

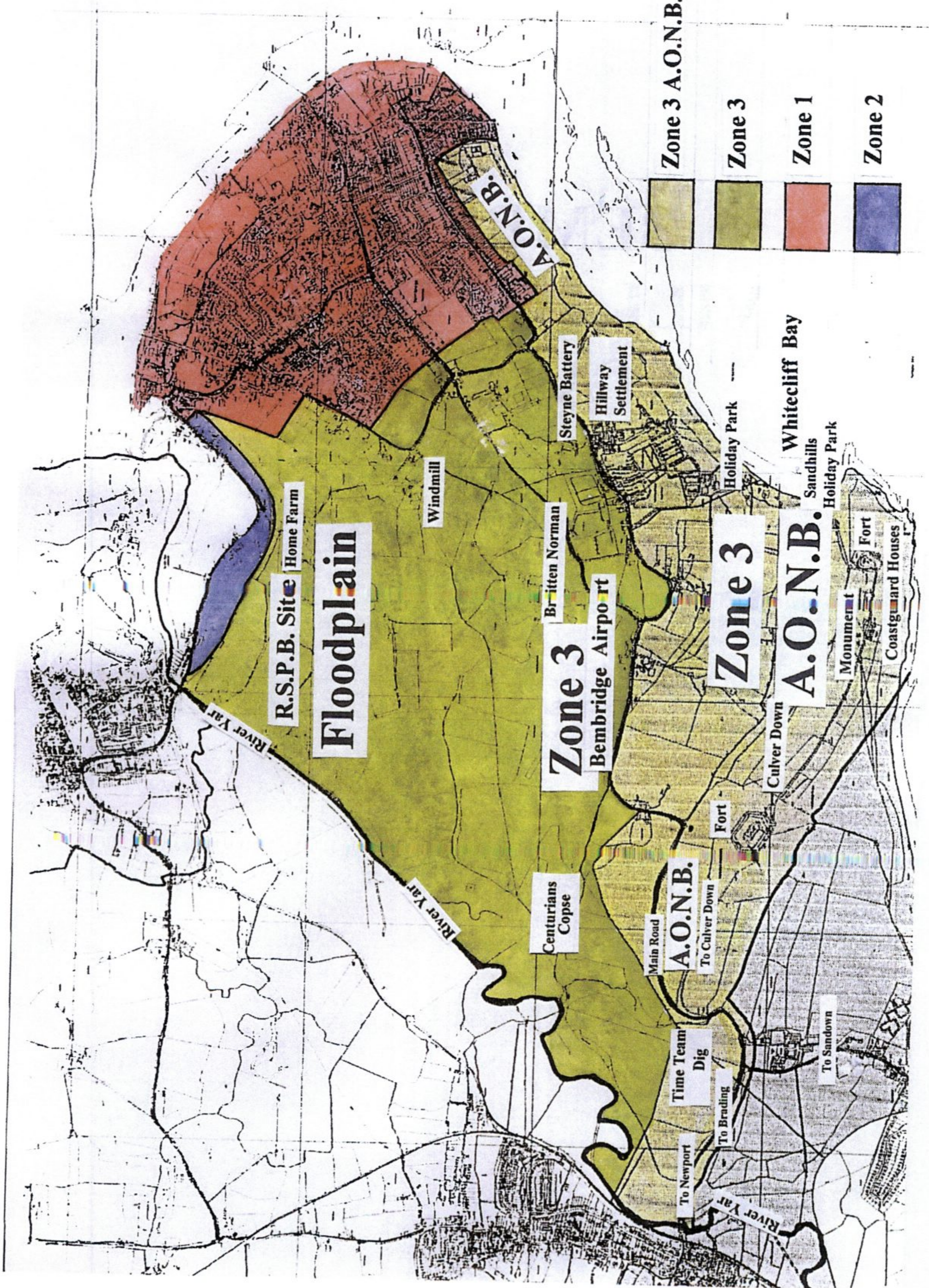
# BEMBRIDGE

## VILLAGE DESIGN STATEMENT



*Painting of Bembridge Windmill by Don Trappitt*

**BEMBRIDGE  
VILLAGE DESIGN  
STATEMENT**



## **INDEX**

*The following chapters have been compiled from a process involving the participation of many residents of Bembridge. They desire that the visual aspects of the village should be maintained. However, considerations were not focussed entirely on this solely, but rather in a broader sense when dealing with what is a living environment that they wish to be preserved for future generations.*

**Introducing the Village Design Statement**

**Introducing the village of Bembridge**

**The Geology of Bembridge**

**A brief History of Bembridge**

**Current Planning Policies applied to Bembridge**

**Traffic**

**Churches**

**Tourism**

**Open Spaces**

**Trees, Hedgerows, Flora & Fauna**

**Shops and Services**

**Steyne Park and the Youth of Bembridge**

**The Character Zones**

*These zones have been subdivided because of the diverse nature of the village. Each zone is preceded by the appropriate zone map.*

**Zone 1**            The Village (subdivided into 8 areas)

**Zone 2**            The Harbour

**Zone 3**            Hillway, Culver Down and the Yar Valley

## **Introducing the Village Design Statement**

The Village Design Statement was compiled by the Residents of Bembridge and contains their views expressed at Public Meetings, through interactive displays, from the County Press, Local Radio, the Parish News Magazine and Poster Publicity.

Some 700 villagers participated from which a "Steering Group" was formed.

The aims and objectives of this document are to reflect the diversity and distinctiveness of our village and to ensure that any future development or building alteration is in keeping with the existing "Zone" in which it takes place. Also that will contribute positively to enhancing the special character and nature of Bembridge and improve the quality of life of its inhabitants.

This V.D.S. is therefore addressed to:-Statutory bodies and Public Authorities-Planners-Developers-Builders-Architects-Designers-Engineers~Businesses Community Groups and Householders and will be accepted as supplementary Planning Guidance by the Isle of Wight Council to the Isle of Wight "Unitary Development Plan". (UDP)

### **Introducing the Village of Bembridge and the area covered by the V.D.S.**

With an area of 2261 acres Bembridge is located on the North East side of the Isle of Wight. Its unique location contains both rural land and 7 kilometres of coastline.

The beaches allow full appreciation by the village community of its own surroundings and situation, its harbour is protected from the elements and affords both the community and visitors a safe haven and pleasure throughout the year.

The village has three churches which provide for the spiritual needs of the villagers.

The Village Design Statement sets out to describe the general character of Bembridge and to highlight those qualities and features which are particularly valued by the residents by bringing together both their knowledge of the past and their ideas for the future.

**The VDS covers the area within the Parish boundary as shown on the preceding map.**

## The Geology of Bembridge

Bembridge epitomises the physical history of South Eastern England. By virtue of the vast movement of the earth's crust there are steep inclines of the variously formed beds, subsequently eroded by the natural elements.

Bembridge presents a complete series of formations from the Wealden in the Lower Cretaceous through the Upper Cretaceous and the Eocene periods to the Bembridge Beds in the Oligocene system together with the Gravels and Alluviums of more recent periods.

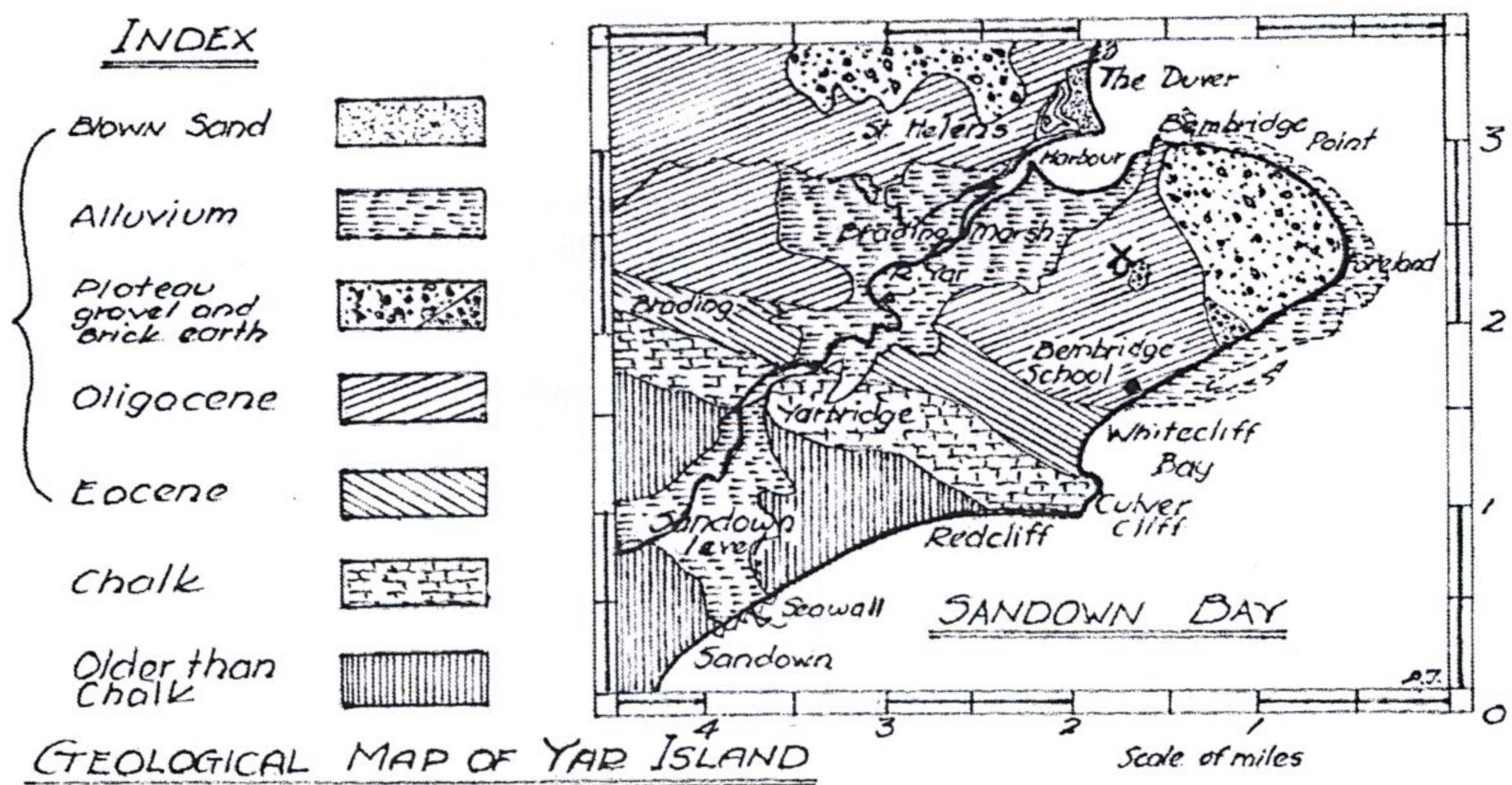
Bembridge Down forms the backbone of Yar Island which ends in the massive cliffs at Culver. The downs were formed when Bembridge was part of the seabed of a vast ocean which spread as far East as Russia some 65 million years ago and formed by the skeletons of myriads of microscopic animals. During the ensuing period the other distinctive beds were formed.

During the Tertiary period the limestones were formed which were quarried for buildings including Winchester Cathedral.

The plateau gravel was formed when man arrived on Earth in the Pleistocene period.

Bembridge is one of the few places in Britain where Oligocene rocks occur. More recently there has been the deposition of alluvium on the river beds, the formation of the sand dunes at the Point and the pebble beaches.

Conversely the reefs in front of Culver and the Foreland bear testimony of the encroachment of the sea.



## A brief History of Bembridge

The history of Bembridge can be traced from the Paleolithic period through to the Iron Age with various finds of stone tools. In AD 432 Roman Galleys entered Brading Haven establishing a settlement at Brading. Small finds of coins and tiles from this period have been found in Bembridge. In AD 704 Bishop Wilfred landed at St Helens and brought Christianity to the area.

A causeway was built from Yarbridge to Yaverland around 1300. The "Eastern Island" was now "Within Bridge" (Bin Bridge). More land was reclaimed from the harbour in 1562. A third section of Brading Haven was reclaimed in 1594.

The Bembridge Windmill was built in 1746 and under the care of the National Trust it has been restored for visitors both young and old.

When the name Bembridge first appeared in print in 1775 the Island was made up of several small hamlets, namely Hillway, Newtown, Forelands, Lane End, the Point and the Village.

In 1822 the coastguards were first stationed in Bembridge and in 1827 the first parish church was built. On Bembridge Down the fort was constructed in 1862 as part of the defence of the Portsmouth and Solent area and in 1867 a lifeboat station was established to help those using the busy Solent sea lanes. Brading Haven was finally dammed in 1880 and the embankment road built. The railway opened to Bembridge on the 27<sup>th</sup> May 1882 and provided a principal link to the village until 1952.

In 1886 the Bembridge Sailing Club was formed as was the parish council in 1896. A village meeting place was now needed and a site and a fund were set up to build a village hall in 1910. The words over the front door still read *A Deo, Per Deum, Ad Deum* (By God, Through God, Towards God).

The First World War brought the Royal Naval Air Services to Bembridge Harbour and the Royal Flying Corps to Bembridge Foreland. Both sites were disposed of in 1920. The Village War Memorial was erected in 1920 and Bembridge Aerodrome was first licensed in 1921.

The 1950s and 1960s saw the building of many new houses and the village expanding to its present boundary.

In 1978 the Maritime Museum opened its doors to display finds from nearby coastal waters. The Roy Baker Heritage Society was formed in 1996 to record the rich history and heritage of Bembridge. The Heritage Centre was opened in 1997 and was extended in 1999.

In 2001 the Channel 4 television's "Time Team" made a remarkable discovery that at the dig site close to Yaverland there was evidence that the site had been used from the New Stone Age to Saxon times.

## **Current Planning Policies applied to Bembridge**

The Village Design Statement is aware that the principle of development will be determined through the "Unitary Development Plan" but it will assist in ensuring that the details reflect the character of the Village as set out in the V.D.S.

If the V.D.S. conflicts with the U.D.P. it will severely reduce its potential influence and impact.

## **Planning Policy Background**

The Rural Development Plan provides the basis for determining planning applications.

PPG 7. *The Countryside*: -Environmental Quality and Economic and Social development (Feb 1997) states that new building in rural areas should contribute to a sense of local identity and further states that good design can help maintain, or enhance, local distinctiveness. It endorses the view that the V.D.S. is a way of ensuring that new development is befitting to its surroundings and is in keeping with local character.

Bembridge is a defined settlement which has a defined "Development Boundary". Development is in principle acceptable within it subject to more detailed policies of the Plan as contained in section GI.

All areas outside the development are "Countryside" for the purpose of planning. This area is subject to a more restrictive regime which will only allow proposals which require a rural location. This is designed to protect the countryside as defined in section G5 of the U.D.P.

Bembridge is not identified as a main town (under policies H1 and S3) and therefore is not the focus for major new developments. As such new development is likely to be limited to for example Housing in fill policy as described in policy H5 and to extensions to existing buildings as per policy H7. Even so it is recognised that such development can impact upon the character of the village.

The principle determining policy to be applied in respect of the design of any proposal is contained in policy D1. This sets out the criteria that any development proposal will need to comply with if it is to be approved.

Other design policies (D2 & D3 for example) may also be considered relevant

It is important that we ensure in our document that the special characteristics that we refer to in the V.D.S. document relate directly to policy D1.

The role therefore of the Village Design Statement is to ensure that it helps to achieve high quality design solutions where the principle of development is acceptable through policies laid down in the Unitary Development Plan.



On the Isle of Wight the "Supplementary Planning Guidance" is contained within the "Countryside Design Summary".

*Unitary Development Plan Designations In Bembridge.*

1. The Development Envelope Boundary.
2. Site of Special Scientific Interest (S.S.S.I.): The beaches and the coast around Bembridge are designated S.S.S.I.'s Policy C 10 also applies.
3. Open Spaces:- Policies L4 and GI apply.
4. School and Playing Fields - are safeguarded for school use.
5. The Cemeteries are safeguarded.
6. Area of Outstanding Natural Beauty (AONB) :- includes the South Eastern corner of the Village.
7. Tourism Designations:- these are covered under policy T6 (Bembridge Village).
8. Waste Water Site :- Policy U21 applies.
9. The "Spithead" site stands alone outside the Village Envelope. Planning Permission was only granted on appeal.
10. Bembridge Airport Development :-Any development should be sensitive to the needs of the SINC's (Sites of International Importance for Nature Conservation) in relation to the nearby woodland. Policy C2 also applies.
11. All other areas pre-designated for development have been or are nearing completion.

## **Traffic**

Traffic in the village is at best busy and at times problematic, particularly with large vehicles on tight corners.

Generally it was felt that there was a need to improve the flow of traffic within the village in conjunction with improving safety within the village and the parish.

Listed are the perceived problem areas that require addressing.

- ***Kings Road***  
Kings Road should be widened with a view to providing a footpath at the front of the cottages alongside this busy road.
- ***The Upper High Street***  
A footpath should be provided along the complete length of the upper High Street to the junction with Woodland Grove.
- ***Dennett Road and Mitten Road - Our children's route to school***  
This is a popular route for school children attending both the village schools. Better street lighting is required on safety grounds. The provision of footpaths and cycleways would be highly beneficial.
- ***Pedestrian and cyclist schemes***  
The BB35 Tyne Hall bridleway (Love Lane/Swains Lane) is a popular pedestrian route and used by cyclists when in transit through the village giving access into Lane End Road and thence to the Lifeboat Station. This requires to be properly drained and resurfaced.
- ***Sandown to Bembridge main access Road***  
This road has a few places where the road is narrow and passing requires some care. If these places are widened it should be done in such a way that the end product does not encourage traffic to proceed at a pace which could be excessive and create urbanisation of the Parish within its boundary. Pedestrian safety would be helped by the introduction of a footpath linking the BB23 and the BB26 existing footpaths.

### **Future traffic system within the village:**

**A medium term feasibility study should be made to investigate the advantages that could be derived from a two way traffic flow in Church Road and the semi pedestrianising of the main shopping area that would result from this.**

**This would avoid a large proportion of heavy vehicular traffic passing through the main shopping area.**

### **Car Parking**

**The village needs a car park and we should consider the options for providing one.**

## **Churches**

The spiritual needs of the Bembridge community have never been better provided for since the 1820s. Holy Trinity Church cares for Anglicans, while the first Methodist Chapel was built in 1826, although there had been local Methodists since 1811. Their present chapel was built in 1934. Since 1946 the Catholic community at Bembridge has been twinned with St Mary's Church, Ryde. St Michael's was built in 1965. The use by Catholics of the old Methodist chapel until their new church was built symbolises the good ecumenical relations between the churches, who often work together on projects like the Parish Magazine.

## **Tourism**

Tourism is a vital source of income and employment and is a tradition in the Village.

There are year round short breaks at the Bembridge Coast Hotel.

The harbour and its sailing clubs attract many people throughout the year whilst providing excellent facilities.

The very popular camping, caravan and chalet holiday facilities are in the Whitecliff Bay area.

Tourist attractions within the village include The Maritime Museum and the Heritage Centre, whilst on the outskirts of the village is the Windmill.

Just over a mile outside the village is the Bembridge Airport which, with its hard runway, provides the facility for visiting sports and business flyers.

For walkers there are many miles of footpaths and bridleways within the large parish boundary.

For cyclists we are on the main Island cycle route.

**Byways, footpaths and bridleways should be fully maintained at all times. We should ensure that the village maintains its attractive character and facilities.**

**The harbour and our beaches should be kept clean.**

**Older facilities should be upgraded and hotel accommodation within the village should be of the highest standard.**

**The Airport should be encouraged to offer more on site -facilities in order to increase its throughput of tourists.**

## Open Spaces

1. *Steyne Park*. This is the main recreational area within the parish which is dealt with elsewhere in the document.
2. *The Silver Jubilee Garden*. Situated in the centre of the village it contains the war memorial and memorial garden. With its seating it presents a focal point at the heart of the village and offers a place for quiet contemplation.
3. *The Coast Guard Station* has a grassed area surrounding it. With the attendant seating it offers the villagers and visitors alike an uninterrupted view Eastwards towards the Nab Tower, West Sussex and vessels approaching and departing the Solent.
4. *The Beaches*. The village has access to 7 kilometres of privately owned beach which commences at the harbour and progresses beyond the Lifeboat Station to the Southwest and beyond Culver Cliff towards Sandown.
5. *The Scout Hut* and the *Bowling Green* are on land bequeathed to the Village in the last century.
6. There is also a small piece of land at the junction of Ducie Avenue and Sherborne Street.

## Trees, Hedgerows, Flora & Fauna

The village woodland requires to be maintained in its natural state in order to provide the necessary habitat for wildlife and flora. Red squirrels and herons nest in Steyne Woods. Hedgerows should be a priority over walls and fences and they should be maintained in a manner befitting their surroundings.

Information on all aspects of the ownership of trees, their planting, preservation and maintenance should be made readily available in the village in order that the continuity of trees within the village is maintained in the future.

**Replanting schemes should be an integral part of any planning application where trees are likely to be removed and a replanting timescale stipulated by County Planners.**

**We should not allow a building plot to become denuded of trees in order to maximise quantity and size of houses on a particular plot at the expense of the intrinsic village character that we have inherited and hold in trust for future generations.**

**A rich diversity of soils beneath the undulating landscape surrounding the village supports a host wildlife of all varieties. Indeed, reflecting this National and local importance, much of the land west of the village is designated SSSI or SINC.**

**The natural habitats are now mainly confined to the outer unspoilt perimeters of the village, though within the development envelope the few remaining large gardens, ancient hedgerows and open areas such as the cemetery at Holy Trinity Church support local wildlife.**

**There is a huge range of flora and fauna in Bembridge from migrant birds, rare mammals, endangered insects and mature trees to coastal molluscs and protected plants.**

**The Parish of Bembridge has a wide variety of habitats, plants and animals, many of which are nationally scarce and are declining.**

**Some of the habitats are internationally significant. These areas are respected and must be preserved for future generations to enjoy.**

### **Shops and Services**

The residents of Bembridge are fortunate in having the very good shopping facilities and services which exist in and around the village. Most are open during normal working hours.

The Pharmacy, Post Office, Bank and Library are vital village services to both residents and visitors alike. Many villagers from the adjacent parishes come into Bembridge to take full advantage of these services on a regular basis.

The Library houses the "Housebound" section which is serviced by a special vehicle and satisfies the needs of those villagers unable to make the journey to the Library themselves.

There are restaurants and cafe's in the village. A bakery, butchers shop, greengrocer, delicatessen, opticians and art galleries are situated in the High Street. Nearby is a supermarket, a fish and chip shop, gift shop and a newsagent.

There are several estate agents in the vicinity of the High Street.

Antique and craft shops are situated in the centre of the village. Specialist services abound such as the local jeweller, a furniture removal firm, a sand and ballast firm, an electrical shop and an architects office which includes landscape design.

There is a Medical Centre and Veterinary surgery, both available on certain week days.

At Lane End the business units provide services for the village from the laundry to the funeral director and include a repair service for electronic household equipment. A group of shops include a hairdressing salon, shoe shop, supermarket, delicatessen, hardware shop and newsagent.

The recently refurbished "Windmill" hotel is well patronised offering extremely good facilities to villagers and visitors.

Both the Windmill, owned by the National Trust, and the Lifeboat station belonging to the RNLI are open to visitors in the Summer months and the Lifeboat Station on Wednesday and Sunday afternoons in the Winter. The "Heritage Museum" has proved to be an attraction to villagers and visitors alike. The same can be said of the "Maritime Museum" which specialises in wrecks and diving.

We readily accept the shops and services within our parish and are very aware of their importance to the community.

**Every effort must be made to maintain our services.**

### **Steyne Park and the Youth of Bembridge**

Steyne Park has a large playing field area for the villagers to utilise. Football pitches are very much in evidence and its main usage is for that sport. There are changing rooms and a toilet block on site.

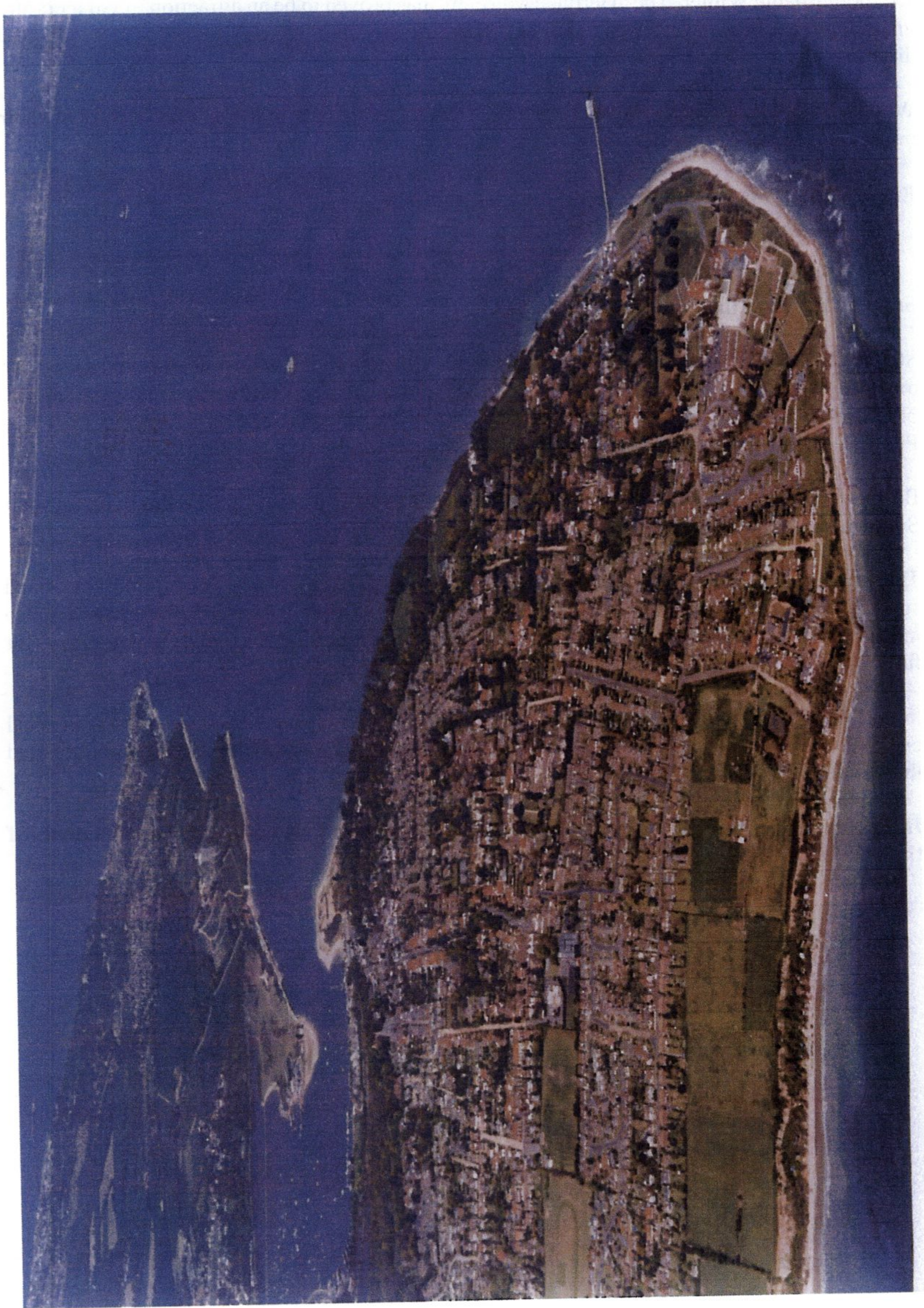
Picnic facilities are to be introduced in the near future.

Both Bembridge C.E. Primary School and Foreland Middle School use the facilities for their Sports Day in particular and this becomes one of the main events on the park.

The youth of the village are well catered for having full access to Steyne Park and its associated sporting facilities. There is a children's play area with an adjacent basket-ball court which is also multi-purpose. It has a "Youth and Community Centre" which flourishes and there are plans for further extensions. The approaches have been upgraded.

In the Millennium year, the Park was used for the Millennium Pageant and for two large musical events as well as hosting other activities throughout the week. Several thousand people attended the various functions.

**It is essential that Steyne Park is kept in its present form in perpetuity for the residents of the village for their general pleasure and use.**

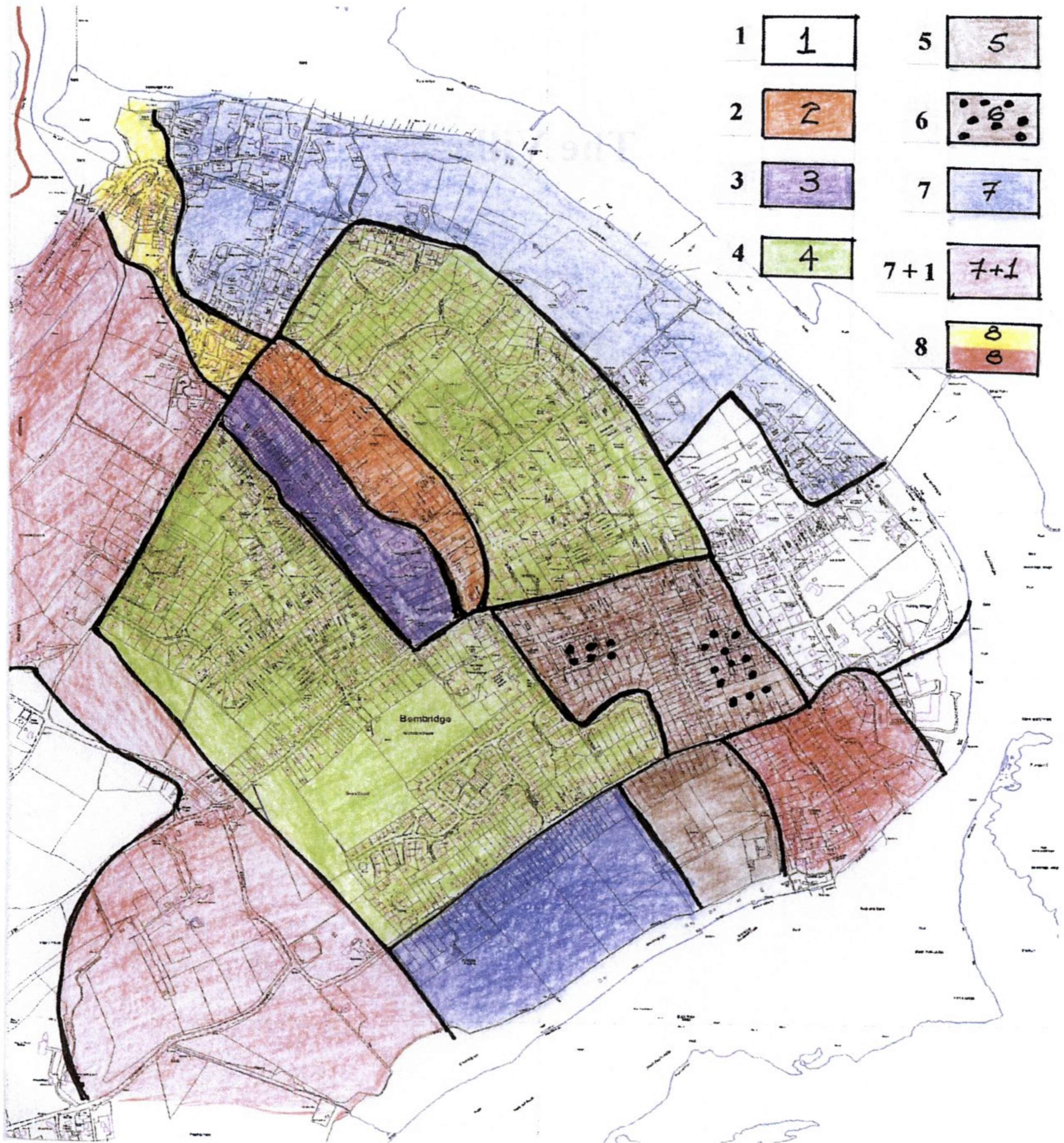






# Zone 1

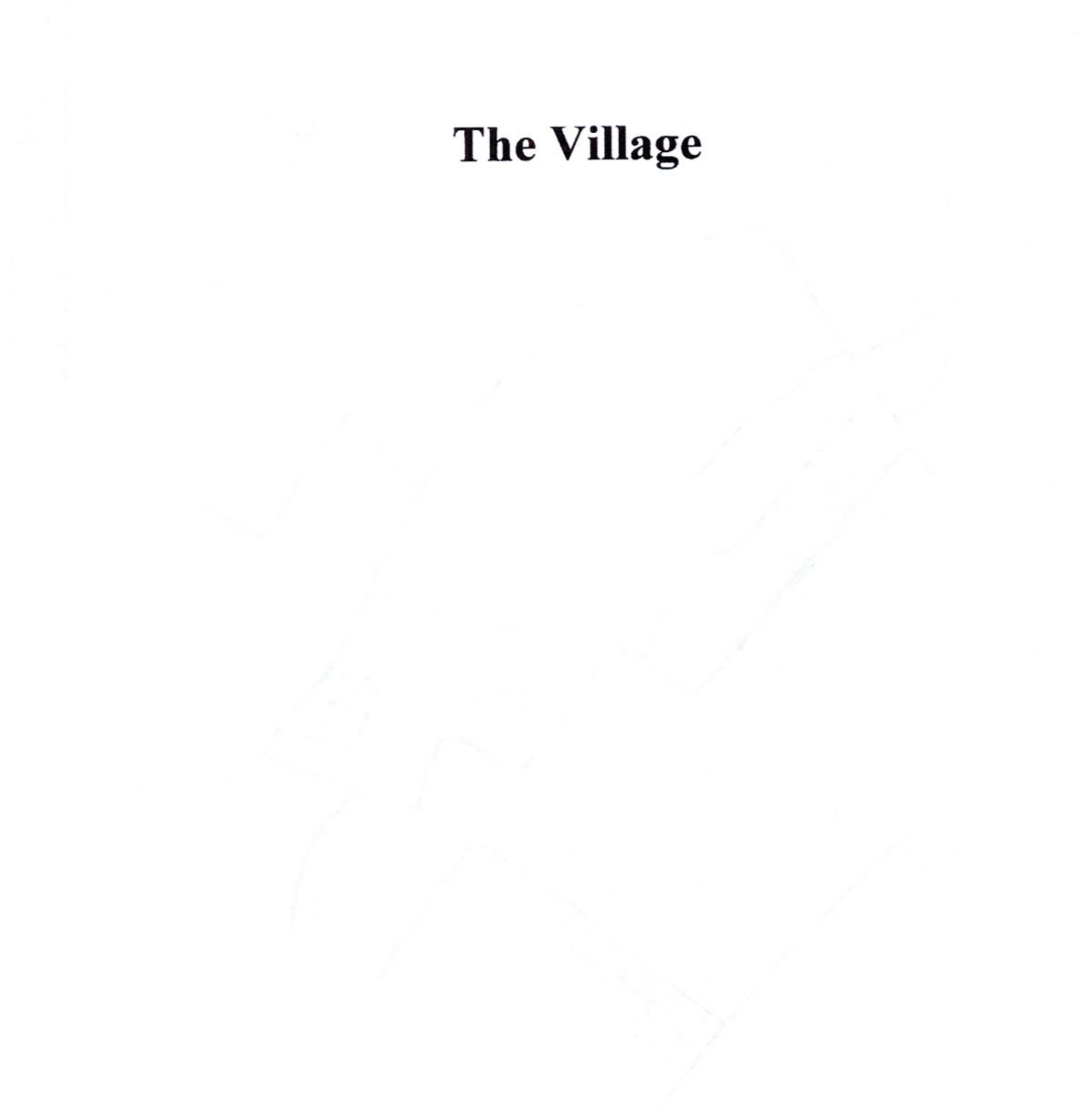
## The Village



# **Bembridge Village Design Statement**

## **Zone 1**

### **The Village**



## ARCHITECTURE

### Introduction

With an area of 2261 acres and its unique location Bembridge contains both rural land and coastline and with its development through the 19<sup>th</sup> and 20<sup>th</sup> century has resulted in a wide and varied range of Architecture and Design.

In order that every aspect of the village could be covered the Village Boundary as determined by the Isle of Wight Council and has been divided into 3 zones.

Zone 1 covers the Village and is divided into 8 areas as shown on the accompanying map.

### ZONE 1

#### AREA 1: High Street, Lane End and Hillway.

A number of 17<sup>th</sup> and 18<sup>th</sup> century cottages in these areas were built of Bembridge Limestone and originally thatched.

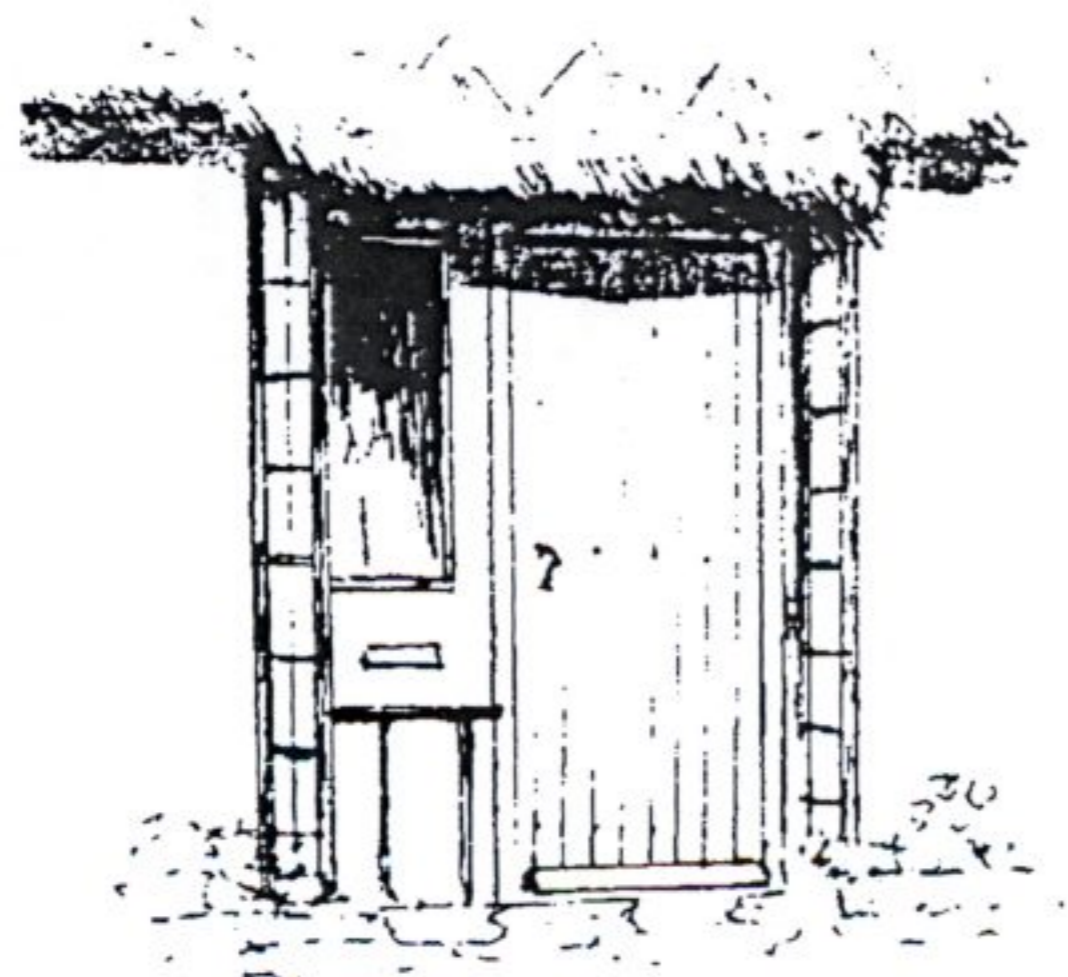
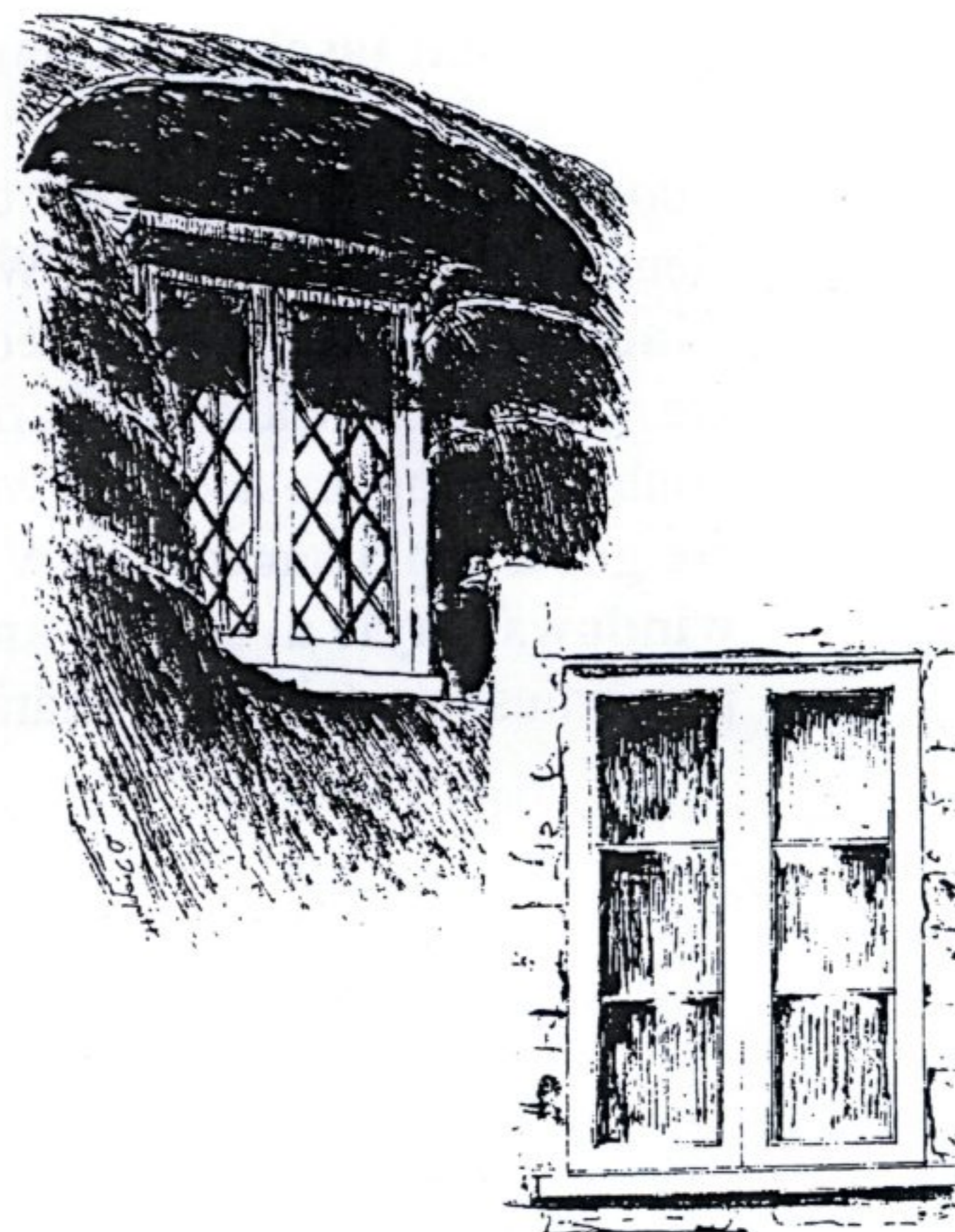
Roofs: Where the thatch has been replaced "Rosemary" Clay Tiles or Welsh Grey Slate tiles have been used. Some houses still retain their thatched roofs and whilst expensive to maintain the **retention of thatching** should be encouraged since these form part of the character of the area.

Doors and Windows: The original mullioned or small paned windows still exist and it is important **that the original windows should be retained but where appropriate upvc double glazing should respect the style and character of the building.**

The oldest properties still have the original heavy oak studded doors inset under tiled or thatched porches. The more recent houses have solid Victorian or Edwardian panelled doors below ornamental porticos.

Walls and Gateways: Most of the properties also retain their original Island stone perimeter walls and gateways. Some gateways are ornamented with urns in late Victorian style but most are left plain.

**It is important that these walls are retained as they form an essential part of the character of the village.**



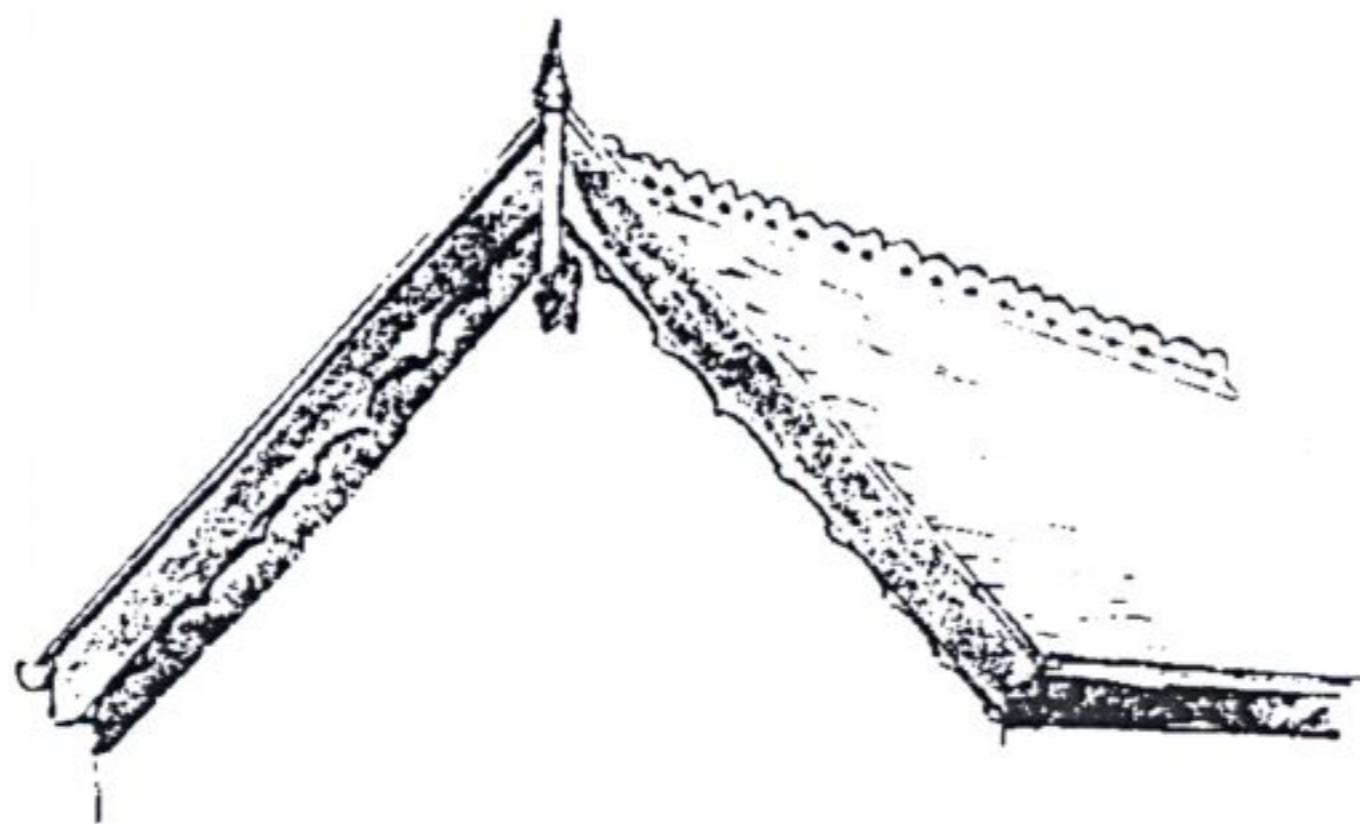
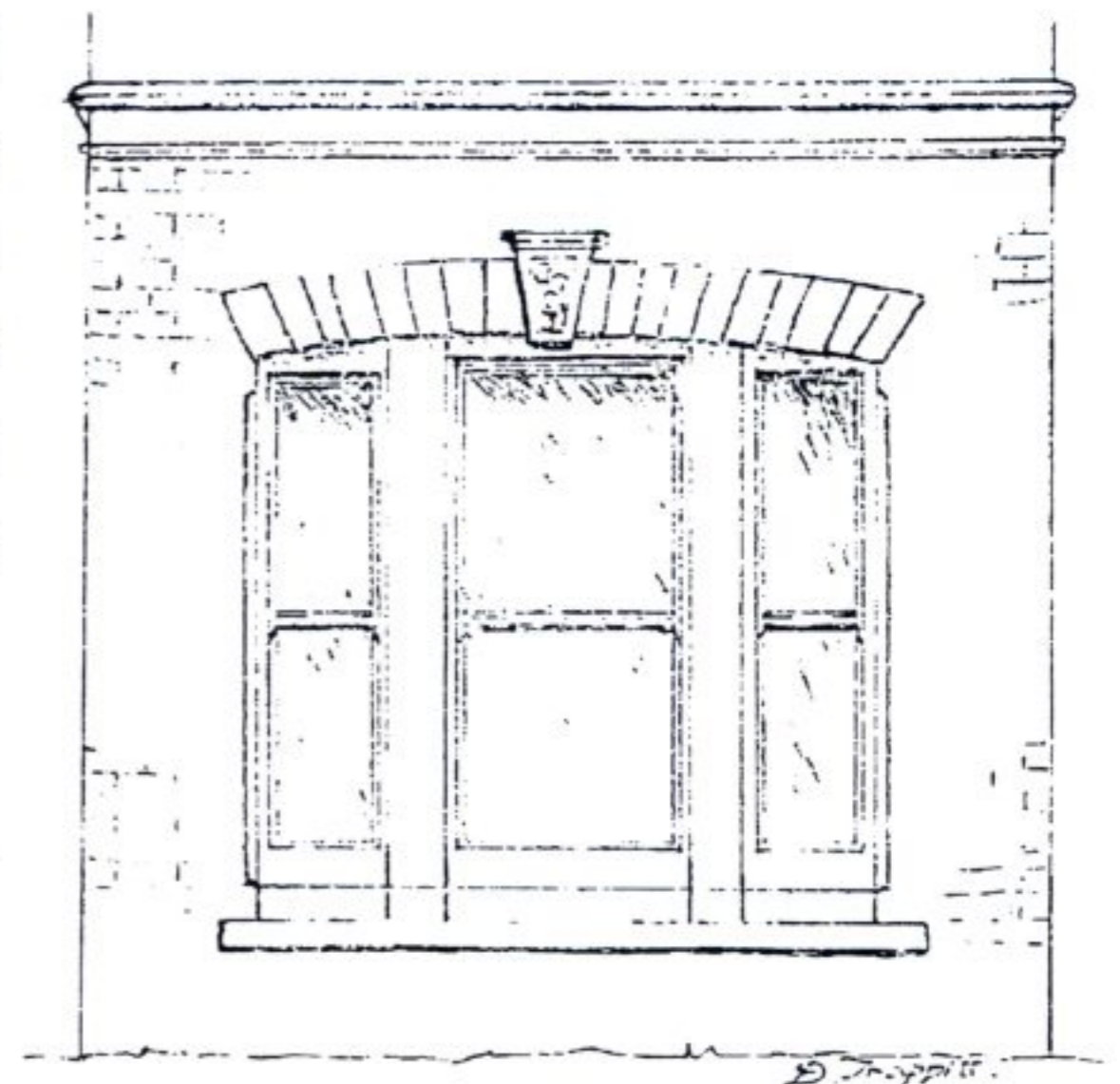
Landscaping: Many of the houses are set in woodland surroundings and some trees have **Tree Preservation orders** on them. Should any **mature trees or shrubs need to be removed there should be a strong emphasis on replanting to retain the wooded aspect of the village, which characterises Bembridge.**

## AREA 2: Foreland Road, Howgate Road and Steyne Road.

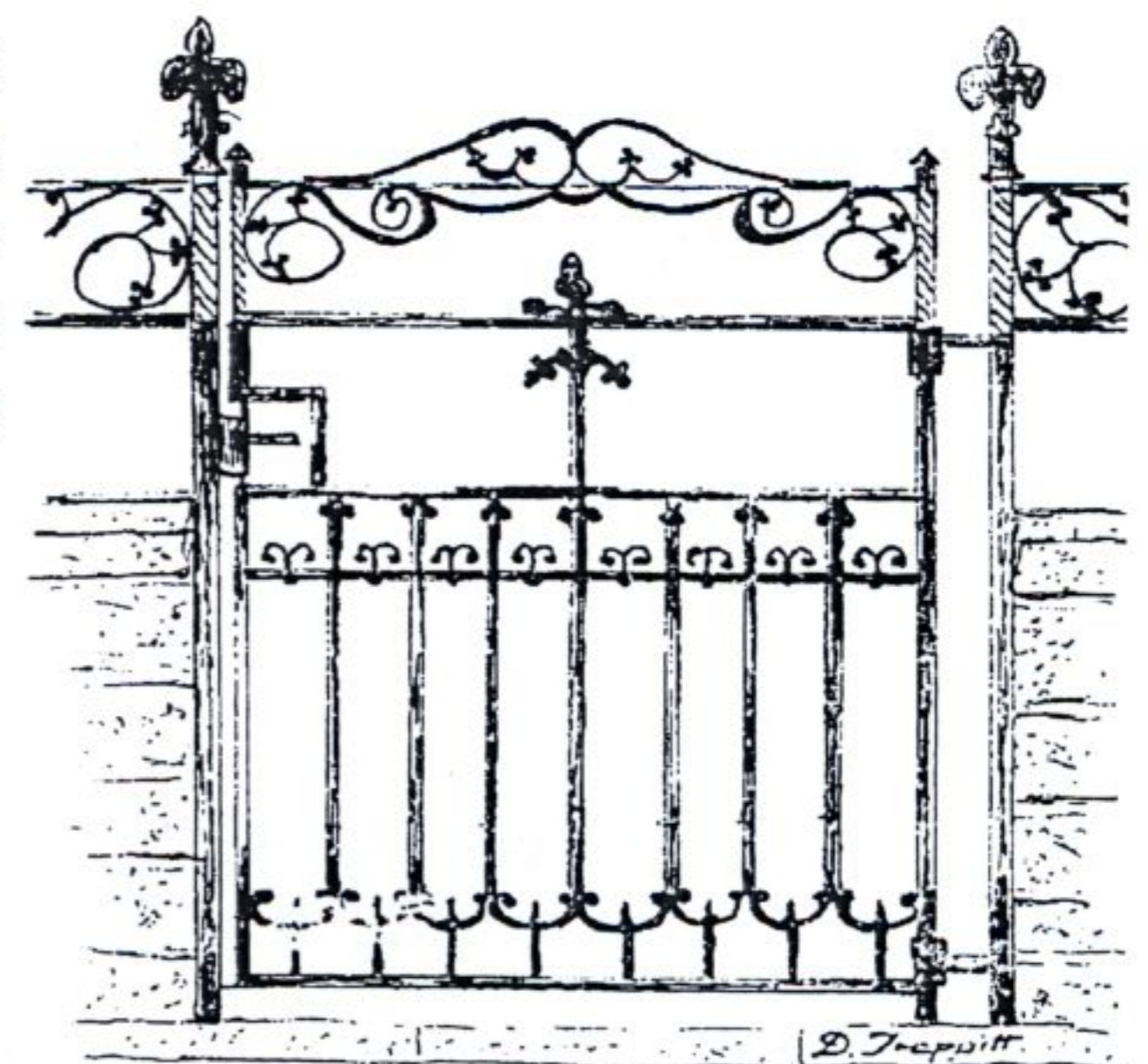
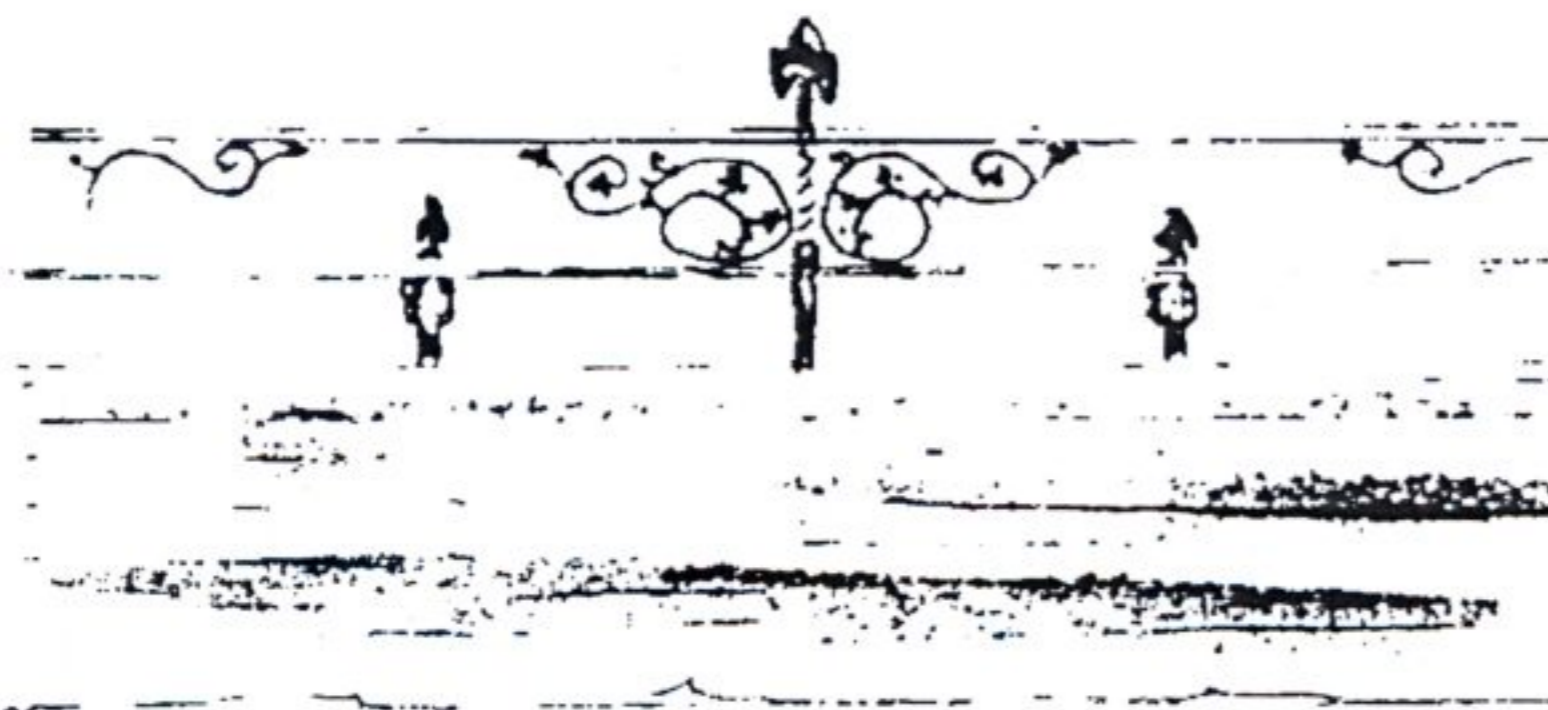
*Victorian* town houses of red brick with bay windows, decorative brickwork, ornamental doorways – some with original glass inserts, and a variety of finials in terra cotta or wood. Some of the houses still retain their original decorative terra cotta ridge tiles.

*Roofs:* The houses have a pleasing mixture of Rosemary Clay Tiles or Welsh Grey Slate roofs, which harmonise well. The use of finials, decorative ridge tiles and wooden ornamental bargeboards form part of the established character of these areas. **Where appropriate replacement fascias and bargeboards in upvc should characterise the original style.**

*Doors and windows:* The doors and windows form a key element in the street scene. Where possible **original doors and windows should be retained.** However modern replica doors are now available and can harmonise well. The current trend for double glazing replacement windows is acknowledged and there are **good replacements in Victorian and Edwardian “sash windows” style available and these should be used in these properties to retain their character.**



*Walls and gates:* Low walls and ornamental wrought iron gates are the most obvious characteristic feature of the housing in this area, particularly in Foreland Road. These should be retained and **opportunities explored to assist homeowners in their maintenance where grants are available.**



The lack of off road parking space is a problem but the **removal of the walls and gates to provide this should not be encouraged, since this can have a detrimental impact on the street scene as the front gardens of properties form an important part of the character of the area.**

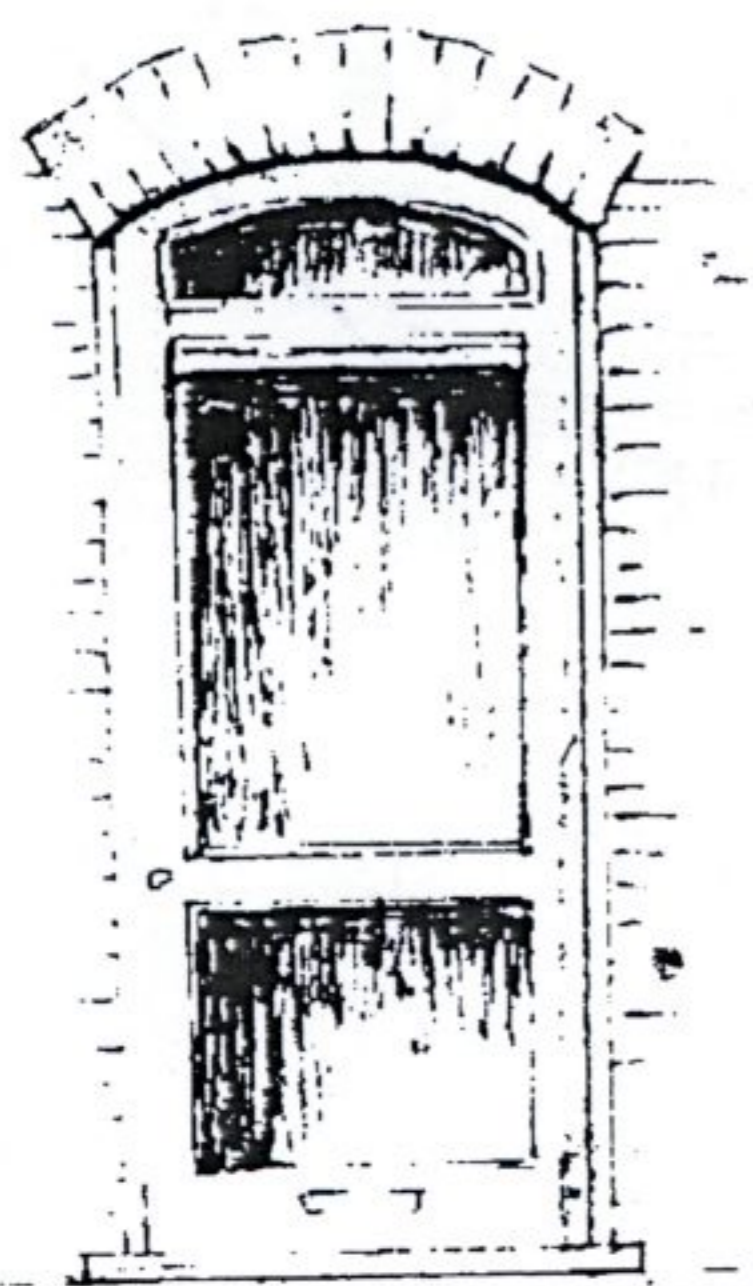
*Trees:* Mature trees are a feature of Foreland Road's pavement and are part of the established character.

**AREA 3: Lane End, Dennett Road and Steyne Road.**

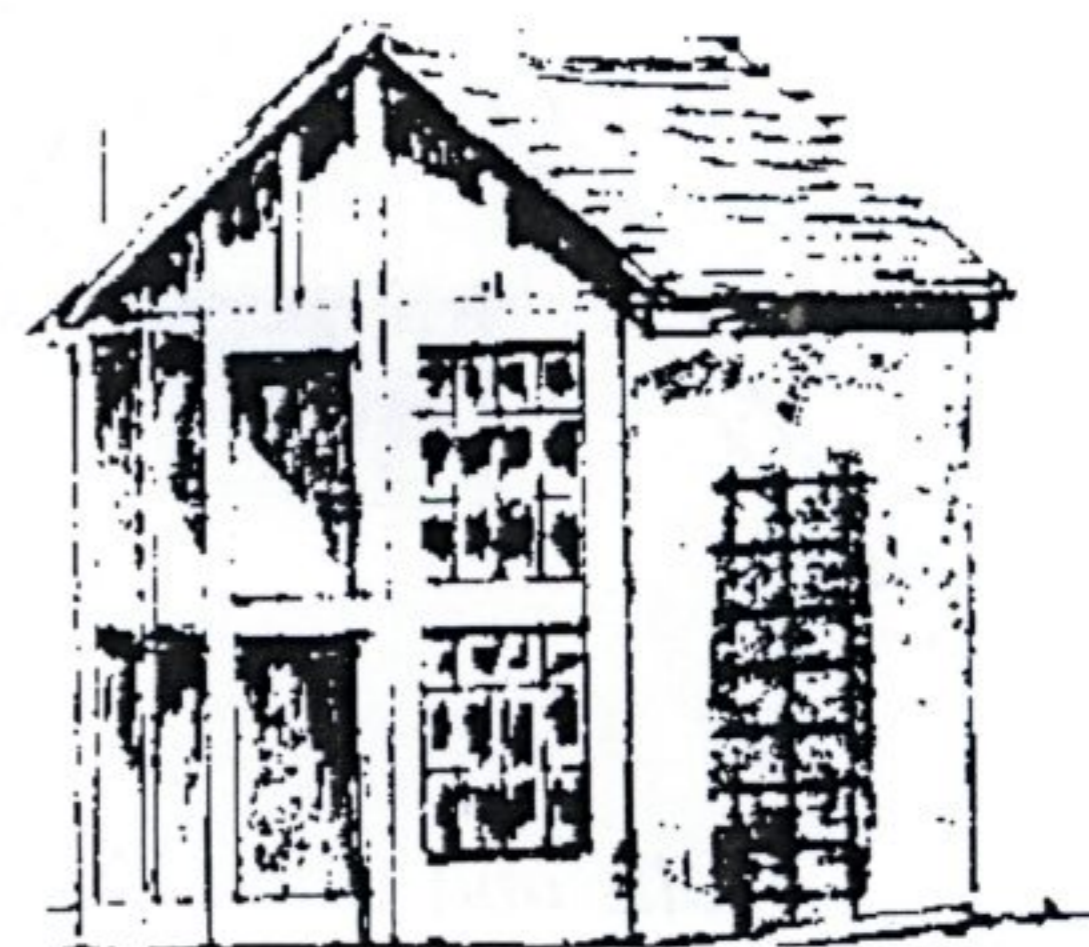


Edwardian Terraces slightly less ornate but still featuring bay windows and decorative stonework and brickwork. Most of the bricks used were made locally in Howgate Lane and the houses built by local builders Love and Sons. Some houses have "sandstone" quoins in contrast to the red bricks of the house.

*Windows:* Mostly of the sash type set under ornamental brickwork some with segmental arches above a course of dog toothed brickwork in "sandstone" contrasting with the red local brickwork.



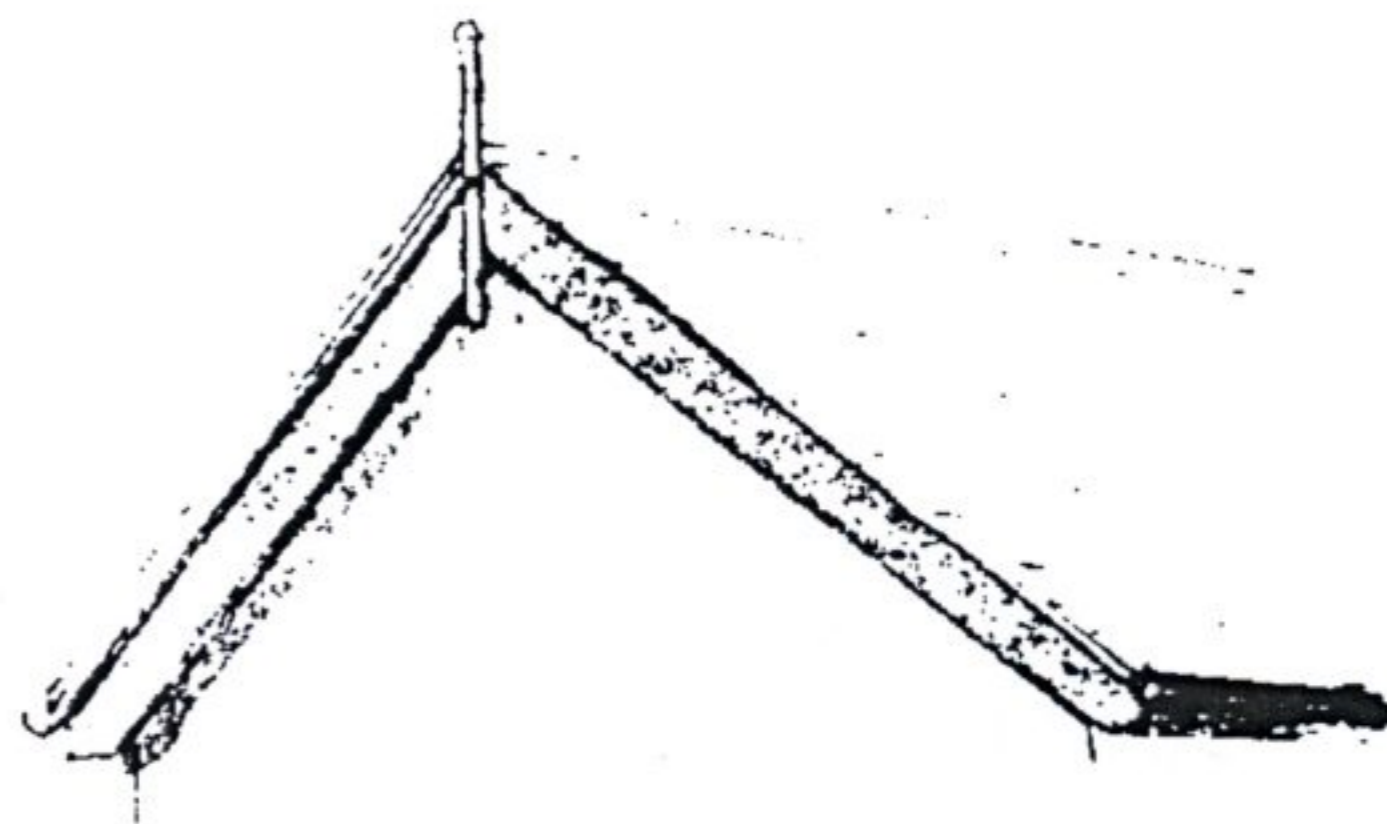
*Doors:* Most doors are of the plainer style with glass panels. The doorways have either segmented arches above heavy ornamental porticoes or small overhanging tiled external porches.



*Walls and Gates:* Low walls of matching red brick with iron railings and capped brickwork pillars supporting iron gates. Some gates are ornamental and some of plain perpendicular design.



*Roofs:* Here the same mixture of red clay and grey slate tiles are used. Finials are mostly of wood and bargeboards are less ornate or plain. There is no evidence of the use of ornamental ridge tiles.



**AREA 4: Woodland Grove, Meadow Drive, Downs View Road and Lincoln Way.**

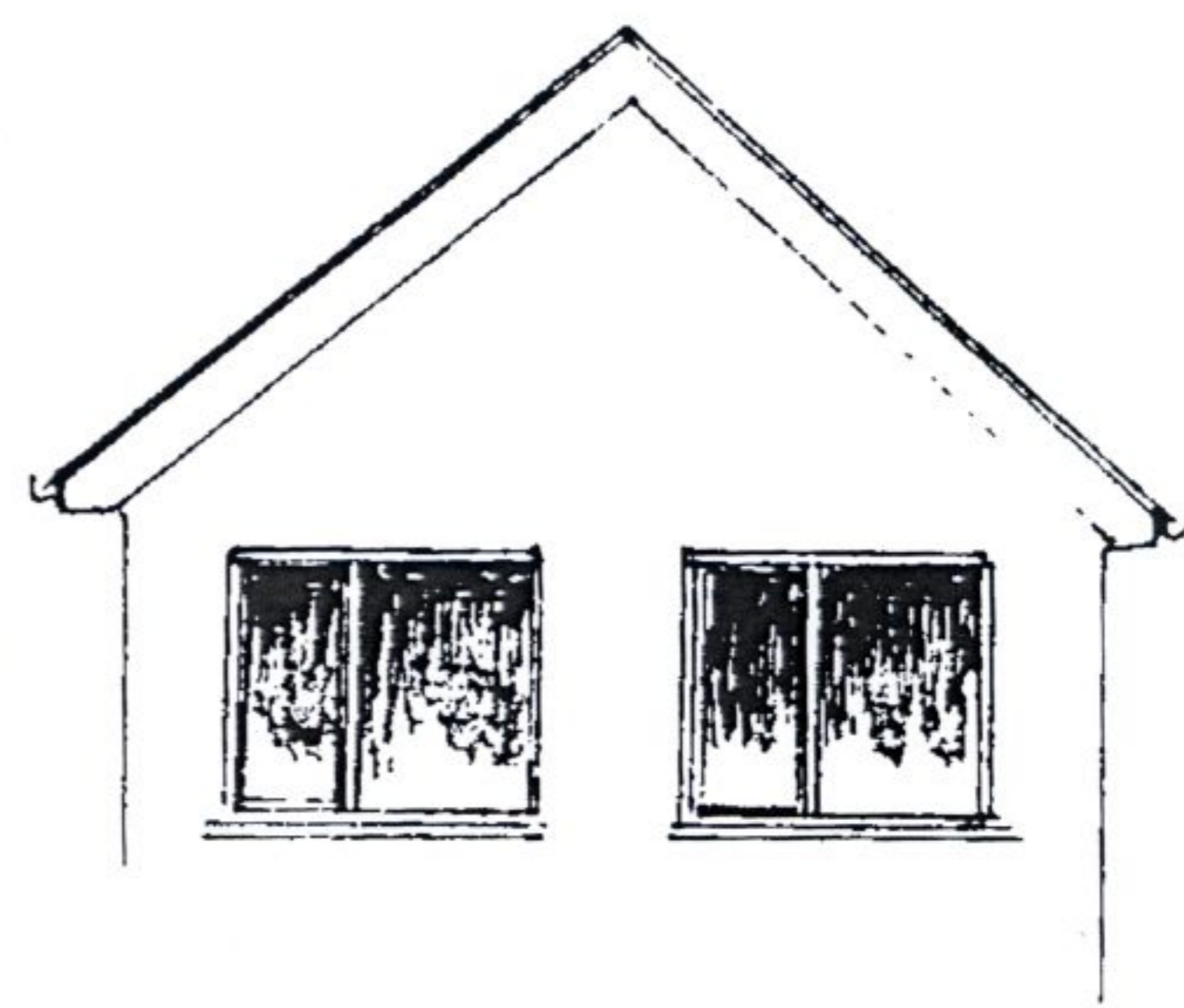
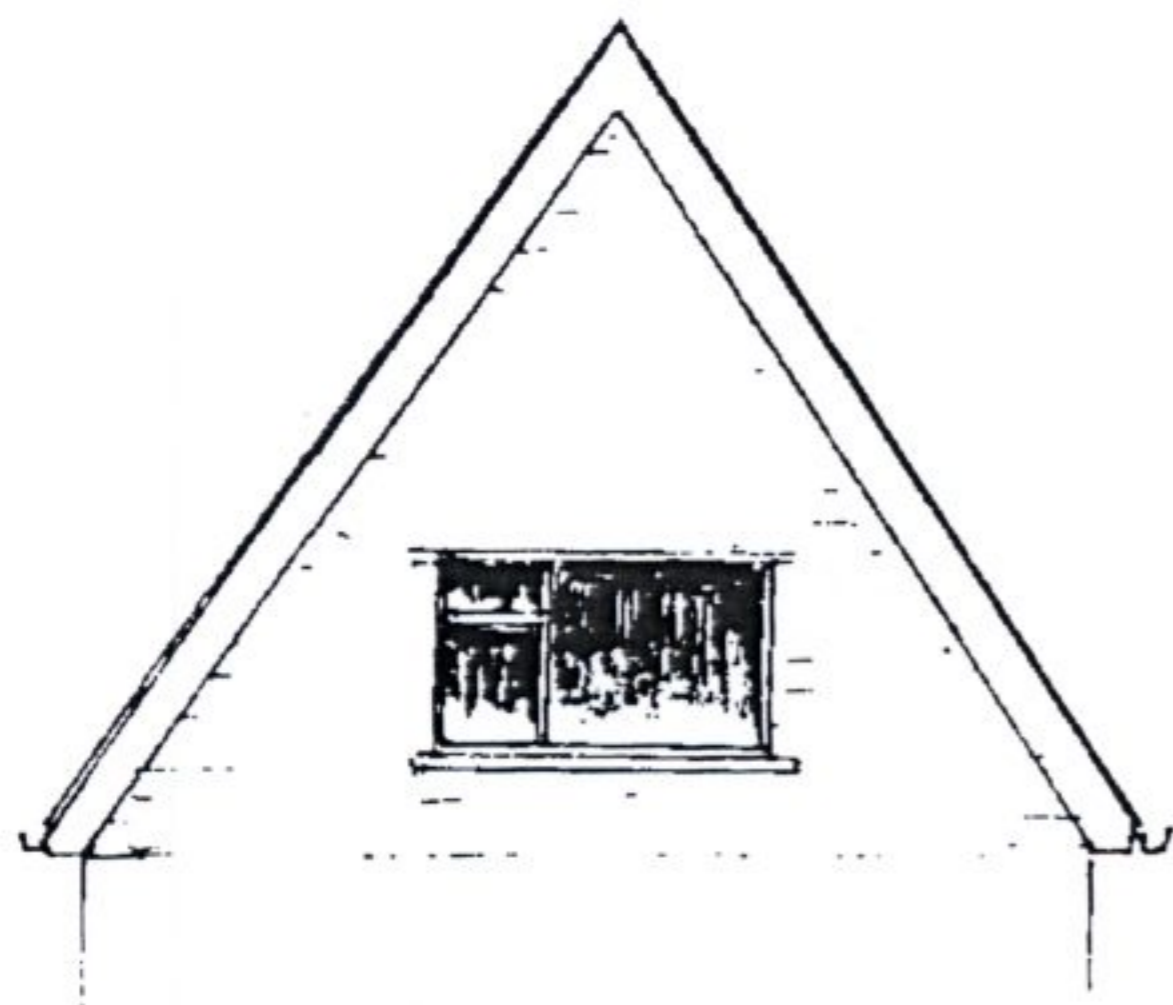
Bungalows and houses built in the 1960s and 70s. Some open plan some are traditional. Some were built as retirement properties and for young families by Weaver Brothers and M.G.Homes and are low maintenance with mature landscaping.

*Roofs:* Most houses in this area of the Village have steep pitched roofs tiled in modern clay or composition tiles which have weathered well to a purple hue. Where extensions have been built **flat roofs have not been encouraged** and matching tiles used to harmonise with surrounding properties.

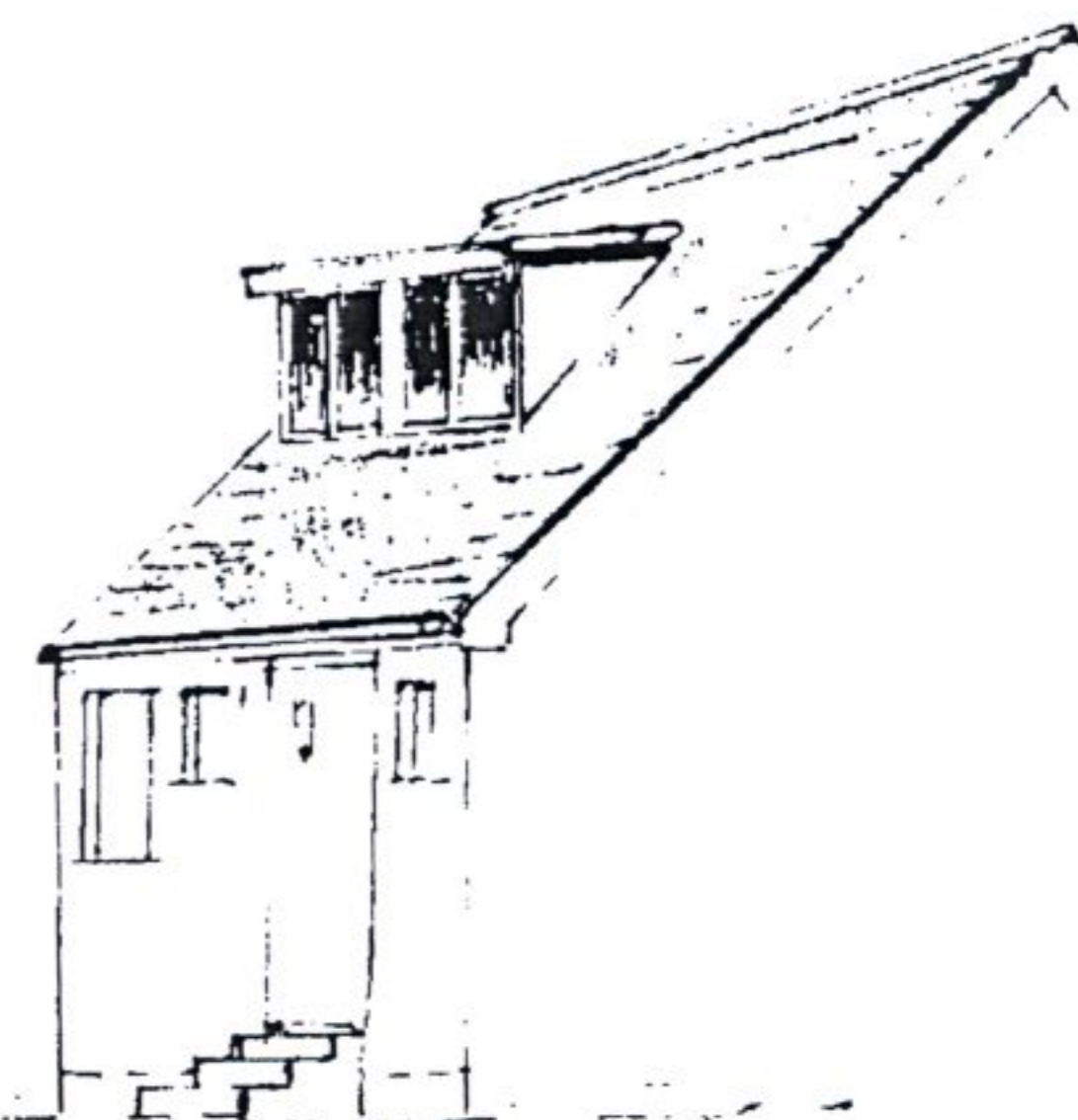
Some white upvc bargeboards and windows have replaced the original wood and the general effect gives a neat uncluttered look to the estate.

*Windows:* Windows here are the standard large paned type and many are double glazed and uniformly white framed. Many houses have dormer windows in roof conversions and

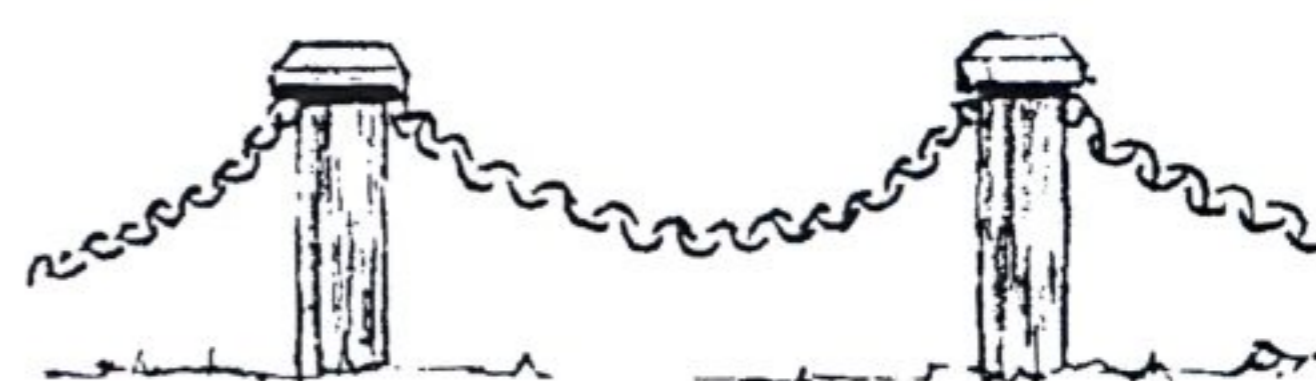
these do not detract from the "compact" look of the housing.



*Doors:* Most houses have modern half glazed doors which echo the Edwardian style elsewhere in Bembridge and most are recessed beneath small tiled porches.



*Walls and Gates:* Meadow Drive and surrounding streets have low brick walls with capped brick pillared gateways. The gates are of the wrought iron "Ranalagh" type which echo the Victorian style.



The open plan estates have no boundary walls but some have posts and chain link fences between properties.

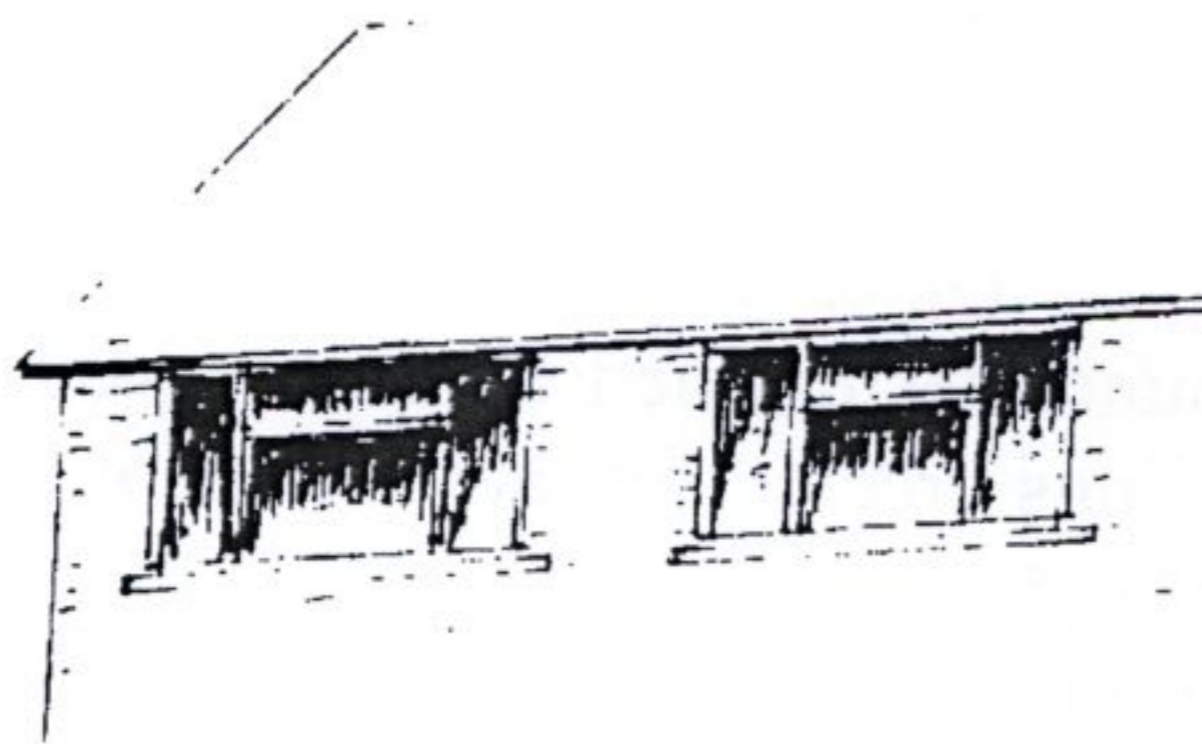
*Landscaping:* Characteristic of these estates are the wide grass verges planted at intervals with silver birch and flowering trees which softens the visual effect. In the open plan areas the lawns and **use of mature shrubs and trees are important to the environment and tree maintenance in open spaces should be considered.**

## **AREA 5 Crossways, Egerton Road, Howgate Road, Brooks Close and parts of Steyne Road**

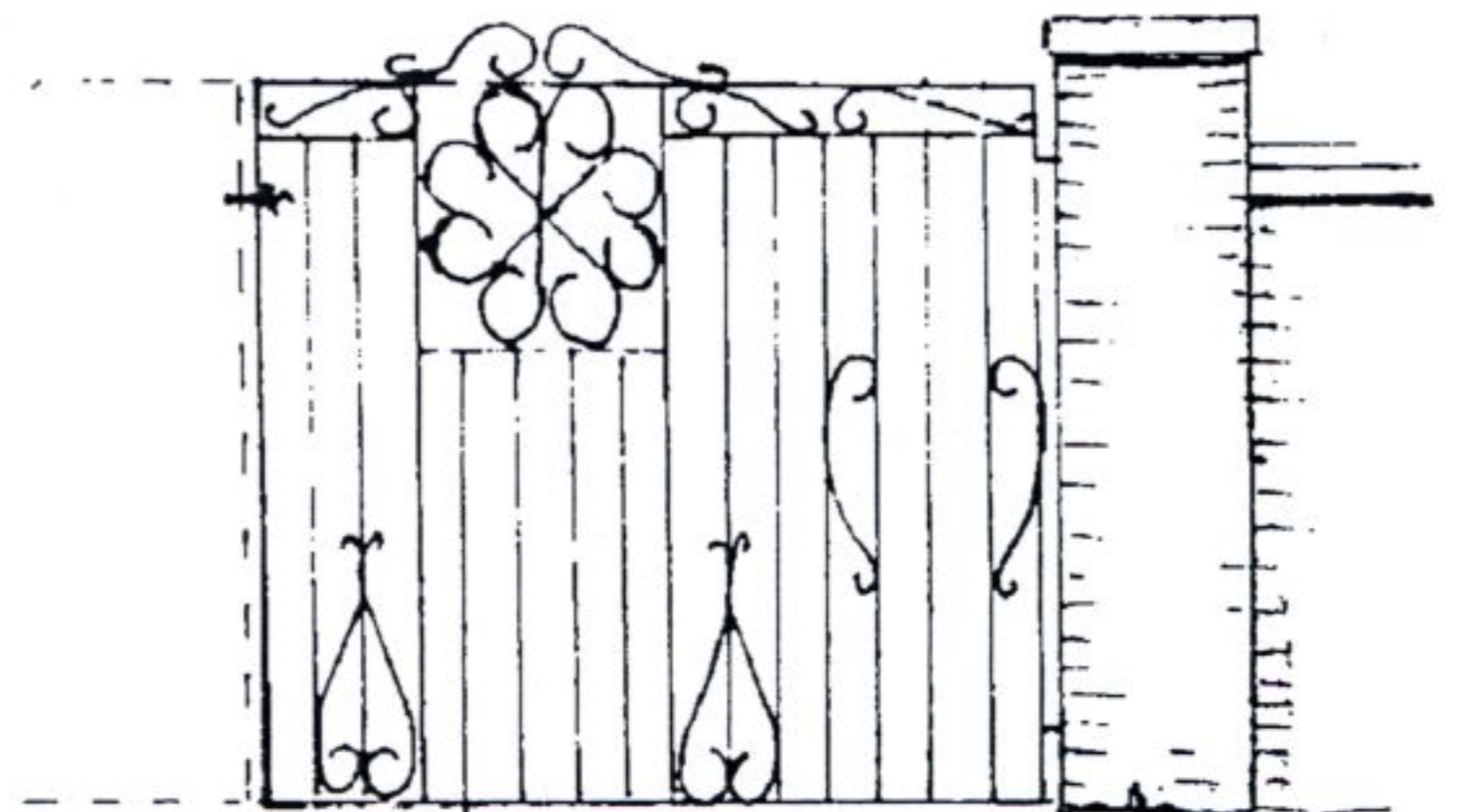
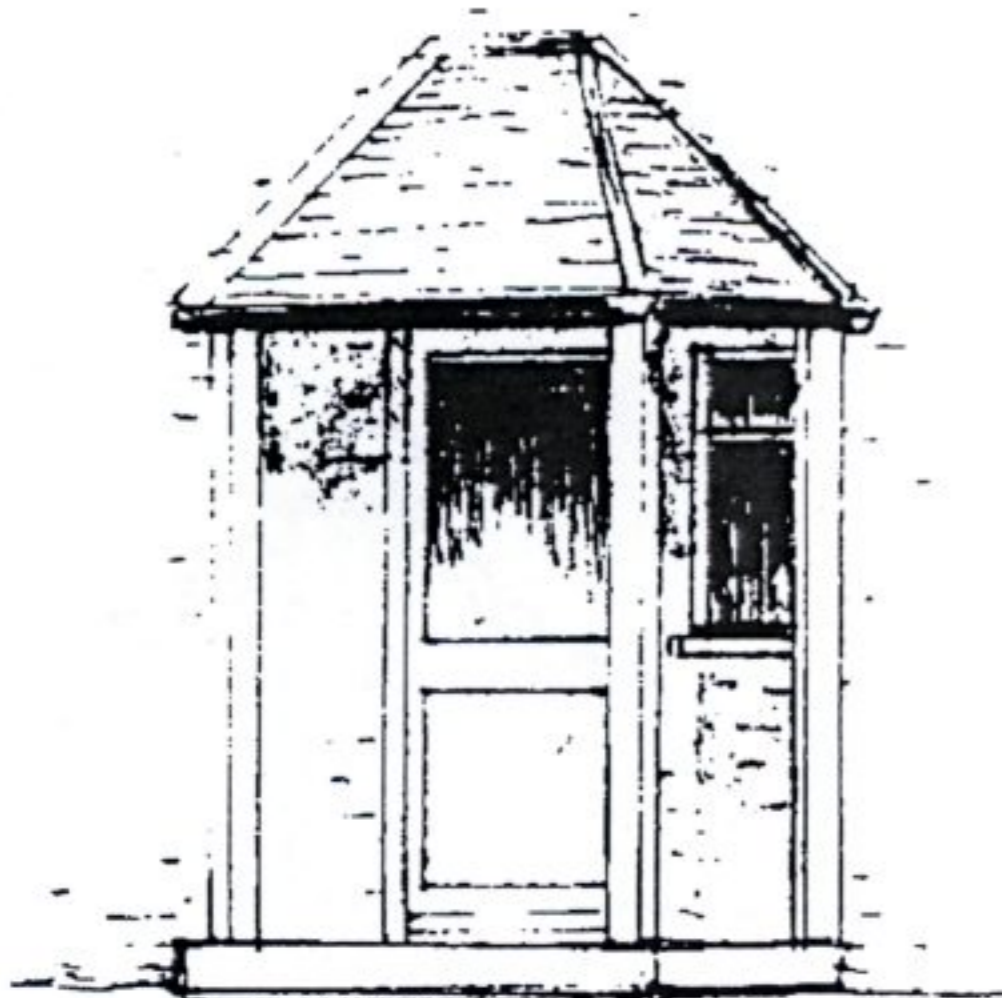
Mostly consisting of functional council properties these houses have now mellowed in appearance due to tree planting and good maintenance by the tenants. The houses are built of modern brick and rendered in part.

*Roofs:* Constructed of modern clay and composition tiles steeply pitched. Most houses have fireplaces but since most have converted to central heating or gas fires the chimneys are mostly redundant. **Any new houses constructed in this area should include chimneys to maintain the character of the area.**

*Windows:* In the main the windows are standard small paned and have been replaced by the housing association with white upvc double-glazing. Where the houses are privately owned the windows are often double-glazed but have the larger paned variety.



*Doors:* Usually half glazed and recessed under canopies or tiled porches with wooden pillars.



*Walls and Gates:* There is a mixture of low brick walls or hedges and shrubs. Where there are gates they are plain wrought iron or wooden picket type. Boundaries are marked by post and wire fencing most of which the occupants have reinforced with laurel or hawthorn hedges and small flowering trees, which give a pleasing informal look.

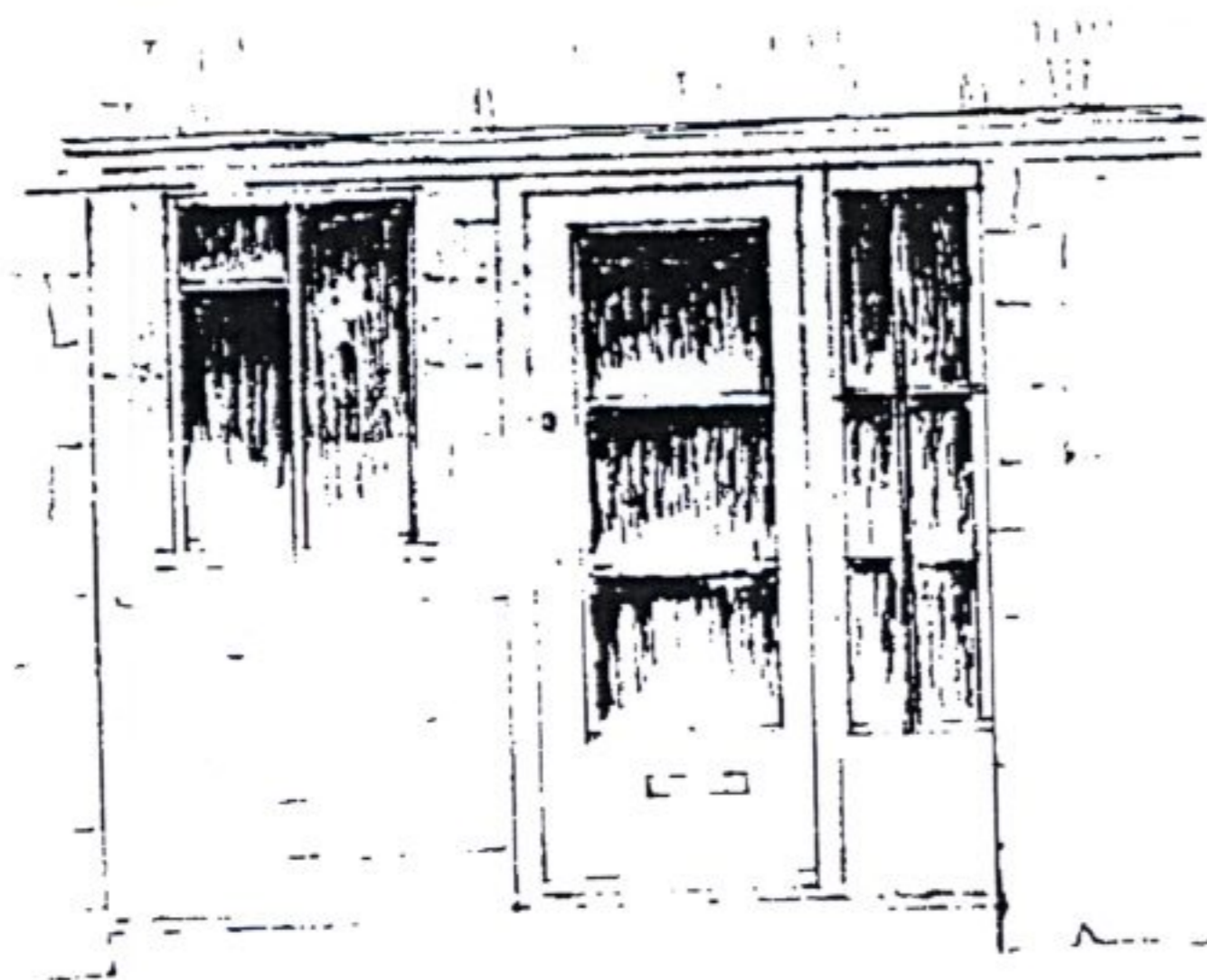


## AREA 6 Crossways, Barnfield, Wavesound Close and Cope Butt

Bungalow style pensioners cottages, some still owned by South Wight Housing Association and others privately owned. Built during the 1960's and 1970's of modern Island stone with occasional red brick inserts.

*Roofs:* Constructed of modern red clay or grey composition tiles and less steeply pitched. Since most houses have converted to central heating or gas fires the chimneys are mostly redundant.

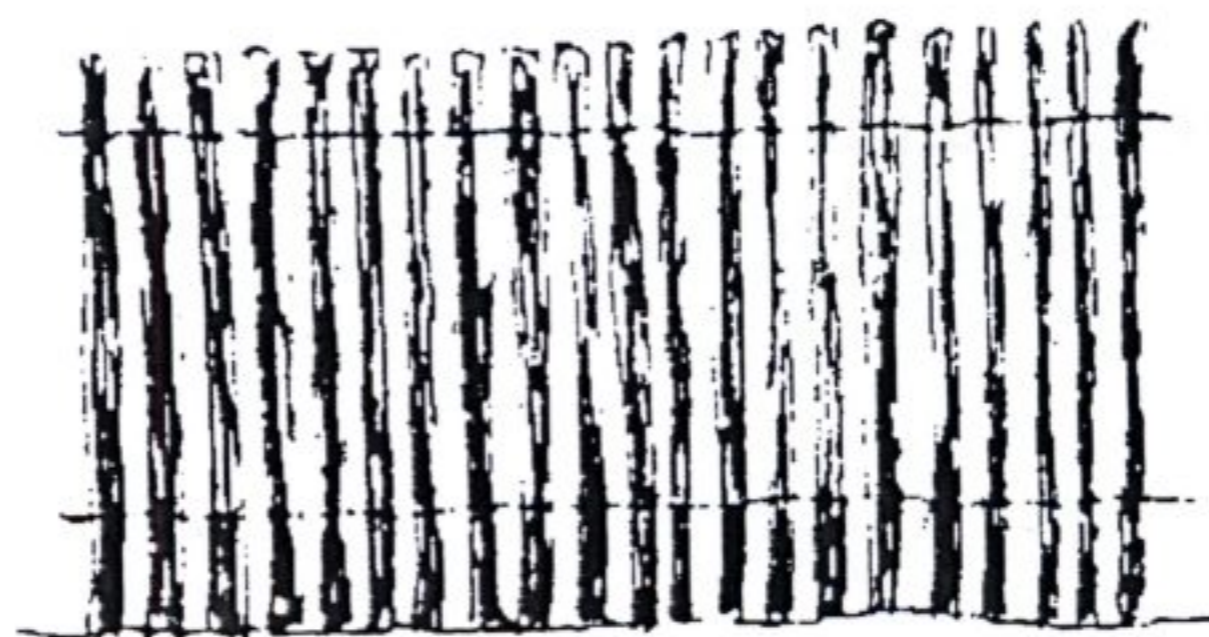
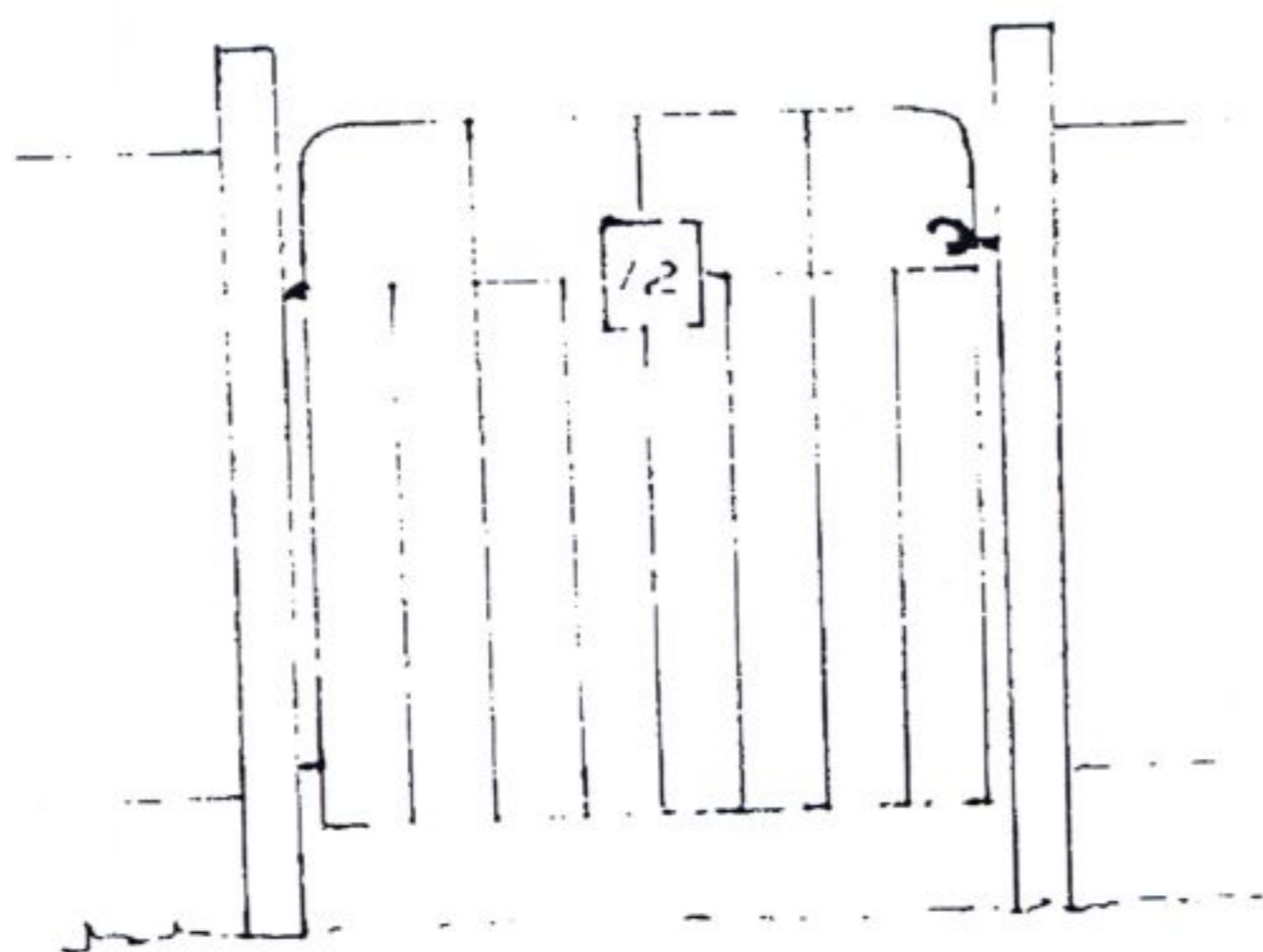
*Windows:* The Housing Association has replaced the majority of the windows with standard upvc double-glazing. Those that are privately owned have also had the same treatment.



*Doors:* Most doors are glazed and recessed under the overhanging roof.

*Walls, Gates and Fences:* These properties have their boundaries defined by either posts and wires or chestnut palings erected by the S.W. Borough Council originally. These have been reinforced by the planting of hedges or low growing shrubs.

Most gates are of the simple wrought iron "Ranalagh" type.



*Landscaping:* In front of the properties there is a wide grass verge which is maintained by the Housing Association planted at intervals with flowering trees which soften the effect of the overall housing form.

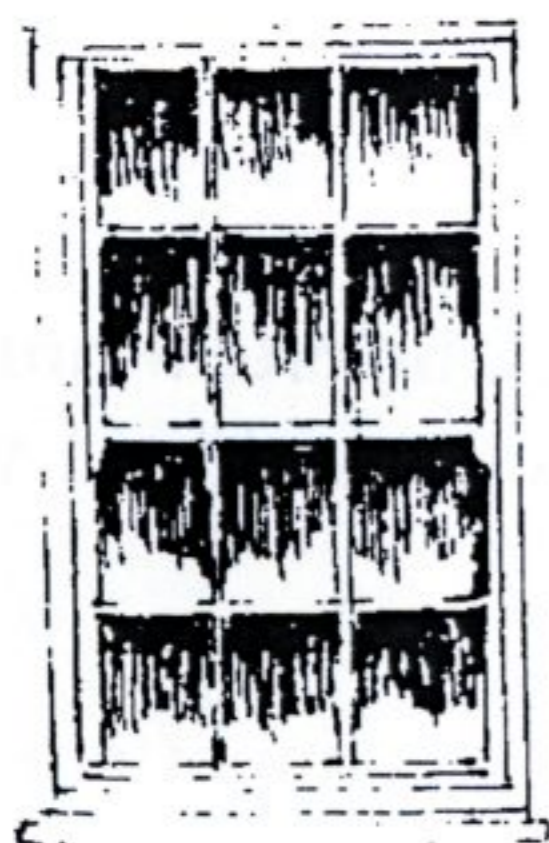


**AREA 7: High Street, Love Lane, Ducie Avenue, Beach Lane, Beach House Road, Hillway and Swains Road**

These areas form part of the heavily wooded peripheral parts of Bembridge. Here the larger houses, built over the last two centuries, are situated overlooking the Harbour, The Point, Under Tyne or the sea to the East where they could safely beach their Yachts. Many of these houses are set in large plots and of differing styles which reflect the Victorian and Edwardian era. The Trees in this area are subject at present to a blanket Tree Protection Order.

*Roofs:* As can be expected there are many styles of roof materials used but the majority use Rosemary Red Clay Tiles or purple/grey Welsh Slate with the exception of Eastcliff where grey/green Spanish tiles are used.

All the houses seem to have retained their chimneys in use.



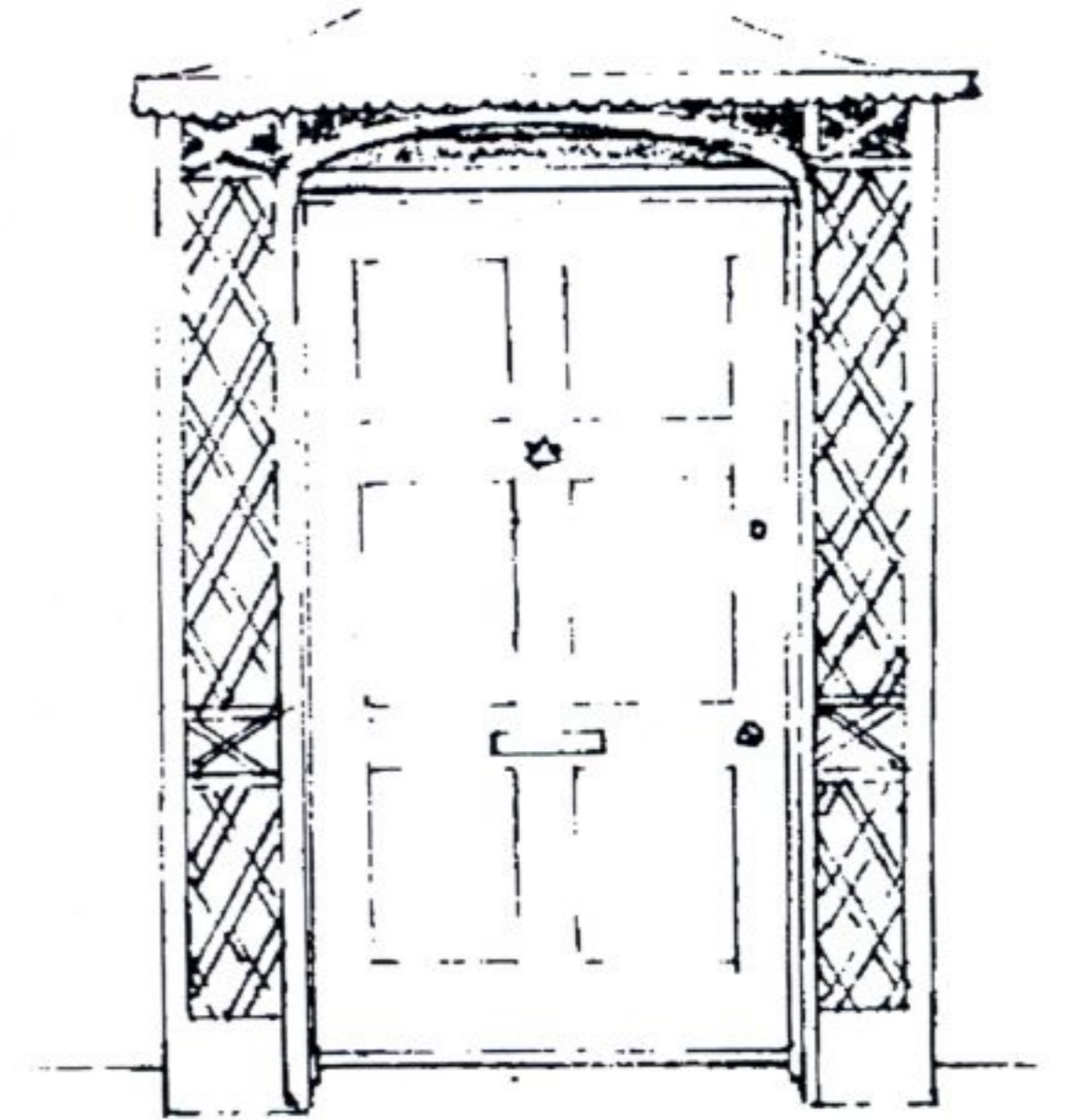
*Windows:*

The older properties retain their 6, 8 or 10 small paned windows. Others still have the period sash windows and bay windows all of which are uniformly painted white.

Some of the larger houses have angular dormer windows tiled to match the existing roof.

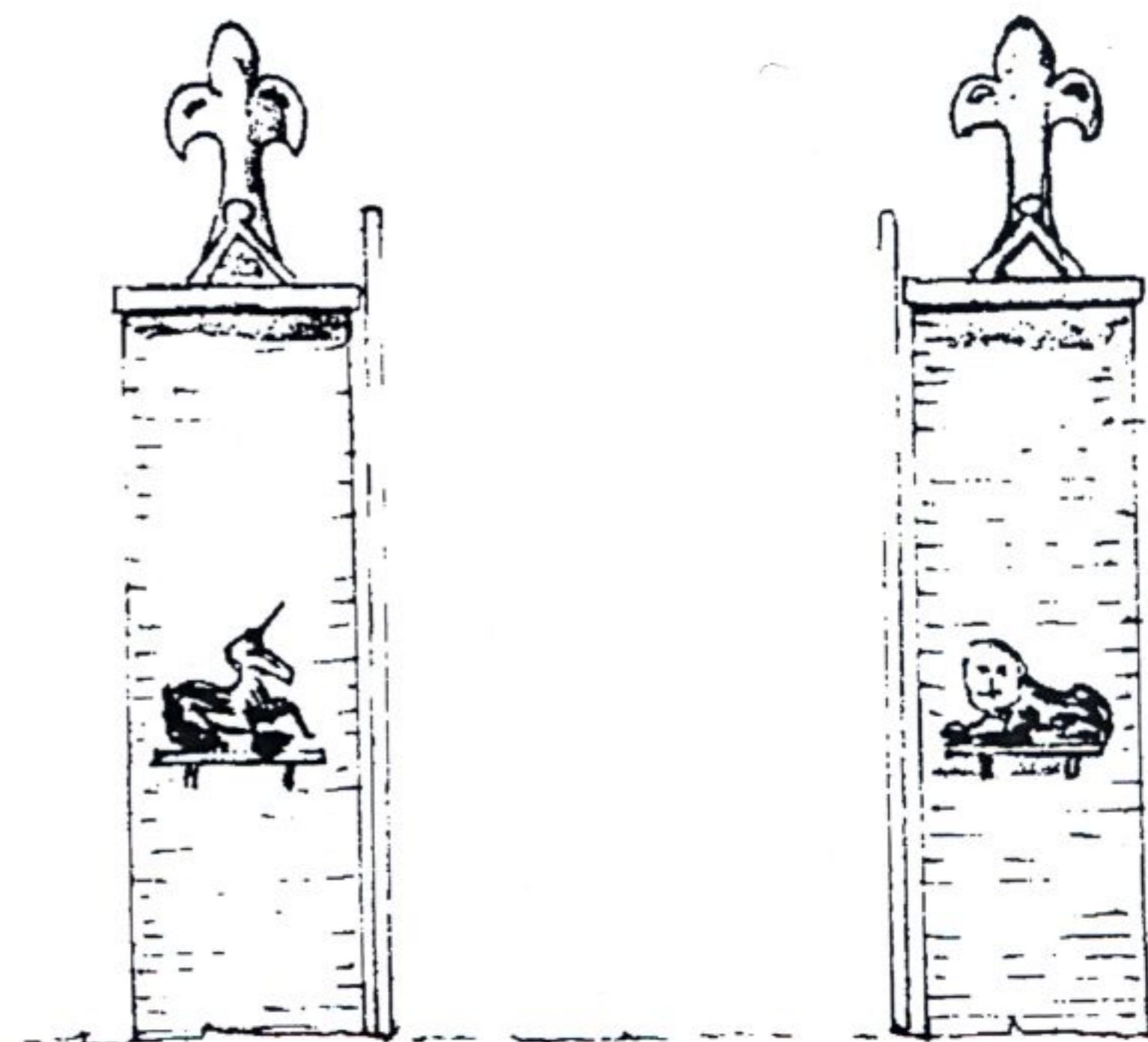
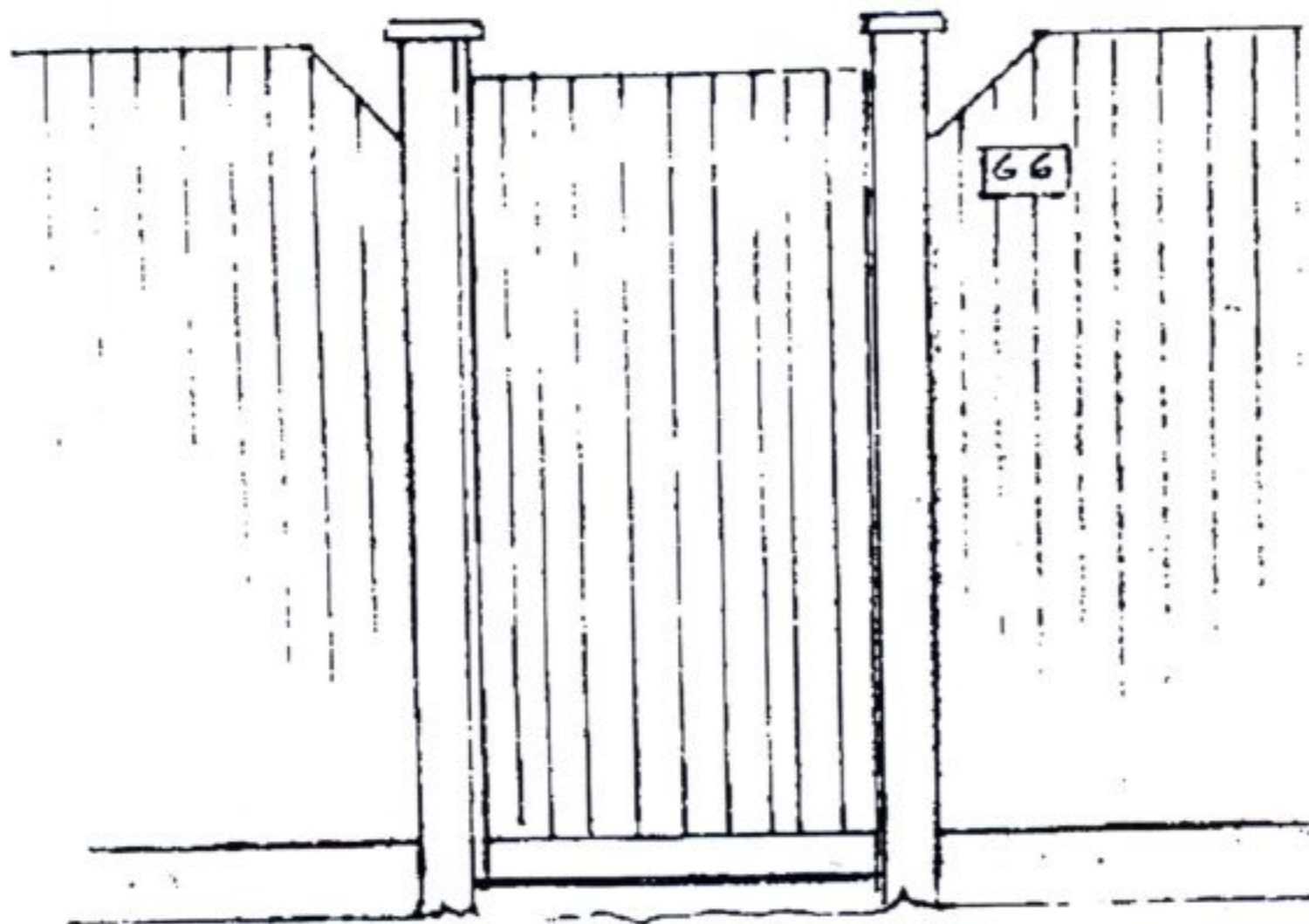


*Doors:* Depending on the date of the house construction the doors are in period. Some have ornamental porticos some have glazed arches above heavy Edwardian doors others are recessed beneath overhanging tiled porches.



**All these give a pleasing variety and character to the houses.**

*Gates and fences:* Most of the properties have high close boarded wooden fences backed by thick hedges planted up to one hundred years ago. Some have wrought iron perimeter fences also backed by hedges.



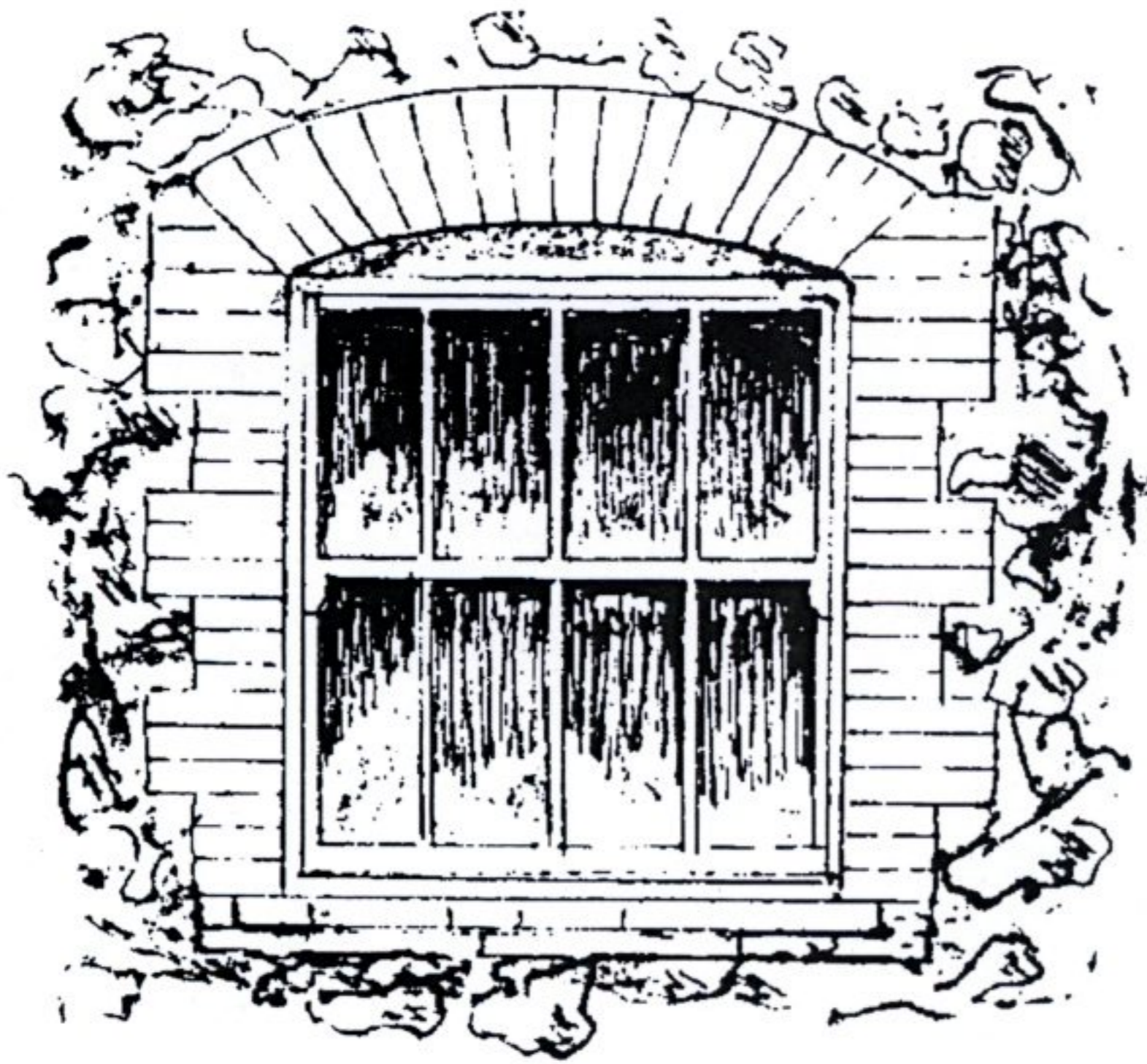
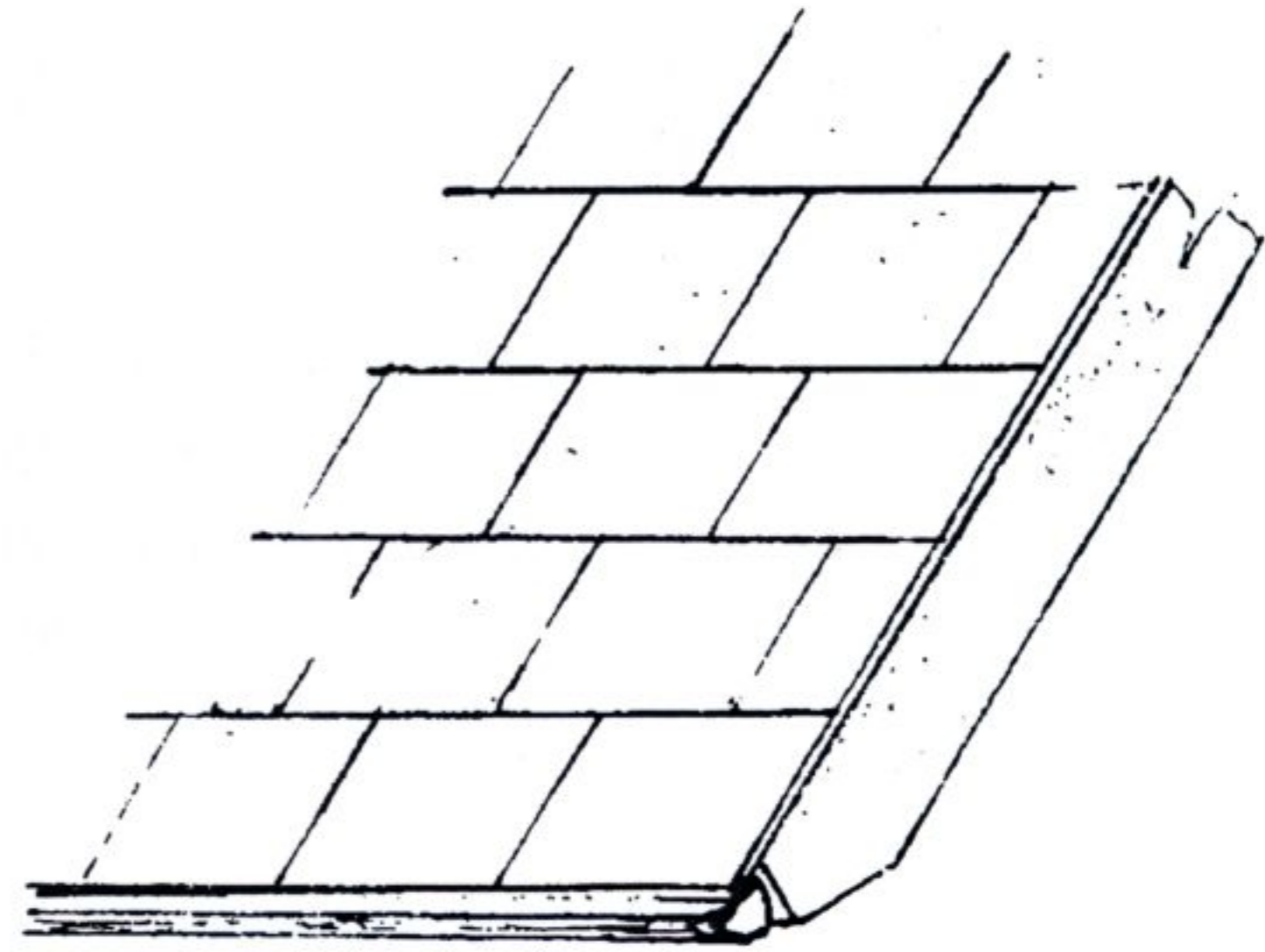
**Not all properties have gates but where they have there are a variety of elaborate wrought iron paddock style or closed boarded wooden gates which weather well and blend with surrounding foliage.**

*Landscaping:* The houses are set in the wooded periphery of the Village and it is important that the trees are retained not only to maintain the character of the area but because they provide home for a variety of wild life and flora. **The trees also form part of an important corridor for the movement of wild life from one area to another.**

**AREA 8: Kings Road, Forelands and Station Road.**

Older style solidly built housing, in a variety of materials, Island Stone, Limestone and Flint. Many were built for the fishermen and traders in the 18<sup>th</sup> and 19<sup>th</sup> century and are now lived in by retired people or yacht owners. Most do not have the advantage of “off street” parking. This causes a particular problem in Kings Road.

*Roofs:* None of the houses were thatched in the past and the majority are roofed with grey slate or “Tingle” tiles attached with nails. Ornamented fascia or barge boards are not generally used.



*Windows:* Windows used are sash type, some with segmented arches above the windows and surrounded with contrasting brickwork. Many of the houses have been painted in soft pastel shades of cream, blue or pink and the window frames painted white or black to provide a pleasing contrast. **Brighter coloured stone washing is not considered to be consistent with the prevailing character of the area.**

*Doors:* The doors are either of solid wood with a small “light” above or half glazed in Edwardian style. In Station Road many of the properties were once used commercially as shops or businesses and, where conversion has taken place modern doors have been used but still in character.



*Walls and Fences:* Many of the houses opened straight onto the road and, where a small front garden has been made, either a low wall or a small picket fence has been erected.

**Demolition of walls to provide parking spaces can have a damaging impact on the character of the street scene and could constitute a safety hazard to passing traffic and residents.**

*Gates:* Depending on the frontage the houses have either wooden picket gates or wrought iron gates in a variety of styles.

*Hedgerows:* There are still some of the original 400yr.old hedgerows existing particularly in Forelands Field Road with hedges dating from 1570 which formed the boundary of Bembridge and Priory Estate **These have protected status and should not be removed as they contribute to the visual amenity of the area and also provide an important habitat for birds and small animals.**



## GUIDELINES FOR FUTURE DEVELOPMENT

The Bembridge Village Design Statement should at all times be used to assist the Isle of Wight Council Planning Department by providing details specific to the Village when determining future development, conversion or modification.

The area around the High Street and Foreland Road consists mainly of Victorian or Edwardian housing for which the locally made red brick has been used.

**Any new development, replacement walls or extensions should use old bricks or modern bricks of a colour, which will harmonise with existing housing.**

**The use of burnt brick, which has a blue tinge, is not considered to complement the local character and is not likely to be approved by the Parish Council.**

In Lane End and Forelands where Island Stone has been used the **modern composite stone harmonises well** and should be encouraged in any new development or infill.

Masonry paint has been used on the older properties by the Harbour, in Kings Road and Forelands and provided only **pale pastel hues of cream, blue, green and pink** are used the overall effect is attractive. **Use of brighter colour is not considered appropriate.**

Throughout the Village, where thatch has been replaced, grey Welsh Slate has been used. The Victorian and Edwardian housing have a pleasing mixture of red Rosemary Clay or grey Welsh Slates which harmonise well and the use of finials and decorative ridge tiles contribute to the established character of the village. **It is important that these are retained on the houses.**

**In all areas of the Village the erection of flat roofed extensions should be discouraged and preference expressed for pitched roofs which blend with the surrounding properties.**

**Replacement of wooden barge or fascia boards with facsimile u.p.v.c. boards is appropriate in some areas where ornate styles and traditional materials are not a characteristic of the properties.**

The doors and windows form a key element in the street scene. Where possible original doors and windows should be retained in the older properties. **However modern replacement doors in period design are available and are acceptable.** The current trend for double glazed replacement windows is acknowledged but **there are good replacements available which copy the Victorian and Edwardian sash window style and these are acceptable to retain the character of the properties.**

### Future Development.

Demolition of houses of character within the Village and **replacement with housing estates is not acceptable and is to be resisted.**

It is vital to retain "green areas" of the Village and, whilst acknowledging the requirements of the U.D.P., much thought must be given to the eventual development of Bembridge and the retention of its "Country Village" qualities.

New housing development, if approved, should **blend with the local pattern and form.** It should be linked into surrounding street patterns and not as segregated estates. Access to the Village is important and new footpaths and bridleways should be created and existing routes and drainage maintained and upgraded to cope with the new development. **It is essential that any new development design uses the natural shape and form of the surrounding countryside**

**to create a visually attractive boundary to the Village.** Planting with mature trees is essential. Any development must provide adequate parking for residents and their visitors within the design proposals.

Thought should be given to housing for young people in the form of inexpensive starter homes. Also to retirement bungalows for those who wish to maintain their independence and still live in the Village.

With indications of increased car numbers on the roads in the future **thought should be given to traffic calming schemes within the village.**

The undeveloped land to the south - west of the Village, around the Windmill, Steyne Woods and Hillway area, is vital to the character of Bembridge and should remain sacrosanct. The wooded areas around the periphery of the Village serve several uses. First they are a visually attractive characteristic of Bembridge forming a barrier to wind and weather. Secondly they provide valuable habitation for a variety of birds and animals, some of which are protected species, and allow them safe passage from one area to another.

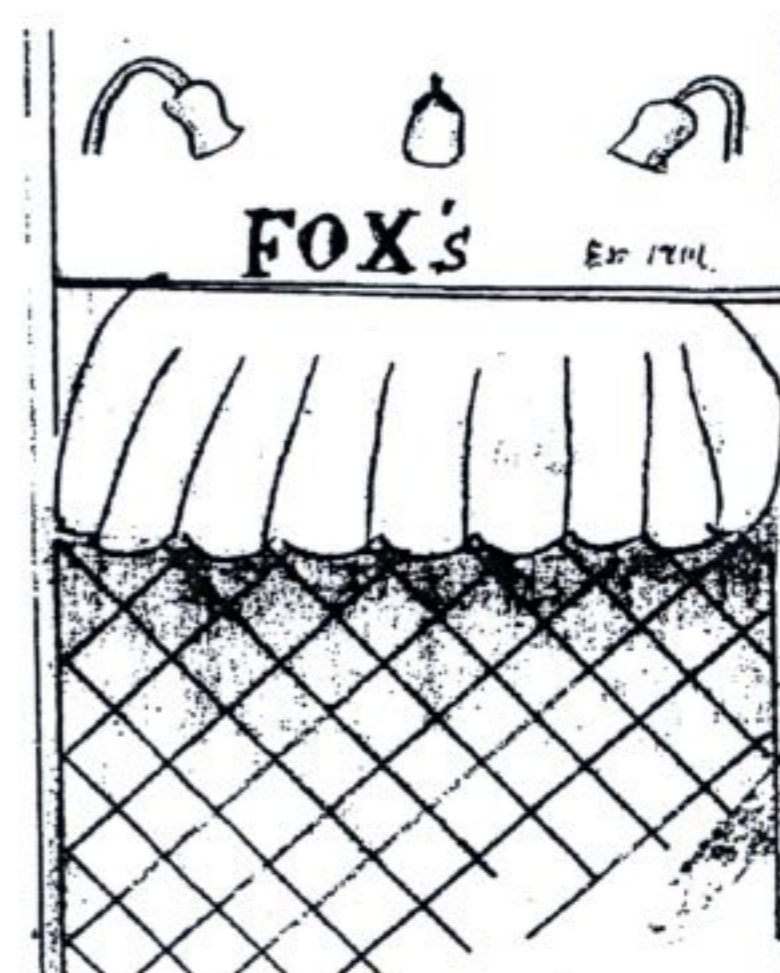
#### Businesses and Shop Fronts.

In the main shopping area of Bembridge i.e. High Street and Sherbourne Street the houses, shops and businesses were developed in the late 1800,s when the commercial centre of the Village moved up the hill from The Point and Station Road. The shops have very distinct frontages many ornamented by Victorian tiled columns and pillared and porticoed entrances. These give the premises a traditional "Olde World" appearance and this contributes to the visual ambiance of the Village. **Where new businesses have moved in the frontages have been retained and this should apply to any future planning.**

The Parish Council's approach, which has been upheld by the Isle of Wight County Council, is that **any illumination of signage on premises shall be spot lighting, or similar, shining onto fascia rather than by internal illumination or strip lighting.**

Planning applications for new shop fronts and/or shop signs will be expected to fulfil the following criteria:

- a that they are of high standard of design and relate to the architectural composition of the building;
- b that they are in keeping with the scale and townscape of the street scene;
- c that they will not result in loss of a traditional shop front;
- d that they use appropriate materials;
- e that the fascia and projecting signs are appropriately positioned and located and illuminated with respect to the locality;
- f that blinds are appropriately designed and retractable;
- g that security shutters, where considered appropriate, are not visually intrusive and are fully perforated to enable a clear view of the shop window when closed;
- h that level access for people with disabilities and people with young children is provided;
- i that they will permit access to the upper floors.



**The following criteria will also apply when considering proposals in conservation areas:**

- j features of historic or architectural interest should be retained;**
- k the proposal should be historically accurate and reflect the traditional character;**
- l traditional materials and finishes should be used;**

**Attention should also be given to 5.19, 5.20 and 5.21 in PC23 also PC26 5.24 second paragraph which refers to signage.**

Additional ornamentation to a shop or business frontage if in character with the area and contributing to the visual amenity of that area is likely to be approved by the Parish Council.



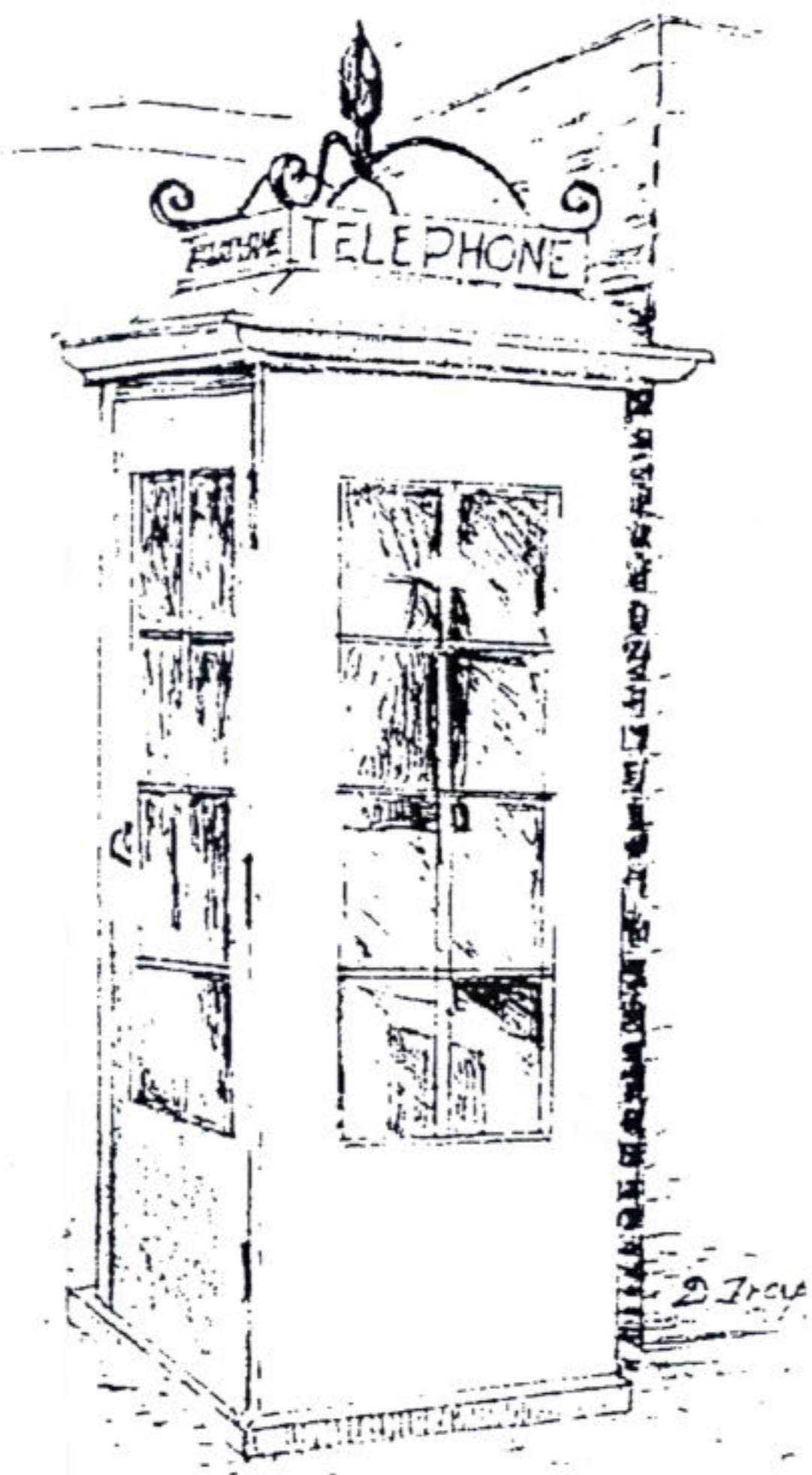
### STREET FURNITURE.

Tourism, electricity, telecommunications and the 20<sup>th</sup> Century living have introduced a welter of appendages into the Village streets:- i.e.

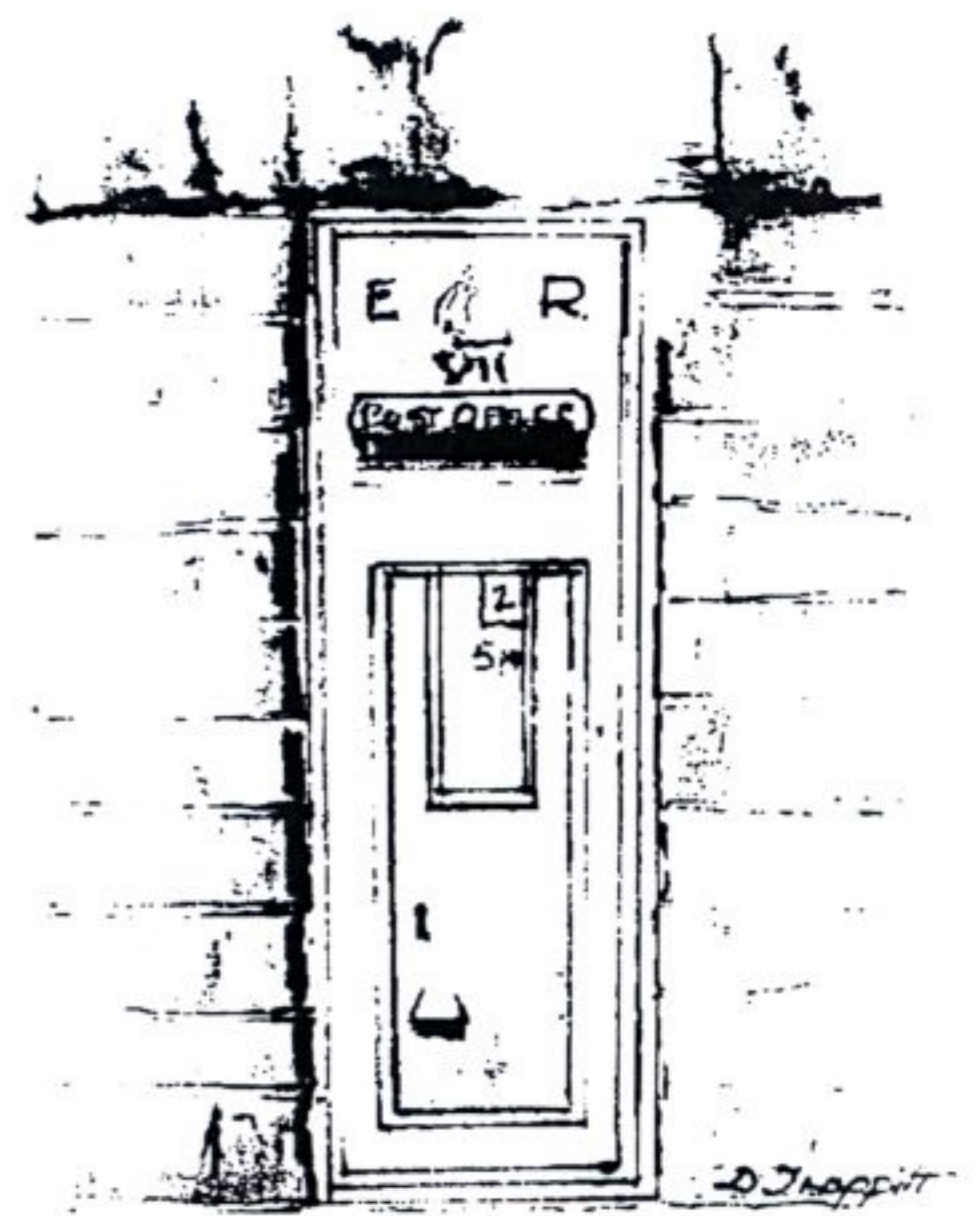
- a variety of sizes and styles of commercial and domestic signs
- electricity and telegraph poles, cables, transformers and telephone boxes
- television aerials and satellite dishes
- road and footpath signs and markings
- benches, tables, tubs and litter bins.

**Unnecessary signs and clutter should be resisted and utility companies made aware of their duty to respect the heritage of the village.**

In the High Street and Sherborne Street the Planning Department has already accepted that the Parish Council wishes to restrict the number of street signs to only those absolutely necessary for the safe direction of the public. Neon like signs on shops and businesses are not acceptable.

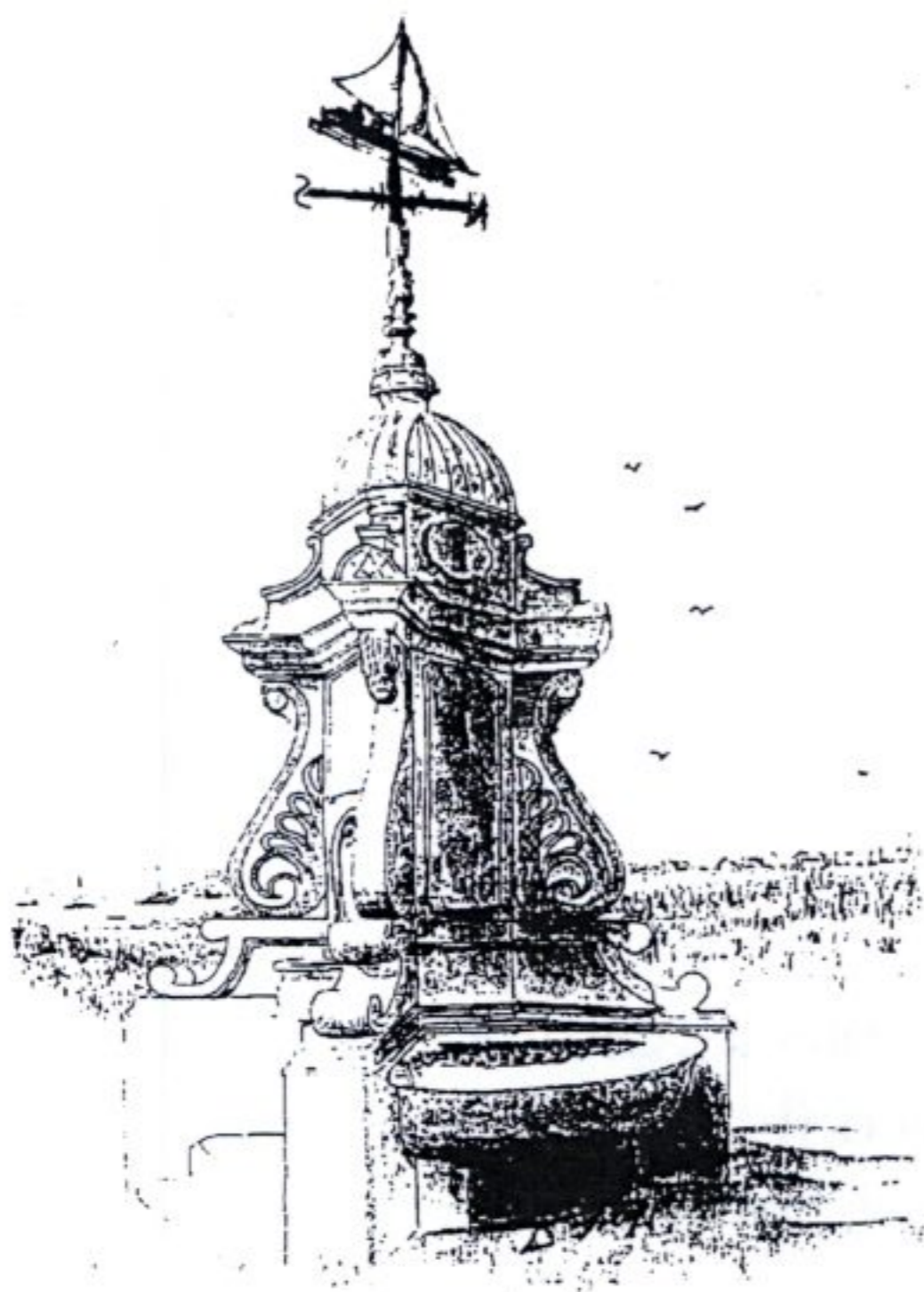
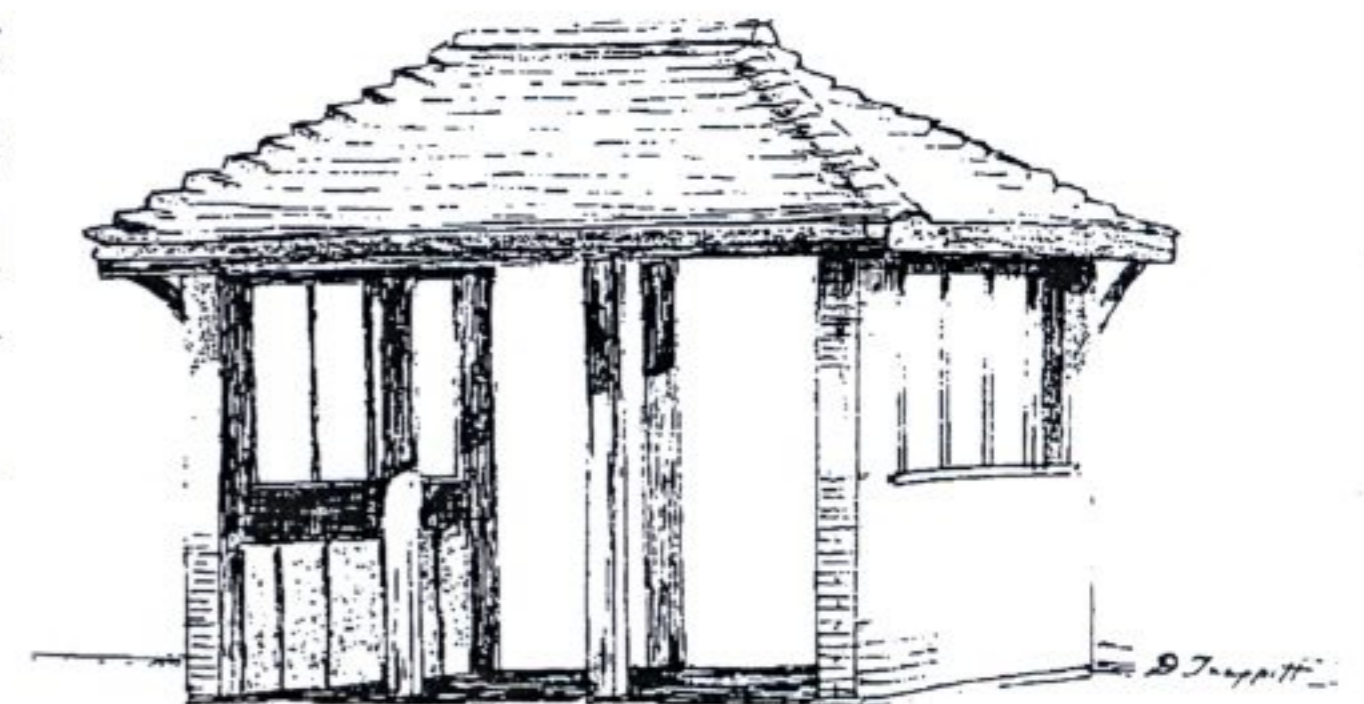


The red and cream painted **telephone box** situated in front of the Council Chambers was erected in the early 1920's and is Listed. The box itself is the property of the Parish Council and is maintained by them while the equipment remains the property of British Telecom.



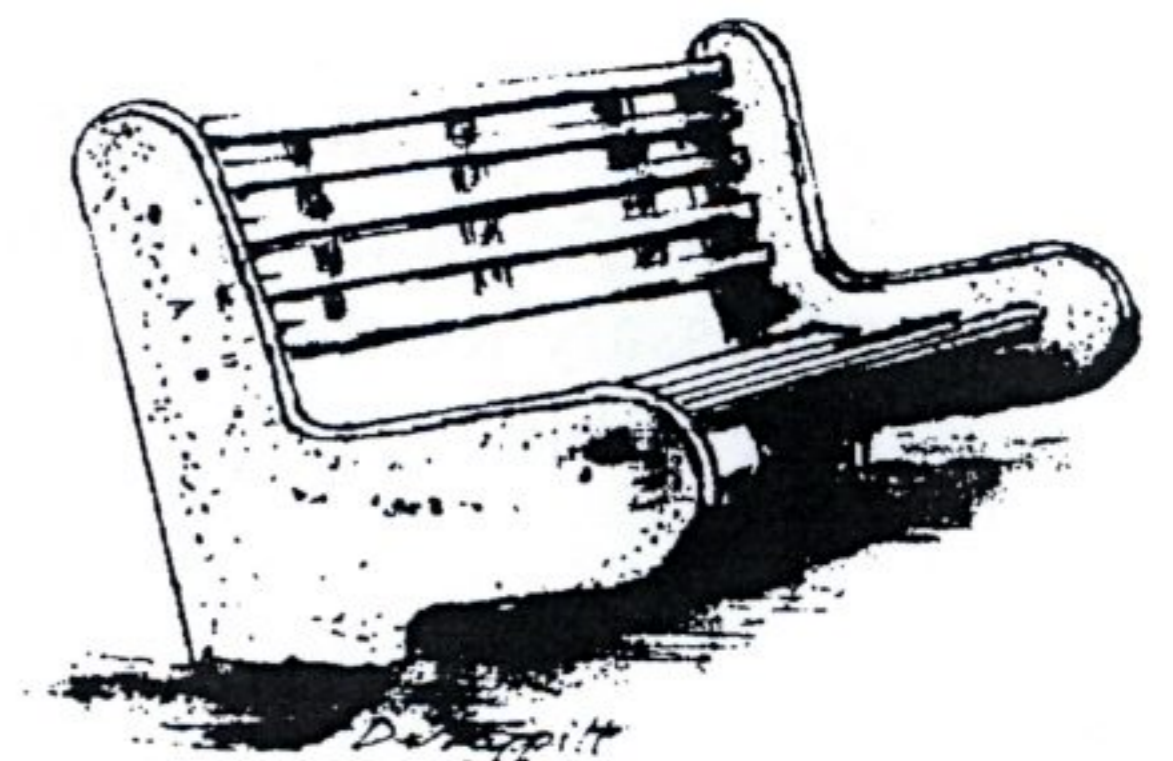
The wall mounted **Post Office mail box** situated at the junction of Swains Road and Swains Lane dates from the reign of Edward VII and is an item of great interest to both Villagers and visitors. Any proposal to replace it with a modern free standing "post" type mail box would not meet with approval since it constitutes part of the character of the area.

The wooden bus shelter built in the 1970's situated near the junction of Foreland Road and Lane End is, with its tiled and hipped roof, pleasing visually and adds to the amenity of the area both by its utilitarian use and appearance.



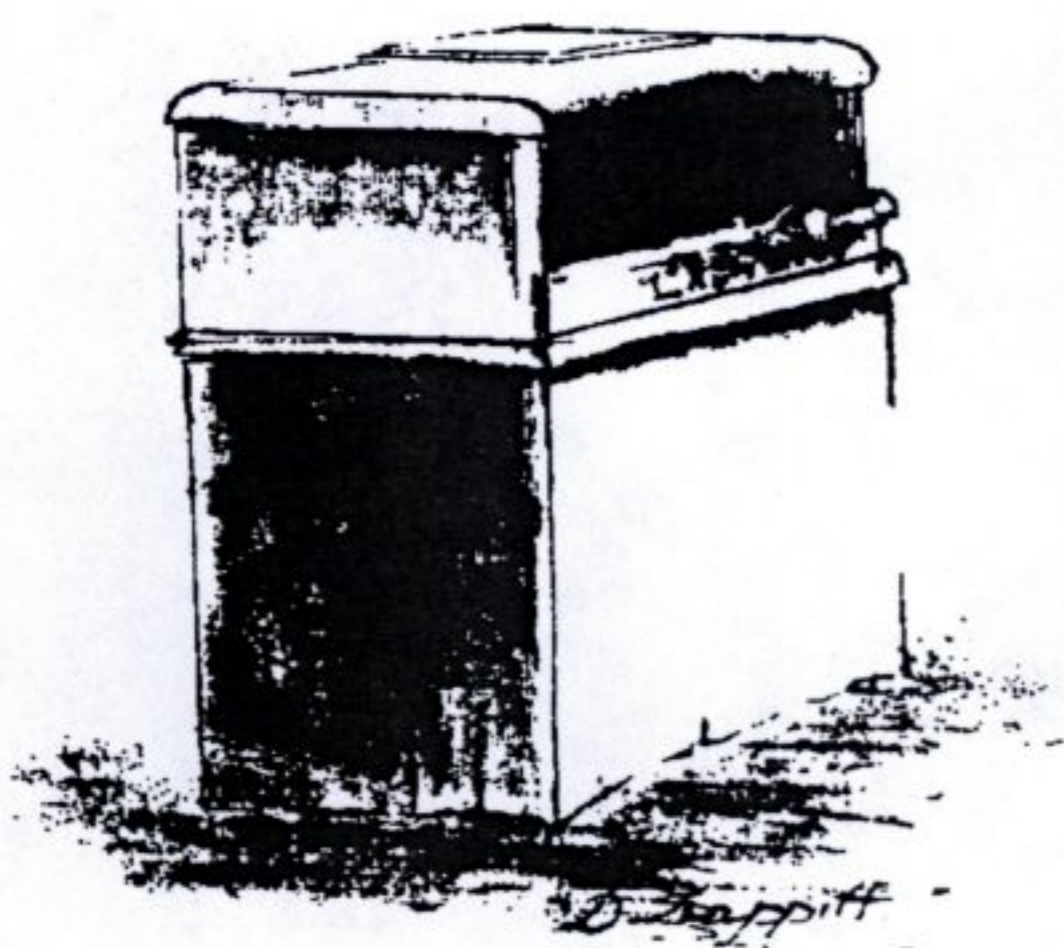
The **Palmer Memorial Fountain** at the Point, erected in 1910 in memory of the Rev. J.N. Palmer; was renovated by the Parish Council in the 1990's the badly damaged electric globe light on top being replaced with a weather vane in the shape of a yacht as part of the preferred maritime theme of the harbour area.

There are quite a number of **seats** provided around the Village. Some belong to the Isle of Wight Council and others have been erected in memory of local people and these are maintained by the Parish Council. Further seating is going to be added in Steyne Park and Lane End sponsored by the Village Partnership.



**Hardwood seating** is preferred since it is more durable and less susceptible to damage of any kind.





The standard black and gold litter bins, as used all over the Island, are the preferred option for Bembridge. The open top basket type which still remain in some parts of the Village are not suitable in an area where they encourage foxes, badgers and birds to scatter the contents about as they search for food and, should be replaced with the standard black and gold bins.

**Dog litter bins** are now being installed around the Village and these should be sited where they may be seen and used but not detract from the visual amenity of the area.

With the increase in choice of television channels the skyline shows more and more aerials and satellite dishes. Hopefully the coming of cable and digital T.V. will help but **there is concern particularly in areas where they might detract from the visual amenity.**

**Further information is in UDP. D8 which states;**

**Planning applications for satellite antennae and other telecommunications equipment on buildings will only be approved where they are installed so as to minimise the effect on the appearance of the building and/or the character and visual amenity of the local environment. Proposals will be resisted on:**

- a** visually prominent locations;
- b** Listed Buildings
- c** sites where an over-proliferation of similar equipment would result.

**The consideration of sites covered by categories (a) to (c) will only be given as a last resort in exceptional cases, where such a location is unavoidable for technical and operational reasons. Wherever possible the dual or communal use of facilities will be encouraged.**

Everyone contributes to the process of change. So the design statement is not only for those who undertake large development schemes, but also for anyone making small changes in their own homes or gardens. All of these actions will alter the look and feel of Bembridge.

*Guidelines:*

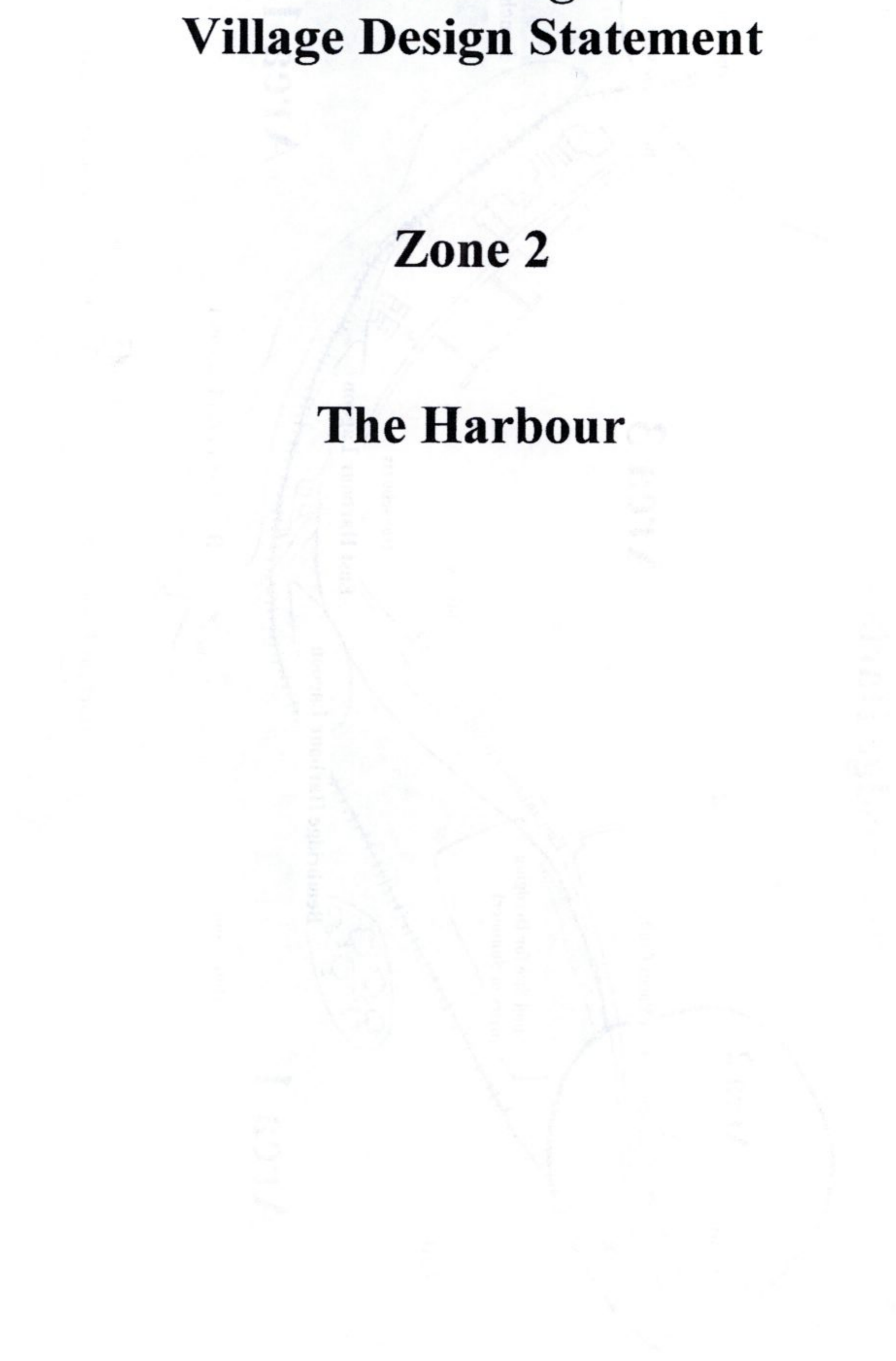
Developers and planners should consult the design statement for all development proposals in Bembridge.

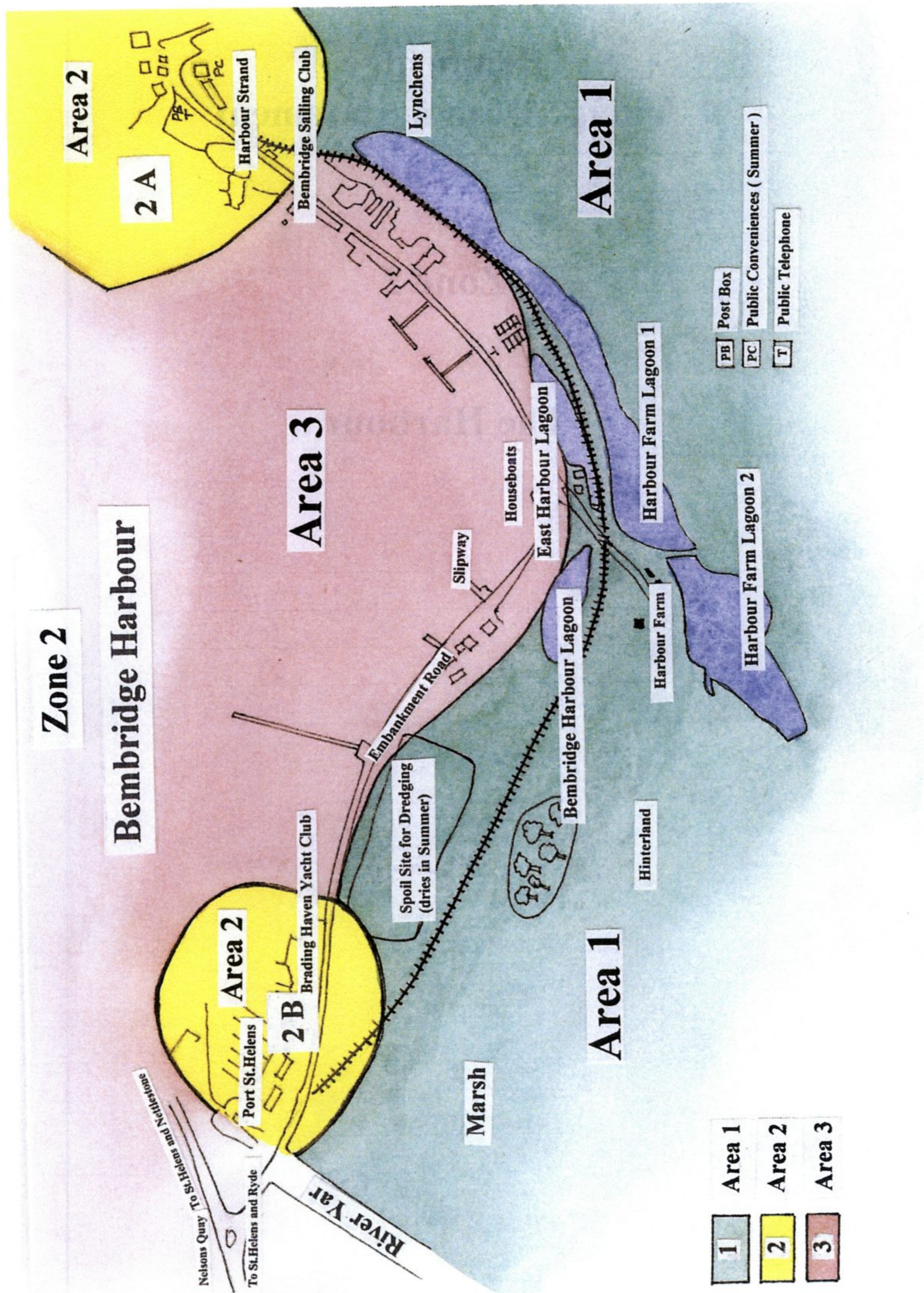
Developers, planners and public authorities should consult with local people and the Parish Council on all proposals for development in Bembridge.

# **Bembridge Village Design Statement**

## **Zone 2**

### **The Harbour**





**Zone 2**

**Bembridge Harbour**

**Area 2**

**2 A**

**Area 2**

**2 B**

**Area 3**

**Area 1**

**Area 1**

Nelsons Quay To St. Helens and Netstone  
To St. Helens and Ryde

River Yar

Brading Haven Yacht Club

Spoil Site for Dredging  
(dries in Summer)

Embankment Road

Slipway

Houseboats

East Harbour Lagoon

Bembridge Harbour Lagoon

Hinterland

Harbour Farm

Harbour Farm Lagoon 1

Harbour Farm Lagoon 2

Lynchens

Bembridge Sailing Club

Harbour Strand

- Area 1
- Area 2
- Area 3

- Post Box
- Public Conveniences ( Summer )
- Public Telephone

- PB
- PC
- T

# Bembridge Harbour

## A BRIEF HISTORICAL BACKGROUND

*Think of Bembridge and immediately Bembridge Harbour comes to mind, but it has only existed in its present form through human intervention. Major civil engineering works constructed the embankment (formerly the toll road) across Brading Haven in 1881 and reclaimed the hinterland up to Brading. The completion of the branch line in 1882 from St. Helens to Bembridge and the opening of the fashionable Spithead Hotel heralded a period of commercial prosperity and holiday popularity.*

*The railway closed in 1952 and the Bembridge Harbour Improvements Company (BHIC) passed into private ownership in 1968. In 1971 the Isle of Wight County Council acquired the embankment road and the collection of tolls ceased.*

*Whilst the industrial and transport activities of the late 19<sup>th</sup> and early 20<sup>th</sup> centuries have now declined sailing and other leisure activities remain of importance to the harbour and its economy.*

Because of the diverse nature of the harbour zone it has been divided into the following areas.

Area 1	Brading Marshes and the Hinterland
Area 2a	The Point and Harbour Strand
Area 2b	Port St. Helens
Area 3	The Harbour and Houseboats

General policies of the UDP allow for development outside development envelopes only where it requires a rural location and is of benefit to the rural economy.

Bembridge Harbour is situated on the Northern boundary of the village and is considered "Countryside" for the purposes of the UDP.

A strip around the edge is occupied by light industry, with commercial fishing operations from Fishermans Wharf.

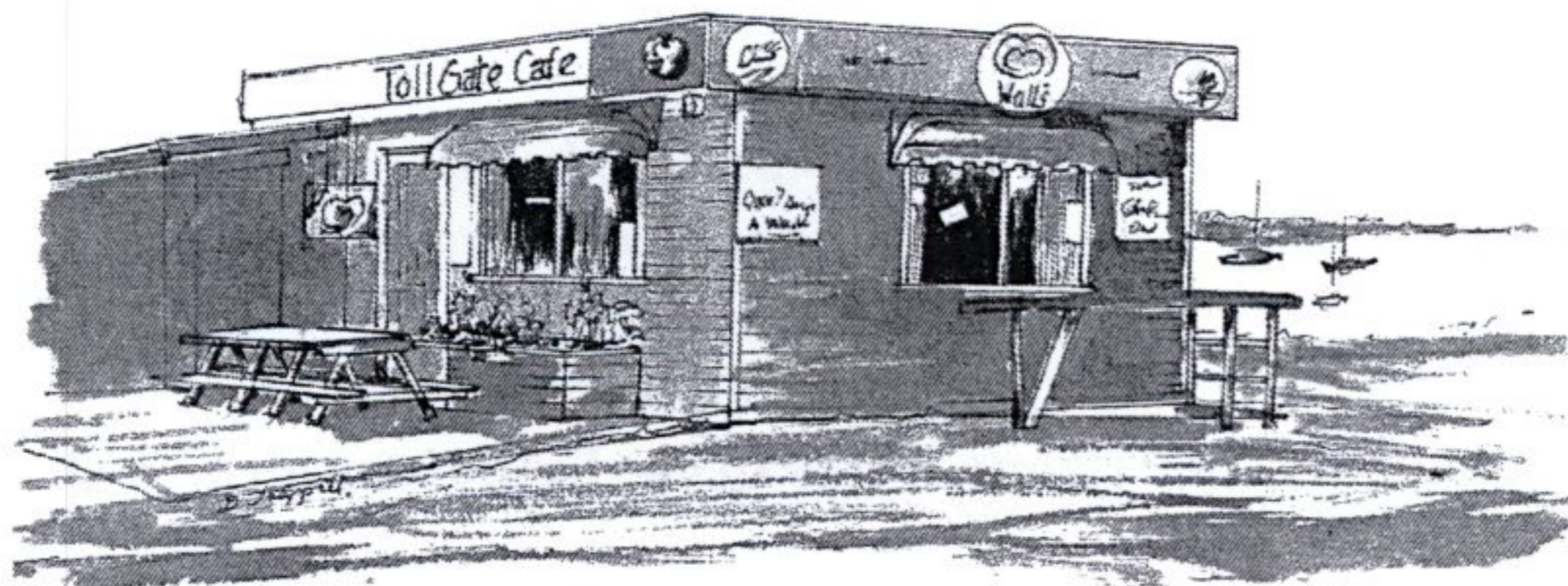
The harbour itself is owned by the Bembridge Harbour Improvement Company under an Act of Parliament which controls and allows for certain processes and operations to take place including the continued dredging of the harbour and groyne maintenance. This is to ensure the continued viability of the harbour for future marine uses.

The buildings within the zone consist of a few residential units and several industrial units which are constructed, in the main, from breeze block with roofs of corrugated iron.

**It has long been the approach that the Harbour should be retained for marine related industries only in accordance with the UDP , particularly policy E7.**

Provision for recreational activity is centered principally on the two sailing clubs - Bembridge Sailing Club (founded in 1886) and Brading Haven Yacht Club (founded in 1950). The Bembridge Angling Club (founded in 1963) and many other leisure pursuits flourish privately.

There are catering establishments around the Harbour, mainly near "The Point".



Currently the only public toilet in the area is situated in Station Road. This is open on a seasonal basis.

### **Area 1 Brading Marshes and the Hinterland**

Since 1951 St. Helens Duver has been designated a site of special scientific interest (SSSI) and Brading Marshes and St. Helens ledges since the 1970's. In 1995 English Nature reviewed the boundaries of these sites and a new and larger SSSI was notified. It highlights the importance of this area for wading birds, Brent Geese, rocky shore habitats, sand dune plants, marshland and much more.

The Brading Marshes to St. Helens Ledges SSSI is now included in the 1998 Solent and Southampton Water classification as Special Protection Area (SPA) under the EC Directive (79/409/EEC) which is also listed as a wetland of international importance under the RAMSAR convention.

These classifications place an international obligation upon the U.K. government to avoid any significant pollution, disturbance or deterioration of the habitats within the site. Additionally the brackish lagoons behind the Embankment Road come under a site referred to as the Solent and Isle of Wight Lagoons Special Area of Conservation (SAC).

**It is important that they remain unpolluted and undisturbed.**

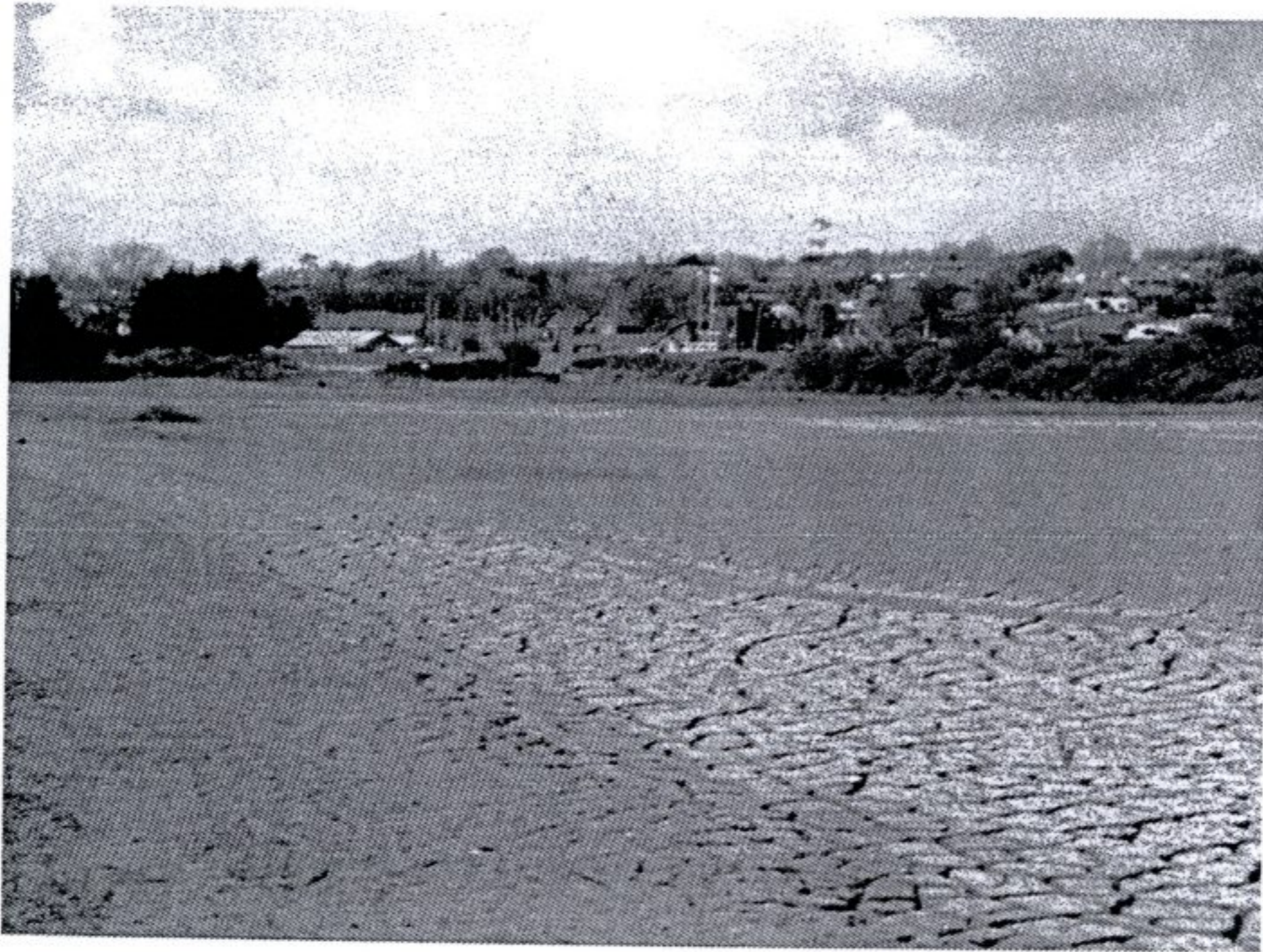
Walkers and birdwatchers form probably the largest number of regular visitors to the area. Although the impact from them is small, both the effect of human activity on the SSSI's and the financial benefit to local businesses is important. Walks are frequently taken under the supervision of various organisations and local schools.

**The path of the former railway track is not a public right of way but would make an attractive local amenity for walkers and birdwatchers.**

Flora adjacent to the path is able to grow comparatively undisturbed and is supported by the water levels and the nearby marsh area.

Adjacent to Bembridge Outboards and stretching almost as far as the river Yar is an area, which although dry in the Summer, is used as a Spoil Site for harbour dredging material in the form of mud when the yachting channel is maintained at the required depth. This area is open countryside between Bembridge and St. Helens.

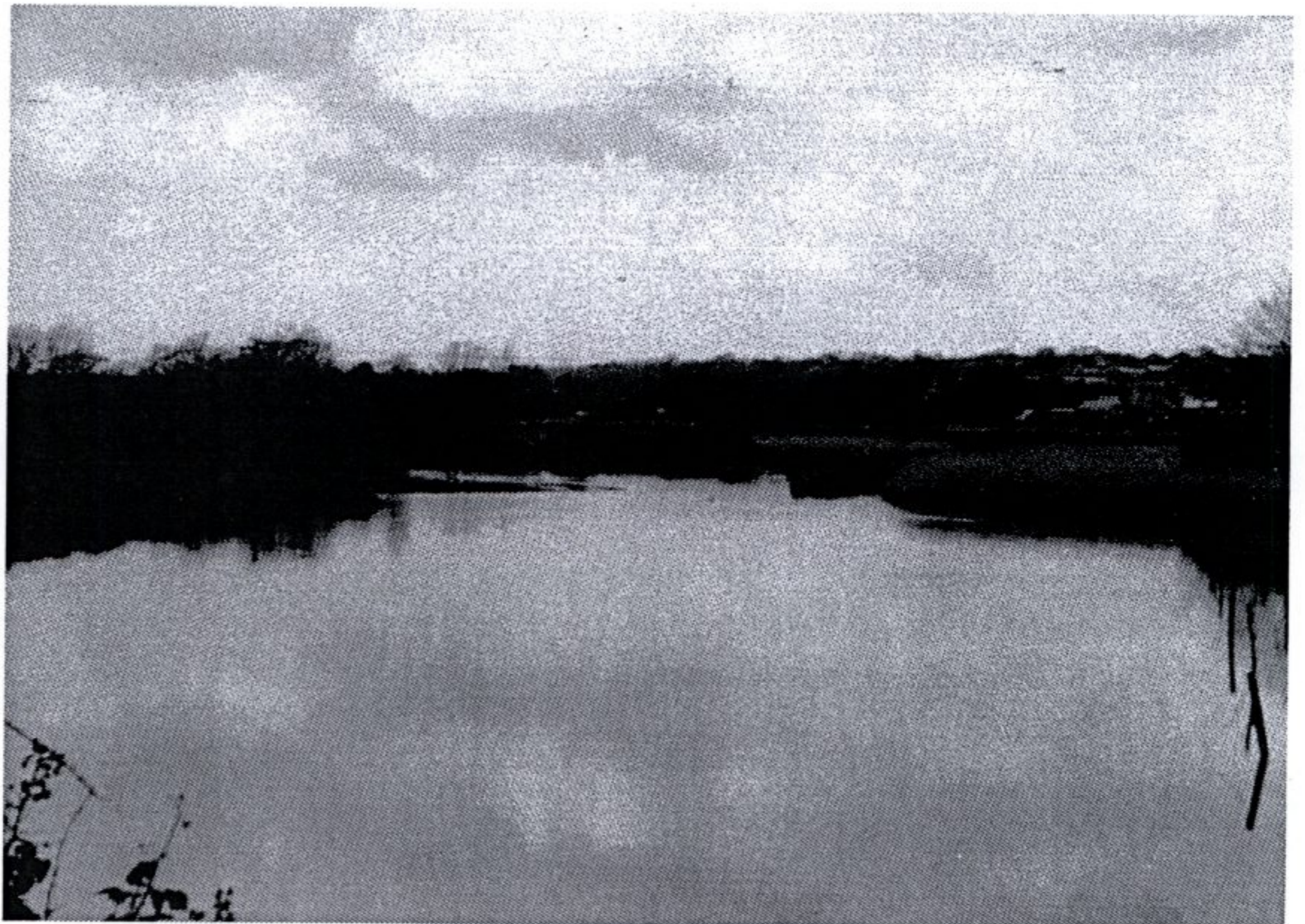
**Since this area is covered by a SSSI it has been considered that serious damage could be caused to the delicate water table if the site were to be developed or altered.**



In the light of possible inundation in the future as a result in seawater levels rising due to global warming it is felt that this area would not be suitable for any use other than as a Wetland. The land on the South side of the old railway line from Brading to Bembridge consists of marsh and pastureland which is frequently under flood water during the Winter and early Spring when the river Yar overflows its banks.

Further South is the R.S.P.B. Nature Reserve which has only recently been purchased . The two lagoons to the rear of Harbour Farm are important as breeding grounds for the resident bird population and as staging posts for migratory birds.

Behind the Harbour Farm lagoons lies Knowles Copse. This is part of the ancient woodland surrounding the village and acts as a valuable corridor for the passage of wildlife from one area to another. The copse extends almost to Bembridge Windmill. On the exposed land below the mill can be seen signs of what are believed to be cultivation terraces dating from the Bronze Age.



## Area 2a      The Point and Harbour Strand

In the late 1800's when the Embankment was built the area known as "The Point" began to accumulate wind blown sand and is now composed of sandy hillocks, Marram Grass and Buckthorn thicket. There are also one or two species of rare plants to be found there.

Where once paddle steamers sailed in to disembark passengers at the pier specially built opposite the railway station in the early 1900's there were in excess of fourteen steps down from the now buried harbour wall.

The beach has now built up to form an area much used by families on which to play and picnic during the Summer months.

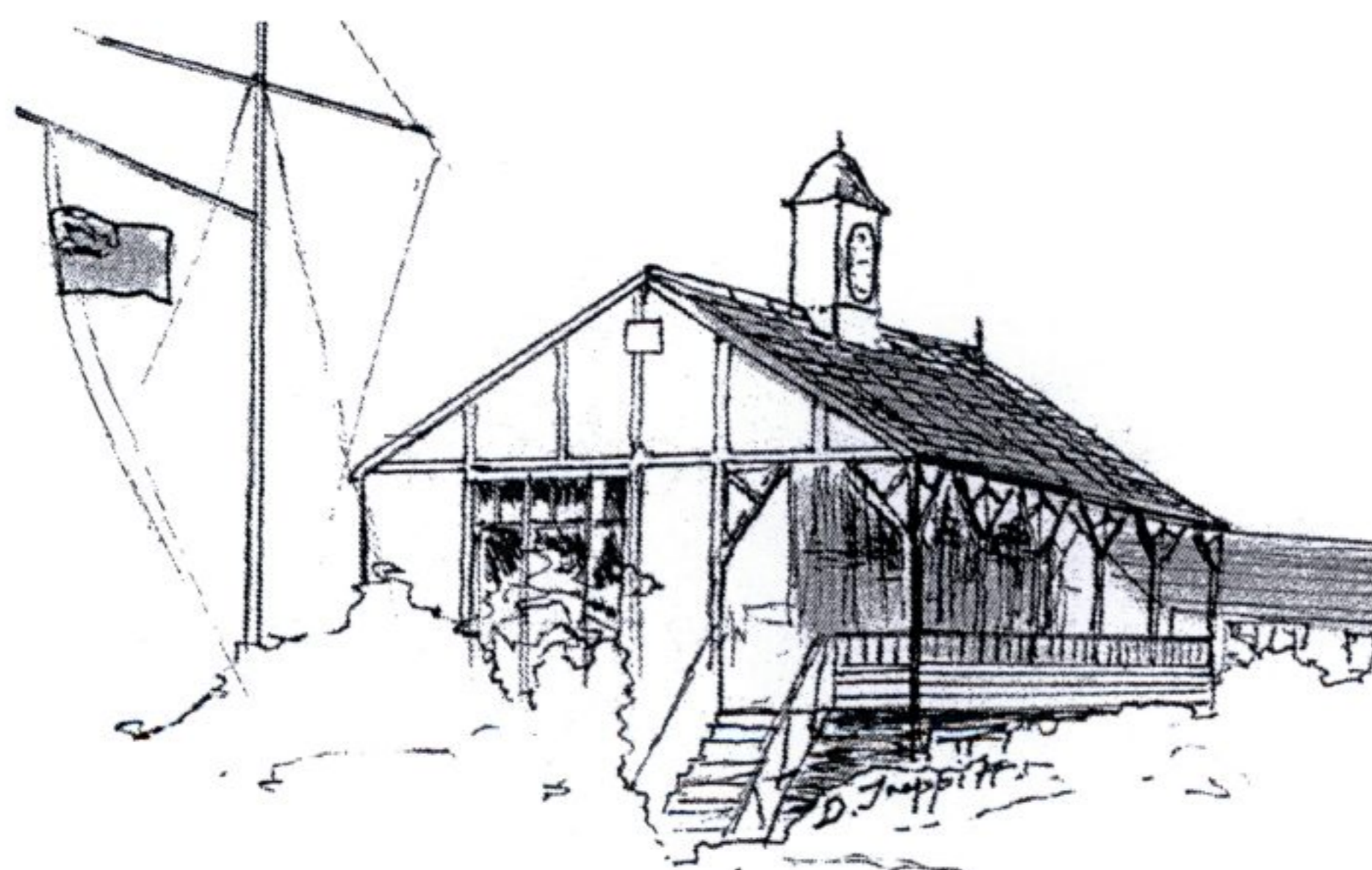
In an area set aside on the North side a mineral extraction company operates. Their operation is reviewed every 5 years. The continuous use of heavy lorries throughout the day may well need consideration since the Spithead site is now developed for housing as "Solent Landing". This development is in very close proximity to the mineral extraction site.

To the North of the Solent Landing development is an open space traversed by a footpath which has been used, as a right of way, by residents for many years since accretions of sand which occurred after the building of the "Spithead Hotel" in 1882. This land primarily comprises of "open area" part of which has been purchased by the developers of "Solent Landing".

**This area which is outside the Village Envelope contains amenities which have been a valuable resource for the Village and should remain so.**

**In 2001 an application was submitted to register the Point area as a "Village Green". This has yet to be determined.**

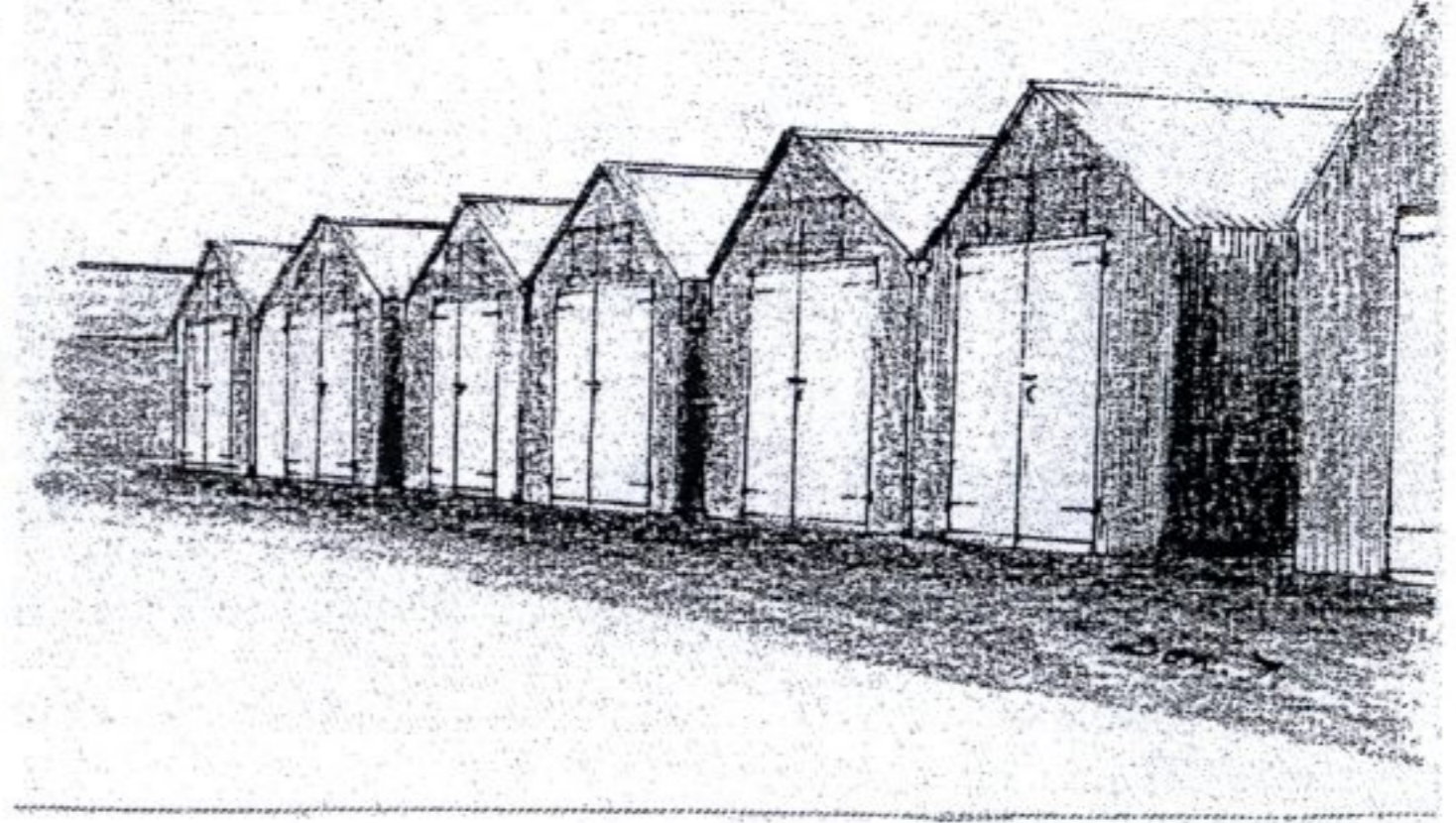
Bembridge Sailing Club was erected in the late 1800's sets the character for this part of the Embankment. Its style of building constitutes a strong visual aspect of the area. Recent refurbishment and improvements to facilities in character have reinforced the Victorian and Edwardian air of the area.



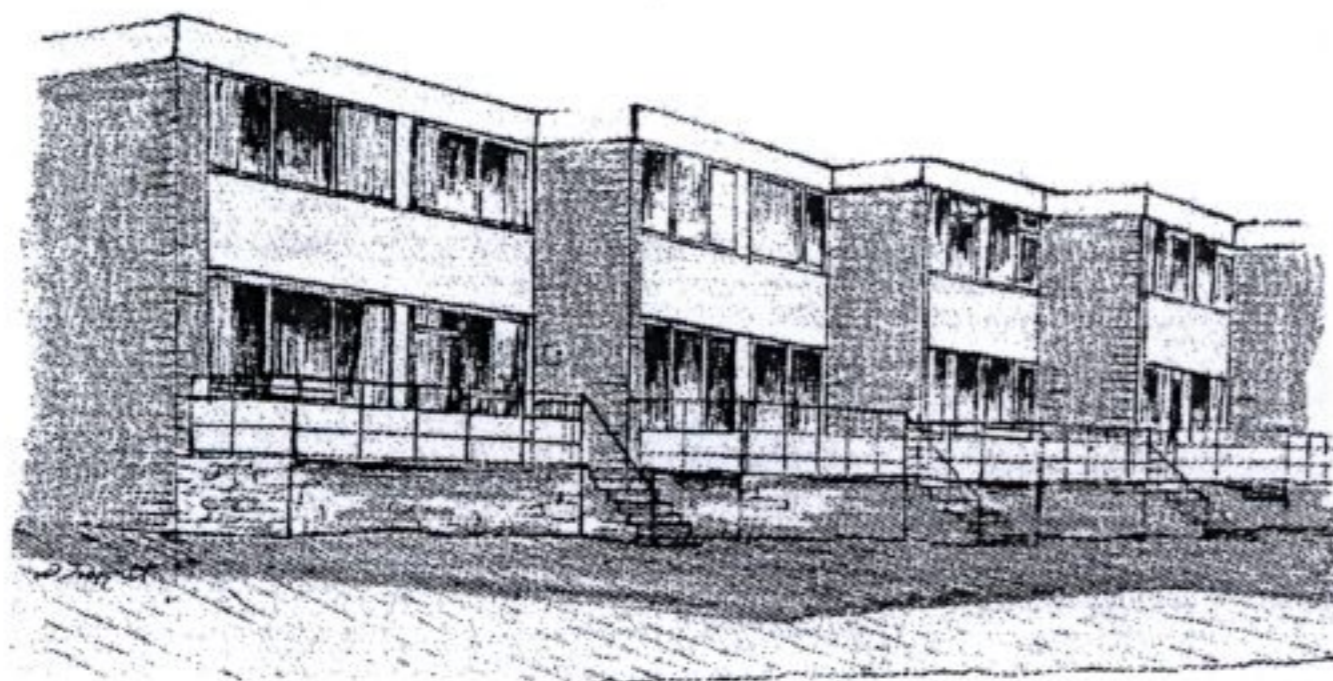
Any further amenities provided should continue this theme and the use of modern building materials should not pose a problem in achieving this aim, as shown by its recent extension.



Adjacent to the Sailing Club are the Redwing stores constructed from corrugated iron and painted green in order to harmonise with the surrounding area. There is a strong argument for the retention of these buildings as they reflect an important part of the harbour's history and indeed could be considered for future listing .



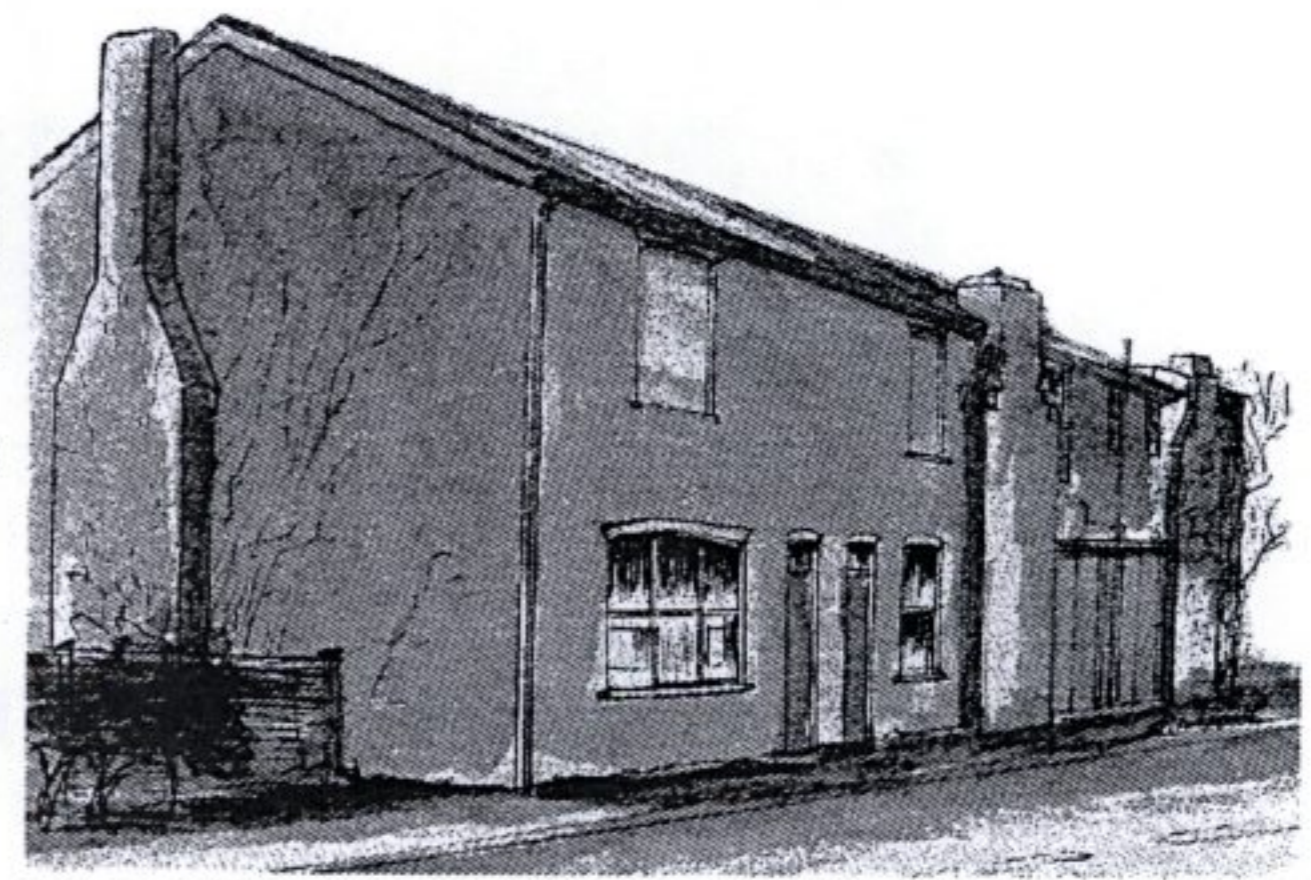
Parking facilities for the club are, at present, provided adjacent to Spinnaker Chandlery and alongside the Tollgate Café.



### **Harbour Strand**

Two storey "Town Houses" with integrated garages and boat store were built in the 1960's on the site of the old railway station platform and turntable. The houses have no real architectural merit being a prime example of flat roofed functional concrete and steel houses erected in that era.

Adjacent to Harbour Strand are the old railway offices and stores, currently belonging to BHIC, which have, over the years, had many uses. Constructed of local brick they lie virtually unused at present.



The Bembridge Sailing Club car park is outside the village envelope and the marsh area behind the car park is sensitive as it is adjacent to **SSSI lagoon number 1**

**Any acceptable re-use and refurbishment of the existing buildings especially those with traditional slate roofs, is the preferred development option, in line with the policies of the UDP.**



**As with any development around the harbour, the seaward aspect is as important a consideration as the appearance from the land. All buildings should be of a small scale nature and comply with sections G4 and D1 of the UDP. Any development that encroached upon "The Open Countryside" would set a dangerous precedent for building being allowed elsewhere in the harbour area.**

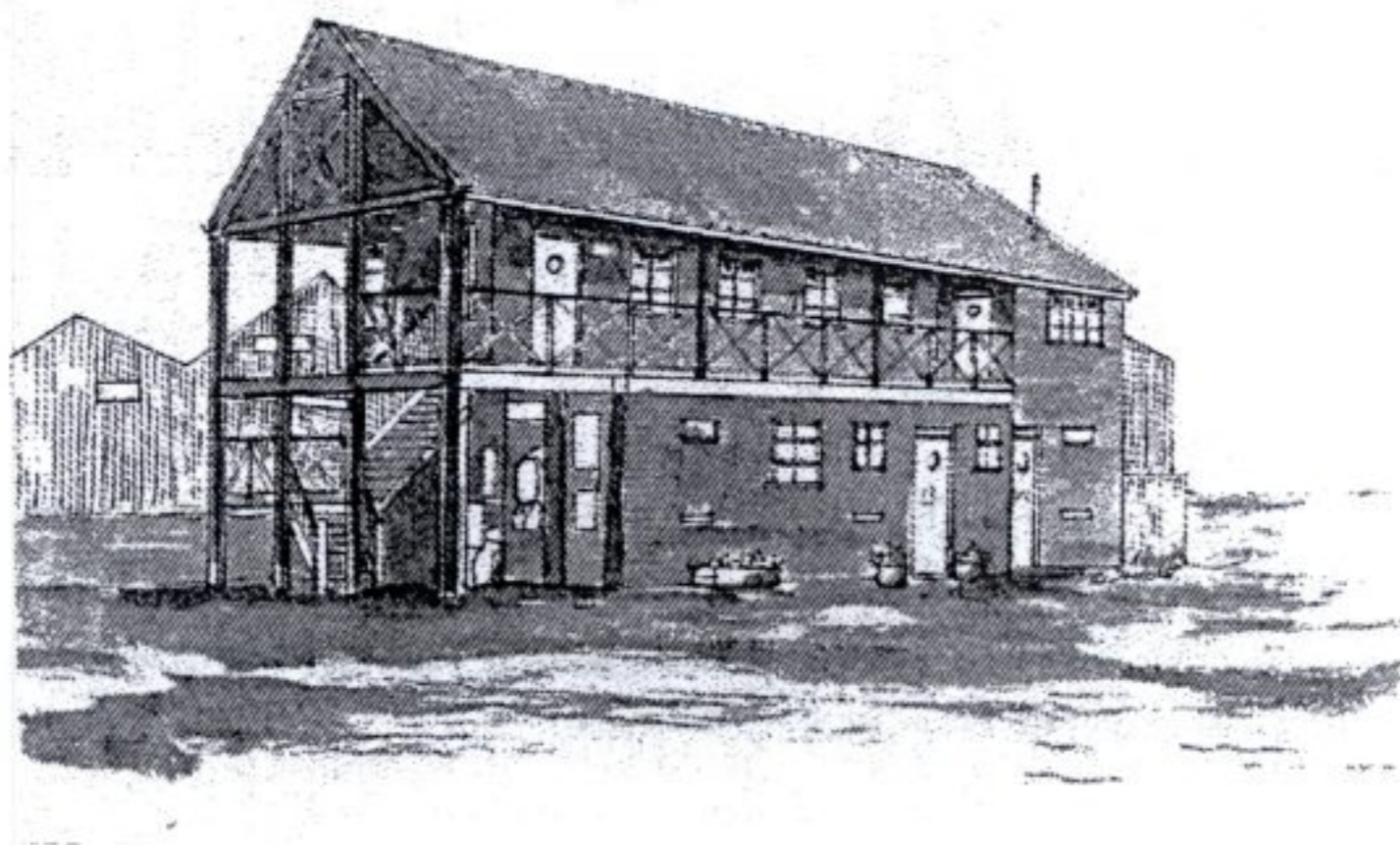
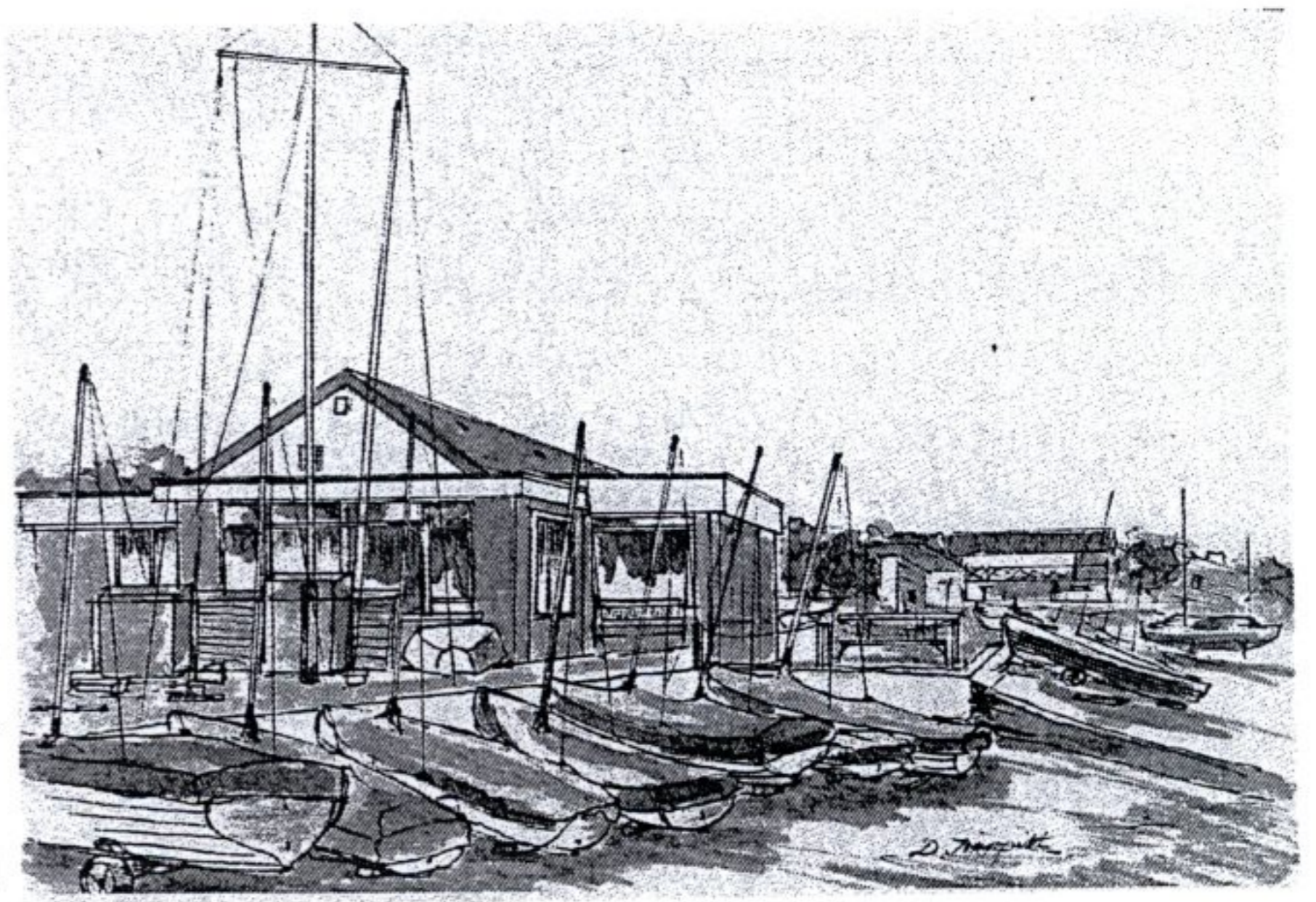


### **Area 2b Port St. Helens**

At the Western end of the Embankment Road and to the West of the Brading Haven Yacht Club is Port St. Helens. This is a three storey block of yachtsmen's houses built in the 1960,s with little architectural merit. Constructed from steel and concrete with a bricked forecourt, integral boat store and individual moorings for the owners boats and yachts.

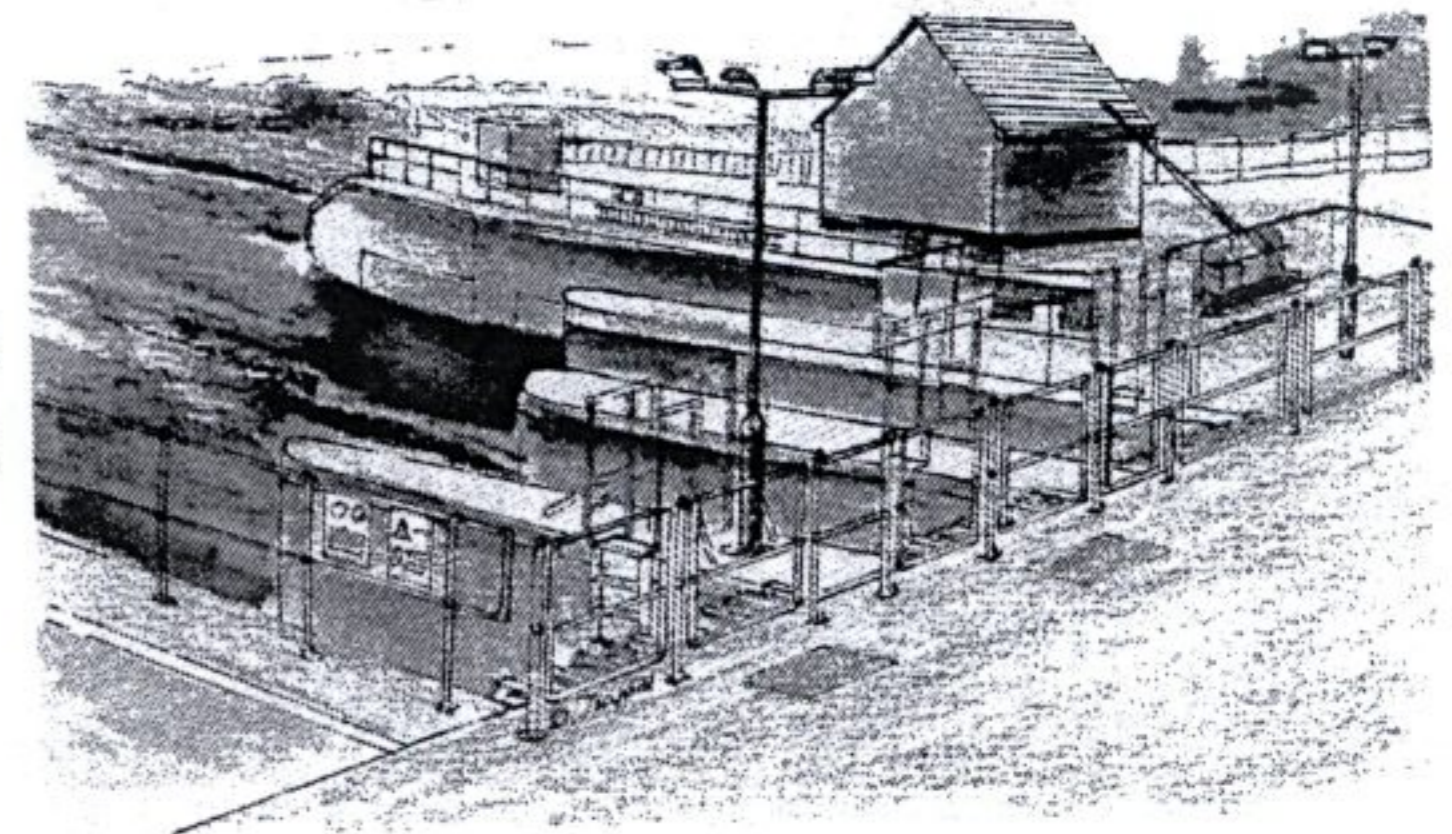
Approximately 80% of these houses are lived in all the year round, the remaining being used on a seasonal basis as second homes.

**Any proposed development of this area should comply with G4 and D1 of the UDP.**



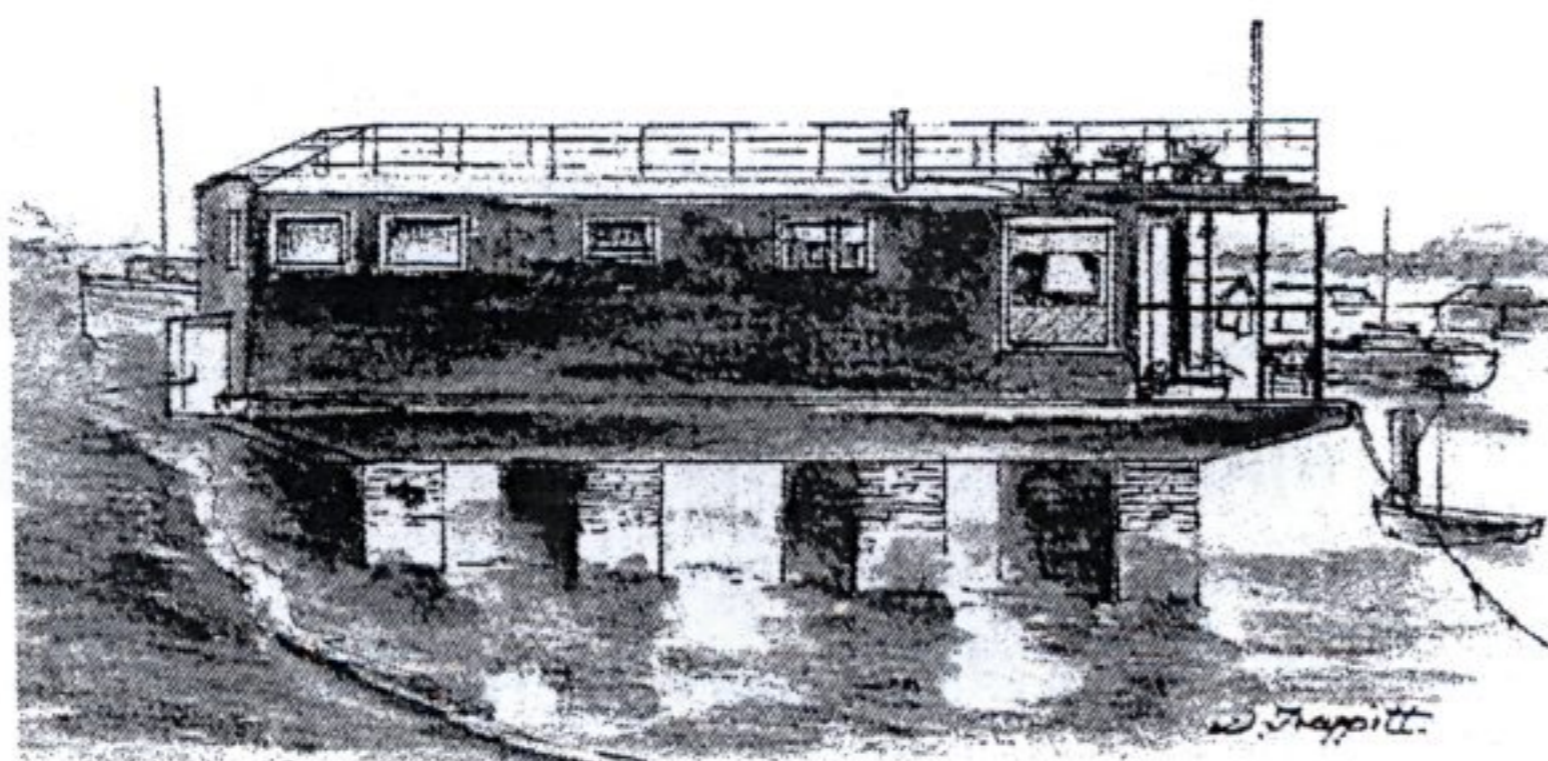
**Recent developments have included the construction of new harbour offices with improved facilities for visiting yachtsmen to the Marina. The numbers of moorings and pontoons have been increased.**

**A new road bridge incorporating new sluice gates was constructed several years ago which now accommodates heavier traffic.**



### **Area 3 The Harbour and Houseboats**

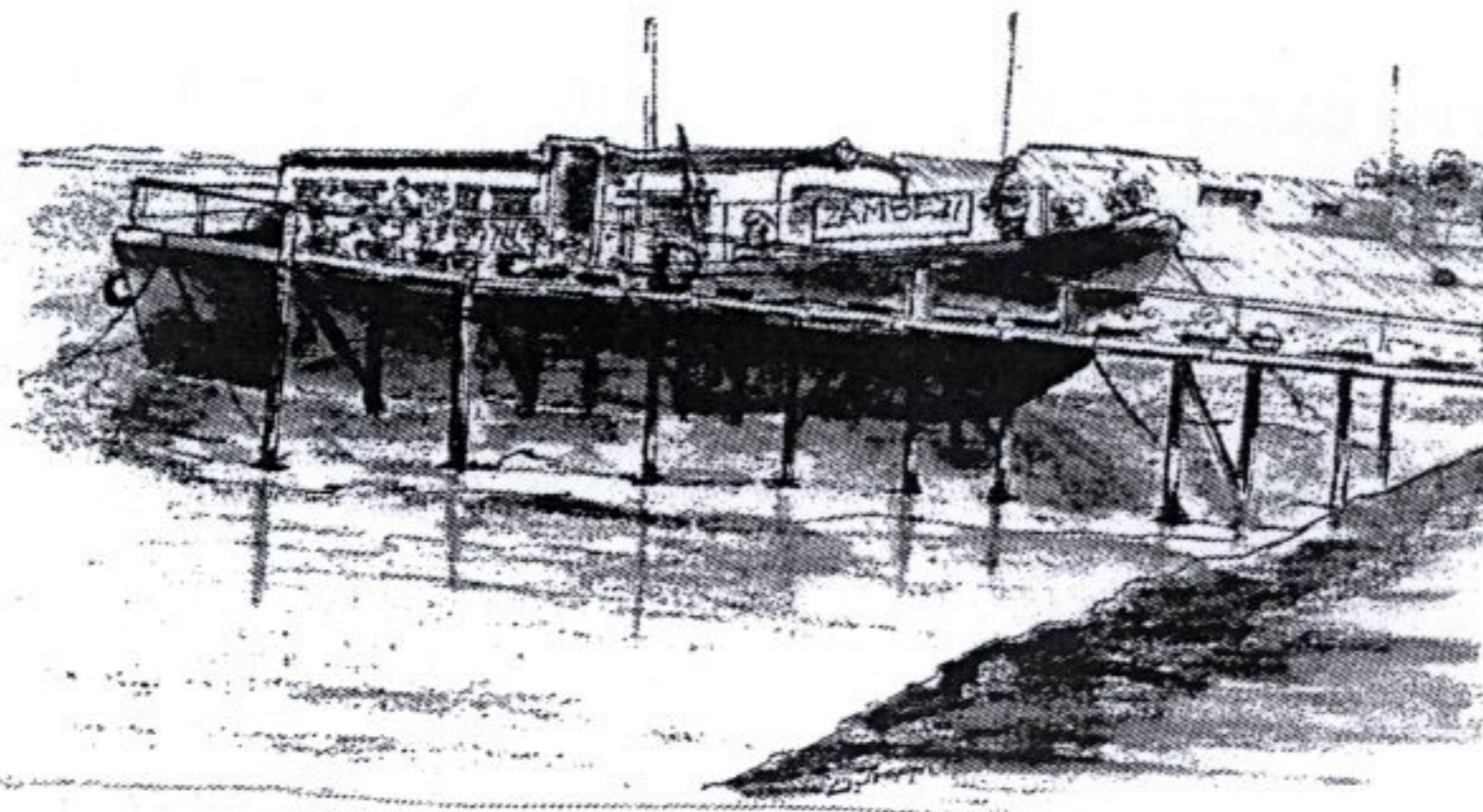
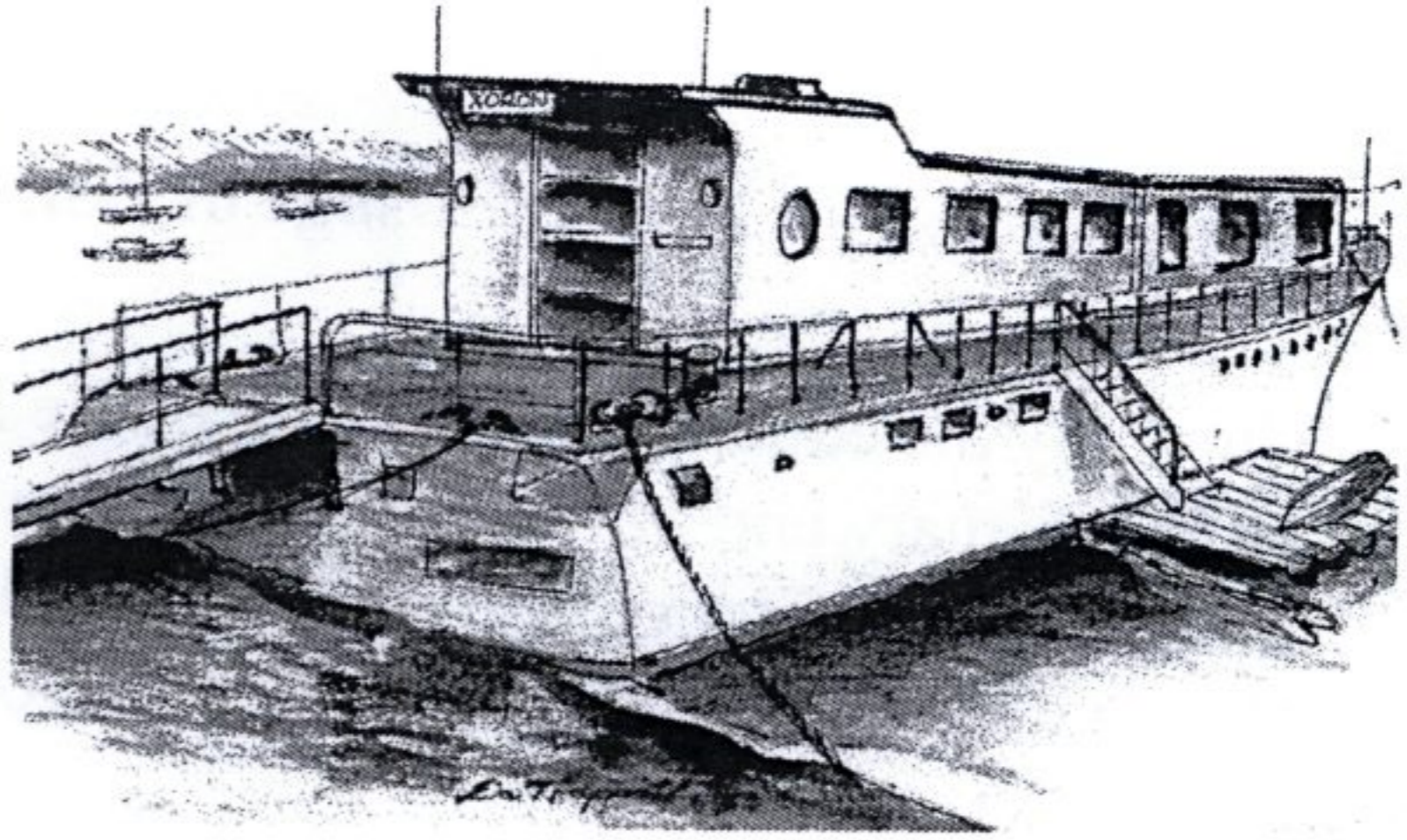
Moorings for houseboats extend from the slipway in front of Bembridge Outboards round to the pontoons in front of the Pilot House. The houseboats comprise of a mix of traditional houseboats and other vessels.



**Any new or changes to existing Houseboats should be compatible with the marine character of the area .**

Only one or two moorings are privately owned, the majority are in the ownership of the Harbour Company. Quite a number of the houseboats owners have reclaimed land on the seaward side of the road and have cultivated gardens or have erected sheds for storage, which now impinge upon "Open Countryside" which should remain rural and not become suburbanised.

There is concern that eventually, if this uncontrolled development continues, it will obscure the sight lines of traffic approaching the area in both directions thus constituting a safety hazard. Cars belonging to houseboat owners are parked on the opposite side of the road and consideration should be given to providing proper parking bays for these vehicles in the future.



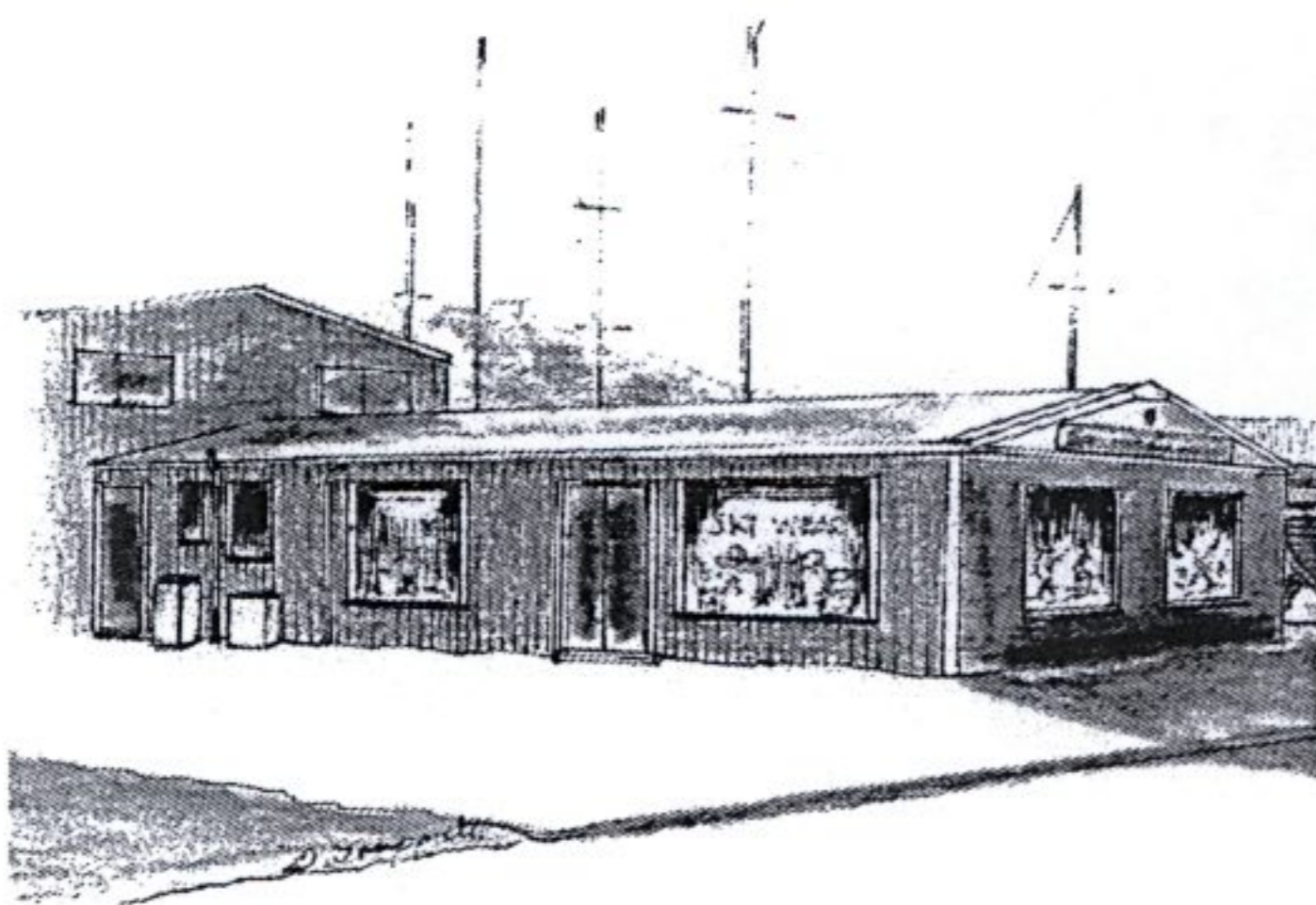
The houseboats discharge their sewage at high water, some of which, is untreated.

It is hoped that in the near future facilities will become available to link the houseboats to a system which will obviate the need to put effluent into the waters of the harbour. Pollution also occurs from agricultural pollutants from the river Yar and discharge from properties, especially those in St. Helens, into the harbour.

The majority of the businesses around the harbour cater for the needs of the yachting and fishing fraternity. Boats are stored, outboard engines are sold and serviced. Marine diesel fuel is available and boat repairs are carried out. Clothing and sailing accessories are available from the chandlery.

**Any further development, if approved, should be of small scale construction utilising materials and colour which will harmonise with the rural countryside and not detract from the visual amenity of the area. They should reflect the nature of the existing marine industry.**

Most of the retail outlets are constructed of steel, corrugated iron or are of wood framed construction. At present most of the buildings are of a single storied nature which is preferable particularly in the centre of the Embankment where the view of the hinterland from the sea is particularly attractive. From the land the views of the Solent and Harbour are outstanding and greatly admired.



During the past 25 years there have been an increasing number of planning applications focused on the Point and Harbour areas for both housing and Marine development.

**Part of the Brading Marshes area has now become a Nature Reserve under the control of the R.S.P.B. It is essential that it is maintained for the benefit of the villagers and the tourists who are vital to the future viability of the village and its businesses.**

**Latest developments in the area have been the extension to the "Bembridge Sailing Club" and the development of the ex Spithead Hotel site now known as "Solent Landing".**

## **Development and Future Usage of Zone 2**

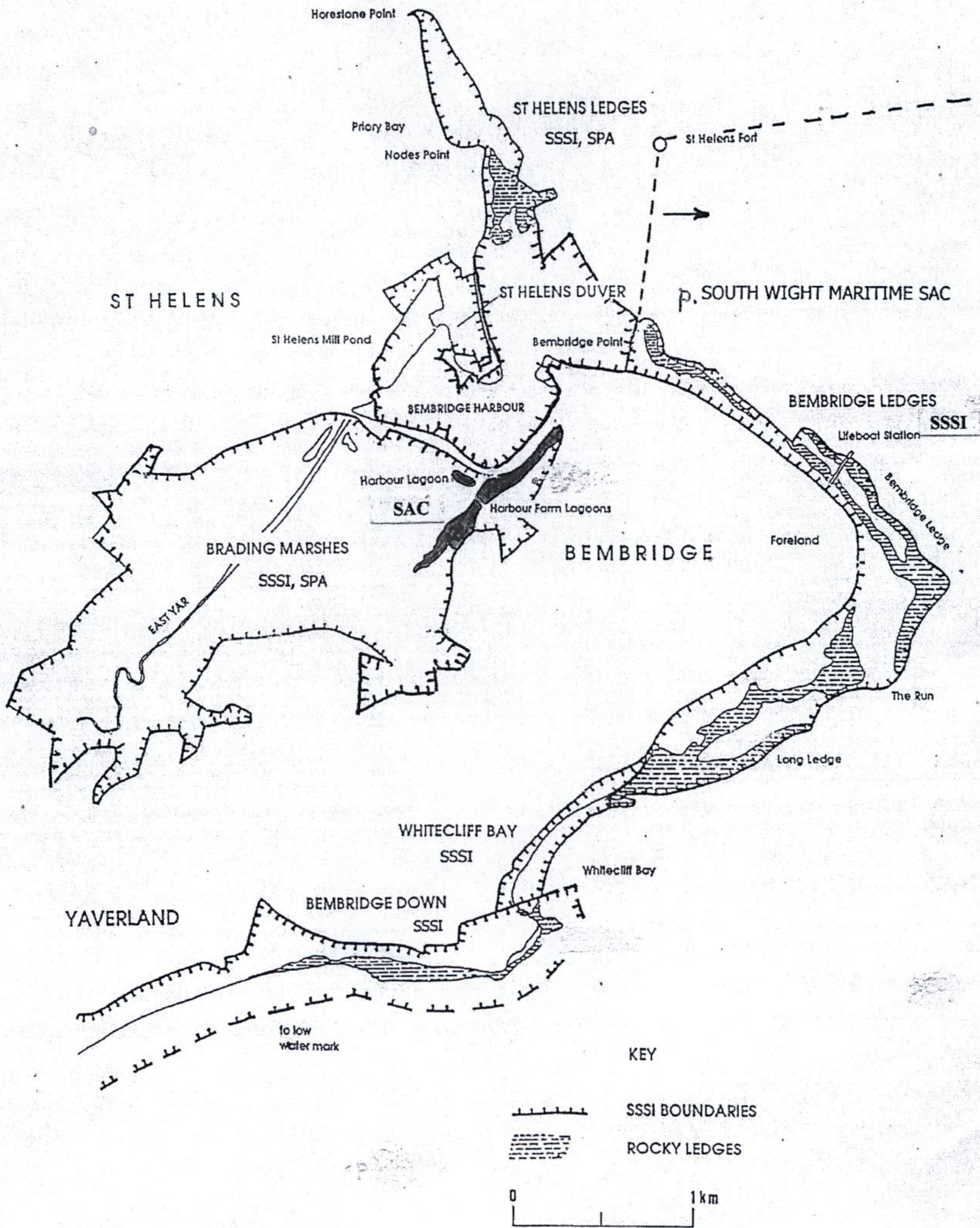
Currently the educational potential of the harbour is under utilised. It has been used in the main by the Primary and Middle schools in the village for field trips and bird recognition classes. The parking and toilet facilities are not adequate for visits by mainland schools. A Countryside Centre with catering and toilet facilities on a suitable site would be a possible solution.

Both sailing clubs have been awarded the Volvo Royal Yachting Association (RYA) Championship status for Excellence in Coaching and conduct a variety of training courses throughout the year, the Summer Cadet Weeks being particularly popular.

**There is no public slipway in the harbour area except near the Angling Club, which is on the St. Helens side of the harbour. This should be considered a priority requirement for the village in the future.**



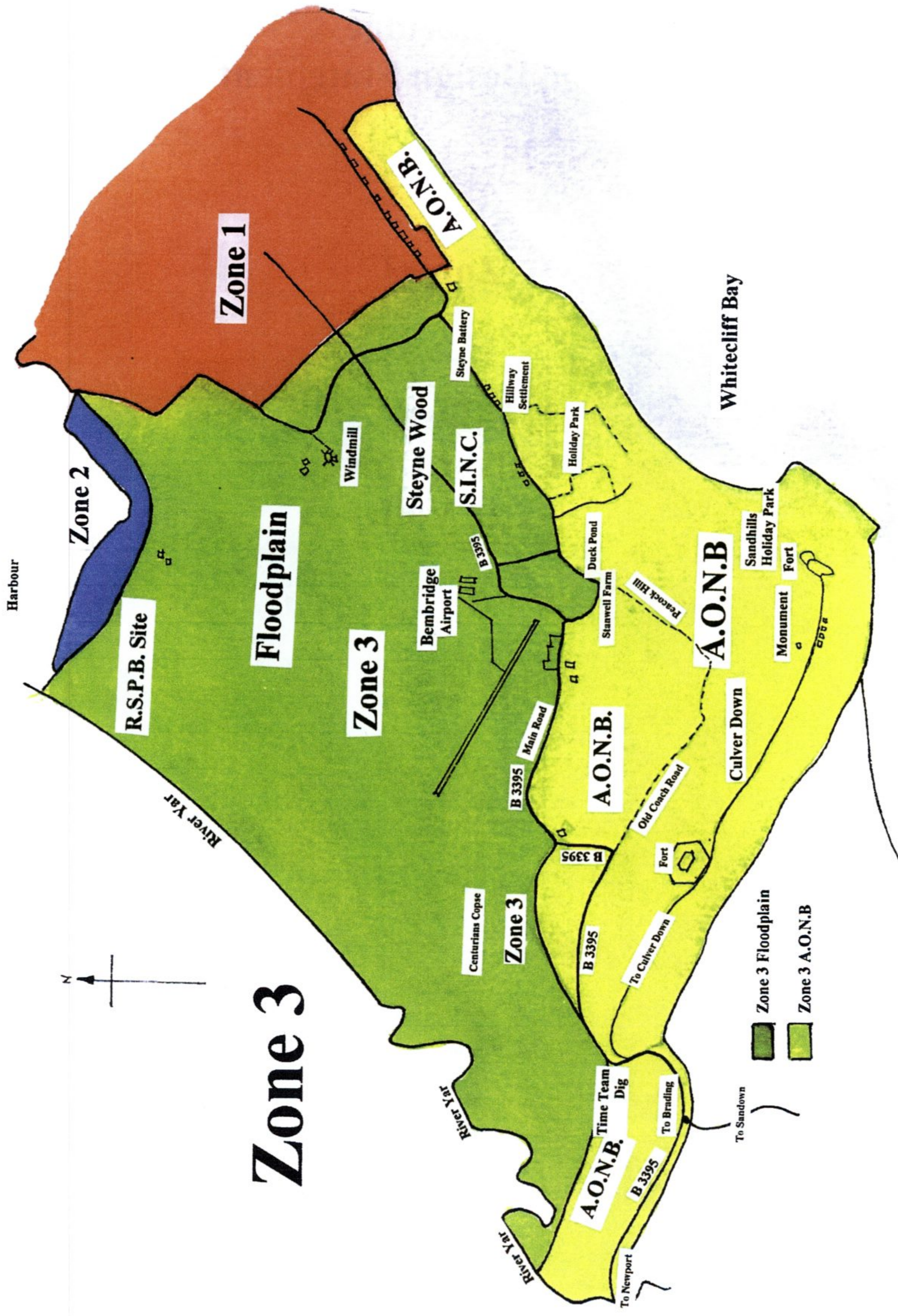
Map of Bembridge Harbour showing boundaries of surrounding SSSIs



**Bembridge  
Village Design Statement**

**Zone 3**

**Hillway  
Culver Down  
Yar Valley**



# Zone 3



- Zone 3 Floodplain
- Zone 3 A.O.N.B.

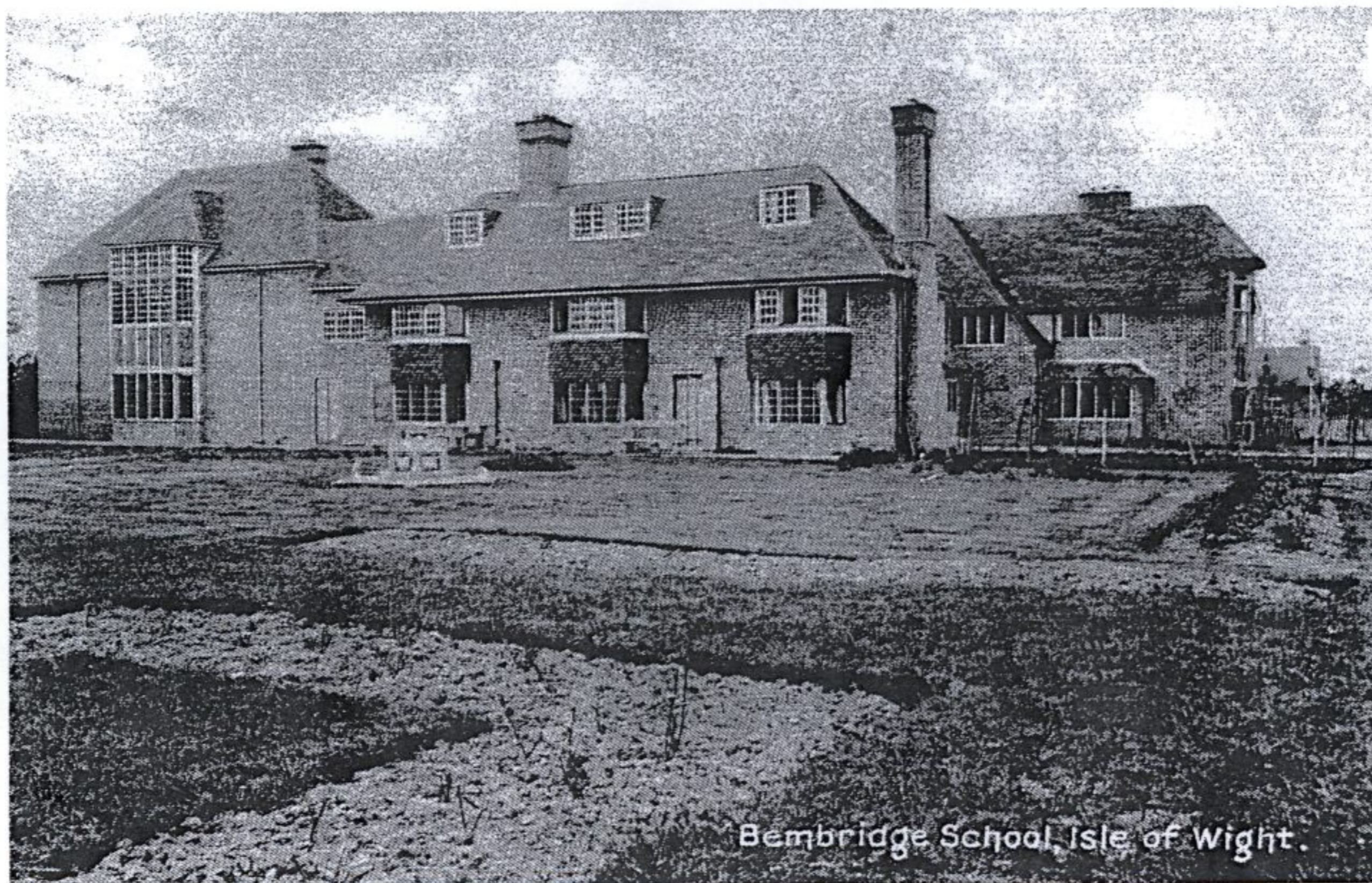
**Zone 3 lies outside the Village Envelope and therefore for the purposes of planning is considered as “open countryside”.**

#### **Hillway, Culver Down and the Yar Valley**

Hillway, which lies in the “Area of Outstanding Natural Beauty” (A.O.N.B.), was until the latter part of the 20<sup>th</sup> century a self contained bustling little village settlement separated from its larger neighbour Bembridge. It had its own shops, blacksmith and water supply from the local wells. Nowadays the shops have disappeared. Recreational and leisure facilities have become the major activities in the area.

What was the exclusive Bembridge School has been taken over by the “Kingswood Centre” which caters for groups of residential children from the United Kingdom and overseas where they enjoy cultural and activity courses.

**Any improvement or extensions to houses, or the building of any new houses should be in character and blend in with surrounding properties. Predominantly the housing is of a single storey nature being built of local brick or Island Stone. There are some terraced and two storey houses which were built over 100 years ago. Several cottages are roofed with thatch which contributes to the character of the area.**



There are two holiday and camping facilities in Hillway. “Whitecliff Bay Holiday Centre” is composed of chalet facilities, small shops servicing the holiday needs and a central entertainment centre which includes the Nab Bar. Across the road lies an extensive area for touring vans, caravans and campers.

Sandhills Caravan Park caters for those who require self catering facilities.

**It is important that the provision of appropriate toilets and other facilities are constructed in such a way that they will not detract from the attractive aspect of the setting of the caravan parks, which enjoys unparalleled views of the Downs and the English Channel. The parks operate for tourist accommodation purposes only.**

Peacock Hill, set a little further up Bembridge Down, is used for tented camping by families during the Summer together with groups of Scouts, Guides and Boys/girl brigades from all over the mainland.

On the Peacock Hill road, which was the old coaching route to Yaverland, lie a group of cottages constructed from Island stone. Some if not all of these cottages were associated with Stanwell Farm which lies opposite the Duck pond on the main road. They were used by agricultural workers and those employed in the area's milk deliveries during the 19<sup>th</sup> and 20<sup>th</sup> centuries.

Stanwell Farm, which is a Grade II Listed building, the nearby cottages and the duck pond form an important part of the character of the area (AONB) and their appearance should, if change be appropriate, be in keeping with their character and construction.



*Stanwell Farm*

**The use of open fields for touring caravans and tented camping sites should only be considered where they are in unobtrusive locations in line with policy T5A of the UDP.**



### **Steyne Battery**

One of four land batteries built as part of the "Lord Palmerston" defences after the end of the Napoleonic Wars in 1815. It later became the home of Sir John Thornycroft who designed and tested a mortar and depth charge thrower in 1914. He also built a naval test tank in his grounds which is in existence today. Many naval models were tested in the tank over a period of years. The house and grounds are part of an estate managed privately.

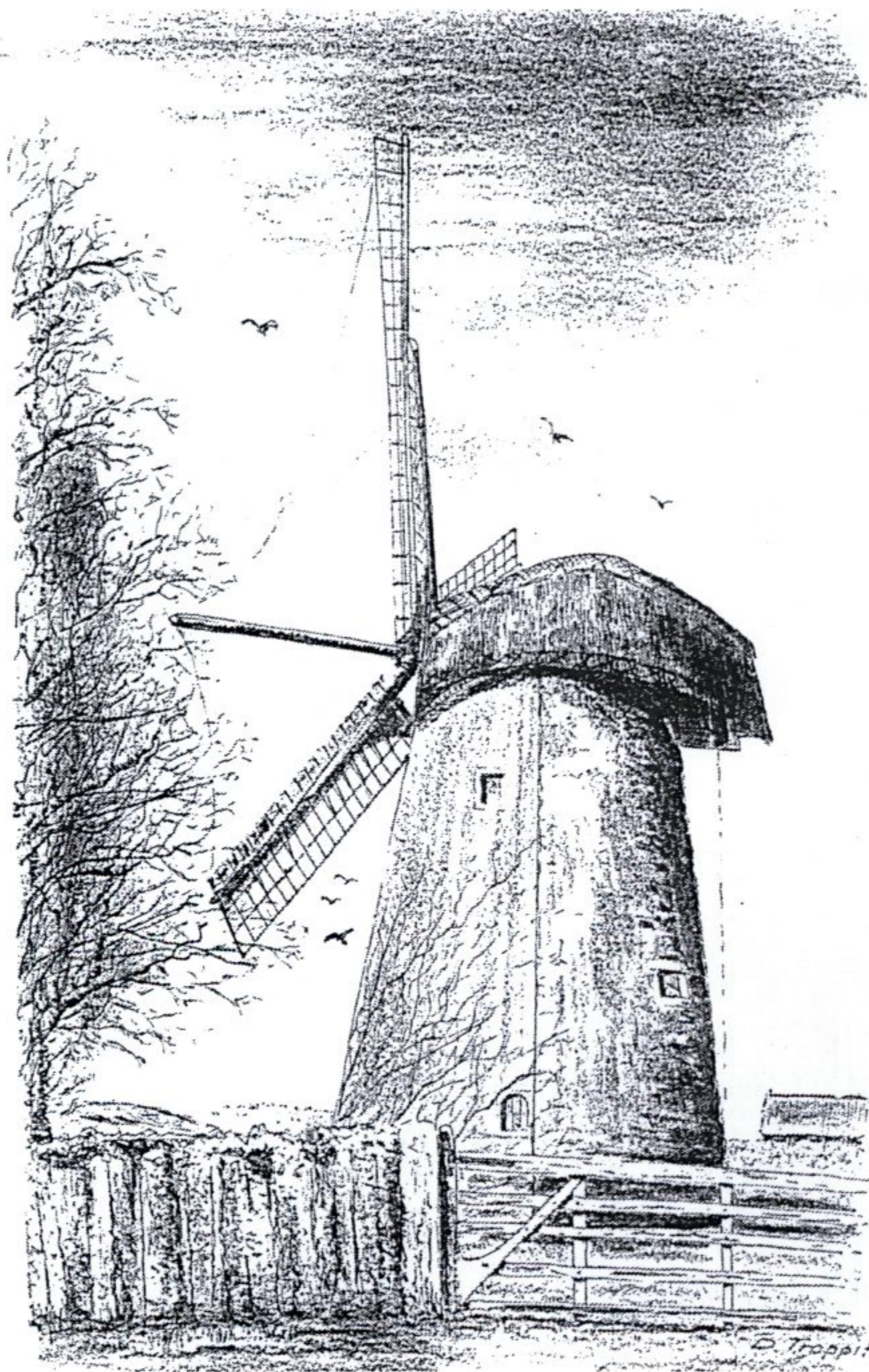
**This is a site of important historical value and assistance will be sought by the village to ensure its preservation.**

### **Bembridge Windmill**

Bembridge Windmill is the sole survivor of seven windmills known to have been built on the Island. Few signs remain of the others, but Bembridge is a remarkable survivor because it has remained largely as built in the 18<sup>th</sup> century. Its survival is probably a testimony to the remoteness of the Bembridge peninsular until the building of the embankment in 1881 which brought both access to the tidal mill at St. Helens and flour ground by steam mills to be carried by the new railway.

Bembridge Windmill is said, by the National Trust, to have been built in 1700, but there is no firm evidence of this. The first clear date is given on an inscription carved on the step of a

wooden ladder in the mill "E Beker 1746 AC". The remaining machinery fits the middle of the eighteenth century. The mill was used for the last time after the harvest of 1913 and became National Trust property in 1962. The windmill is an English Heritage Grade I Listed building.



**The National Trust has a high standard of care for its properties and the village needs to work with the Trust to ensure that the mill is protected.**

**The village will seek proposals which promote the safety of pedestrians from vehicles in accessing the windmill.**

**Much of the charm of the windmill lies in the open nature of the countryside that surrounds it, which should not be compromised.**

### **Steyne Wood and Centurion Copse**

The woodland area of Centurion Copse and Steyne Wood are rich in wild life, having been coppiced for many generations. This ancient form of woodland management provided the cycle of light and shade for many species of flora and fauna to adapt and survive.

Hence Bluebells, Primroses, wild Garlic and wild Daffodils abound together with rarer plants such as narrow leafed Lungwort and Orpine.

The woods support populations of Red Squirrels and Dormice which are nationally designated "Rare Animals".

**The Isle of Wight is one of the very few places where these species occur in their natural habitat. These woods have been designated "Site of Importance for Nature Conservation". (SINC)**



### **Bembridge Airport**

The airfield was laid out by Mr E.U. Taylor, father of the present owner Mr. John Taylor in 1920. It was licenced in 1921 and by the 1930's it had three grass landing strips running in different directions to facilitate different wind conditions.

The original hangar and control hut was built in 1934 and 1935.



In 1934 "Spartan Airlines" commenced the first commercial flights. In the same year the "Portsmouth Southsea and Isle of Wight Aviation Limited" operated from the airfield followed in 1936 by "Channel Air Services".

During the Second World War the airport was closed with trenches dug across it to prevent it being used as an airfield by the enemy.

Flying resumed in 1948 with charter and private flying. In 1952 "Silver City Airways" operated a car ferry service between Bembridge and Southampton. This operation was however short lived.

In 1955 DC 3's, (the workhorses of the Berlin Airlift) operated between Bembridge and Leeds, Bradford and Liverpool. De Havilland Rapides and Doves also operated services from the airfield.

In 1957, after the airfield hangar and buildings had become vacant, Britten-Norman took it over for crop spraying operations. In 1959 the company built a series of "Cushion Craft".

During 1963 the BN 2 Islander was designed. Built in 1964 it first flew on the 13<sup>th</sup> June 1965. A second hangar was erected in 1975-1976. The concrete runway opened on the 7<sup>th</sup> June 1980 being 1000 yards in length. Many "Islander" variants have been produced over the years totaling more than 1250 in all, which contributes significantly to the employment of the local workforce.

Various flying clubs operate from the field these days including the "Popular Flying Association", The "Hornets Model Flying Club" and the "Vectis Gliding Club".

**Bembridge Airport is currently operated for commercial and private aircraft and its use reflects its capacity, length of runway, rural location and impact on the local environment.**

Built into the old aircraft hangers is the "Propeller Inn" which offers refreshments for those who use the airfield and enjoy "Round the Island Flights". Visitors to the holiday parks also frequent this facility.

There is a small recreational area for children and a small car park for patrons.

On the road from there towards Brading and Sandown the road climbs and becomes narrow at the juncture with the footpath to "Centurion Copse". This part of the road is a cause of much concern within the village.

There is a sharp left hand bend which is unsighted in both directions. No pathways exist for walkers who are faced with fast moving traffic.

In the interest of public safety the village will seek discussions with "Highways" with a view to improve or alleviate the problem.

Further along the road towards Brading there is a junction where the road to Yaverland and Sandown joins it.

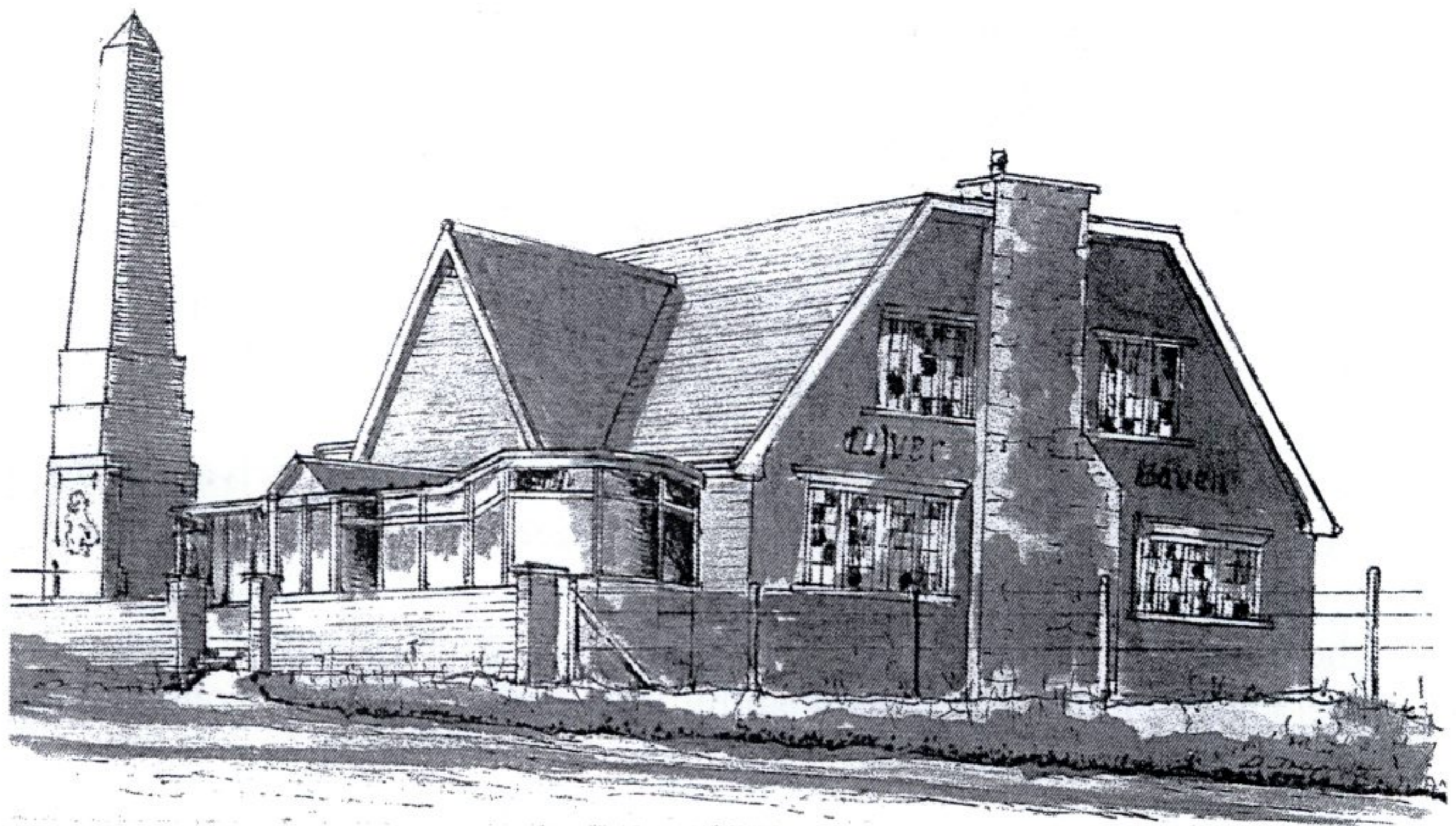
On the opposite side of the road, on the North side, is a large field of great archaeological interest. Artefacts dating from the Bronze Age through Roman and Saxon times have recently been found there by the T.V. Channel Four "Time Team".

The boundary of the village ends at the bridge over the East Yar just prior to the road joining the main Ryde to Sandown road.

### **Culver Down**

Culver Down lies in the Area of Outstanding Natural Beauty and the National Trust has responsibility to maintain the open landscape of the downs which should be our aim also. The character of the Down is based on grazing and arable land.

The "Culver Haven Inn" sits unobtrusively in the landscape being concealed from Sandown by the Coastguard Cottages. The roof line of these cottages has been kept mostly to the original of 100 years ago. However below the roof line there has been considerable change which has altered their original appearance.

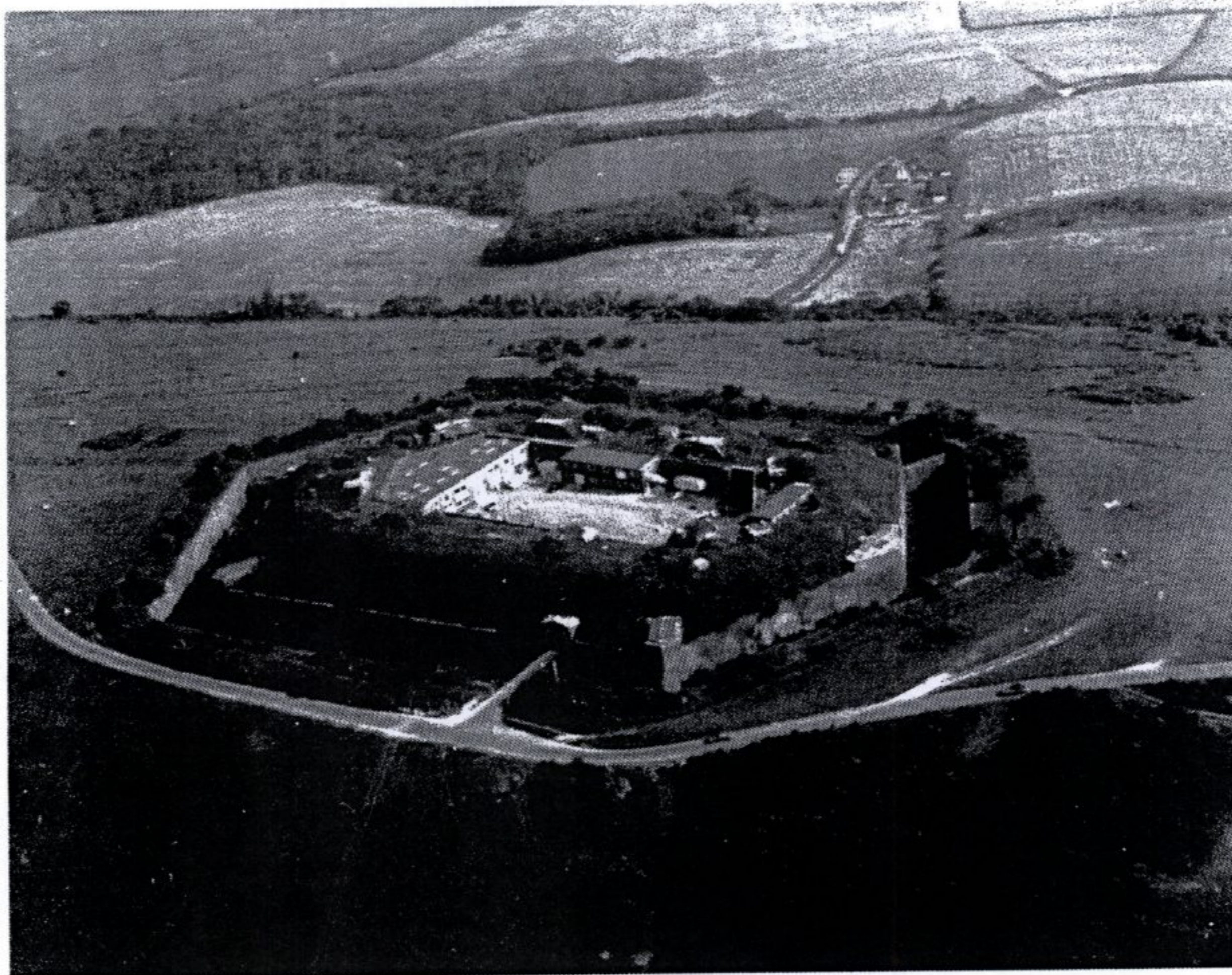


Culver Down is also the home of the "Yarborough Monument" which was raised in 1849 by the "Royal Yacht Club" in memory of their commodore, the Earl of Yarborough. It is made from solid granite.

**Any proposals for appropriate development on Culver Down must be considered in the context of its open visual aspect and the rural isolation of the setting.**

## Bembridge Fort

The construction of Bembridge Fort was commenced in July 1862 and completed in June 1867. This particular fort was the main stronghold for the South coast of the Isle of Wight. Its role was that of a central barracks supplying men and ammunition to the smaller batteries at Steyne Wood, Whitecliff summit, Red Cliff and Yaverland.



*View of the Fort looking towards Bembridge Harbour with Longlands Farm in the background*

In 1930 it was decided to vacate the fort and it was left empty until 1939 when it was re-occupied by an anti-aircraft unit and used as the local headquarters of the "Home Guard".

With the cessation of hostilities in Europe in 1945 the fort was once again placed into the hands of a caretaker and remained empty until 1948. At this time the "War Ministry" relinquished its control over the fort which remained abandoned until 1965. During this period it suffered severe damage from vandals and looters.

In 1965 the "Isle of Wight County Council" purchased the fort which was then, in 1967, purchased from them by "The National Trust" who intended to protect it from further damage.

**The fort is a classified ancient monument and any development or use should reflect its sensitive character and location.**

**National Trust property is maintained within the guidelines of the "National Trust Directive" in that all buildings and structures should be preserved to the highest standard.**

### **The Yar Valley**

The Yar Valley extends from Brading Haven through to Sandown Bay. Until the series of reclamations started in 1562 and culminating in 1881 with the completion of the railway embankment the land was under the sea and ships could sail through from one side of the Island to the other.

Since reclamation the land has been used as pasture and farmed by successive generations. The river Yar, which bisects the area, is crossed in two places by bridges carrying traffic to and from Bembridge. These bridges form a vital link bringing both domestic and commercial vehicles to the area.

In the Winter and early Spring the Yar overflows its banks flooding the surrounding fields thus rendering the ground unsuitable for housing because of the high water table. The Yar forms the boundary of Bembridge to the West.

The Eastern upper level of the valley carries the railway line linking Ryde Brading, Sandown, Lake and Shanklin.

Sluice gates at the point where the river joins the harbour are controlled remotely from Winchester allow efflux from the valley floor to the sea.

It is important that the river is kept free from mud and effluent washed down from farms and any industrial concern which might pollute the water..

### **Future development**

In order to retain the "open countryside" aspect of Zone 3 and to ensure that AONB and designated SINC sites are maintained it is important that the policies of the UDP are fully implemented.

## **ACKNOWLEDGMENTS**

The VDS "Core Group" wish to thank the following who have given their time and assistance in producing this document:

*Don Trappitt for the numerous line drawings*

*Thearle Photography for the aerial photographs*

*Brian Cantwell of Desktop Studio for the design and layout*

*Every villager who has taken part in the VDS Project*

*Bembridge Parish Council*

# BEMBRIDGE VILLAGE MAP



7 Holy Trinity Church



10 Bembridge Sailing



5 Pilot Boat Inn



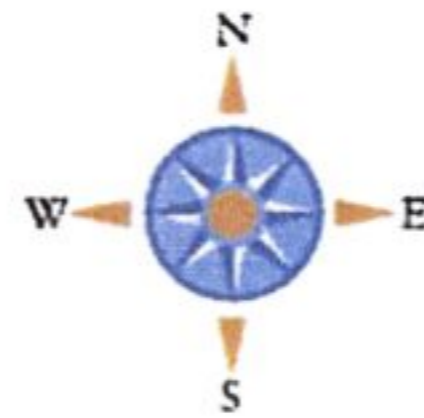
11 Maritime Museum



1 Library



9 Palmer Memorial



14 Village Hall



12 Telephone Box/Council



8 Heritage Centre



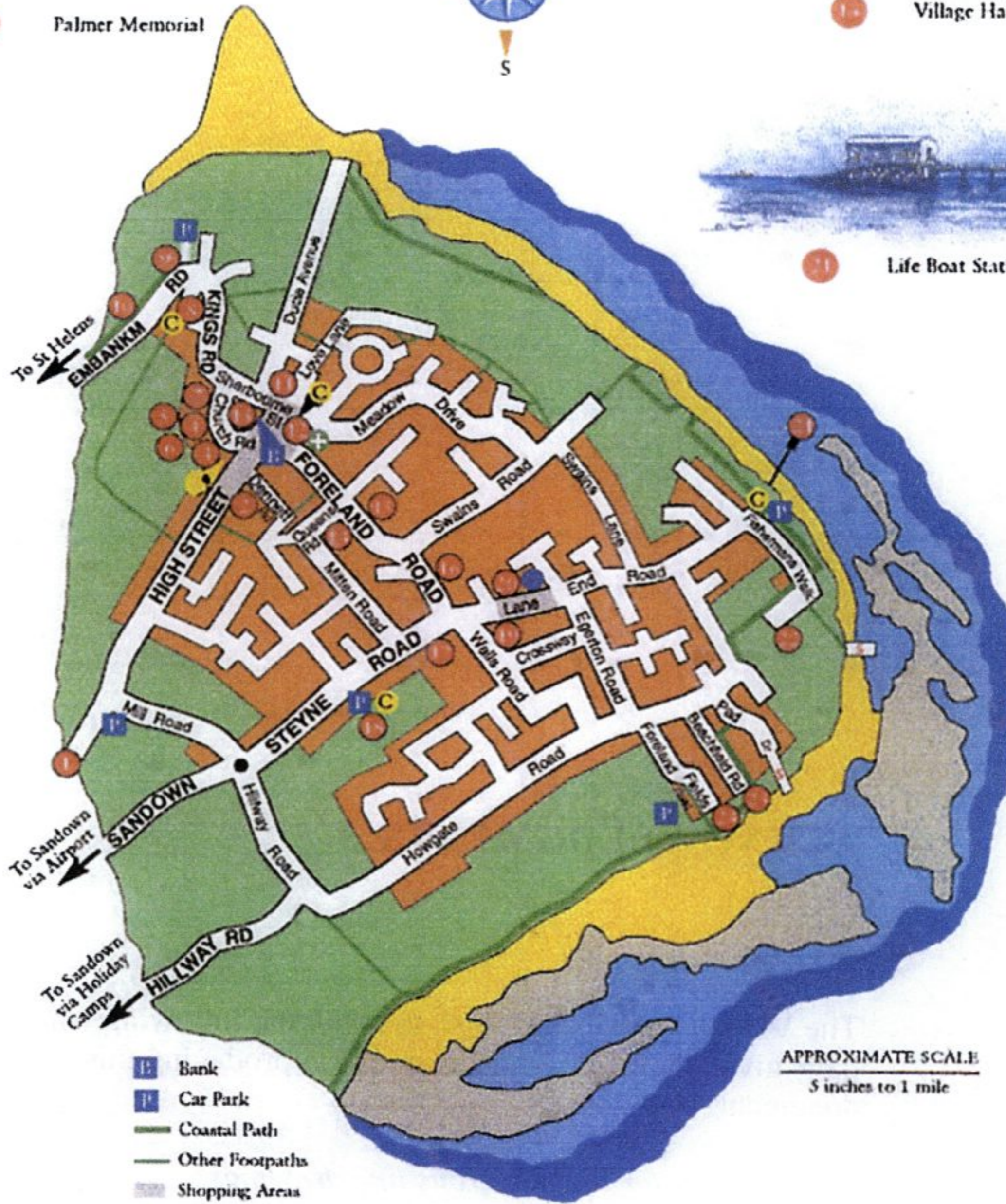
13 Life Boat Station



6 Cloister's



3 War



APPROXIMATE SCALE  
5 inches to 1 mile

- Bank
- Car Park
- Coastal Path
- Other Footpaths
- Shopping Areas
- Public Convenience
- Disabled Toilets
- Chemist
- Cashpoint
- Slipway



1 Post Office



2 Ye Olde Village



1 Windmill



15 Inver House



16 Steyne Park



4 Coast Guard



18 The Crab and Lobster



10 Methodist



17 Windmill Inn



19 St Michael's RC



20 St Luke's Church



22 Bembridge Coast Hotel