developments spread ever nearer to the village's northern boundary (the new A27) and between 2001 and 2011 alone the population increased by 19% with a further 6% between 2011 and 2014.

Unfortunately the infrastructure did not increase at the same rate and traffic congestion and flooding have been the inevitable result. Ironically, the facilities in the village decreased while the population was rising with the result that the village now has no shops or post office.

Fishbourne has had two 4-year Village Plans which have helped to determine priorities for the Parish Council's Annual Action Plans. This experience has proved useful in the more rigorous preparation required for a Neighbourhood Plan and Basic Conditions Document.

Now is the time to tackle the issues facing our village. As well as providing strategic policies for development, in line with the National Planning Policy Framework and the District's Local Plan, our new Neighbourhood Plan will help us to address the cumulative infrastructure issues, to plan the provision of infrastructure alongside new development and to make sure that Fishbourne remains clearly identifiable as a separate, sustainable and vibrant community. All this will provide a focus for beneficial community action.

**The Plan covers the period from 2014 to 2029.** These dates were chosen so that our Neighbourhood Plan would align with the strategic policies in the Chichester Local Plan: Key Policies 2014-2029 which covers the same time span.

Although there is a lot of flexibility about the content of Neighbourhood Plans, there are some constraints and the plan must not conflict with National and District plans, English Law or EU Regulations.

After wide consultation with the community, Fishbourne Parish Council has led the move towards the Fishbourne Neighbourhood Plan which will enable the community to:

- Develop a shared vision for Fishbourne
- Choose where new homes and facilities should be built
- Influence what new buildings should look like
- Identify and protect important local green spaces
- Set infrastructure criteria that would need to be met before any development proposal would be recommended.
- Identify, better understand and conserve the historic environment whether designated or not
- Identify improvements in community facilities
- Improve safety on roads, pavements and public rights of way
- Access funding to help with implementation

The Neighbourhood Plan is composed of 5 Key Areas which have been agreed by the Steering Committee following their analysis of existing data and of the consultative process

### OUR FIVE KEY AREAS

- ✓ HOUSING AND PLANNING
- ✓ LOCAL ECONOMY AND TOURISM
- ✓ ENVIRONMENT (Historic, Built and Natural)
- ✓ TRAVEL AND TRANSPORT
- ✓ A SENSE OF COMMUNITY

### 3. WHAT THE FISHBOURNE PLAN AIMS TO ACHIEVE

The right for communities to prepare neighbourhood plans was established through the Localism Act 2011. The rules governing the preparation of neighbourhood plans are set out in the Neighbourhood Planning Regulations (2012). In particular neighbourhood plans must:

- Meet the requirements of EU directives relating to human rights;
- Be in keeping with policies set out in the National Planning Policy Framework (NPPF) and in the District Council's Local Plan;
- Explain how the plan seeks to achieve sustainable development;
- Explain how the community have helped to prepare the neighbourhood plan.

Neighbourhood plans are intended mainly to be used in making planning decisions, and when decisions are made by the Planning Authority that relate to Fishbourne they will be required to refer to our plan and check whether the proposals are in keeping with policies the community has developed. **In planning terms, therefore, the policies set out in Section 5 form the statutory elements of the Chichester District Development plan.**

As part of the development of Fishbourne, many Fishbourne residents want to make the village a safer and more attractive place in which to live and work. Many projects to improve Fishbourne were proposed at the launch of the project, as part of the responses to the village survey, and subsequent discussions during the preparation process. The Fishbourne Neighbourhood Plan describes priority projects that the community will seek to bring forward during the life of the Plan. These projects do not have planning weight and are therefore not included in the plan. Instead they will form part of a separate programme run by Fishbourne Parish Council

The Plan describes priority projects that the community will seek to bring forward over the next 15 years (2014-2029) with the timing subject to finding appropriate funding.

A list of the objectives arising from the Village Survey has been taken into account in the production of the plan and can be found in Appendix FNP1.

### 4. PROJECTS – Delivering the Plan

To deliver the Plan, the Parish Council on behalf of the community will develop sustainable projects which will contribute to realising our vision and thereby make a real difference to Fishbourne.

The purpose of Neighbourhood Plans is to contribute to sustainable development. In order to achieve this, planning must be a creative exercise in finding ways to enhance and improve the places in which we live our lives. The Fishbourne Neighbourhood Plan, therefore, also includes related infrastructure issues raised by the community. In the main, these arise from unmet needs associated with a 25% increase in population since 2001. There is a lack of services in the village with no village shop, bank, post office or doctor's surgery, resulting in an increased need to travel. Much of the traffic flow problem on the A259, however, is caused not by Fishbourne traffic but by through traffic from the increasing populations to the west of the village. This in-combination impact is exacerbated by Fishbourne Roundabout which many drivers now avoid by taking a rat-run through Fishbourne. We shall be working with County Highways on producing a project aimed at calming roads throughout the village.



Flooding is a long-standing problem in parts of the village and the provision of sustainable drainage will be a requisite of any planning permission for development. Like many issues, these are not resolvable by individual parish councils and so we will be working with the County Council's Operation Watershed (and, through them, Southern Water, The Environment Agency and Network Rail).

We are also anxious to reduce and mitigate potential impacts of recreational disturbance on Chichester harbour and we shall be liaising with the Harbour Conservancy on the implementation of their management plan for any development in their area. The conservation of the landscape and scenic beauty of the AONB will be given great weight in determining applications for development.

The Village Survey established the community's priorities and the results have been analysed by the Steering Committee who have also taken into account the likely availability of funding. Projects which have a land-use planning component and fall into one of each of our Key Areas are set out below. Policies which do not directly contribute to our Vision have usually been omitted because at this stage we need to concentrate our resources on policies which most clearly help us to deliver the outcomes that are likely to make a real impact on the quality of life in Fishbourne.

## 4.1 HOUSING & PLANNING

### Background

The Parish Council notes that *"The rapid growth in homes recently built has put a strain on the parish in the areas of transport, healthcare, education and community facilities. Significant growth in the village has not been balanced by appropriate infrastructure improvements to serve the increased population."*

At 19%, the percentage increase in Fishbourne's population between the Census of 2001 and the Census of 2011 is one of the largest in the Chichester District. The population increase between 2004 and 2009 in Fishbourne, was 6.9%, noticeably higher than the average for the District (3.8%), the County (3.8%) and nationally (3.4%).

The population density (people per hectare) is also significantly higher: Fishbourne (6.2); Chichester (1.4); West Sussex (4.0); South-East (4.3) and England (3.9)

Policy 5 of the Adopted Chichester Local Plan sets an indicative housing figure of 50 homes for Fishbourne between 2014 and 2029. This is an indicative figure to allow for the flexibility the Framework seeks in responding to changing conditions. *"However, it is acknowledged that achieving this figure will depend on achieving solutions to the recreational disturbance issues."* (CDC Settlement Capacity Profiles, 2013).

To reflect the thrust of national policy and to help achieve sustainable development, the Neighbourhood Plan will support proposals for housing development on previously developed sites.

*The Plan has used the data available in the Strategic Housing Market Assessment (SHMA) and the local housing register information. This data can be found in Appendix FNP 2.*



## **PROJECT 1: Identify possible sites for development and site-specific development constraints.**

The Neighbourhood Plan has identified two potential sites on which there could be sustainable development. Details of these sites and the site-specific development constraints appear in the **Policies Section 5.1 SUSTAINABLE HOUSING, PLANNING & DESIGN, Policies SD 1 – SD 3.**

## **PROJECT 2: promote the development of affordable, sustainable homes for local people**

The CDC Ward Profile for Fishbourne shows the proportion of detached properties In Fishbourne is twice the national average. The project will explore with Chichester District Council and an Approved Registered Provider the possibility of finding a suitable site for affordable housing which will not only meet local need but also help to rebalance the housing mix in the community. Should this not prove viable, we will stipulate the current Local Plan “affordable housing proportion”.

There will be consultation with the community throughout the project and care will be taken to ensure the development blends in with the character of the village.

## **PROJECT 3: Prepare and Evaluate Guidance on Good Design**

Drawing upon the existing Village Plan, this clear guidance will ensure that new building in Fishbourne will contribute to the Local Plan’s objective to achieve excellence in design and energy efficiency and the NPPF’s assertion that “Good design is a key aspect of sustainable development” (56). For our Design Policy, please see **Section 5.2 Policies.**

## **PROJECT 4: Conserve and enhance the historic, architectural and archaeological character of the village.**

In March 2007 (revised March 2012 to reflect legislative changes), CDC produced a Character Appraisal and Management Proposals for the Fishbourne Conservation Area. The project will consider with CDC how it can contribute to the next Appraisal which is planned for financial year 2014/15.

The project will not limit itself to the Conservation Area but will include “Character Areas” listed and “positive buildings” so that any implications will be taken into account when considering applications for extensions or other changes to buildings. This is a high priority for the community, coming second in the Village Survey.

## **4.2 LOCAL ECONOMY AND TOURISM**

### **Background**

“We wish to help ensure the long term viability of Fishbourne as a thriving mixed community” (Fishbourne Village Plan 2010 – 2014).

“Encourage appropriate new businesses to locate in the village” (Objective in Fishbourne Village Plan 2010 – 2014).

2001 Census data showed that just over half the working population of Fishbourne (53.8%) had higher or lower managerial posts and 17.8% were small employers/own account workers.

Percentage of people “employment deprived” rose from 4.16% in 2004 to 4.29% in 2010.

On the indices of multiple deprivation, Fishbourne ranks 6,433 out of 7,932 nationally and 25 out of 29 in the Chichester District (where “1” is the most deprived).

22.4% of the population were aged 0-19 and 24.8% were 65+ in an Office of National Statistics snapshot.

The Plan supports economic growth by taking a positive approach to sustainable new development and will support this despite the fact that Chichester is only one and a half miles away and there is a large Tesco on the Fishbourne/Chichester border. In terms of separate industrial employment, there is little opportunity because of the established Terminus Road Industrial Estate off Fishbourne Roundabout. Because of the close proximity of the county town, Fishbourne has no village shop, no post office and no medical services.

Much of the local employment is part-time and casual (pubs, B & B accommodation and nursing homes).

### **PROJECT 5: Employed and Self-employed in Fishbourne**

This project will include:

- an analysis of businesses in Fishbourne and of potential business space.
- discussions with employers about how their plans could be supported through the Neighbourhood Plan.
- the result of consultation with the self-employed about the support they would welcome, such as technical support or working lunches at the Fishbourne Centre.

## **4.3 ENVIRONMENT**

### **Background**

As a low-lying area, Fishbourne is naturally prone to flooding when water levels rise. The heaviest rainfall in over a century brought about the dramatic floods of June 2012 and Operation Watershed was set up the County Council to make communities more resilient to this kind of weather. The Parish Council set up two “flood surgeries” when residents suffering from floods could put their case on the map and discuss it with the County’s Drainage Strategy Team Leader.

This led in May/June 2013 to works costing £40,000 to improve the drainage system. Blocked culverts have been cleared, structural damage repaired, a silt sump installed and the capacity of existing gulleys has been increased.

A further programme is under way to restore all water way assets to original or improved capacity. The Flood Prevention Action Group will develop plans for preventative maintenance through a volunteer workforce and approved costed programmes. Appropriate training and equipment will be required. A complete Community Asset Register is to be drawn up, detailing all water courses, condition and location (surface and sub-surface).

The Fishbourne Conservation Area (designated in January, 1981) was the subject of an independent appraisal conducted on behalf of the District Council by The Conservation Studio in Cirencester which was published in 2007 and updated in 2012 to reflect legislative changes. It also contains a set of management proposals.

Chichester Harbour was designated an AONB in 1964 because of its unique blend of landscape and seascape. It was also designated as an SPA/SAC (Special Protection Area for Wild Birds/Special Area for Conservation) and a Ramsar site (i.e. a wetland of international importance under the 1971 Ramsar Convention).

The Neighbourhood Plan will work to conserve and enhance Fishbourne's heritage. Fishbourne played a unique role during the Roman conquest of Britain having already served as a special pre-conquest trade base with the Empire. In fact, some suggest it was here that the first Roman troops landed to prepare the invasion in AD 43. After serving as a supply base during the Roman conquest, the army buildings made way for a splendid residence unparalleled in Northern Europe. It was possibly the seat of the local king who ruled Southern Britain on behalf of the Emperor in the late 1<sup>st</sup> century AD. Fishbourne Roman Palace continued to be occupied until it burnt to the ground at the start of the 3<sup>rd</sup> century.

Little is yet known about the village's fate in Anglo-Saxon England, but it is mentioned in the Domesday Book as having two mills. There is one 17<sup>th</sup> century timber-framed cottage but most of the buildings in the conservation area date back to the 18<sup>th</sup> and 19<sup>th</sup> centuries when a settlement developed along the old turnpike road between Chichester and Portsmouth.

## **PROJECT 6: Environmental Conservation (Overall: 97%)**

- 7.1 Draw up, in consultation with all stakeholders, a Flood Risk policy for Fishbourne as part of the County's new overall strategy for flood prevention (Top priority, scoring 98%).
- 7.2 As part of the Flood Risk policy, to work with Operation Watershed and Parklands & Fishbourne Flood Prevention Action Group to identify and remedy existing flood risks and to build up a preventative programme including regular appraisal (96%).
- 7.3 Consider and advise on the role of Bio-diversity and Climate Change in sustainable development.

## **4.4 TRAVEL & TRANSPORT**

### **Background**

*Cars, lorries and tractors are part of our lives, for better or worse. Maintaining and protecting the quality of life against a background of growing traffic volumes is one of the greatest challenges facing most rural communities.*

A village survey of 2009 on travel & transport provided a number of priorities which formed the basis of the Travel & Transport section of the Village Plan 2010-2014. The Plan contained a "Possible traffic calming measures chart" on which some progress has been made. The red surfacing and improved sight angles at the Salthill Road/Clay Lane junction are an improvement but further developments are being investigated. The police conduct speed awareness days on Salthill Road and the A259 and we have a Volunteer Speedwatch Team trained in the use of the SID (Speed Indicator Device). At the request of the Parish Council, County Highways have conducted a survey to see if the volume of traffic would justify vehicle activated signs at the three main entrances to the village.

The Fishbourne Conservation Area Character Appraisal and Management Proposals (2007 updated 2012 to reflect legislative changes) highlights traffic as a Negative Feature. It refers to noise from the A27 and the A259 which is very busy throughout the day; "traffic regularly

flouts the 30mph speed limit” despite the traffic calming scheme which was implemented in 1996 and it concludes that “pedestrian safety is a major issue”. The report also draws attention to the state of some of the pavements in the village.

The Neighbourhood Plan strongly supports the statement in NPPF (para 29) that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives.

A recent campaign managed to secure an improved bus service for the village despite cuts in other parts of the area and the Neighbourhood Plan will respond to village requests that the bus and train services are at least maintained at their current level.

Walking and cycling is being encouraged by plans to provide a pavement in Clay Lane (a bendy country lane with no pavements but used as a rat-run by traffic wishing to avoid Fishbourne Roundabout) and by a successful campaign to keep open Emperor Way (currently the only safe route for pedestrians and cyclists between Fishbourne and Chichester).

A “walking bus” enables children to journey to and from school in safety as well as engaging in useful physical activity.

As noted above, pedestrian safety is a major issue in the village which is why much of this section of the plan is to do with preventing speeding through the village and with clearer indication to motorists that they are entering a 30 mile limit.

Our sustainable traffic scheme is set out on the chart on p.11

## **PROJECT 7: Travel Safety**

### **7(a) Pedestrian and Cyclist Safety**

Given the increase in population and the impact of traffic from other expanding villages on A259 and roads used as an escape route from the ever- more dangerous Fishbourne Roundabout, together with a renewed recognition of the importance of exercise for future healthy living, there is large support in the community for improved provision for cyclists and pedestrians. Developments will include:

- Working with the Roman Palace on a development plan which will include maintaining Emperor Way as the only safe route between Fishbourne and Chichester for both pedestrians and cyclists (96%).
- Installation of low level lights along Emperor Way to enhance safety (77%).

There will also be a review of village warden role to include monitoring of pathways and taking appropriate action to clear overhanging branches and working with Police and Highways to reduce the amount of pavement and grass parking especially on the A259 (96%).

### **7 (b): Road Safety**

There is very strong support (93%) for actions to be taken to reduce the speeding in the village. Projects, some of which are already in preparation, will include:

- A Speed Awareness programme with use of SID by our team of Speedwatch Volunteers.
- A comprehensive programme of speed restriction throughout the village, drawn up in consultation with County Highways and the Police. This will concentrate on 2 areas

Fishbourne Neighbourhood Plan 2014—2029 Sustainable traffic safety measures.

NOV 2013

Incorporate 30 signs into "Welcome to Fishbourne"

Traffic calming measures at junction

Site for Speed Indication Device

Extend 30 mph along Clay Lane

Upgrade level crossing

Site for Speed Indication Device

Provide street lighting

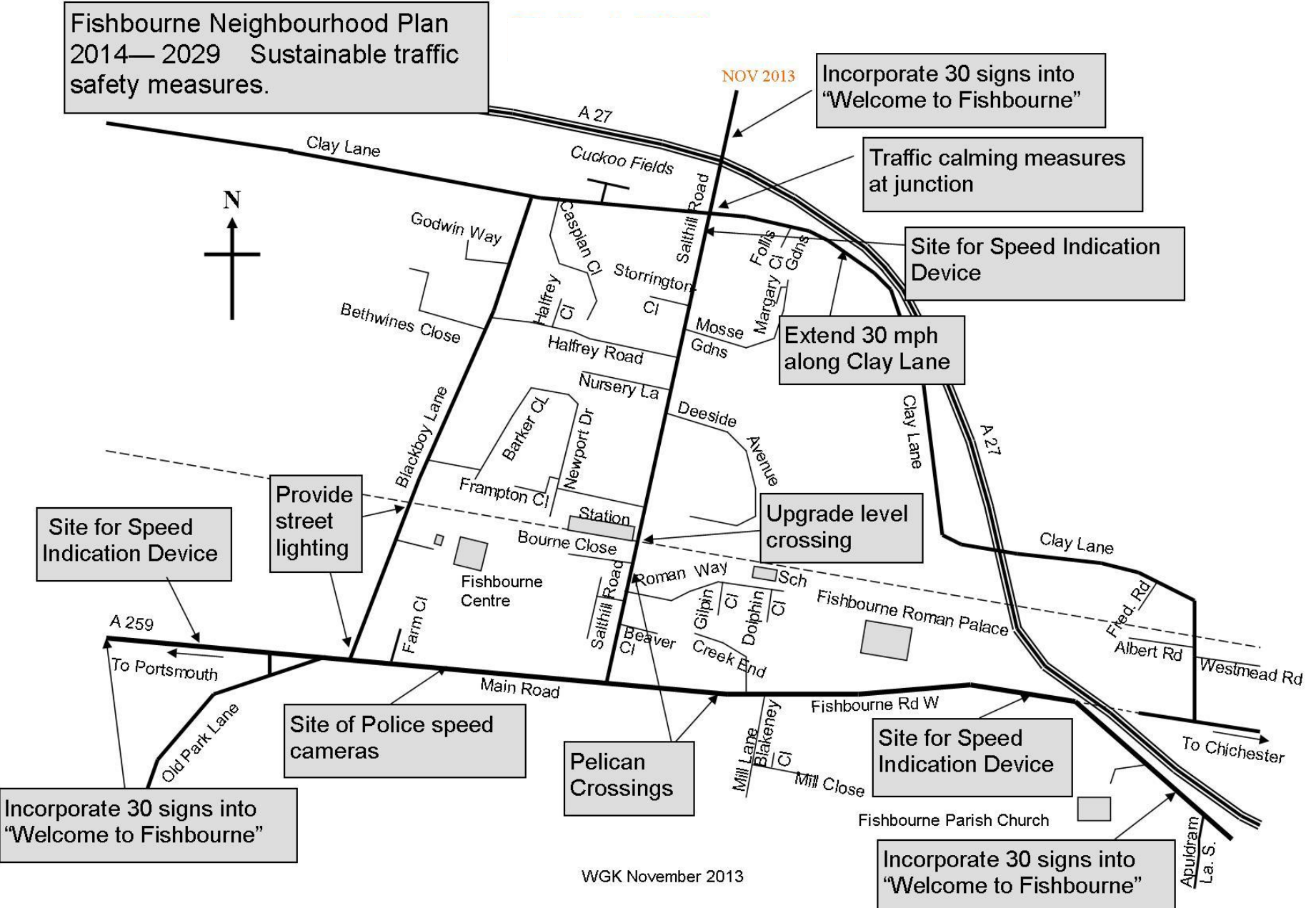
Site of Police speed cameras

Pelican Crossings

Site for Speed Indication Device

Incorporate 30 signs into "Welcome to Fishbourne"

Incorporate 30 signs into "Welcome to Fishbourne"





## AREA 1:

- Salthill Road, Clay Lane, Halfrey Road and Blackboy Lane: this will aim to include a Vehicle Activated Sign at the entrance to the village; (89%);
- new traffic calming measures at the Salthill Road/ Clay Lane junction (82%);
- new pavement and extended 30mph limit along Clay Lane (74%);
- lighting in Blackboy Lane from A259 to the level crossing because of increased use at night by users of the Fishbourne Centre (71%);
- upgrading of level crossing barriers at Fishbourne Station to 4 closing barriers (60%);
- liaison with Funtington Parish Council on possible extension northwards of 30 mph limit from the Fishbourne/Funtington village boundaries or the establishment of a 40 mph limit (60%).

## AREA 2:

Fishbourne Road West and Main Road where the key issues will be:

- Vehicle Activated Signs at each entrance to the village on the A259 (89%);
- An additional pedestrian crossing towards the Eastern end of the village (technical advice to be taken on the precise location) (60%)

## 4.5 A SENSE OF COMMUNITY

In order to realise our vision and to improve the quality of life of Fishbourne residents, now and in the future, a Sense of Community underpins the other sections of our Neighbourhood Plan.

Background drawing on existing data and community consultation

The Fishbourne Book, a big community project itself in 2004-2007, illustrates the community spirit in Fishbourne over the years and particularly that of the Seventies which led to the creation of the Fishbourne Playing Field Association and the purchase of the 17 acre field in Blackboy Lane. The desire for a Fishbourne voice in local government led to the creation of Fishbourne as an independent unit of local government in 1987 when the Parish Council held its first elections.

Since then the population has steadily increased as a succession of new developments have extended to the village's Northern boundary. In the last decade alone, the population has increased by 20%. Important in any community, "a sense of community" is a particular issue for Fishbourne because of the extent and the nature of the development that has taken place in the last half century. Fishbourne originally stretched along the A259 but now spreads northwards in a series of developments large enough to become mini-communities. These include:

- Roman Way (1967-1974) 45 properties
- Newport Drive/Barker Close (44 properties – planning permission 1973)
- Mosse Gardens (over 100 properties built in the 1980s and 1990s)
- Caspian Close (nearly 100 properties, completed in 2004)



Frampton Close (10 properties – 2010)  
Cuckoo Fields (50 properties, completed 2012).

There is wide feeling in the village that action needs to be taken to integrate each development as part as the village, especially as the existence of Fishbourne as a separate community is vital if our Vision for 2029 is to be realised.

*“We wish to see every resident of Fishbourne – new or established – feel a valued part of our community.” (Fishbourne Village Plan 2010-2014)*

Much of the present quality of life depends on Fishbourne having a separate identity as a village.

## 5. PLANNING POLICIES FOR SUSTAINABLE DEVELOPMENT

**In order to fulfil its purpose of helping to achieve sustainable development, planning must not simply be about scrutiny. Planning must be a creative exercise in finding ways to enhance and improve the places in which we live our lives.”**

Ministerial Foreword to National Planning Policy Framework

The Localism Act allows communities to draw up their own policies, provided they are based on:

- Sound evidence
- Community input
- Proper principles of planning

The policies in our Neighbourhood Plan seek to influence planning, development and enhancement outcomes so that they help to achieve our Vision for Fishbourne. Our policies are:

- Compliant with UK Government policies set out in the National Planning Policy Framework
- Compliant with relevant EU Directives
- Compliant with the emerging District Local Plan

In line with the principles of Sustainable Development, which requires planning to address environmental, social and economic issues, our Policy Areas are set out under the following sections:

### PLANNING POLICIES

- 5.1 Sustainable Housing, Planning & Design
- 5.2 Sustainable Local Economy & Tourism
- 5.3 A Sustainable Environment (Historic, Built and Natural)
- 5.4 Sustainable Travel & Transport

For ease of reference by prospective developers, all planning policies are printed in green.

## 5.1 SUSTAINABLE HOUSING, PLANNING AND DESIGN

“The purpose of the planning system is to contribute to the achievement of sustainable development ... There are three dimensions to sustainable development: economic, social and environmental” NPPF (6) & (7)

Resolution 24/187 of the United Nations General Assembly defined sustainable development as **“meeting the needs of the present without compromising the ability of future generations to meet their own needs.”**

This underpins all the projects and policies in our Neighbourhood Plan with the extension in some cases to refer not just to future generations but also to other members of the present generation whose lives might be negatively affected by development (e.g. ensuring that development in one part of the village does not lead to increased flooding problems in lower-lying parts of the village).

Care has been taken to ensure that The Neighbourhood Plan is clearly expressed in order to meet the requirement of the NPPF (17) that **Plans should “provide a practical framework within which decisions on planning applications can be made with a high degree of predictability and efficiency.”**

The Settlement Area map for Fishbourne appears in Appendix FNP 3 showing amendments to the settlement boundary.

The Neighbourhood Plan has identified two potential sites on which there could be sustainable development. In their response to the Community Consultation, the Environment Agency say they are “pleased to see that the proposed allocations have been directed to the areas at the lowest probability of flooding.”

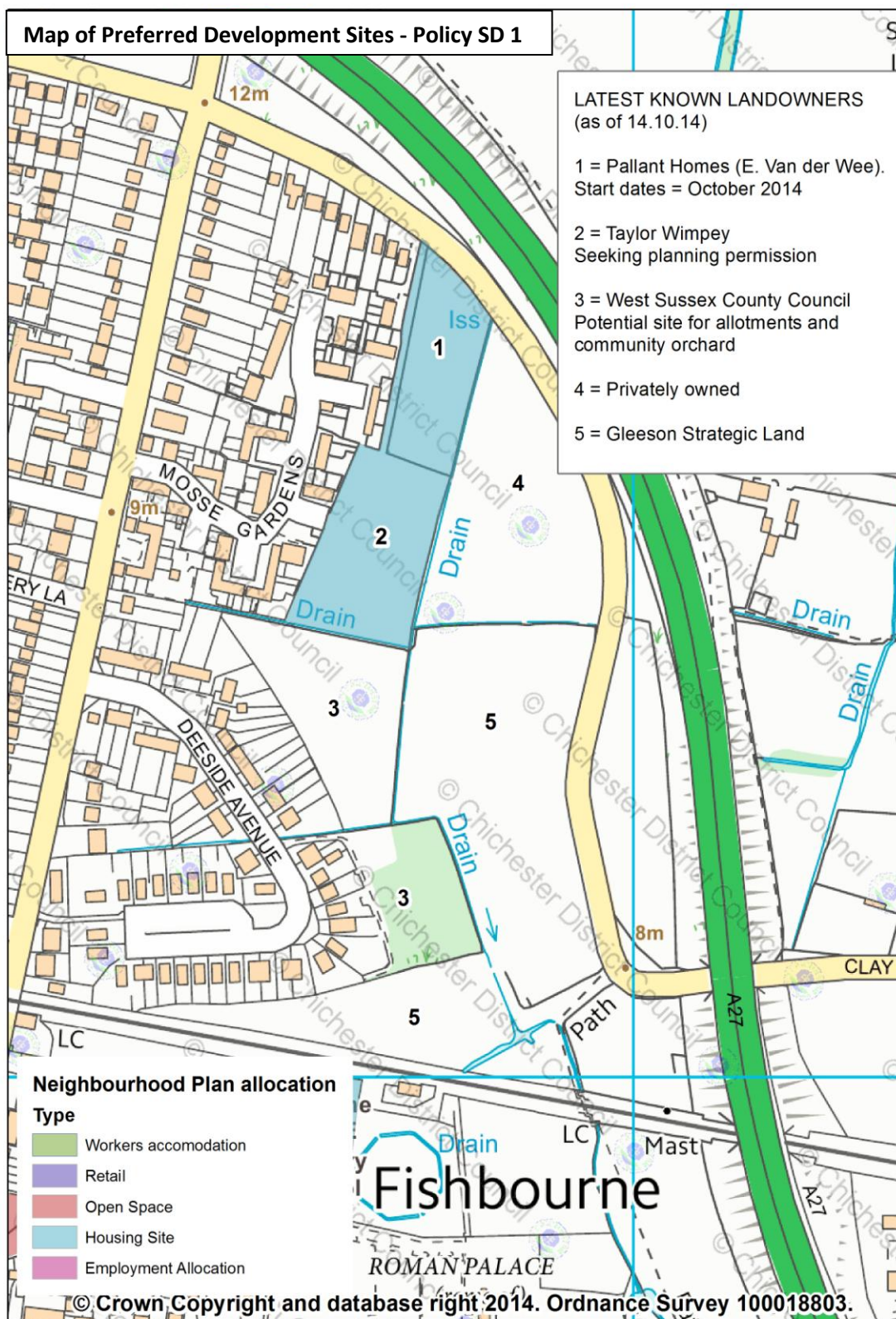
### LAND EAST OF MOSSE GARDENS

There are currently five owners of the land shown on the map and land is allocated for 2 x 25 dwellings of the appropriate size, tenure and mix. Pallant Homes began building in November 2014. **This site is numbered “1”** on the map and would account for 25 of the 50 houses allocated as our target for 2014-2029. The permission for the site has a time restriction and for this reason, if the site is not delivered through the existing planning permission, the Neighbourhood Plan identifies it as a suitable site.

Subsequently, Taylor Wimpey have asked for a Pre-application meeting with Chichester District Council on their plans to build 25 homes on land which they own (**numbered “2” on the map**) and this would have the support of the Parish Council subject to the application not being in conflict with the requirements of the National Planning Policy Framework or with the Generic Development Constraints listed in FNP policy SD3. Approval would also depend on access being made from Clay Lane and not via Mosse Gardens. Pedestrian access for both sites via Mosse Gardens will encourage walking by providing an easy route to the Station and to Fishbourne Pre-School and Fishbourne Primary School.

Discussions with WSCC are underway about the use of part of **site 3** for community purposes such as allotments and/or a community orchard, subject to access.

There is no intention of seeking the development of **Site 4 and Site 5**, since there is an urgent need to prevent the current “creeping coalescence” which could ultimately lead to a Solent Suburbia in which the existing coastal villages would lose their individual identity. Fishbourne has already reached its **Northern boundary** (the A27) with the Cuckoo Fields development; its **Southern boundary** is the Chichester Harbour ANOB; its **Western boundary** is under threat from a potential 200+ development if developers can get planning permission before our local Neighbourhood Plan and Chichester’s District Plan obtain final



approval; and any further building towards its **Eastern boundary** would bring about perceived coalescence with Chichester (an enhanced threat coming from the proposed White House Farm Development which is designed to run down to the A27). There are also significant constraints on these sites, particularly in relation to noise.

Southern Water's infrastructure crosses the proposed site at Mosse Gardens. Therefore the development should be designed to (i) avoid building over it so that it can continue to function effectively and (ii) provide access for maintenance purposes.

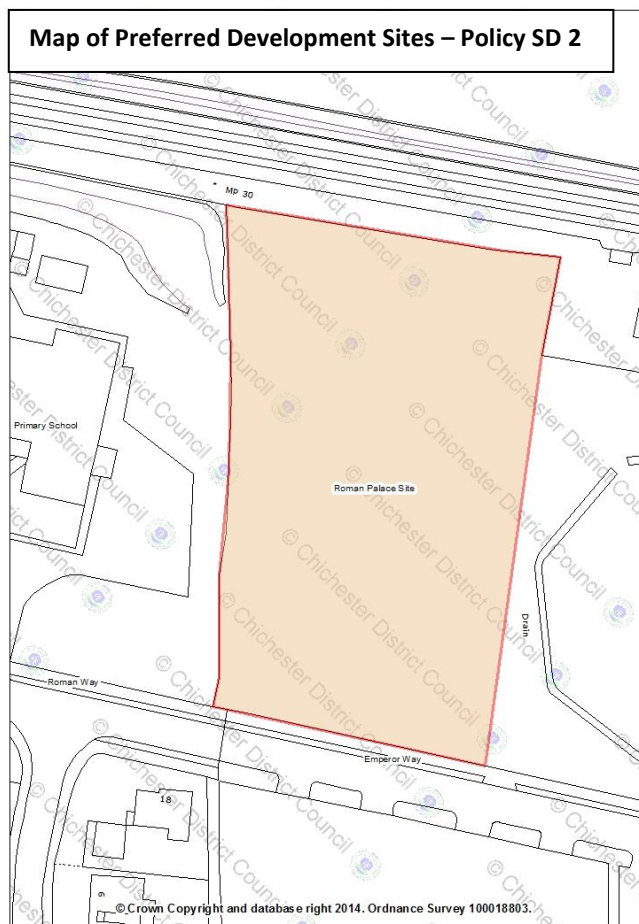
**Policy SD1: Land to the south of Clay Lane is allocated to deliver 2 x 25 dwellings of an appropriate size, tenure and mix to be determined in accordance with the requirements of the development plan.**

**Proposals for the site should:**

- **Provide access from Clay Lane;**
- **Provide pedestrian access via Mosse Gardens to encourage walking to the Station and to Fishbourne Pre-School and Fishbourne Primary School.**
- **Provide sufficient parking provision in line with West Sussex County Council parking standards**
- **Seek to extend the 30mph speed limit area further along Clay lane**
- **Provide appropriate street lighting and pavements**
- **Demonstrate by means of design and layout the mitigation of the likely “in combination” impact of development on the Chichester and Langstone Harbours SPA and making an appropriate contribution to the interim Solent Recreation Mitigation Strategy or subsequent iteration.**

## **LAND AT THE ROMAN PALACE**

Land at the Roman Palace is allocated to deliver up to 15 dwellings to facilitate improvements to the existing cycle network and visitor numbers to Fishbourne Roman Palace. The appropriate size, tenure and mix should be determined in discussion with the District Council. English Heritage (now Historic England) have been consulted about the strategic sites in Policy SD1 and SD2 and according to their records neither of the proposed sites contains any designated heritage assets.





The CDC Archaeologist was asked to examine the site and his report suggests that because of the proximity of the Roman palace, it is to be presumed that the site will contain deposits of archaeological interest. Any development will need to include provision for suitable investigation and for the proper preservation of heritage assets thus revealed.

### **POLICY SD 2: Land at the Roman Palace**

**Land at the Roman Palace is allocated to deliver up to 15 dwellings of the appropriate size, tenure and mix. Proposals for the site should:**

- **Ensure the existing Emperor Way cycle/pedestrian link is enhanced and maintained to encourage connectivity between Fishbourne and Chichester City.**
- **Reflect and enhance the setting, character and significance of the internationally renowned archaeological site of Fishbourne Roman Palace.**
- **Demonstrate by means of design and lay-out the mitigation of the likely “in combination” impact of development on the Chichester and Langstone Harbours SPA and make an appropriate contribution to the Interim Solent Recreation Mitigation Strategy, or subsequent iteration.**

Footnote. Because many of the projects in the Local Plan are not likely to produce results until the second or third five-year strands (2019 – 2024 and 2024 – 2029), Parish Councils are being asked where possible to have their new building in place by 2019. Fishbourne Parish Council sees no difficulty in meeting this schedule.

**POLICY SD 3: DEVELOPMENT CONSTRAINTS for new building in Fishbourne. Development proposals within the parish should have regard to the following constraints:**

- 1) **Impact of Development and Recreational Disturbance (particularly at the head of the Fishbourne Channel), Chichester and Langstone Harbours SPA and Ramsar Site immediately to the north - west of the village.**
- 2) **Fishbourne Meadows, a SNCI, adjoins the village to the south - east.**
- 3) **Areas of flood risk which extend from Chichester Harbour and follow the River Lavant to the south of the village (Flood zones 2 and 3).**
- 4) **The southern part of the village, south of the A259 which is within the Chichester Harbour AONB.**
- 5) **The Conservation Area which covers the southern part of the village**
- 6) **Fishbourne Roman Palace Site Scheduled Ancient Monument and associated Historic Park and Garden extends to the south and east.**
- 7) **The limited capacity available at the Apuldram Waste water Treatment site.**
- 8) **New and improved utility infrastructure will be encouraged and permitted in order to meet the identified needs of the community.**

In the light of limited residual capacity of the Apuldram Wastewater Treatment Works, developers are advised to discuss capacity for development proposals with Southern Water and the District Council prior to making planning applications which would involve use of the Apuldram WwTW.

In July 2014 the “Position Statement on Wastewater and Delivering Development in the Local Plan (Apuldram Wastewater Treatment Works)”<sup>1</sup>, the allocation of Parish numbers from the CLP had been included in assessing the headroom for Apuldram. Paragraph 8 of the updated position statement advised that at that time there was an estimated headroom for 159 dwellings to connect to Apuldram WwTW, over and above the allocation in the CLP. The report indicated that with an average windfall delivery rate of approximately 100 dwellings per year in Chichester City, allowing development on green-field sites, this would erode the remaining headroom and prevent development from occurring on brownfield sites within existing settlements. The report recommended refusal of planning permission on green-field sites, in favour of retaining the existing headroom for brownfield development, if proposals intended to utilise the treatment facilities at Apuldram. The housing development assessed in the Parish of Fishbourne in the updated report was 58 dwellings. This excluded the Neighbourhood Plan allocation of a further 15 dwellings adjacent to the Roman Palace. The advice to the District Council from the Environment Agency, dated 16th September 2013 was that liaison with Southern Water should take place over monitoring permissions granted in excess of the headroom figure of 159 dwellings. The consequence of exceeding the headroom amount, would be a significant increase in the nitrogen loads and weed growth in the Harbour.

## **SUSTAINABLE DESIGN**

“Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.” NPPF (56)

Our Design Policy, developed from the Housing & Planning Section of the Fishbourne Village Plan, 2010-2014, aims to develop robust and comprehensive policies that support the Local Plan’s and National Framework’s objective of encouraging excellence in design and that set out the quality of development that will be expected for the area. Our policy does not attempt to impose architectural styles.

### **POLICY D 1: In Fishbourne, “good design” means:**

- **responding to local character and history, and reflecting the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;**
- **using good quality materials that complement the existing palette of materials used within Fishbourne;**
- **needing to prevent coalescence between Fishbourne and Bosham by establishing a strong sense of place where the individual identity of Fishbourne, whether actual or perceived, is maintained;**

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<sup>1</sup> Position Statement on Wastewater and Delivering Development in the Local Plan (Apuldram Wastewater Treatment Works), Chichester District Council, July 2014. <http://www.chichester.gov.uk/CHttpHandler.ashx?id=22423&p=0>



- **establishing a strong sense of place where the individual identity of Fishbourne, whether actual or perceived, is maintained and development of poorer agricultural land has been fully considered;**
- **adopting the principles of sustainable drainage;**
- **creating safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion;**
- **optimising the potential of the site to improve the quality and character of the site;**
- **being visually attractive through good architecture and appropriate landscaping;**
- **being innovative in the achievement of low carbon emissions;**
- **making provision for adequate external amenity space including refuse and recycling storage and car and bicycle parking to ensure a well-managed and high quality streetscape;**
- **restricting houses to 2 storeys where possible;**
- **avoiding apparent excessive bulk of houses by careful design of roof elevations.**

## **5.2 SUSTAINABLE LOCAL ECONOMY & TOURISM**

Fishbourne has a number of small businesses, mainly on or just off the A259, with 17.8% being small employers or own account workers. The Neighbourhood Plan seeks to support existing local businesses, encourage new businesses, home working and social enterprises and thereby help Fishbourne towards economic diversity while at the same time moving to a low carbon economy.

### **POLICY E 1:**

**Proposals that support the development of small scale businesses that meet the needs of the community will be permitted provided that they would:**

- **Not involve the loss of dwellings**
- **Not increase noise levels to an extent that they would unacceptably disturb occupants of nearby residential property**
- **Not generate unacceptable levels of traffic movement or pollution**
- **Contribute to the character and vitality of the local area**
- **Be well integrated into and complement existing businesses, such as the small industrial estate at Polthooks Farm or sites which already have some commercial activity but where there is potential for small development (such as Bosham Clinic, Hillier's Garden Centre and Fishbourne Roman Palace).**

## **POLICY E 2:**

**Fishbourne has a good growing climate and both agricultural and horticultural industries are important. The Neighbourhood Plan will, therefore, protect the best and most versatile agricultural land and minimise its loss to development because domestic food production is of strategic national importance.**

### **5.3 A SUSTAINABLE ENVIRONMENT (Historic, Built & Natural)**

In response to the high level of importance attributed to the environment in the Village Survey, the Neighbourhood Plan will set out policies to ensure that Fishbourne remains an attractive, environmentally healthy and sustainable village. The community values its few remaining Green Spaces and is working to ensure they are protected and enhanced. (please see map). The reasons why the Green Spaces are to be protected are:

1. Fishbourne Playing Field and the Fishbourne Centre provide opportunities for a wide range of sports and both outdoor and indoor recreation which make an important contribution to the health and well-being of Fishbourne and neighbouring communities.
2. Fishbourne Meadows, to the south of the A259, is designated as a Site of Nature Conservation Importance (see Policy ENV 4).
3. The entrance to Creek End is described as “the village green” and houses the Village Sign. Until the twentieth-century developments of Fishbourne this site was the centre of the village
4. The landscaped entrance to Roman Way forms an appropriate approach to the world-renowned Roman Palace and Gardens.

#### **Policy ENV 1: Protection of Green Spaces**

**Within the Fishbourne Neighbourhood Plan, the following Green Spaces have been identified and are shown on the green spaces map:**

- **Fishbourne Playing Field and the Fishbourne Centre**
- **Fishbourne Meadows**
- **The entrance to Creek End**
- **Landscaped entrance to Roman Way**

**Development that results in the loss of Green Spaces or significant harm to their character, appearance or general quality, or amenity value, will not be permitted unless compensatory provision of equivalent benefit from the provision of suitable replacement Green Space shall be provided. For the purposes of this policy, Green Spaces are defined as “undeveloped spaces which are capable of delivering aesthetic, environmental and quality-of-life benefits for the local community”.**

#### **TREES AND HEDGEROWS**

Trees and Hedgerows play an important part in biodiversity, providing attractive and much needed shade and shelter. They may also be a source of food for birds as well as providing

opportunities for nesting. The advice of the Tree Warden should be sought before taking action on cutting down trees. The Parish Council already has a policy which sets out the procedure for ensuring that trees and hedges do not overhang dangerously on roads and pavements.

**Policy ENV 2: Development which damages or results in the loss of ancient trees or trees with good arboricultural value which bring amenity value to the surrounding area will not normally be permitted.**

## **FLOODING**

Flooding is a recurrent problem and the Parish Council is working with Operation Watershed and The Fishbourne & Parklands Flood Prevention Group to ensure that preventative measures are in place to prevent serious flooding except in exceptional circumstances. In conjunction with Operation Watershed, we plan to draw up a Fishbourne Flood Prevention Policy which will include strategies for ensuring streams and ditches are monitored and cleared when necessary and that culverts are working to their capacity. The Policy will also include, with advice from the Environment Agency and the lead local flood authority, an examination of where climate change may be expected to increase flood risk to the extent that some existing development may not be sustainable in the long-term.

## **FLOOD RISK MITIGATION**

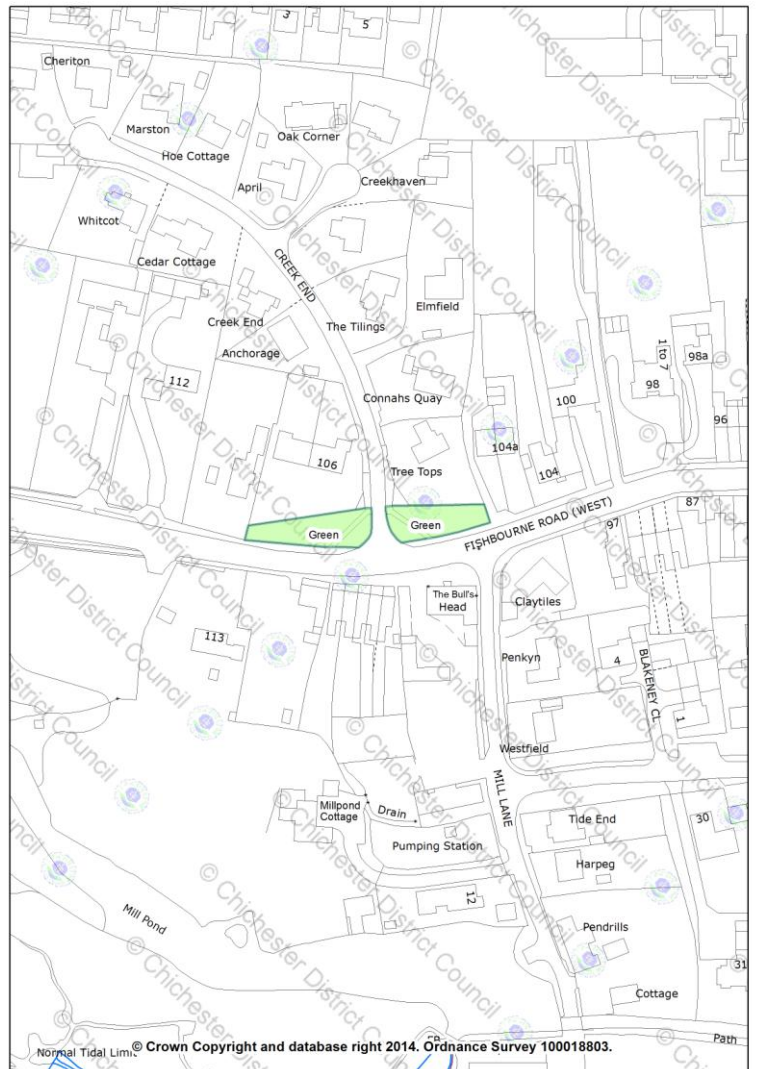
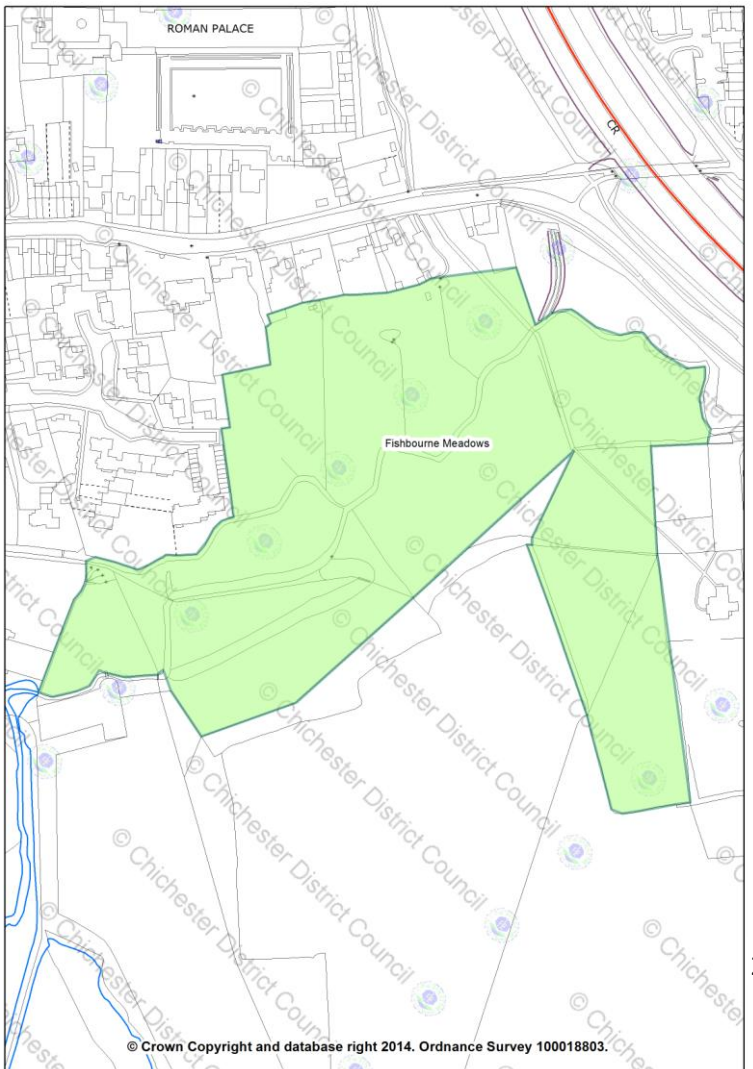
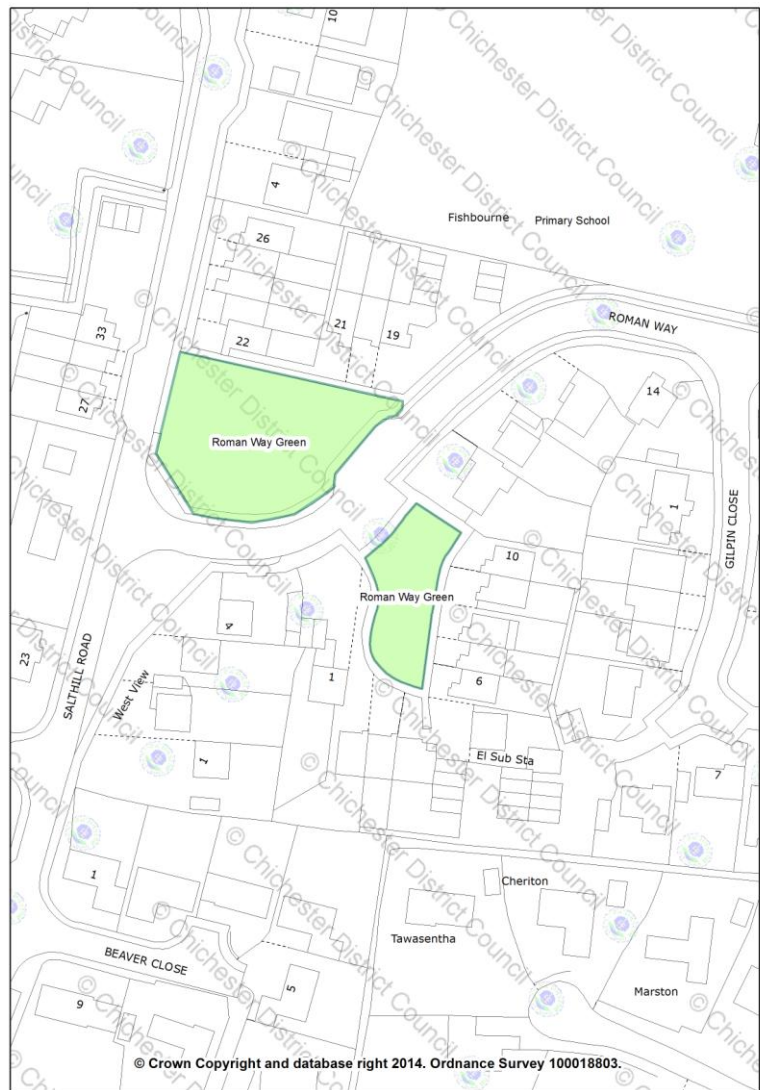
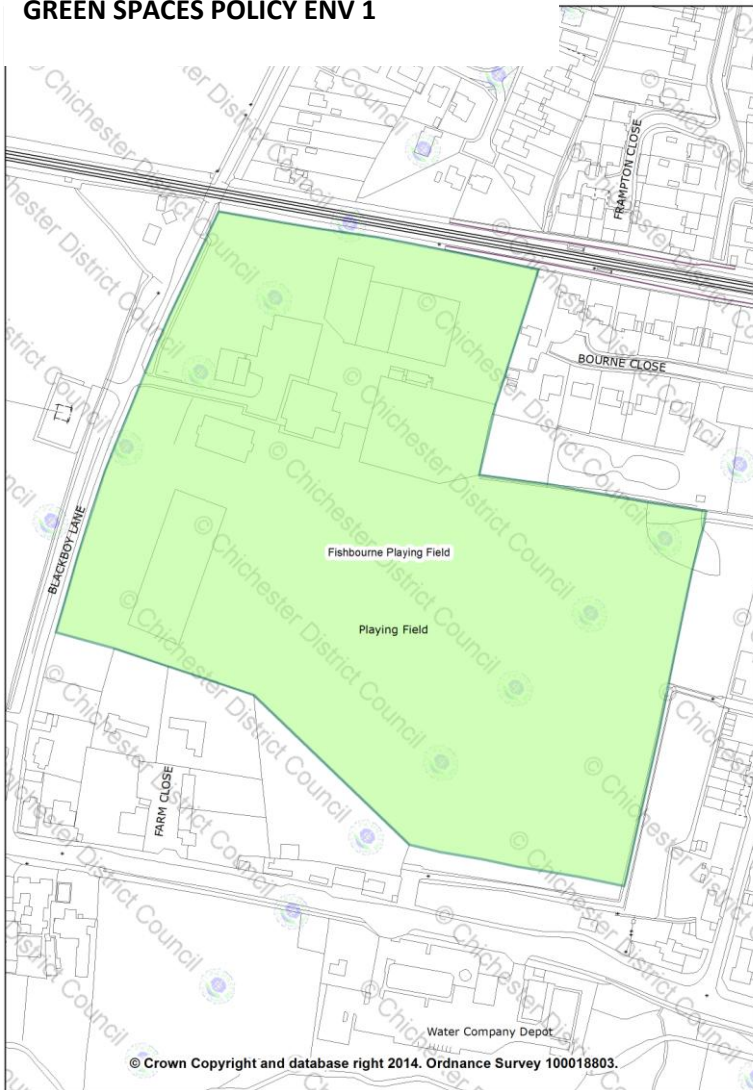
**Policy ENV 3: Development proposals should include an appropriate assessment of flood risk to ensure that development occurs in areas of lower flood risk where possible. Where necessary, development proposals should include appropriate flood risk mitigation measures to demonstrate that the impact of the proposals will not result in increased flood risk.**

## **BIODIVERSITY**

'Biodiversity' is a contraction of "biological diversity". Diversity is a concept which refers to the range of variation or differences among some set of entities; biological diversity thus refers to variety within the living world. Green spaces, railway embankments, gardens trees and verges are important biodiversity assets in any location. In Fishbourne, we also have Chichester Harbour and its wetlands. The southern march orchid and marsh arrow grass are among the plants growing on Fishbourne Meadows which is also an important habitat for water voles and is designated as a Site of Nature Conservation Importance. The mudflats to the head of the Fishbourne Channel are designated as a Special Protection Area. The Fishbourne Channel is of very high status as a nature conservation site and many species of wild birds feed on the small invertebrates hidden in the mudflats and salt marshes. In addition to this general aim, the community would seek to see additional protection for the part of the village which falls within an Area of Outstanding Natural Beauty and the Ramsar site in Chichester Harbour. "Fishbourne Channel is of very high status as a nature conservation site and is especially notable for its many species of wild birds which feed on the small vertebrates hidden in the mudflats and salt marshes." (*Fishbourne Conservation Area Character Appraisal, March 2007*).

**Policy ENV 4: Development proposals which would result in a loss of biodiversity will not normally be permitted unless they can demonstrate that appropriate mitigation can be provided.**





## **HISTORIC ENVIRONMENT**

The historic environment within the Plan Area will be conserved and enhanced through positive action.

**Policy H 1: Heritage Protection. The significance of designated heritage assets, including nationally protected listed buildings and their settings, archaeological sites and conservation areas and their settings, as well as undesignated heritage assets (including locally listed buildings), will be recognised and given the requisite level of protection.**

**Development proposals which conserve and enhance a heritage asset will be supported where this is clearly and convincingly demonstrated by way of an assessment of the significance of the asset or its setting.**

**The sustainable re-use, maintenance and repair of listed buildings and other heritage assets will be supported, particularly where they are being identified as being at risk.**

## **5.4 SUSTAINABLE TRANSPORT**

Sustainable travel is any form of transport that keeps damage to our environment, and therefore the future, to a minimum.

The Neighbourhood Plan will seek and support measures increasing the attractiveness of walking, cycling and public transport (including the continuation of at least existing bus and rail services). In doing this, the Parish Council will work with County Highways, Sussex Police, Sustrans, the Rights of Way Committee, local bus companies and Network Rail. Motor vehicles create carbon emissions and other pollutants that damage the environment, add to climate change and reduce air quality for local residents.

### **POLICY T 1: Sustainable Transport**

**Development proposals will be supported only if they show how they will contribute to a policy of sustainable travel in the village. Development Proposals will be supported where they contribute to sustainable travel behaviour in the village through enhancements to cycleways and footpaths.**

### **Through Traffic**

As a result of increased populations in Fishbourne and the other villages along the A259 (whose traffic goes through Fishbourne on the way to Chichester) traffic speeding and traffic congestion at peak traffic times are key concerns in the village – with 93% of respondents to the Village Survey supporting action to reduce speeding in the village.

### **POLICY T 2: Encouraging Sustainable Transport**

**Development proposals which enhance the delivery of sustainable transport including traffic calming and enhancing pedestrian safety will be supported. Where proposed development is likely to cause harm to the objective of delivering sustainable transport, planning permission will normally be refused unless proportionate mitigation measures are offered sufficient to make the proposed development acceptable. Mitigation measures may include contributions towards the improvements specified under Project 7 b to the Plan within Areas 1 & 2 as defined on pages 11 – 12.**

## 6. MONITORING AND REVIEW

### ***“A neighbourhood plan is a means, not an end”***

**Monitoring and review** are essential parts in the process of achieving sustainable development and sustainable communities.

Each of the 5 Key Areas will have an implementation group which will be led by a nominated member of the Parish Council. Between them, they will manage all 7 projects in the Neighbourhood Plan. They will be responsible for drawing up implementation plans, monitoring their progress and reporting to the Annual Parish Meeting.

The District Council will be responsible for finding funds from Section 106 and the Parish Council will be allocated 25% of any Community Infrastructure Levy receipts within their NP area. The Parish Council will also actively seek funding from outside agencies wherever there is a match of objectives and has already identified the “Safer in Sussex Community Fund” recently launched by the Police & Crime Commissioner, the “Our Place Programme” funded by the Department for Communities and Local Government, the New Homes Bonus from Chichester District Council and the Operation Watershed Communities Fund from West Sussex County Council.

A formal review of the Plan with full public consultation will be conducted if changing circumstances require this. However, we cannot envisage any such need arising for at least the first five years of the Plan.

The Village Survey indicated a number of areas where a review of community services and facilities needs to be undertaken in light of recent and planned expansion, including:

- What facilities, previously rejected, might now be reconsidered?
- What existing facilities need to be considered?
- What new facilities might now be justified?

Topics for consideration include:

- Volunteer Bank matching skills to needs (81%).
- The viability of having a village shop (commercial; community shop; mobile shop?) (75% support).
- Seating for parents on a properly grassed mound by the Children’s Play Area (75%).
- A medical centre for Fishbourne even if only a nurse-led clinic (74%)
- Developments to the Fishbourne Centre (and completion of the St Peter Project) to enable greater community usage. (Village Survey question related solely to Fishbourne Centre – 56%).
- The availability and likely take-up of village allotments (20%): only potential plot (Deeside) has problems of access and no water supply.

For further details of these proposals please see the Parish Council website:  
[www.fishbourne-pc.gov.uk](http://www.fishbourne-pc.gov.uk)



**OBJECTIVES TAKEN INTO ACCOUNT IN THE PRODUCTION OF THE PLAN**

**(Figures in brackets indicate the percentage of respondents who supported or strongly supported each objective)**

**Housing & Planning**

- H/1 To protect and maintain the separate identity of Fishbourne as a village (96% support), separating it both from Chichester to the East and from Bosham to the West. If the latter strategic gap is not maintained there is a future risk of a Solent Suburbia stretching from Chichester to Havant.
- H/2 To meet the indicative allocation for new housing by 2029 (50 new homes) subject to a satisfactory solution being found to each of the development constraints agreed as part of the Plan (63%).
- H/3 To maintain a mix of house types and integration of tenures. (see section 4.1)
- H/4 To contribute to meeting the identified housing need for those with local connections to the parish with particular reference to affordable homes (69%).
- H/5 To preserve the character of the historic built environment (designated and non-designated) and the AONB when considering new build, extensions, conversions, new doors and windows, etc. (97%).

**Environment**

- E/1 To protect the environment of the parish in terms of its:
- Separate identity as a village (96% support);
  - AONB designated landscape, the wetlands and the wildlife; archaeological remains (97%);
  - Grade 2 agricultural land (94%).
- E/2 To protect the historic fabric and environment, including the Conservation Area and its setting and a review of listed buildings and positive buildings as part of the District Council's review of Character Appraisal and Management Proposals for the Fishbourne Conservation Area. (97%).
- E/3 To work with Operation Watershed to identify and remedy existing flood risks and to build up a preventative programme including regular appraisal (96%).

**Local Economy and Tourism**

- LE/1 To have a policy of support for new and existing local businesses and employment opportunities, unless development proposals would have a significantly detrimental effect on the built/historic/natural environment or landscape (64%).

- LE/2 To develop initiatives to encourage mutual marketing by all those involved directly or indirectly in tourism as long as they are not counter to other objectives (47%).
- LE/3 To produce an up-to-date analysis of business in Fishbourne.
- LE/4 To produce a report on potential business spaces in Fishbourne and the sustainability evaluation of each one.
- LE/5 To put in place any support schemes to meet the expressed needs of those who work from home (67%).

### **Travel and Transport**

- S/1 To encourage safe walking and cycling through support for a Rights of Way network in and beyond the village (82%).
- S/2 To work with the Police and Highways on a strategy for reducing the speed of traffic throughout the village (89%).
- S/3 To introduce a 20 mph speed limit for selected roads in the village which are residential but used as thoroughfares (65 %?)

### **A Sense of Community**

- C/1 To develop a sense of village identity (96%).
- C/2 To develop strategies for improving communication throughout the village (91%).
- C/3 To work with the PCSO, Neighbourhood Watch, the Local Police Panel in helping to reduce crime and the fear of possible crime. (*carried forward from Village Plan*)
- C/4 To offer more support to the vulnerable and isolated, possibly by developing a team of Volunteer Community Wardens. (86%)
- C/5 To develop a bank of volunteers and a scheme for matching them to needs. (81%)
- C/6 To increase the number of people who are actively involved in the decision-making process. (94%)
- C/7 To work with the FPFA and the St Peter Project on a development plan to provide meeting facilities to meet the needs of our substantial increases in population and new needs associated with Localism. (56%)

## APPENDIX FNP 2

### HOUSING REGISTER FOR FISHBOURNE as at 05.01.2014

<b>Housing Register Members - Bands (05.01.2014)</b>					
<b>Bands</b>	<b>1 Bed</b>	<b>2 Bed</b>	<b>3 Bed</b>	<b>4 Bed</b>	<b>Total</b>
<b>A-C</b>	2	5	5	1	13
<b>D</b>	21	19	5	0	45
<b>Total</b>	23	24	10	1	58

<b>Housing Register Members - Local Connection (05.01.2014)</b>				
<b>Bands</b>	<b>Resident</b>	<b>Ex-resident</b>	<b>Employed on Fishbourne</b>	<b>Next of Kin</b>
<b>A-C</b>	6	2	2	4
<b>D</b>	32	2	5	15
<b>Total</b>	38	4	7	19

At present, Fishbourne has lost 52 properties to the Right to Buy, with the pace seeming to have slowed down after the first five years:

<b>Fishbourne affordable housing stock and turnover</b>			
	<b>Total</b>	<b>Total number of allocations 2007-2012</b>	<b>Total number of allocations 2012-2013</b>
<b>1 Bedroom</b>	26	7	0
<b>2 Bedroom</b>	31	6	1
<b>3 Bedroom</b>	25	9	1
<b>4 Bedroom</b>	4	4	0

## Settlement Capacity Profiles (Update October 2013)

### 12 Fishbourne Parish

Sub-Area	Main Settlement(s)
East-West Corridor	Fishbourne

### Key Census Statistics

	2011 Census	2001 Census	Change 2001-2011
Current population (usual residents)	2,325	1,953	372 (19.0%)
Number of households	988	840	148 (17.6%)
Average household size	2.35	2.33	
Number of dwellings	1,016	869	147 (16.9%)

### Household composition 2011

	All households	Single person households	Other households
Household Composition	988	287 (29%)	701 (71%)

### Economically active residents 2011

	Residents aged 16-74	Economically active	Economically inactive
Economically active residents	1,612	1,186 (74%)	426 (26%)

### Household tenure 2011 (%)

	Owner occupier	Shared ownership	Social rented	Private rented	Other
Household tenure	81%	1%	6%	10%	2%

### Car & van availability 2011

	Number	% of all households
Households with no car / van	100	10%

## Homes Recently Built

	Homes built 2001 - 2006	Homes built 2006 - 2012	Homes built 2012 - 2013	Homes built 2001 - 2013	Average homes/year 2001-2013
<b>Fishbourne Parish</b>	<b>109</b>	<b>76</b>	<b>3</b>	<b>188</b>	<b>15.7</b>
<i>Fishbourne village</i>	<i>106</i>	<i>68</i>	<i>3</i>	<i>177</i>	<i>14.8</i>

- Blackboy Lane/Clay Lane – 97 homes (including 17 affordable homes), 2002/05
- R/O The Keepers, Salthill Road – 8 homes, 2005/06
- R/O 11 & 1-9 Newport Drive – 9 homes (including 4 affordable homes), 2007/09
- South of Caspian Close – 6 homes, (including 1 affordable home), 2010/11
- North of Clay Lane – 50 homes (including 20 affordable homes), 2010/2012

## Homes with Planning Permission

	Homes with planning permission not built (April 2013)
<b>Fishbourne Parish</b>	<b>28</b>
<i>Fishbourne village</i>	<i>24</i>

- Salthill Road, Fishbourne – 20 homes, including 8 affordable homes.

## Parish Local Housing Need

May 2013	Total local connection	Households in priority need	Affordable housing deliverable by 2015	Net housing need
<b>Fishbourne Parish</b>	<b>82</b>	<b>18</b>	<b>8</b>	<b>74</b>

## ADDITIONAL DOCUMENTS

Consultation Statement

Basic Conditions Document

Fishbourne Settlement Area (outlined in red). April 2014

