

Public Document Pack



Monitoring Officer
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Agenda

Name of meeting	CABINET
Date	THURSDAY 8 SEPTEMBER 2022
Time	5.00 PM
Venue	COUNCIL CHAMBER, COUNTY HALL, NEWPORT, ISLE OF WIGHT
Members of the Cabinet	Cllrs L Peacey-Wilcox (Chairman), D Andre, J Bacon, P Fuller, C Jarman, J Jones-Evans, P Jordan, K Love, K Lucioni and I Stephens
	Democratic Services Officer: Sarah MacDonald democratic.services@iow.gov.uk

1. **Minutes** (Pages 5 - 10)

To confirm as a true record the Minutes of the meeting held on 14 July 2022.

2. **Declarations of Interest**

To invite Members to declare any interest they might have in the matters on the agenda.

3. **Public Question Time - Maximum 15 Minutes for Written Questions and 15 Minutes for Oral Questions**

Questions may be asked without notice but to guarantee a full reply at the meeting, a question must be put including the name and address of the questioner by delivery in writing or by electronic mail to Democratic Services at democratic.services@iow.gov.uk, no later than two clear working days before the start of the meeting. Cabinet is usually held on a Thursday, therefore the deadline for written questions will be Monday 5 September 2022.



Details of this Cabinet meeting and other Council meetings can be viewed on the Isle of Wight Council's [website](#). This information may be available in alternative formats on request. Please note the meeting will be audio recorded and the recording will be placed on the website (except any part of the meeting from which the press and public are excluded). Young people are welcome to attend Council meetings however parents/carers should be aware that the public gallery is not a supervised area.

4. **Chairman's Announcements**
5. **Report of the Cabinet Member for Strategic Finance, Transformational Change and Corporate Resources**
 - (a) Quarterly Performance Monitoring Report (QPMR) Quarter 1 2022-23 (Pages 11 - 92)
6. **Report of the Cabinet Member for Adult Social Care and Public Health**
 - (a) Better Care Fund 2022/2023 (Pages 93 - 102)
7. **Report of the Cabinet Member for Community Protection, Regulatory Services and Waste**
 - (a) Transfer of Ownership & Transfer of Major Shareholding of Amey (iow) SPV and the Works and operating Sub-Contractor (Pages 103 - 112)
8. **Report of the Cabinet Member for Infrastructure, Highways PFI and Transport**
 - (a) The Isle of Wight Council (Horsebridge Hill, Newport) (Traffic Regulation) Order No 1 2021 (Pages 113 - 152)
 - (b) The Isle of Wight Council (Various Streets, Freshwater) (Traffic Regulation) Order No 1 2022 (Pages 153 - 176)
9. **Report of the Cabinet Member for Planning and Enforcement**
 - (a) Island Planning Strategy (Pages 177 - 426)
10. **Cabinet Member Announcements**

To invite Cabinet Members to provide a brief update on matters concerning their portfolio.
11. **Consideration of the Forward Plan** (Pages 427 - 432)

Cabinet Members to identify decisions which need to be amended, added or to be removed from the Forward Plan.
12. **Members' Question Time**

To guarantee a reply to a question, the question must be submitted in writing or by electronic mail to democratic.services@iow.gov.uk no later than 5pm on Tuesday 6 September 2022. A question may be asked at the meeting without prior notice but in these circumstances there is no guarantee that a full reply will be given at the meeting.

CHRISTOPHER POTTER
Monitoring Officer
Wednesday, 31 August 2022

Interests

If there is a matter on this agenda which may relate to an interest you or your partner or spouse has or one you have disclosed in your register of interests, you must declare your interest before the matter is discussed or when your interest becomes apparent. If the matter relates to an interest in your register of pecuniary interests then you must take no part in its consideration and you must leave the room for that item. Should you wish to participate as a member of the public to express your views where public speaking is allowed under the Council's normal procedures, then you will need to seek a dispensation to do so. Dispensations are considered by the Monitoring Officer following the submission of a written request. Dispensations may take up to 2 weeks to be granted.

Members are reminded that it is a requirement of the Code of Conduct that they should also keep their written Register of Interests up to date. Any changes to the interests recorded on that form should be made as soon as reasonably practicable, and within 28 days of the change. A change would be necessary if, for example, your employment changes, you move house or acquire any new property or land.

If you require more guidance on the Code of Conduct or are unsure whether you need to record an interest on the written register you should take advice from the Monitoring Officer – Christopher Potter on (01983) 821000, email christopher.potter@iow.gov.uk, or Deputy Monitoring Officer - Justin Thorne on (01983) 821000, email justin.thorne@iow.gov.uk.

Notice of recording

Please note that all meetings that are open to the public and press may be filmed or recorded and/or commented on online by the council or any member of the public or press. However, this activity must not disrupt the meeting, and if it does you will be asked to stop and possibly to leave the meeting. This meeting may also be filmed for live and subsequent broadcast (except any part of the meeting from which the press and public are excluded).

If you wish to record, film or photograph the council meeting or if you believe that being filmed or recorded would pose a risk to the safety of you or others then please speak with the democratic services officer prior to that start of the meeting. Their contact details are on the agenda papers.

If the press and public are excluded for part of a meeting because confidential or exempt information is likely to be disclosed, there is no right to record that part of the meeting. All recording and filming equipment must be removed from the meeting room when the public and press are excluded.

If you require further information please see the council guide to reporting on council meetings which can be found at <http://www.iwight.com/documentlibrary/view/recording-of-proceedings-guidance-note>

All information that is recorded by the council is held in accordance with the Data Protection Act 2018. For further information please contact Democratic Services at democratic.services@iow.gov.uk

Arrangements for Submitting Oral Questions at Meetings of Council and Cabinet:

The front desk “opens” for public wishing to attend the meeting half an hour before the meeting.

In the circumstances that a member of the public wishes to ask an oral question, they should approach the front desk and notify them of their intention. They will be given a form to complete which details their name, town/village of residence, email address and the topic of the question (not the question in full, unless they wish to provide this).

These forms will be numbered in the order they are handed back.

The time for registering questions will be for a 20 minute period (up to 10 minutes prior to the start of the meeting). After that time expires the forms will be collected and given to the Chairman of the meeting.

If time allows after dealing with any written questions, the Chairman will then ask those who have submitted a form to put their question. These will be in the order they were received. As the subject matter is known, the Chairman should be able to indicate which member will reply. If time permits the Chairman may accept further questions.

The option to ask a supplementary question will be at the Chairman’s discretion.

Once the defined period of time allowed for questions has passed (and assuming the Chairman has not extended this) then all remaining oral questions are left unanswered.

No oral question will receive a guaranteed written response, unless the member responding indicates as such.



Minutes

Name of meeting	CABINET
Date and Time	THURSDAY 14 JULY 2022 COMMENCING AT 5.00 PM
Venue	COUNCIL CHAMBER, COUNTY HALL, NEWPORT, ISLE OF WIGHT
Present	Cllrs L Peacey-Wilcox (Chairman), D Andre, J Bacon, P Fuller, C Jarman, J Jones-Evans, P Jordan, K Love, K Lucioni and I Stephens
Also Present	Cllrs G Brodie and I Ward
Officers Present	Christopher Ashman, Wendy Perera and Christopher Potter
Also Present (Virtual)	Colin Rowland and Sharon Betts

13. **Minutes**

RESOLVED:

THAT the minutes of the meeting held on 20 June 2022 be approved.

14. **Declarations of Interest**

Cllr Jones-Evans declared a non-pecuniary interest in the item relating to Newport Pedestrian Improvements, being the local councillor for the area and also a member of Newport and Carisbrooke Community Council.

Cllr Andre declared a non-pecuniary interest in the item relating to the disposal of land to Sandown Town Council, being the local member for the area and also a member of Sandown Town Council.

15. **Public Question Time - Maximum 15 Minutes for Written Questions and 15 Minutes for Oral Questions**

No written questions were received.

A member of Newport Business Association (NBA) explained that in relation to the item on Newport Pedestrian Improvements, the NBA had given full agreement to a lot of the plans, however there were strong concerns for any changes to movement of traffic along St James Street. Concern was expressed that if the traffic elements were to proceed the matter should be brought back to Cabinet. The Cabinet

Member for Levelling Up, Regeneration, Business Development and Tourism confirmed that all that was to be agreed at the meeting were those matters listed in the recommendations and nothing which would affect traffic at this present time.

16. **Chairman's Announcements**

The Chairman announced that she was proud that the council had been given the gold award in the Ministry of Defence Employer Recognition Scheme and she thanked the staff for their work in achieving this.

17. **Report of the Cabinet Member for Levelling Up, Regeneration, Business Development and Tourism**

17a **Levelling Up - UK Shared Prosperity Fund**

The fund had replaced the European Regional Development Fund and the island had been allocated £1.73 million, £666,000 of which would be spent on a programme known as 'Multiply', which would improve adult numeracy skills. Revenue funding would enable work on the three identified themes, including encouraging accessible tourism. The work done in relation to Southampton's City of Culture bid would continue. Other programmes to help business start-up and getting people back into work via the Restart scheme were hoped to commence by 1 August.

The Adult Community Learning team would offer the multiply programme to upskill people in those sectors of workforce where numeracy was needed.

Although not affecting the Shared Prosperity Fund, there was discussion that the government would look at whether there was an up to date Island Plan when considering the allocation of some future funding streams.

Confirmation was provided that the MP had supported the recent levelling up bid.

RESOLVED

That Cabinet instructs the Director of Regeneration to arrange for the submission of the Isle of Wight Shared Prosperity Investment Plan in liaison with the Cabinet Member for Levelling Up, Regeneration, Business Development and Tourism.

18. **Report of the Cabinet Member for Strategic Finance, Transformational Change and Corporate Resources**

18a **Disposal of land to Sandown Town Council at Eastern Esplanade, Sandown for construction of new public toilets**

Research had been undertaken into refurbishing the existing toilet block, however this was not possible, therefore the adjacent land was proposed to be leased for the provision of three individual cubicles. The lease of the land would be restricted to the provision of public toilets. If the lease was approved, a planning application would come forward in due course.

RESOLVED

THAT Cabinet grant a lease to Sandown Town Council for the provision of new public toilets at eastern gardens, Culver Parade (Avenue Road Slipway), Sandown (shown outlined on the attached plan at Appendix 1). Final terms of the lease to be agreed by the Cabinet Member for Strategic Finance, Transformational Change and Corporate Resources in consultation with the Director for Regeneration.

19. **Report of the Cabinet Member for Infrastructure, Highways PFI and Transport**

19a **Newport Pedestrian Improvements**

This was a part of the overall Heritage Action Zone scheme in Newport, and was intended to bring changes and improvements to the High Street area. The proposals would be jointly funded by Historic England, the Isle of Wight Council and Newport and Carisbrooke Community Council (NCCC) with a total funding of £1.4 million, some of which was time limited therefore it was important for a decision to be agreed. A six-week consultation had taken place as widely as possible, with the design panel including members of the community and other residents. It would contribute to the biosphere with its cultural aims and carbon target.

The council had worked with the horticulture department of the IW College when considering the proposed planting.

There was some concern expressed that the rest of the island residents had not been consulted and that the consultation should be undertaken again, There was also concern that the majority of the public were not aware of the decision that was to be made, and it was important to have a scheme the public would be happy with. NCCC had voted earlier in the week to ask Cabinet to defer a decision until September and increase public awareness of the proposals. However, it was confirmed that there had been a full and open consultation which had also been on social media for anyone to respond, and that local councillors should have encouraged their residents to engage with the consultation. There was a risk to delaying a decision that the funding from Historic England would have to be returned if not spent.

The council, jointly with NCCC had been funding a free hour's parking in short stay car parks in Newport. In the time since it had commenced, there had been 8000 extra transactions.

RESOLVED:

That cabinet approves planned changes to the High Street and St James' Square to widen footways, improve the public realm and reallocate space from the carriageway and on-street parking to facilitate this.

In doing so, cabinet authorises the Cabinet Member for Levelling Up, Regeneration, Business Development and Tourism and the Cabinet Member for Infrastructure, Highways PFI and Transport in consultation with the Director of Regeneration and

the Director of Neighbourhoods to use available resources to develop and deliver whichever aspects of the plans prove to be technically and financially viable within the timeframe of the HAZ scheme, and to seek additional resource to develop and deliver the remaining viable elements in due course.

Furthermore, cabinet authorises the Director of Regeneration and the Director of Neighbourhoods to prioritise and work towards measures to reduce the volume and size of vehicles moving through the High Street by developing alternative routes and arrangement around the town centre.

19b **Traffic Regulation Orders Policy**

The intention of the policy was to standardise consideration of issues prior to development, and to ensure that liaison between planning and highways to ascertain any impact of a TRO on the community would take place at a much earlier stage. If approved, this would come into effect at the end of any call-in period. An amendment to the recommendation was put forward by the Cabinet member for Infrastructure, Highways PFI and Transport.

RESOLVED:

That Cabinet approves the proposed draft that is subject to this report in relation to the Isle of Wight Council Traffic Regulation Policy, with an amendment. The amendment to read as paragraph 7 on page 69 of the reports pack, (starting “the council recognises...”) with additional wording at the end of the paragraph, to read “and by the provision of additional on-road parking spaces, that correspond to the number of lost spaces, in the immediate vicinity.”

19c **The Isle of Wight Council (Seaview Lane, Nettlestone) (Traffic Regulation) Order No1 2022**

The original development application included 20 spaces to be set aside for the local school. However, it would be impossible to enforce this as, a) it was on private land, and b) it would not be known whether or not the owners of any vehicles parked there were at the school. In addition, it would not be possible to mitigate the loss of spaces in the vicinity. If a crossing was put in, there would be a loss of a further 3-5 spaces.

RESOLVED

Cabinet resolves not to approve the restrictions that are subject to this report in relation to the Isle of Wight Council (Seaview Lane, Nettlestone) (Traffic Regulation) Order No 1 2021, and to abandon the proposal.

20. **Cabinet Member Announcements**

The Cabinet Member for Children’s Services, Education and Lifelong Skills reported that she had attended the PEACH games, a sports event for children, selected by teachers, who would not usually excel in sports. She had also attended the opening of St George’s School 6th Form and had met teachers and students. There would be

good provision for SEN students. Thanks were expressed to all secondary school teachers for ensuring that GCSEs had been undertaken successfully with all the disruption of the past two years.

The Cabinet Member for Climate Change, Environment, Heritage, Human Resources and Democratic Services reported that the Mardi Gras which had taken place the previous week had concentrated on the biosphere and students had learned a lot from studying this. The Rhythmtree event had supported the environment with reusable cups being used. The household battery collection was working well and there had been no fires in the waste processor from batteries. The Policy and Scrutiny Committee for neighbourhoods and Regeneration had noted that projects to the value of £200,000 had been identified by the Rights of Way Team, including the development of a new database. This money had now been committed.

The Cabinet Member for Planning and Enforcement reported that he would be having one-to-one meetings to look at issues raised in relation to the Island Plan prior to Full Council in September. Planning officers were also working with councillors to address any concerns.

The Cabinet Member for Levelling Up, Regeneration, Business Development and Tourism reported that the Solent Local Enterprise Partnership had given their first introduction to their proposals for the next few years.

The Innovation Wight building would be due for completion in August 2022. A mentoring programme for businesses was being discussed with Portsmouth university.

'Shademakers' who took part in the Queen's Platinum Jubilee Parade would feature at carnivals on the island this summer.

The Cabinet Member for Infrastructure, Highways PFI and Transport reported that there was a new member of staff in the Highways team who had brought some good ideas, including a road safety theatre performance in secondary schools. The Leader was keen to bring back the previous 'Head-On' campaign.

The Cabinet Member for Adult Social Care and Public Health reported that advice was to be given to attendees at the Pride event in Ryde the coming weekend, on how to stay safe in the hot weather. COVID numbers were increasing on the island, which was impacting on the social care workforce, although staffing numbers had generally improved. A meeting had taken place with Red Funnel in relation to the upcoming strike and it had been confirmed that people travelling to the mainland for medical appointments during the strike would be prioritised on production of their appointment letter.

The Cabinet member for Community Protection, Regulatory Services and Waste reported that it was currently ASBO awareness week. She would be meeting with the local Police Superintendent and councillors were invited to pass on to her any items for discussion

The Cabinet Member for Digital Transformation, Housing, Homelessness and Poverty reported that a compendium of anti-poverty help was to be put onto Isle-Help website. He had attended an LGA Conference where there were representatives of property companies. The council had recently appointed a Housing Manager who could get the property company moving. He had been to speak about homelessness at Radio Solent and Radio 4, and also Politics South on tv. Affordable housing would be moving forward in the next month or two.

The Cabinet Member for Strategic Finance, Transformational Change and Corporate Resources reported that the work on Transformational Change had received cross-party support. A review of constitutional changes would take place with a draft Terms of Reference and workplan drawn up to ensure there would be no duplication of actions from other working groups.

Fortnightly meetings of Ukranian hosts were taking place and the Riverside Centre had arranged some days out and activities for refugees. Thanks were expressed to schools for integrating Ukranian children into schools.

21. Consideration of the Forward Plan

An item was to be added to the Forward Plan for the Cultural Strategy, for a decision in March 2023.

22. Members' Question Time

Cllr Lilley had submitted a written question (MQ 14-22) concerning the now empty Ryde Arena ice rink. A response was provided by the Leader.

CHAIRMAN



Cabinet report

Date	8 SEPTEMBER 2022
Title	PERFORMANCE AND FINANCE REPORT – QUARTER ENDED 30 JUNE 2022
Report of	CABINET MEMBER FOR STRATEGIC FINANCE, CORPORATE RESOURCES AND TRANSFORMATIONAL CHANGE

EXECUTIVE SUMMARY

1. The purpose of this report is to:
 - a) provide a summary of progress against Corporate Plan activities and measures for the period April to June 2022 (unless otherwise stated and shown in detail at appendices 1-10)
 - b) inform Cabinet of areas of particular success, issues requiring attention and remedial activity in place to deal with these
 - c) provide a report on the financial position of the council for the same period (shown in appendices 11 and 12) and for the financial position as at the end of 2021-22 (shown in appendices 13 and 14).

RECOMMENDATION

2. That Cabinet approves the Performance and Finance Report for the Quarter ended 30 June 2022, and the priority report detail as set out in appendices 1-10, together with the council's financial position as set out at 11-14.

BACKGROUND

3. On 17 November 2021, Full Council approved a Corporate Plan which set out the council's vision and strategic priorities for the period 2021 to 2025 and the performance metrics from that plan are the ones included within the appendices to this report.
4. This is the second quarterly report based on the new Corporate Plan. Because of this some of the new measures that are required to evidence its delivery are still in construction at this time and will be introduced to the report when data becomes available. These measures are clearly indicated within the relevant appendices.
5. The report contains an appendix for each Cabinet portfolio (1 to 10) an increase since the previous report following a Cabinet reorganisation and for each financial report (11 to 14)

CORPORATE PRIORITIES AND STRATEGIC CONTEXT

6. Ongoing management and monitoring of performance data, the council's strategic risk profile and financial situation is required to support the successful delivery of council priorities. As such, this report provides the Cabinet (and subsequently the council's scrutiny function) with the necessary information to record achievements, challenge areas of underperformance and to account for it to the wider community.

Provision of affordable housing for Island Residents

7. Whilst this report has no direct impact on the provision of housing for Island Residents it will play an important part on reporting on the progress towards the delivery of key activities concerned with that outcome. Details of progress on Housing activities can be seen in Appendix 7 (Levelling Up, Regeneration, Business Development and Tourism) of this report.

Responding to climate change and enhancing the biosphere

8. Details on the progress toward the delivery of the [Council's Climate and Environment Strategy](#) as well as the impact of the decision on the Island's designation as a [UNESCO Biosphere](#) and the biodiversity, environment, and sustainable growth of the area designated can be found in Appendix 8 (Climate Change, Environment, Heritage, Human Resources and Legal & Democratic Services) of this report.

Economic Recovery and Reducing Poverty

9. Progress towards Economic Recovery and the reduction of poverty is a key outcome for the Isle of Wight Council, and this is reflected in the Corporate Plan 2021-25. As such, each appendix to this report contains relevant details around activities contributing toward this priority.

Impact on Young People and Future Generations

10. The decisions the Council makes now not only affect current residents, but may have long term impacts, both positive and negative, on young people and future generations. These impacts may not immediately be apparent or may not emerge for a number of years or decades. Impacts will be interrelated across the various domains of young people's lives from housing, to education, employment or training, health, and the environment.
11. The United Nations Conventions on the Rights of the Child (UNCRC) in 1989, in particular article 12, places a duty for children and young people to have an active voice in decision making on matters that affect them. We value the views of our young people. Incorporating coproduction and consultation with young people into our decision-making process is a robust way of ensuring young people's views are taken into consideration. Participation workers experienced in coproduction can support engagement with the Youth Council, our Island children, and wider groups of young people to ensure the voice of young people is sought, heard, and acted upon on important matters that will affect them.

12. Appendix 5 – Children’s Services, Education and Lifelong Skills contains detailed information regarding this priority.
13. UN Sustainability Objectives - The United Nations (Department of Economic and Social Affairs) have outlined 17 Sustainable Development Goals (SDGs), which are an urgent call for action by all countries in a global partnership. They recognize that ending poverty and other deprivations must go together with strategies that improve health and education, reduce inequality, and spur economic growth – all while tackling climate change and working to preserve our oceans and forests. In support of this, we have mapped each Performance Measure and Aspiration, or Activity as outlined in the 2021-25 Corporate plan against the most appropriate / relevant SDG.

The 17 Goals are:

- (1) End poverty in all its forms, everywhere
- (2) End hunger, achieve food security and improved nutrition and promote sustainable agriculture
- (3) Ensure healthy lives and promote well-being for all at all ages
- (4) Ensure inclusive and equitable quality education and promote lifelong learning opportunities for all
- (5) Achieve gender equality and empower all women and girls
- (6) Ensure availability and sustainable management of water and sanitation for all
- (7) Ensure access to affordable, reliable, sustainable and modern energy for all
- (8) Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all
- (9) Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation
- (10) Reduce inequality within and among countries
- (11) Make cities and human settlements inclusive, safe, resilient and sustainable
- (12) Ensure sustainable consumption and production patterns
- (13) Take urgent action to combat climate change and its impacts
- (14) Conserve and sustainably use the oceans, seas and marine resources for sustainable development
- (15) Protect, restore and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, and halt and reverse land degradation and halt biodiversity loss
- (16) Promote peaceful and inclusive societies for sustainable development, provide access to justice for all and build effective, accountable and inclusive institutions at all levels
- (17) Strengthen the means of implementation and revitalize the Global Partnership for Sustainable Development

Corporate Aims

14. This report links to the key objectives, activities and performance measures as laid out in the latest [Corporate Plan 2021 - 2025](#).

CONSULTATION

15. The council manages its performance through a framework of discussion at all levels across the authority on a routine basis and escalates issues and risks to the corporate management team and members. Cabinet members, Corporate Management Team and Directorate staff have been involved in discussions around performance against

the measures contained within this report and attached appendices. Otherwise, this paper is a factual report on progress and no other consultation is required.

SCRUTINY COMMITTEE

16. The report will be reviewed by Corporate Scrutiny Committee on 6 September 2022.

FINANCIAL / BUDGET IMPLICATIONS

17. The Corporate Plan forms a key part of the budgeting and service planning process for the council; it takes account of existing finance and resources and sets out the key priorities and outcomes that the council wishes to achieve. This report will include reference to any implications on the council's financial position arising from activity and performance outlined in the report.

SUMMARY POSITION OF Q4 2021/22

Revenue – 2021/22

18. The net revenue budget for 2021/22 is £158.5m. The original budget was approved at Full Council on 24 February 2021 with on-going savings totalling £3.5m.
19. At this stage the accounts are still in draft until approved by the conclusion of the audit process later in the year. At the end of financial year, the council is provisionally reporting an overall saving against the budget of £2.7m (1.7%). Once the position is finalised, the S151 Officer plans, under delegated authority to transfer the saving to supplement the General Fund Reserve (£1m) to provide some coverage for the delay in the Fair Funding Review (which by 2023/24 assumed £2m additional funding) and the Revenue Reserve for Capital (£1.7m) in order to mitigate against inflationary rises and, if funding allows, support further capital investment next year and future years where there is a substantial "capital gap" between funding and need.
20. The main variances against the budget are set out in the following table:

Key Items	Draft Outturn Variance £m
Main Pressure Areas:	
Adult Social Care - Care Packages	1.427
Children's Services - Care Packages	0.803
Main Savings Against Budget:	
Adult Social Care - Mainly staff vacancy savings	-1.437
Children's Services - Mainly staff vacancy savings	-0.452
Housing Needs	-0.933
Resources - Treasury Management savings, Housing Benefit overpayment recovery, staff vacancies	-1.412
Miscellaneous items	-0.708
Net Total Draft Saving Against Budget (1.7%)	-2.712
Transfer to General Fund Reserve	1.000
Transfer to Revenue Reserve for Capital	1.712
Total	0.000

21. See Appendix 11 for a more detailed Draft Revenue Outturn Report

Capital 2021/22

22. The total capital budget for 2021/22 is £56.1m with a draft outturn position of actual expenditure of £27.8m. There is slippage in spending of £28.3m from 2021/22 into future years (i.e., simply representing budgeted spending that has not taken place in 2021/22 but will now fall into 2022/23).
23. See Appendix 12 for a more detailed Draft Capital Outturn Report

General Reserves 2021/22

24. General Reserves at the end of quarter four indicates a draft balance of £12.1m. This is after taking account the approved use of General Reserves of £2.1m as part of the revised medium term financial strategy (in order to improve the council’s financial resilience and enable the opportunity to further smooth out the council’s necessary savings over a longer period), the transfer of £0.523m as the share due on the transfer of the Fire Service to the new combined Fire Authority and assumes the year end transfer of £1m as outlined above.

SUMMARY POSITION OF Q1 2022/23

Revenue – 2022/23

25. The net revenue budget for 2022/23 is £161.2m. The original budget was approved at Full Council on 23 February 2022 with on-going savings totalling £3m.
26. At the end of the first quarter the council is forecasting a balanced budget. However, this includes a forecast of significant pressure in both Adults and Children’s Social Care and in the achievement of Leisure Centre income targets as set out below. This pressure is being offset by savings in treasury management costs and the use of the Corporate and Covid contingencies which are in place to manage in-year financial shocks and the legacy impact of the Covid-19 pandemic.
27. It should also be noted that there is a considerable risk to this forecast position as the financial year progresses and the impact of further inflationary pressures due to the current economic climate. By way of example, it is expected that the local government pay award and the impact of energy inflation are likely to add circa. £4m to the current forecast outturn.
28. The main variances against the budget are set out in the following table:

Key Items	Forecast Variance £m
Main Pressure Areas:	
Adult Social Care - Care Packages (Covid legacy)	1.748
Children's Services - Care Packages (Increased demand)	1.663
Leisure - Mainly income (Covid legacy)	1.135
Miscellaneous Items	0.683
Main Savings Against Budget:	

Corporate Finance - Treasury Management savings	-1.162
Total Net Pressure	4.067
Contribution from Corporate Contingency	-1.872
Contribution from Covid Contingency	-3.034
Net Total Forecast Variance Against Budget (saving) - 0.5%	-0.839

29. See Appendix 13 for a more detailed Revenue Budget Monitor

Capital 2022/23

30. The total capital budget for 2022/23 is £60m. As at quarter one the council is forecasting actual expenditure of £38.8m. There is slippage in spending forecast at £21.2m from 2022/23 into future years (i.e. simply representing budgeted spending that is forecast not to take place in 2022/23 but will now fall into 2023/24). There is currently a small forecast overspend of £0.8m however, given the current economic conditions and delays caused to projects during the pandemic there is a significant risk that further cost pressures will become apparent and will be reported in future reports as the impact becomes clearer.

31. See Appendix 14 for a more detailed Capital Budget Monitor

General Reserves 2022/23

32. General Reserves at the end of quarter one indicates a balance of £12.0m. This is consistent with the revised medium term financial strategy and includes the £1m transferred from last financial year (which is will be confirmed upon completion of the audit process for 2021/22). This takes no account at this stage of the anticipated impact of the emerging inflationary pressures described above.

LEGAL IMPLICATIONS

33. The council has a statutory requirement under the Local Government Act 1999 to achieve 'best value' in its delivery of its services. The authority must make arrangements to secure continuous improvement in the way in which its functions are exercised, having regard to a combination of economy, efficiency, and effectiveness. The quarterly performance report forms part of such arrangements, thereby assisting the council to comply with legal and statutory requirements.

EQUALITY AND DIVERSITY

34. The council as a public body is required to meet its statutory obligations under the Equality Act 2010 to have due regard to eliminate unlawful discrimination, promote equal opportunities between people from different groups and to foster good relations between people who share a protected characteristic and people who do not share it. The protected characteristics are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, and the protected characteristics are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation. It is not considered that there are any direct equality and diversity implications arising from this report.

OPTIONS

35. Option 1: Cabinet does not approve the Performance and Finance Report – Quarter ended 30 June 2022 and the priority report detail as set out in appendices 1-10 and the financial information set out in appendices 11 to 14
36. Option 2: Cabinet approves the Performance and Finance Report – Quarter ended 30 June 2022 and the priority report detail as set out in appendices 1-10 and the financial information set out in appendices 11 to 14

RISK MANAGEMENT

37. A detailed analysis of the performance and the summary risk position of each corporate portfolio is provided in appendices 1-10
38. Without the production of the QPMR there would be no overall view available on delivery against the Corporate Plan 2021-25

EVALUATION

39. Option 2 is recommended in that from the information provided in the report and appendices, Cabinet approves the Performance and Finance Report – Quarter ended 30 June 2022 and the priority report detail as set out in appendices 1-10, and the financial information set out in appendices 11 to 14.

APPENDICES ATTACHED

40. Corporate Plan priority reports for:
 - Appendix 1: Leader and Strategic Oversight
 - Appendix 2: Strategic Finance, Transformational Change & Corporate Resources
 - Appendix 3: Adult Social Care and Public Health
 - Appendix 4: Deputy Leader, Digital Transformation Housing Provision and Housing Needs
 - Appendix 5: Children's Services Education and Lifelong Skills
 - Appendix 6: Planning and Enforcement
 - Appendix 7: Levelling Up, Regeneration, Business Development and Tourism
 - Appendix 8: Climate Change, Environment, Heritage, Human Resources & Legal & Democratic Services
 - Appendix 9: Highways PFI, Infrastructure and Transport
 - Appendix 10: Community Protection, Regulatory Services and Waste
41. Financial Reports
 - Appendix 11: Draft Revenue Outturn – 2021/22.
 - Appendix 12: Draft Capital Outturn – 2021/22.
 - Appendix 13: Revenue budget monitor – Quarter 1 2022/23.
 - Appendix 14: Capital budget monitor – Quarter 1 2022/23.
42. Other Reports
 - Appendix 15: United Nations Sustainable Development Goals

BACKGROUND PAPERS

[Corporate Plan 2021-25 - https://iow.moderngov.co.uk/documents/s5213/Appendix 1.pdf](https://iow.moderngov.co.uk/documents/s5213/Appendix 1.pdf)

[Strategic Risk Report to Audit Committee 25-07-22 - https://iowintranet.moderngov.co.uk/documents/s7346/The Councils Risk Profile.pdf](https://iowintranet.moderngov.co.uk/documents/s7346/The Councils Risk Profile.pdf)

Contact Point: David Martin, Transformation Manager
☎ 821000 e-mail david.martin@iow.gov.uk

WENDY PERERA
Chief Executive - Interim

(CLLR) CHRIS JARMAN
*Cabinet Member for Strategic Finance, Corporate
Resources and Transformational Change*

Appendix 1 - 2022/23 Q1

LEADER AND STRATEGIC OVERSIGHT

Cabinet Member: Councillor Lora Peacey Wilcox

Portfolio Responsibilities:

- Strategic Oversight
- ICS
- County Deals and Evolution
- Civic Affairs and Events
- Communications and Design
- Covid Recovery

Service Updates - Key Aspirations and Ongoing Business

A number of public consultations have taken place during Quarter 1, including:

- **Coastal defences** - Residents and visitors on the Isle of Wight are being encouraged to share their views on the coastal frontages at Shanklin and Yaverland. The Environment Agency, in partnership with the Isle of Wight Council, are working together alongside industry experts to reduce the risk of flooding and coastal erosion to more than 600 properties. This consultation is due to end 31st August 2022 and supports UN Sustainability Goal 13

- **Pharmaceutical needs assessment** - The Health and Wellbeing Board must consult on the draft pharmaceutical needs assessment (PNA) every three years. The PNA details your needs, as island residents, in relation to pharmacy services in the area. It also considers if the service location is suitable for the local population and identifies any possible gaps. Consultation closed 17th July 2022 and supports UN Sustainability Goal 3

- **Learning Disability and Autism strategy** - With our partners this survey is seeking views of Islanders with Autism and Learning difficulties to inform the Isle of Wight Autism Partnership Board and Learning Disability Partnership Group about people's experiences of services and what can be improved. Consultation closed 31st May 2022 and supports UN Sustainability Goal 4

The first results from Census 2021 include estimates of households and the population for England and for Wales, available for each local authority district, by sex and 5-year age band. On the Island in 2021, the overall population (rounded to the nearest 100) was 140,400, a rise of 2,100 from the 138,300 usual residents as at census day 2011, ten years earlier. The Isle of Wight population size has increased by 1.5 percent, which is considerably lower than the overall increase for England (6.6 percent), where the population grew by nearly 3.5 million to 56,489,800.

The population density has also been released, and this too shows a small rise, from 360 people per square kilometre in 2011, to 370 in 2021.

There has also been a rise in older residents. The 2021 census reveals an increase of 24.7 percent in people aged 65 years and over (compared with an increase of 20.1 percent across England as a whole), a decrease of 5.3 percent in people aged 15 to 64 years, and a decrease of 6.3 percent in children aged under 15 years.

In 2011, there were 61,100 households with at least one resident on the Island, and by 2021 this had risen to 64,800 households with at least one resident (figures are rounded to the nearest 100).

Strategic Risks

Achieving the vision for the Island		
Assigned to: Chief Executive		
Inherent Score	Target Score	Current Score
14 RED	6 GREEN	12 RED
Previous scores		
Mar 22	Nov 21	Sep 21
12 RED	12 RED	12 RED
Risk score is consistent		

Dealing with threats to business continuity (including cyber incidents)		
Assigned to: Assistant Chief Executive and Director of Strategy		
Inherent score	Target score	Current score
12 RED	6 LOW	9 AMBER
Previous scores		
Mar 22	Nov 21	Sep 21
9 AMBER	9 AMBER	N/A
Risk score is consistent		

Appendix 2 - 2022/23 Q1

STRATEGIC FINANCE, TRANSFORMATIONAL CHANGE AND CORPORATE RESOURCES

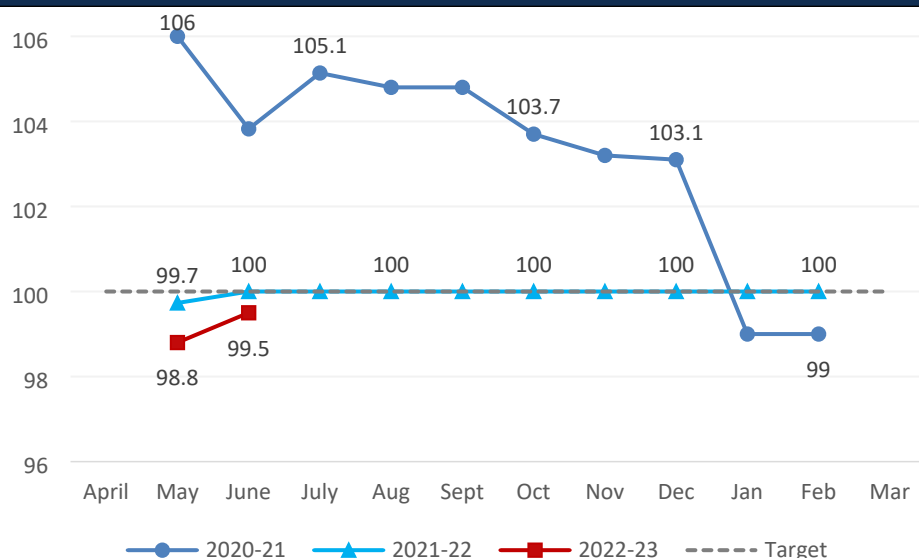
Cabinet Member: Councillor Chris Jarman

Portfolio Responsibilities:

- | | |
|---|--|
| <ul style="list-style-type: none"> • Finance • Business Centre • Benefits and Grants • Audit • Treasury Management | <ul style="list-style-type: none"> • Transformational Change • Property and Asset Management • Commercial Property Investments • Leasing • Procurement and Contract Management • Business Intelligence |
|---|--|

Performance Measures

Percentage of predicted revenue outturn compared to budget



Aim: Revenue Outturn is below 100 percent

UN Sustainable Development Goal: 8

Most Recent Status: June 2022

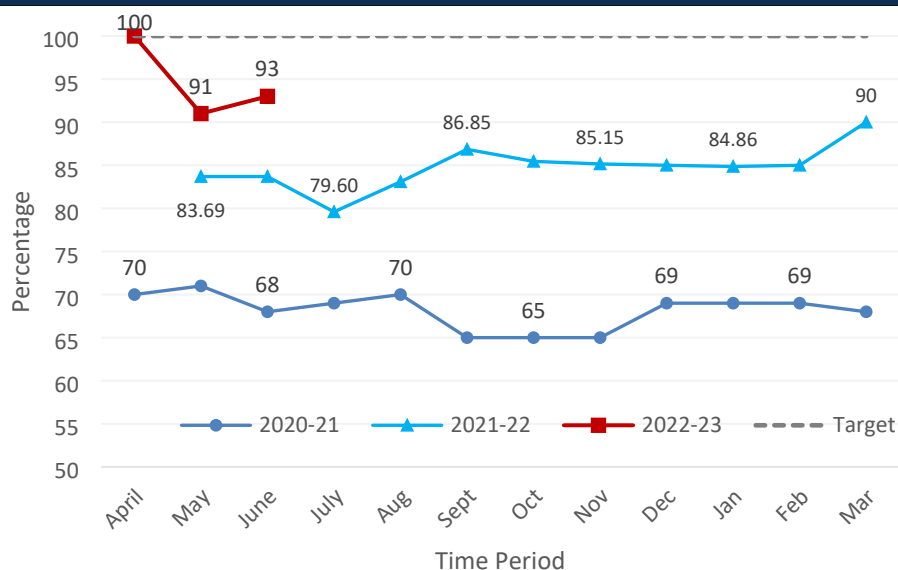
GREEN

Previous Status: February 2022

GREEN

- At this early stage in the year 2022-23, we are forecasting pressures of around £4m with Adults, Childrens, Leisure, Parking and the floating bridge all contributing to this.
- Some of the pressures have already been offset from Treasury savings and it is forecast that the Corporate Contingency and Covid contingency will be applied to offset these specific pressures resulting in a net forecast of an £839k underspend.
- However, these is currently a significant risk relating to inflationary pressures which are expected to be reflected in future forecasts
- Due to undergoing work around end of year financial reporting a forecast is not usually provided at the end of April

Percentage of forecast revenue income (fees & charges) compared to budget



Aim: Revenue income is above 100 percent

UN Sustainable Development Goal: 8

Most Recent Status: June 2022

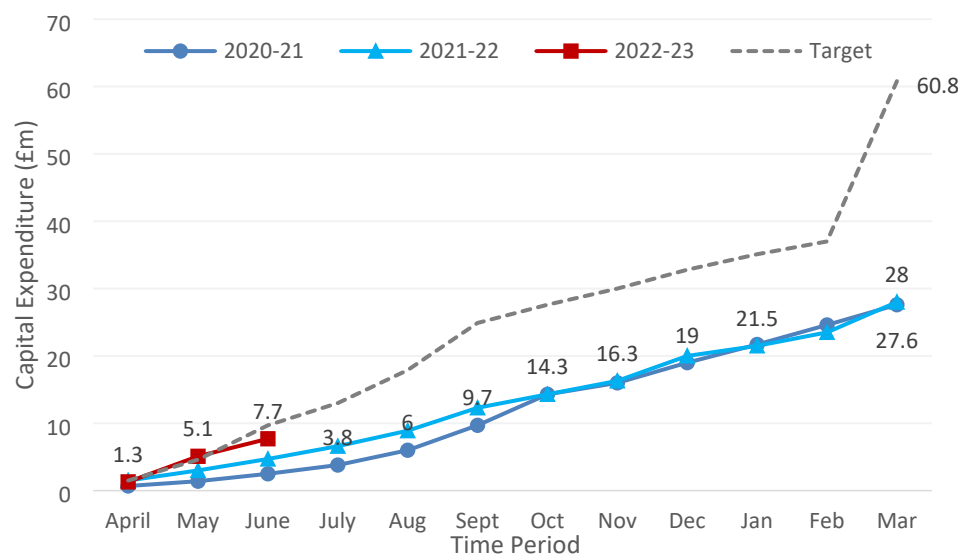
RED

Previous Status: March 2022

RED

- Fees and charges are forecast to be under achieved by approx. £1.5m in 2022/23.
- This is due to the slow post Covid recovery of leisure income especially one card subscriptions, as well as other smaller shortfalls from the floating bridge, parking, and heritage services
- Much will depend on seasonal income which will become clearer as the year progresses

Value of cumulative capital expenditure compared to profiled budget



Aim: Capital expenditure is within/under budget

UN Sustainable Development Goal: 8

Most Recent Status: June 2022

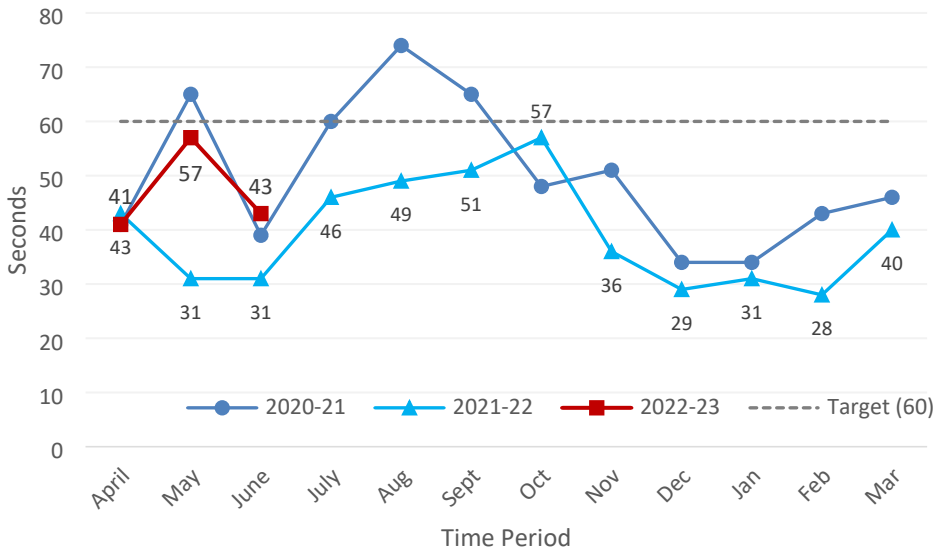
GREEN

Previous Status: April 2022

GREEN

- For 2021-22, several major projects including Newport Road Junctions, Branstone Farm, and the Priority Schools Building Programme achieved significant spend in the year. However, many projects experienced delays associated with the supply of materials and availability of contractors which resulted in slippage at financial year end.
- Slipped funding from 2021-22 has been rolled forward into the new financial year and we are working with project managers to develop new delivery programmes. These will be reviewed throughout the year and regularly updated.
- For 2022-23 we are currently forecasting slippage of around £20m from this year’s capital programme although at least half of this is related to the housing elements of the programme which are still in early stages of development.
- Capital challenge meetings at the end of July with project managers should enable a more accurate spend profile to be developed and where appropriate budgets will be moved into future years.

Average time to answer calls to the contact centre



Aim: Calls are answered within 60 seconds

UN Sustainable Development Goal: 16

Most Recent Status: June 2022

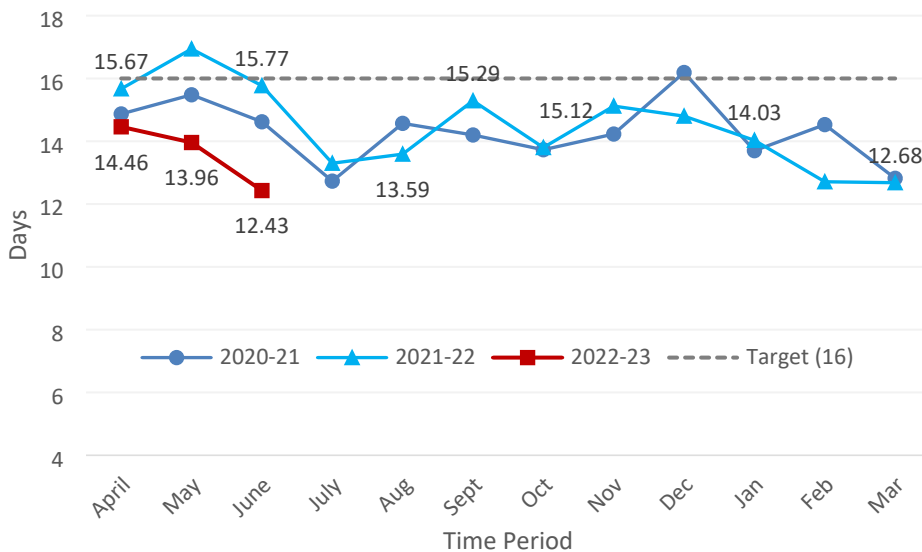
GREEN

Previous Status: March 2022

GREEN

- The average time to answer calls to the contact centre, while generally higher than during the same period last year, remains below our target of 60 seconds, as we did throughout 2021-22.
- The time to answer calls is impacted by staff sickness, as was the case in October last year, and an increase in activity as evidenced during the pandemic.
- Trends indicate we will see an increase in time taken to answer calls as we enter Quarter 2, as we have for the previous two years.

Average speed of processing new benefit claims



Aim: Average speed of processing is below target

UN Sustainable Development Goal: 1

Most Recent Status: June 2022

GREEN

Previous Status: March 2022

GREEN

- Excellent results being maintained while also assisting the council tax team, and the household support fund voucher scheme, and we remain consistently below target as we have since June 2021
- The number of Local Council Tax Support (LCTS) cases have started to level out, although the highest number of applications being received by the team are from the local council tax support scheme.
- The number of Universal Credit notifications being received has increased substantially as more and more cases are moved over.
- This is an area which will increase as more housing benefit cases migrate to Universal Credit, so the work for the service area will change but remain high.

Service Updates - Key Aspirations and Ongoing Business

The following activity supports UN Sustainability Goal 3:

The revenues team have appointed a welfare officer to actively encourage the take up of benefits and to promote discounts and disregards for council tax in order to ensure that residents can access the financial support they are entitled to. Payment of energy rebate payments continue to be made to residents living in a property with a council tax band A-D. To date more than 40,000 payments (approx. 75 percent of those entitled) have been made as at the end of June. Total value £6,034,800.

The following activity supports UN Sustainability Goal 8:

The results of the completed staff survey have been analysed, and a refreshed action plan is being developed to address staff comments.

Workshops to support the production of a council wide workforce plan to address the future skills, attributes and competences of staff continue with colleagues in Neighbourhoods, Children Services and Regeneration directorates. A pilot leadership programme is to be launched in July with 22 aspiring leaders across the organisation which will focus on individual learning needs and provide an opportunity for colleagues to share experience and knowledge.

The attendance and wellbeing strategy is on track and reviewed monthly with a focus on building service resilience and a positive working environment for all staff, recognising and proactively responding to issues and concerns with particular emphasis on mental wellbeing.

Staff from both Jubilee Stores and Thompson House have relocated to County Hall and Westridge. The agile team is working with service areas promoting the use of the features available in Microsoft Teams to maximise efficiencies and make for more engaging and collaborative meetings. The Council will make a cash saving by its withdrawal from Jubilee Stores as this building was occupied on a lease basis.

Strategic Risks

Lack of financial resource and the ability to deliver the council's in-year budget strategy

Assigned to: Director of Finance and Section 151 Officer

Inherent Score	Target Score	Current Score
16 RED	5 GREEN	5 GREEN
Previous scores		
Mar 22	Nov 21	Sep 21
5 GREEN	9 AMBER	12 RED
No change to risk score		

Lack of financial resource and the ability to deliver the council's medium-term financial strategy

Assigned to: Director of Finance and Section 151 Officer

Inherent Score	Target Score	Current Score
16 RED	9 AMBER	9 AMBER
Previous scores		
Mar 22	Nov 21	Sep 21
9 AMBER	16 RED	16 RED
No change to risk score		

Insufficient staffing capacity and skills		
Assigned to: Director of Corporate Services		
Inherent Score	Target Score	Current Score
16 RED	9 AMBER	10 RED
Previous scores		
Mar 22	Nov 21	Sep 21
9 AMBER	9 AMBER	9 AMBER
Increase in risk score		

A change in organisational culture fails to keep a pace with the speed of organisational change, negatively impacting on the delivery of the required transformation to deliver the corporate plan		
Assigned to: Director of Corporate Services		
Inherent Score	Target Score	Current Score
16 RED	6 GREEN	6 GREEN
Previous scores		
Mar 22	Nov 21	Sep 21
6 GREEN	6 GREEN	6 GREEN
No change to risk score		

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Appendix 3 - 2022/23 Q1

ADULT SOCIAL CARE AND PUBLIC HEALTH

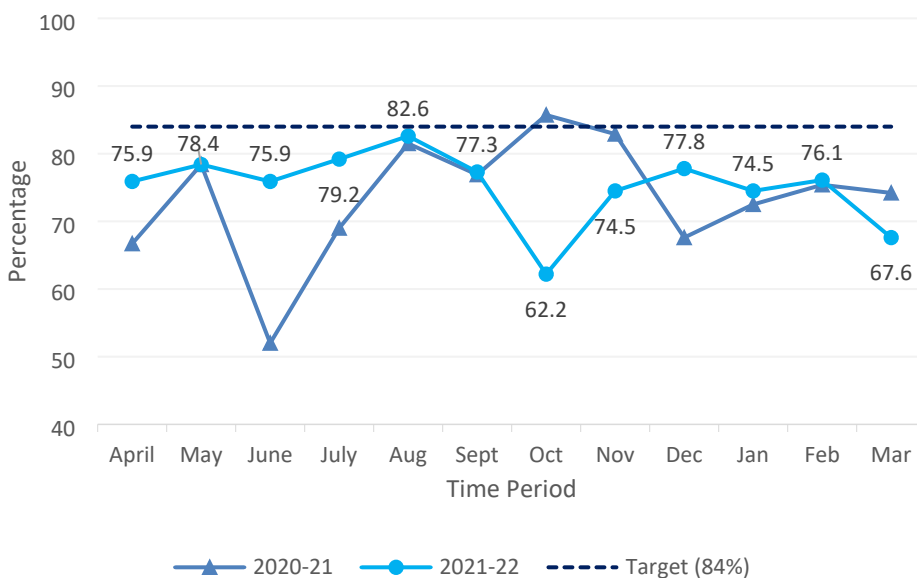
Cabinet Member: Councillor Karl Love

Portfolio Responsibilities:

- Community Care
- Residential Care
- Nursing Care
- Homecare
- Day Care
- Direct Payments
- Supported Living
- Learning Disability Homes
- Respite Care
- Resettlement
- Safeguarding
- Social Workers
- Family Working
- Healthy Lifestyles
- Domestic Abuse
- Early Help Services
- Obesity
- Social Health
- Substance Misuse
- 0-19 Services

Performance Measures

Proportion of older people (65+) still at home 91 days after discharge from hospital into reablement/rehabilitation services



Aim: The percentage of people still at home 91 days after discharge is above 84 percent

UN Sustainable Development Goal: 3

Most Recent Status: March 2022

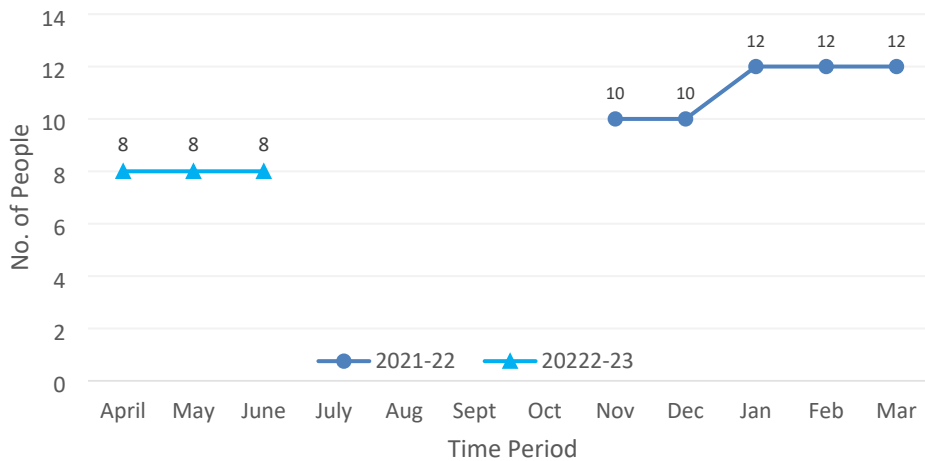
Amber

Previous Status: December 2021

Amber

- Please note that 91 days data will always be 3 months in arrears due to the nature of the measure
- We are currently below the target level of 84 percent of older people still at home 91 days after discharge, with an average 72.73 for Quarter 4 of 2021-22.
- We are seeing an increase in discharges where there is Long Term Need - This has resulted in people exceeding the normal 42-day window of Reablement by a considerable amount.
- As of 31st December 2021, around one third of the home support provided by the council is being provided by the Outreach team
- This puts the service in a position whereby capacity is now reduced because people are not moving on as quickly as they would if they were on reablement.

Number of new ASC clients discharged from hospital progressing to short or long-term support at home, commissioned via Horizon.



Aim: Monitoring Measure only

UN Sustainable Development Goal: 3

Most Recent Status: June 2022

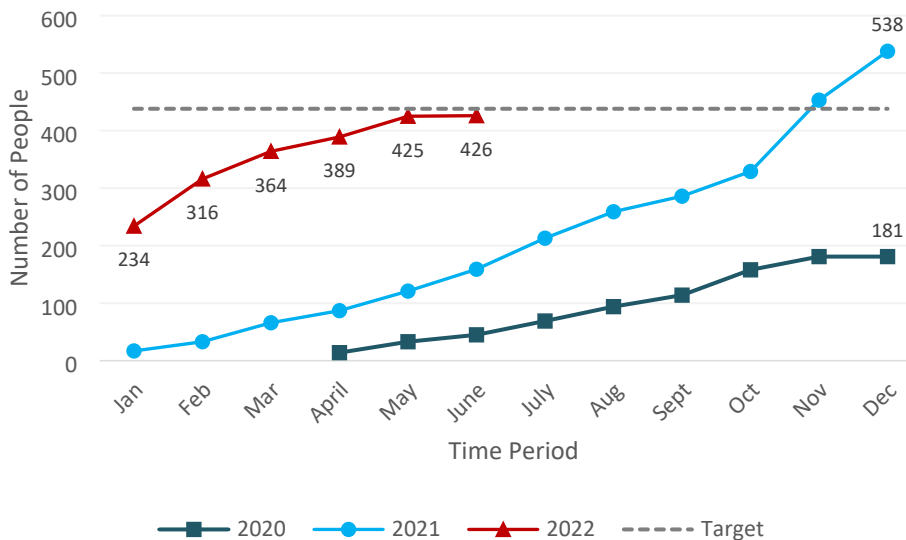
Monitoring Measure Only

Previous Status: March 2022

Monitoring Measure Only

- The number of people discharged from hospital is recorded one quarter in arrears, as the homecare package won't always start the same quarter as the discharge

Smoking Quitters – number of people quitting nicotine at 4 weeks



Aim: Number of people nicotine free reaches/exceeds the end of year target

UN Sustainable Development Goal: 3

Most Recent Status: June 2022

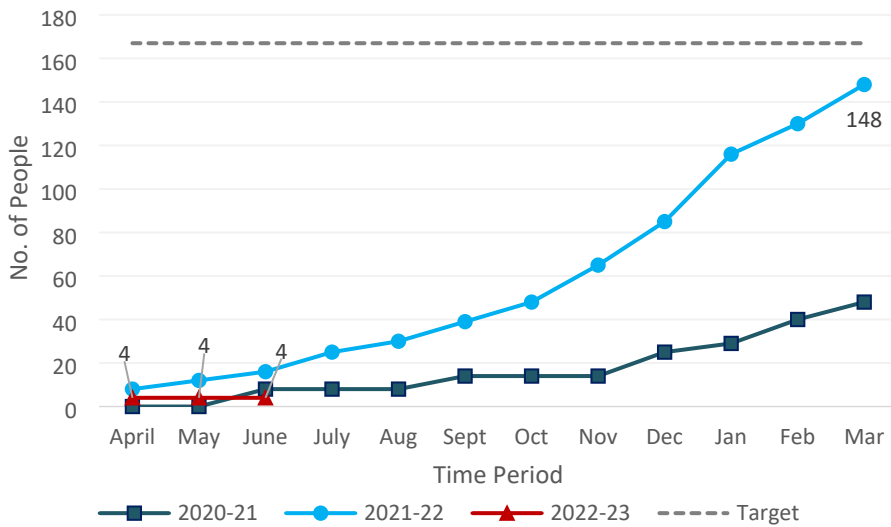
GREEN

Previous Status: March 2022

GREEN

- Please note: There can be a data lag of up to 6 weeks depending on when each quit date was set in the month
- This indicator includes those who have quit smoking nicotine with specialist support
- The contract year for the stop smoking service runs from the 1st January to 31st December.
- The target for 2022 was increased to 438, of which we have already achieved 97 percent.
- We have now achieved an increase of 230 percent compared to the same time last year.

Number of people achieving weight loss of 5% of body weight in 12 weeks (in commissioned service)



Aim: Number of people achieving 5 percent weight loss reaches/exceeds the end of year target

UN Sustainable Development Goal: 3

Most Recent Status: June 2022

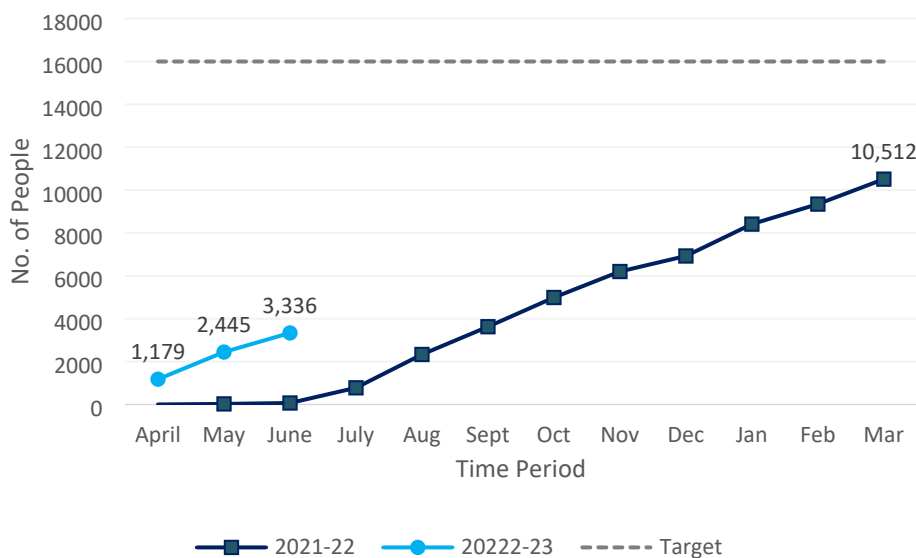
AMBER

Previous Status: March 2022

AMBER

- The data for contract year 2 - quarter 1 (April-June) will be updated in the subsequent quarter due to 12-week intervention.
- The numbers are all tied to the enrolled/access date
- 5% weight loss number for the year 2021-22 was 148, 19 people lower than the expected target of 167, as numbers remained low through Quarter 4.
- A formal letter has been sent to the provider outlining the contractual mechanisms for under performance and the remedial action required.

Number of adults 25+ taking part in sport or physical activity



Aim: Number of Adults taking part in sport or physical activity reaches/exceeds 16,000 end of year target

UN Sustainable Development Goal: 3

Most Recent Status: June 2022

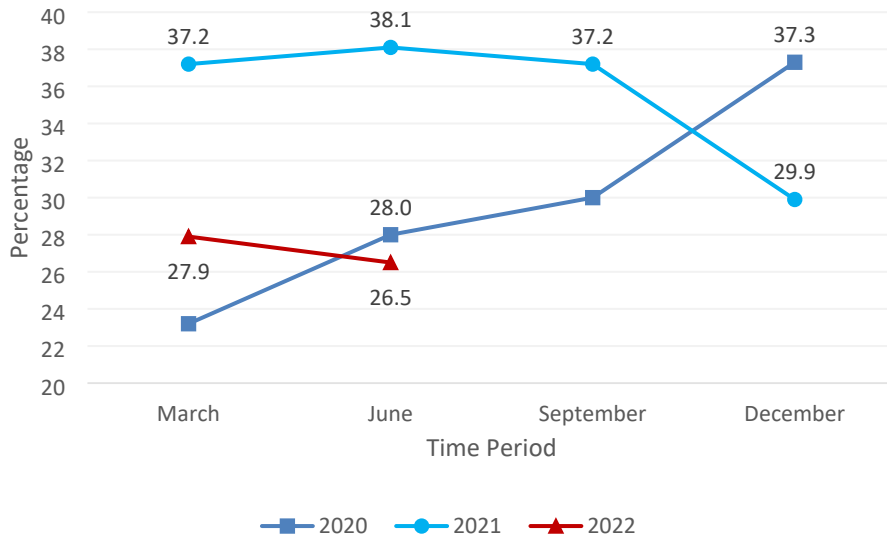
Amber

Previous Status: March 2022

Amber

- Figures for this year are substantially higher than for the same period last year, this is unsurprising given the easing of COVID restrictions and the increase in group activities available.
- E-cycle hires, and roadshow participants have seen an increase in attendance, and the reinstated wellbeing walks also account for the increase in activity
- While we did not reach last years' target of 16,000, we were still significantly higher than the 2020-21 end of year figure of 674

Successful completion of alcohol treatments



Aim: Successful completion of treatment exceeds end of year target

UN Sustainable Development Goal: 3

Most Recent Status: June 2022

AMBER

Previous Status: March 2022

GREEN

- The data captured in National Drug Treatment Monitoring System shows only structured treatment outcomes. There are increasing numbers in treatment which can affect the overall percentage.
- A new programme has been launched for which the cycle is not yet complete, so the outcomes are yet to be recorded.
- The role of the drug and alcohol liaison nurse (DLAN) within the hospital has led to identifying patients who previously have not reached out for support, and often these patients are more complex so their treatment journey will be longer and more involved. The DALN has carried out 31 detoxes on the ward not all of which will be captured in this successful outcome indicator.
- True outreach and partnership working in the homelessness hub has also led to increased complexity in cases.
- The Substance misuse service locally is flexible and adapts to need, as a result they deliver a brief interventions pathway for non-dependent drinkers. This has seen 70 people access the BI pathway this quarter alone and there were 54 discharges and 43 percent of these were successful.

Service Updates - Key Aspirations and Ongoing Business

The following activity supports UN Sustainable Development Goal 3:

The focus on improving mental health and wellbeing is incorporated into all activities across Adult Social Care, as is the assessment of how strategies, commissioning decisions and directly provided services support this across the department. Delivery of this aspiration has been incorporated into the early help living well service offer moving forward and will enable a greater focus on mental wellbeing in our local communities.

The planning work for the review of the IW Independent Living Strategy has commenced and is on schedule to be completed by end of January 2023 having been delayed as a result of the pandemic.

The review and refresh of the Carers Strategy continues to progress with community engagement activities presently in the planning stages. The support available for informal carers has been recommissioned and includes a requirement for the provider, Cares IW to ensure that they are actively promoting assessments for carers. Quarterly reporting is in place to evidence the number of carers receiving support.

Integration continues to be a key workstream within the department with activities being aligned with health partners where possible and where there is clear evidence that this benefits Island residents.

The Better Care Fund for 2022-23 is in development to align the delivery of integrated community commissioning arrangements. The full review of the Regaining Independence Service is underway with a focus on greater levels of rehabilitation and reablement services being provided in peoples own homes.

The review of the Market position statement is underway and will be informed by the current Fair Cost of Care exercise and the developing Market Sustainability Plan.

Work continues with the Safeguarding Adults Board to promote 'Making Safeguarding Personal' and ensure that there is a high quality and consistent approach. An independent audit took place, and the panel is meeting in July to review preliminary findings. The finished report is on track to be available by the end of the month.

Work has commenced to develop a refreshed mental health and Suicide Prevention Strategy - a workshop was held in June 2022 with participation from Voluntary and Community Sector partners enabling the voice of residents and service users to be heard.

The Public Health Intelligence team have developed a detailed deprivation and assets mapping pack which will be shared with Regeneration colleagues, and a senior member of the Public Health Team is now engaged in the Anti-Poverty workstream.

The Health and Wellbeing Strategy focusing on diversity, inequality and areas of deprivation has been finalised and ready for Sign off at the board in July. The intelligence team undertook the Pharmaceutical Needs Assessment on behalf of the IOW Health and Wellbeing Board, and this is currently out to public consultation. The Partnership for Education, Attainment and Childrens Health (PEACH) games were held in June with a high level of participation from the island's schools.

Public Health in collaboration with Energise Me and Sports Development hosted a network session in April 2022 - delivering against the Healthy Lifestyle priority of providing Public Health leadership to the We Can Be Active network.

The team are working with partners to establish training needs of maternity staff and input required from the Community Stop Smoking Service. Work continues at Integrated Care System and Place (IOW) level to support wider tobacco agenda and NHS Long-Term Plan commitments.

Office for Health Improvement and Disparities (OHID) additional ring-fenced Substance Misuse funding has been finalised based on plans submitted. Funding will be used to enable focused commissioning to support people with complex needs regarding substance misuse, involvement with the criminal justice system, housing, health, and employment. In addition, development of a local Combatting Drugs Partnership at Unitary Authority level is in progress with partners. Senior Responsible Officer for oversight of national drugs strategy is to be identified by August 2022.

The Prior Information Notice for Level 3 (L3) sexual health service provision for 2023-24 has been reviewed by IWC Legal will be published imminently. Sexual Health Promotion and provision of contraception and contraceptive advice is ongoing through the L3 sexual health contract and provision of Long-Acting Reversible Contraception and emergency contraception at GP and community pharmacy. The L3 Sexual health service is currently undertaking work with professional stakeholders on the Island to raise awareness of services and strengthen referral routes.

Strategic Risks

Failure to recruit acceptable quality of professional practice across Adult Social Care (ASC) and Housing Needs		
Assigned to: Director of Adult Social Care		
Inherent score	Target score	Current score
14 RED	6 GREEN	8 AMBER
Previous scores		
Mar 22	Nov 21	Sep 21
8 AMBER	8 AMBER	8 AMBER
No change to risk score		

Failure to identify and effectively manage situations where vulnerable adults are subject to abuse		
Assigned to: Director of Adult Social Care and Assistant Director of Operations		
Inherent score	Target score	Current score
16 RED	6 GREEN	11 AMBER
Previous scores		
Mar 22	Nov 21	Sep 21
10 AMBER	10 AMBER	10 AMBER
Small increase in risk score		

Failure to secure the required outcomes from the integration of adult social care and health		
Assigned to: Director of Adult Social Care		
Inherent score	Target score	Current score
16 RED	6 GREEN	10 AMBER
Previous scores		
Mar 22	Nov 21	Sep 21
10 AMBER	10 AMBER	10 AMBER
No change to risk score		

Independent Social Care Sector Sustainability (care Homes and Home Care)		
Assigned to: Director of Adult Social Care		
Inherent score	Target score	Current score
16 RED	6 GREEN	12 RED
Previous scores		
Mar 22	Nov 21	Sep 21
12 RED	12 RED	12 RED
No change to risk score		

Additional demands placed upon the Isle of Wight Council and partners owing to pandemic flu or similar large-scale outbreaks		
Assigned to: Director of Public Health		
Inherent score	Target score	Current score
16 RED	12 RED	12 RED
Previous scores		
Mar 22	Nov 21	Sep 21
16 RED	16 RED	16 RED
Decrease in risk score		

Appendix 4 - 2022/23 Q1

DEPUTY LEADER, DIGITAL TRANSFORMATION, HOUSING, HOMELESSNESS AND POVERTY

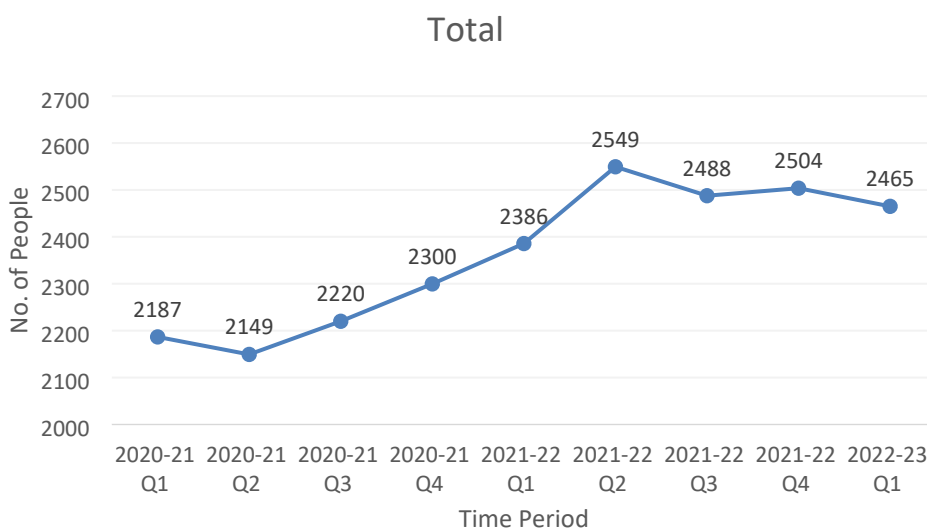
Cabinet Member: Councillor Ian Stephens

Portfolio Responsibilities:

- ICT Contracts
- Applications Development
- Digital Service
- Software Development
- Compliance and Infrastructure
- Desktop Support
- Telecommunications
- Homelessness
- Rough Sleeping
- Housing Related Support
- Housing Renewal and Enforcement
- Disabled Facilities Grant

Performance Measures

Average number of people on housing register per month in each of the bands



Aim: Reduction in the number of people on each band of the housing register at month end

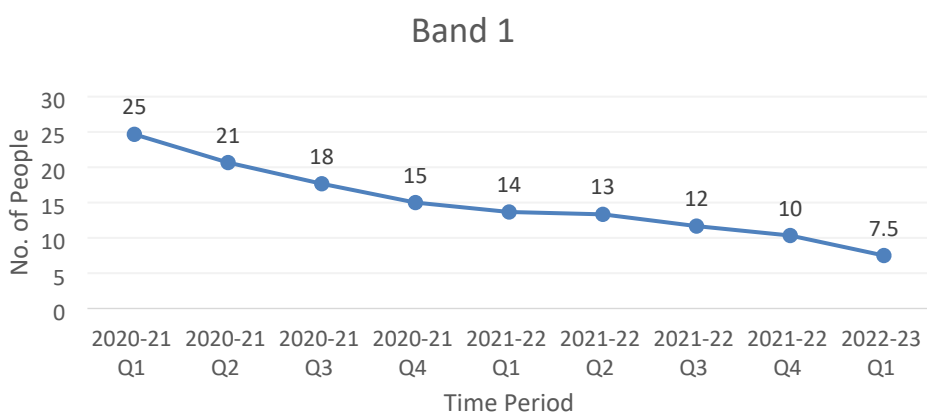
UN Sustainable Development Goal: 11

Most Recent Status: May 2022

RED

Previous Status: March 2022

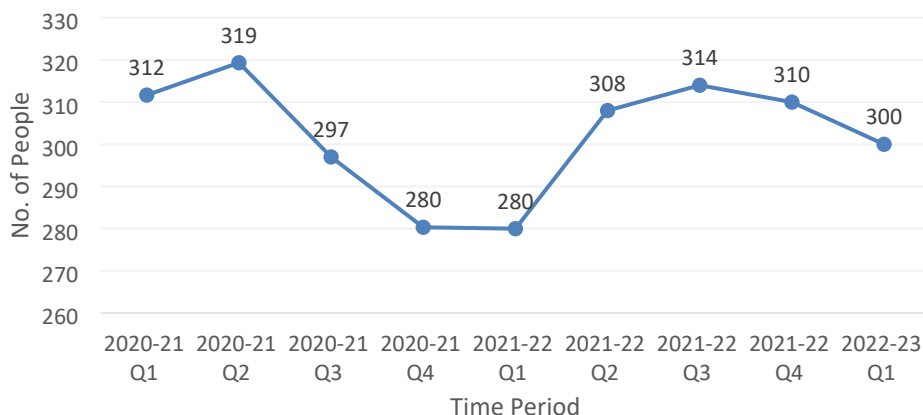
RED



Band 1 of the housing register includes those who meet the following criteria

- Urgent medical / welfare issues
- Multiples of Band 2

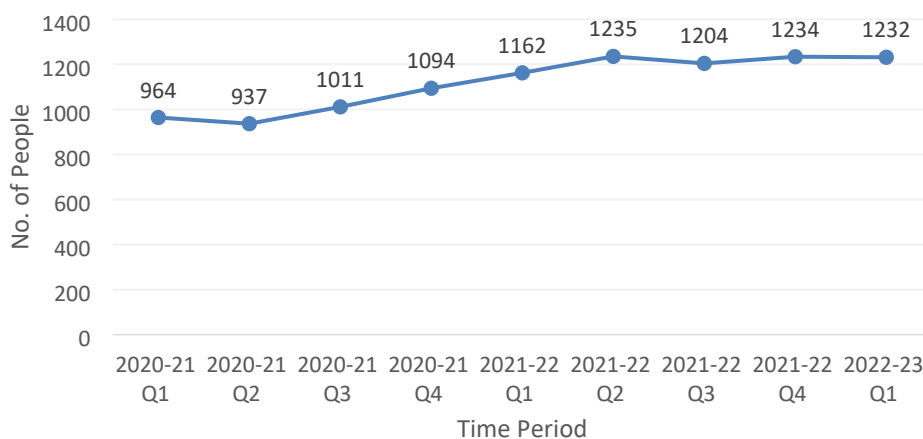
Band 2



Band 2 of the housing register includes those who meet the following criteria

- Severe overcrowding (at least 2 bedrooms)
- Severe under-occupation (social housing tenants resident on the island)
- Applicants identified as being ready for 'move-on' accommodation
- Social housing tenants on the island vacating disabled adapted accommodation

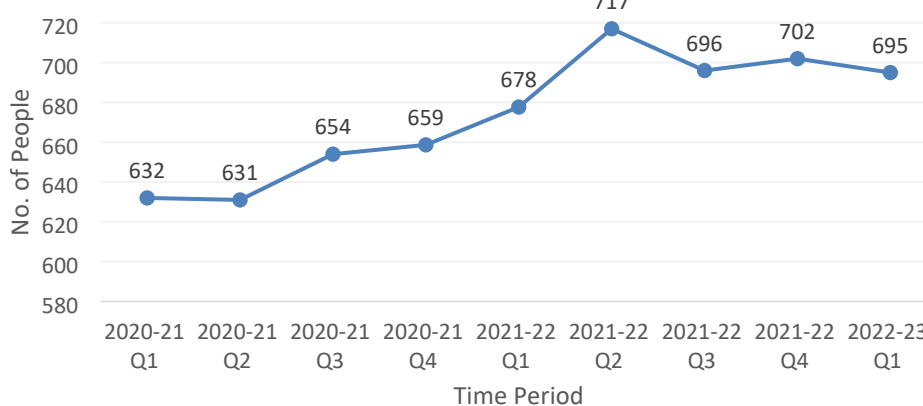
Band 3



Band 3 of the housing register includes those who meet the following criteria

- Multiples of Band 4

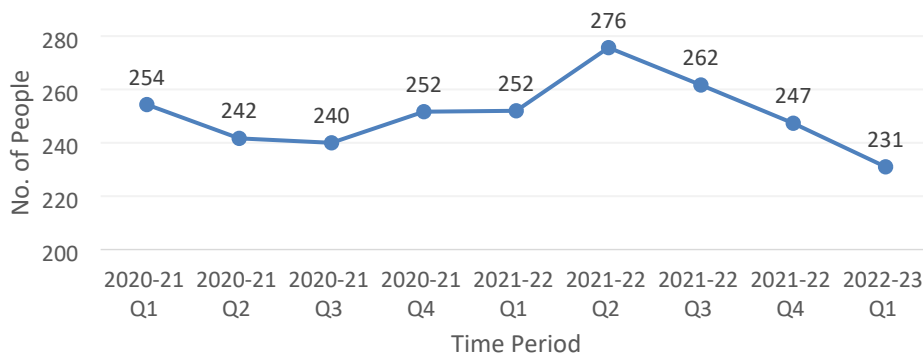
Band 4



Band 4 of the housing register includes those who meet the following criteria

- Homeless applicants
- Significant medical / welfare issues
- Hazardous property condition as defined by the Housing Renewal team
- Lacking or sharing amenities
- Households within insecure accommodation
- Minor overcrowding (1 bedroom)
- Minor under-occupation (private tenants or owner occupiers resident on the island)

Band 5



Band 5 of the housing register includes those who meet the following criteria

- Households with secure accommodation and no other housing need

- Quarter 1 has seen an increase in the number of people on the housing register from the same period last year (2465 compared to 2386 in Quarter 1 2021), though this has decreased from 2504 in quarter 4, with those on band 1 of the register (urgent medical/welfare issues) has dropped to a low of 7.5 people (average over the quarter)
- The highest proportion of people on the Housing register is consistently within band 3
- Applications are assessed and placed in one of five bands according to their housing needs. Within each band applications will be placed in priority date order, with the application with the oldest date having the highest priority. The date that is normally used is the date the housing need is assessed. Where circumstances change and move between bandings occur, the priority date will be changed to the date when the housing need was re-assessed.

Number & value of Disabled Facility Grants issued

- Aim:** Not Applicable
- UN Sustainable Development Goal:** 11
- This is a new measure, introduced as part of the 2021 Corporate plan, thus data is currently limited
- During Quarter 1, 40 grants were approved at a value of £341,000
- During Quarter 1, 43 grants were completed at a value of £343,000

Number of Temporary Housing Units Delivered

- Aim:** Increased number of temporary housing units delivered
- UN Sustainable Development Goal:** 11
- This is a new measure, introduced as part of the 2021 Corporate plan, thus data is currently limited
- 3 units have been delivered via the Rough Sleeper Accommodation Programme by year end 2021-22

Number of Affordable New Homes Built

- Aim:** Increased number of affordable new homes built
- UN Sustainable Development Goal:** 11
- This is a new measure, introduced as part of the 2021 Corporate plan, monitoring of which is undertaken by Hampshire County Council. As such data is currently limited and cannot yet be split between affordable to rent and affordable to buy - this requires some time intensive analysis of planning applications, Section 106 agreements, and conversations with Registered Social Landlords (RSLs). We aim to have this breakdown available for the quarter 2 report.
- 138 affordable homes were completed in 2020- 21
- 112 affordable homes were completed 2021-22 with a further 56 commenced and planned for completion in 2022-23
- There is potential for an additional 335 affordable units in coming years from the pipeline of 958 dwellings with full planning permission on sites over 10 units.

Service Updates - Key Aspirations and Ongoing Business

The following activity supports UN Sustainable Development Goal 1:

At the end of June 2022 all properties funded by the Rough Sleepers Accommodation Project (RSAP) have been acquired and these properties will have residents moving in during July 2022. Identifying future funding opportunities for providing emergency and move on accommodation remain a constant priority.

The following activity supports UN Sustainable Development Goal 8:

The Relocatable Homes scheme was approved by Cabinet in January 2022. The SPD consultation is now complete and is due to be considered by Cabinet in October 2022 but may take place a month or two later following the further investigation into the ideal configuration of properties has taken place (the site is likely to consist of 16 x 2-bedroom flats rather than 8 family homes).

The following activity supports UN Sustainable Development Goal 9:

Marketing of the Brownfield Land Release Fund (BLRF) supported sites is underway and an assessment of responses will be undertaken with appropriate recommendations in September 2022. The NHS Trust is leading on the St. Mary's site and detailed feasibility regarding the site funded by One Public Estate is underway.

The following activity supports UN Sustainable Development Goal 16:

The new website went live on the 12th May 2022 for the following services – Planning, Registrars, Fostering, Adult Social Care, Parking Services, and Adult Community Learning (including a new course booking system). The go-live had slipped from the 31st March 2022 due to major upgrade that was required to the IWC ICT Infrastructure.

The next phase will see further services brought online (including Childrens Services, Council Tax, Benefits and Housing) and workshops have been held to look at the technical requirements for these.

Strategic Risks

N/A

Appendix 5 - 2022/23 Q1

CHILDREN’S SERVICES, EDUCATION AND LIFELONG SKILLS

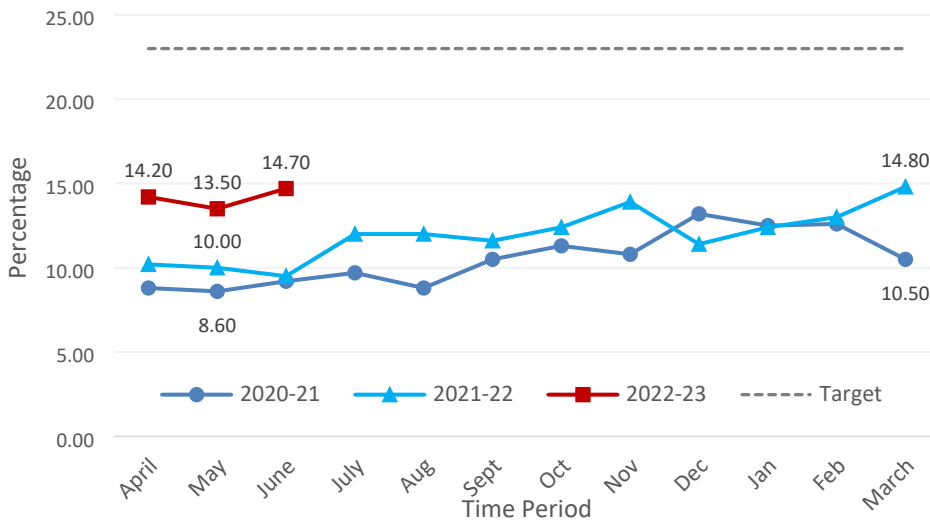
Cabinet Member: Councillor Debbie Andre

Portfolio Responsibilities:

- Adoption
- Fostering
- Disabled Children Support
- Respite Care
- Early Help
- Care Leavers
- Safeguarding
- Short Breaks
- Youth Service
- Special Educational Needs
- Alternative Education
- Early Years Development
- School Improvement
- Schools
- Asset Management
- Home to School Transport

Performance Measures

Percentage of children becoming the subject of Child Protection Plan for a second or subsequent time (within two years of the previous plans end date).



Aim: The percentage of children transferred for a second or subsequent occasion remains below 23 percent.

UN Sustainable Development Goal: 3

Most Recent Status: June 2022

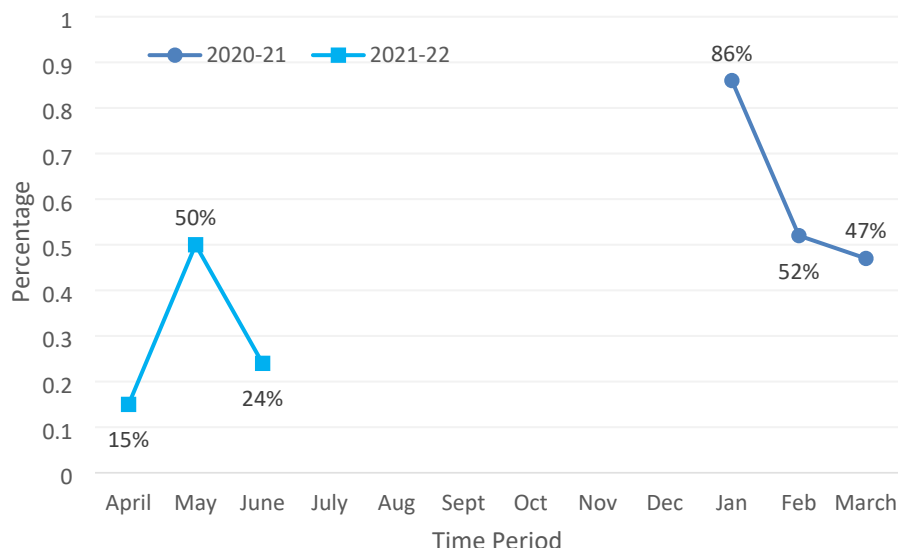
GREEN

Previous Status: March 2022

GREEN

- For children subject to a second or subsequent child protection plan within two years, each one is reviewed by the management team.
- The percentage has remained consistent and continues to be below target.
- The reason for the second or subsequent child protection plan is analysed with the majority being because of associated issues with the first child protection plan such as domestic abuse, adult substance misuse and/or adult mental health.

Percentage of early help cases closed with outcomes achieved



Aim: Increase in the percentage of cases closed with outcomes achieved

UN Sustainable Development Goal: 3

Most Recent Status: June 2022

Monitoring Measure Only

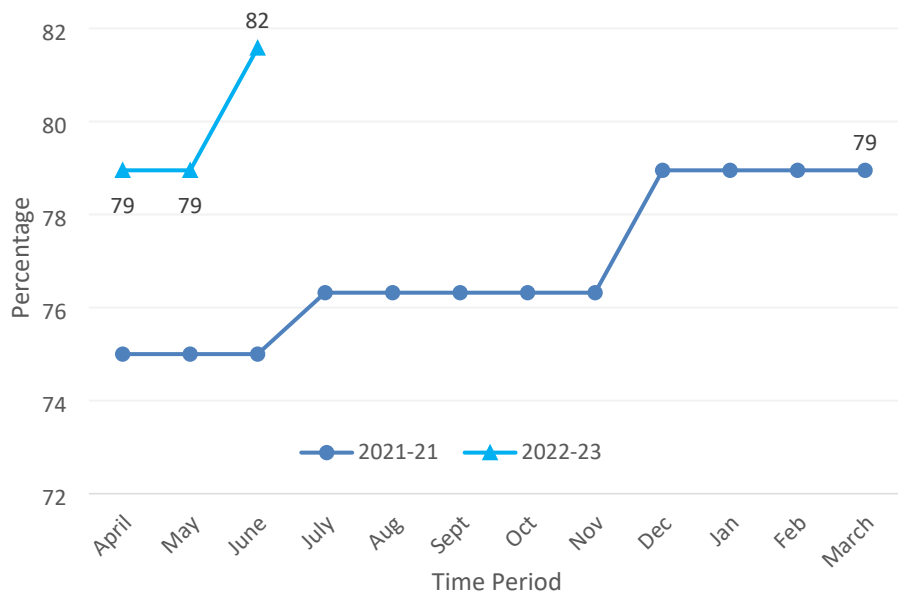
Previous Status: March 2022

Monitoring Measure Only

- This is a new measure introduced in the 2021 Corporate plan, and as such data is limited.
- There are various reasons for closure of Early Help cases, of which outcomes is one. The number of closed cases and of those with outcomes achieved is shown in the below table
- Many of the cases reported during this period were closed under the category of ‘other’, which makes it hard to distinguish whether outcomes have been achieved.

	Jan	Feb	Mar	April	May	June
Cases Closed	21	44	58	13	50	42
Cases Closed with outcomes achieved	18	23	27	2	25	10

Percentage of primary schools graded as good or outstanding in the most recent inspection (not including schools with no inspection score)



Aim: Increase in the percentage of schools graded good or outstanding in the most recent inspection

UN Sustainable Development Goal: 4

Most Recent Status: June 2022

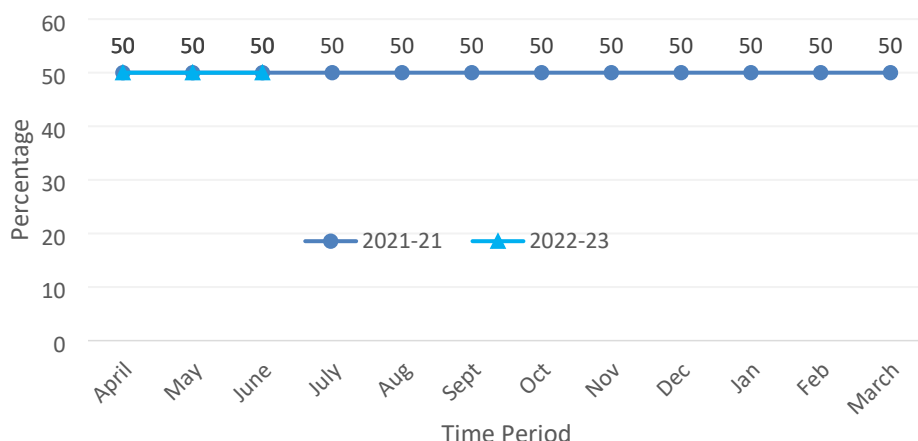
Monitoring Measure Only

Previous Status: March 2022

Monitoring Measure Only

- We remained stable at 79 percent through Quarter 1, though with the Chillerton and Rookley Primary school inspection in June rising from Requires Improvement to Good, the percentage has now risen to 81.58.
- This compares with 86 percent mean average for all English unitary authorities for the 2020/21 academic year

Percentage of secondary schools graded good or outstanding in the most recent inspection



Aim: Increase in the percentage of schools graded good or outstanding in the most recent inspection

UN Sustainable Development Goal: 4

Most Recent Status: June 2022

Monitoring Measure Only

Previous Status: March 2022

Monitoring Measure Only

- The percentage of secondary schools rated good or outstanding remained consistent at 50 percent for the last 2 years.
- This compares with 72 percent mean average for all English unitary authorities for the 2020/21 academic year.

Percentage of all Isle of Wight LA Schools graded good or outstanding in most recent inspection

Schools	Inadequate	Requires Improvement	Good	Outstanding	Ungraded
48	0	10	38	0	0
	0.00%	21%	79%	0.00%	0.00%
	21%		79%		0.00%

Aim: Increase in the percentage of schools graded good or outstanding in the most recent inspection

UN Sustainable Development Goal: 4

Most Recent Status: June 2022

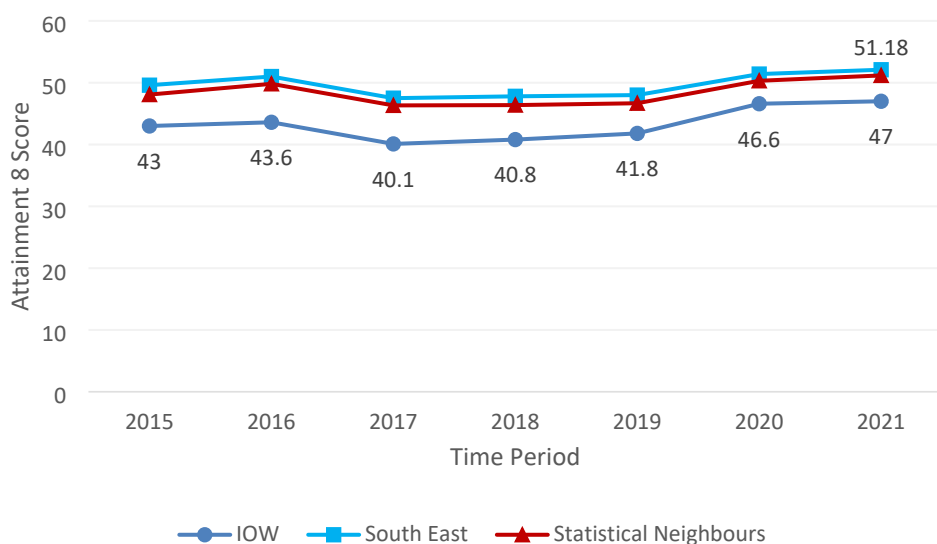
Monitoring Measure Only

Previous Status: March 2022

Monitoring Measure Only

- Chillerton and Rookley Primary school was inspected on 7th June 2022 and achieved a rating of Good, thus pushing the overall percentage of schools rated Good up to 79 from 77 in the previous quarter.
- These results include schools not categorised as either Primary or Secondary. (The Bay CE School, Medina House Schools, St George’s School, and the Pupil Referral Unit all of which are currently rated as being “GOOD” by Ofsted)

Average attainment 8 measure at Y11 when compared to other authorities



Aim: Increase in the average attainment 8 measure at Y11

UN Sustainable Development Goal: 4

Most Recent Status: TBC

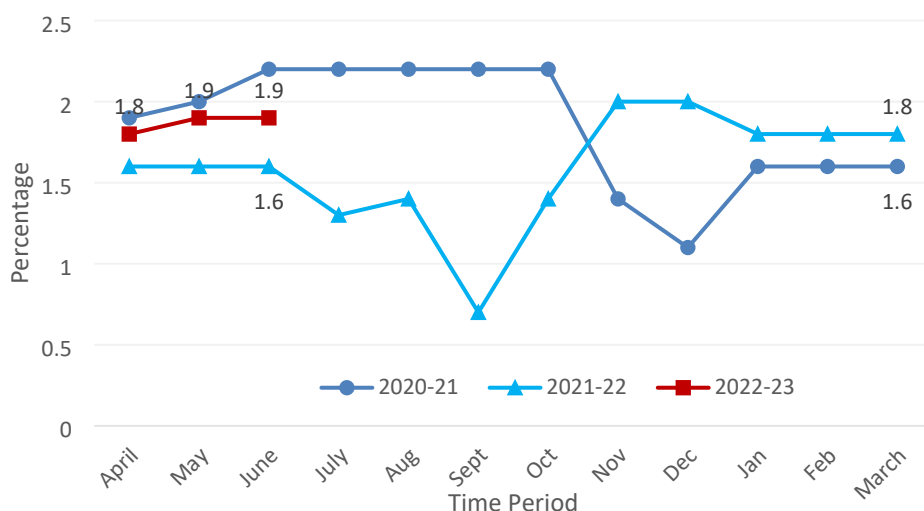
Monitoring Measure Only

Previous Status: November 2021

Monitoring Measure Only

- Due to the pandemic, the summer exams series were cancelled in 2020 and 2021 and pupils scheduled to sit GCSE and A/AS Levels were awarded either an assessment grade (based on what the school or college believed the student was most likely to achieve had exams gone ahead) or their calculated grade using a model developed by Ofqual – whichever was the higher of the two.
- The new method of awarding grades has led to a set of pupil attainment statistics that are unlike previous years – attainment statistics have increased more than would be expected in a typical year and this reflects the change in the way GCSE grades were awarded rather than improvements in pupil performance. As a result, data for these years should not be directly compared to data from previous years for the purpose of measuring student performance.
- The score for 2021 places the Isle of Wight in Quartile band D, with the national rank of 132 of 152 local authorities, though we do currently have an upwards trajectory. New figures are due to be published in November 2022

Number of post 16/17 Not in Education, Employment and Training (NEET) or Percentage of



Aim: Decrease in the percentage of Not in Education, Employment and Training

UN Sustainable Development Goal: 4

Most Recent Status: June 2022

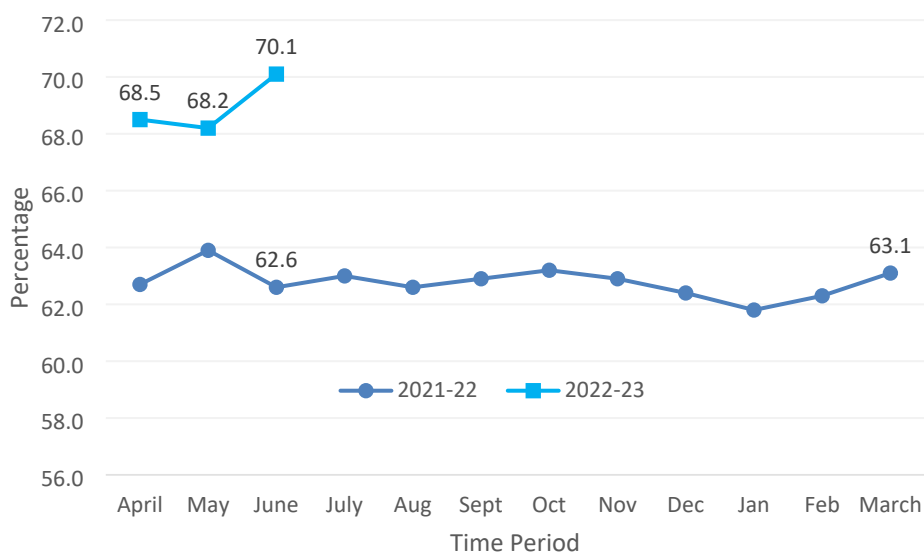
Monitoring Measure Only

Previous Status: March 2022

Monitoring Measure Only

- We are currently in line with usual expected performance, having remained consistent around 1.8/1.9 percent since January 2022.
- We are higher than at the same time last year (1.6 percent), but well below the 3.3 percent average for all English unitary authorities which represents continuing strong performance

Percentage of care leavers in education, employment, or training



Aim: Increase in the percentage of care leavers in education, employment, or training

UN Sustainable Development Goal: 4

Most Recent Status: June 2022

Monitoring Measure Only

Previous Status: March 2022

Monitoring Measure Only

- The figure has been consistently above 60 percent since April 2021 and is 7.5 percent higher than at the same time last year
- This data includes all care leavers aged over 16

Service Updates - Key Aspirations and Ongoing Business

The following activity supports UN Sustainable Development Goal 3:

Every Cabinet and Committee report is now required to include a paragraph highlighting the impact on children and young people and future generations of any Council decision made by elected members.

The Brightspots survey was completed by 34 percent of all children in care. A successful awards ceremony for children in care took place at Northwood House celebrating the achievements of children in care. The Young Inspector's Programme has re-started, and the Fostering Team have organised a BBQ for foster carers to meet each other and staff from children's social care.

The children with disability team have organised a series of Have Your Say Day activities at the start of the school holidays with more planned by each team to run in the October and February half-terms. As part of our ongoing quality assurance framework, parents and carers views are sought as part of case auditing, and parents and children's views are part of all assessments and plans within the service.

The Early Help Strategy has been updated to include the approach to respond to supporting families impacted by the pandemic. The Isle of Wight approach to its Family Hubs was cited in the Levelling Up White Paper as a model of best practice, and the regional co-ordinator service manager is seconded from the Isle of Wight to Hampshire County Council sector led improvement team to support other Local Authorities in the South East in developing Family Hubs and further enhance the island's model. In addition, funding has awarded to support covid recovery through a community grant scheme to enhance the Family Hub offer in local communities.

The Ofsted focussed visit in July noted that the resilience around families team (RAFT) works alongside children and their families to provide multi-disciplinary intervention and support. The targeted support is effective and valued by families with serious and long-standing difficulties being enabled to recognise, explore, and address the adverse impact of their parenting and behaviours on their children.

A Hampshire led peer inspection was undertaken and the final report has been published - All areas for improvement identified have been included in an updated quality improvement plan reflecting the updated self-assessment.

Hampshire will be providing capacity to implement phase three of the children's social care transformation programme on the Isle of Wight. The RAFT team continue to deliver effective interventions to enable children, identified from priority cohorts, to stay safely with their families, contributing to a stabilisation of children becoming looked after and supporting reunification for children with their families when it is safe to do so.

Reporting strategy and approach concerning IWC/HCC Data and Reporting Excellence (DARE) integration is at the development stage with the technical solution has been identified and agreed with HCC IT.

The government commissioned Care Review was published in May. The review makes several recommendations to government and provides opportunities for Local Authorities to merge some aspects of early help with social care. We are awaiting the government's response to the review, expected at the end of this year.

The following activity supports UN Sustainable Development Goal 4:

Training and guidance have been delivered to schools around recommencement of examinations this summer term as the impact of Covid on results is likely to be a big factor this year with children having very diverse experiences during Covid.

The school improvement team are now more able to visit schools and spend time in classrooms improving teaching, learning and curriculum development. It is clear from these visits that children have missed significant parts of the curriculum and that schools are going to require increased support to ensure that the curriculum is carefully sequenced to give children the opportunity to experience missed curricular experiences. This work is underway but the legacy of Covid will not be something that can be quickly rectified.

There are concerns being rightly expressed both locally and nationally about school attendance. Attendance has not returned to pre-pandemic levels yet and there is anecdotal evidence that parental expectations have

changed during the lockdown periods. The start of a new academic year gives an opportunity to reset cultural expectations around attendance and this will be a core priority in our work with schools.

The following activity supports UN Sustainable Development Goal 16:

The new Youth Council is arranging for each member to be paired with an elected member portfolio holder to attend committee and to invite them to attend the Youth Council to facilitate closer working relationships. An allocated place for a Helping Young People Engage (HYPE) member (junior and senior) is to be co-allocated onto the Youth Council to ensure the voice of children in care and care experienced young people to be heard.

Strategic Risks

Failure to improve educational attainment

Assigned to: Director of Children's Services

Inherent score	Target score	Current score
16 RED	6 GREEN	10 AMBER
Previous scores		
Mar 22	Nov 21	Sep 21
10 AMBER	10 AMBER	10 AMBER
No change to risk score		

Failure to identify and effectively manage situations where vulnerable children are subject to abuse

Assigned to: Director of Children's Services

Inherent score	Target score	Current score
16 RED	5 GREEN	7 AMBER
Previous scores		
Mar 22	Nov 21	Sep 21
7 AMBER	7 AMBER	7 AMBER
No change to risk score		

Appendix 6 - 2022/23 Q1

PLANNING AND ENFORCEMENT

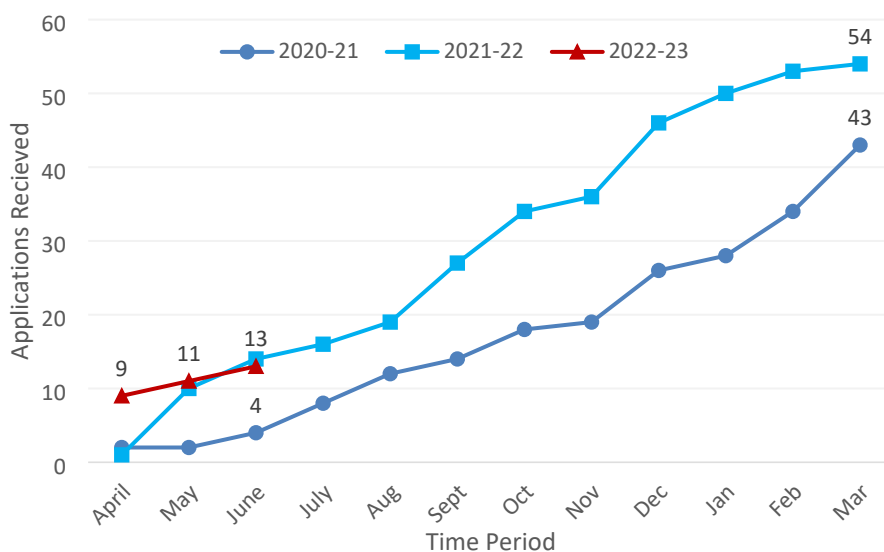
Cabinet Member: Councillor Paul Fuller

Portfolio Responsibilities:

- Island Planning Strategy
- Local Development Framework
- Planning Applications
- Planning Appeals
- Planning Enforcement
- Trees and Landscape Protection
- Building Control and Inspection

Performance Measures

Number of major planning applications received



Aim: Not Applicable

UN Sustainable Development Goal: 12

Most Recent Status: June 2022

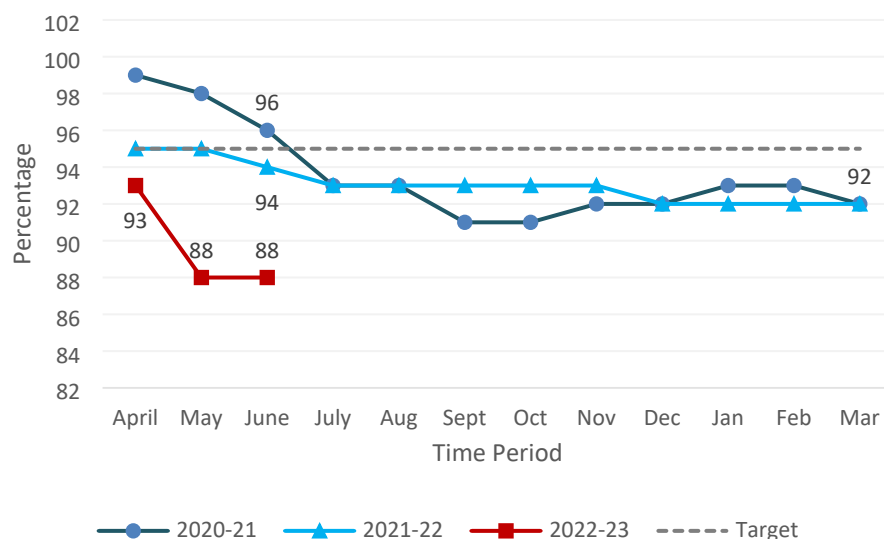
Monitoring Measure Only

Previous Status: March 2022

Monitoring Measure Only

- The number of major planning applications received up to now is roughly in line with the same period last year (13 for 2022-23 and 14 for the same period last year), and significantly above the same period in 2020-21 (4).

Percentage of all planning applications processed within timescales



Aim: The percentage of planning applications processed within agreed timescales is at/above 95 percent

UN Sustainable Development Goal: 12

Most Recent Status: June 2022

AMBER

Previous Status: April 2022

AMBER

- The level of total planning applications processed within timescales had remained relatively consistent through the previous financial year, though below the target of 95 percent.

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- Quarter 1 has seen a dip from 93 to 88 percent, due to staff shortages within the planning team and the other work planning officers must deal with (such as pre-application advice, condition discharge and enforcement work).

Proportion of new housing development completed on brownfield land

- **Aim:** Increasing proportion of new housing development taking place on brownfield land
- **UN Sustainable Development Goal:** 11
- This is a new measure, introduced as part of the 2021 Corporate Plan, thus data is currently limited
- Monitoring of this measure is undertaken by Hampshire CC and runs from April to March. The figures for 2021-22 are:
- Total homes completed: 490
- Of which on brownfield land: 243 (50 percent)

Service Updates - Key Aspirations and Ongoing Business

The following activity supports UN Sustainable Development Goal 9:

A peer review was undertaken in May and the full report published in June can be viewed on the Council's website. The council has previously committed to develop an action plan to deliver the recommendations of the peer review and this will be overseen by a working group of members, officers and wider stakeholders led by the Cabinet Member for Planning together with the Chairman of the Planning Committee and the Strategic Manager for Planning and Infrastructure. The response to recommendations made is due for completion by the end of August 2022.

The draft Island Planning Strategy is being reviewed by Corporate Scrutiny in advance of their meeting on 6 September, who will use that meeting to agree its recommendations to Cabinet ahead of being submitted for consideration by Full Council on 21 September 2022. Depending on the decision of Full Council there will be a 6-week representation period to accompany the plan submitted to the Secretary of State. The adoption of the new Island Planning Strategy had been assessed as the best mechanism for securing greenfield site protection.

Strategic Risks

N/A

Appendix 7 - 2022/23 Q1

LEVELLING UP, REGENERATION, BUSINESS DEVELOPMENT AND TOURISM

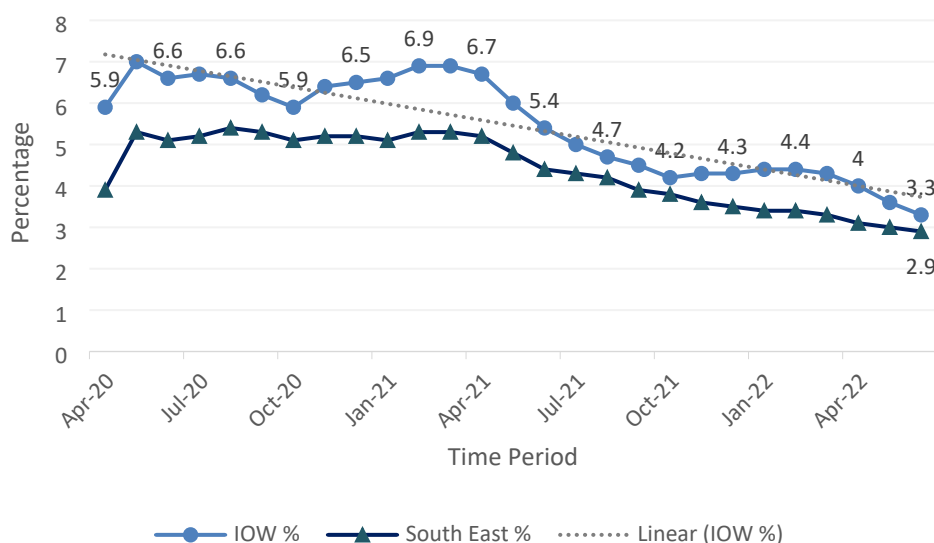
Cabinet Member: Councillor Julie Jones-Evans

Portfolio Responsibilities:

- Economic Development
- Events
- Regeneration Projects
- Levelling Up, SLEP
- Tourism
- Leisure Centres
- Sports Development

Performance Measures

Average number of out of work benefit claimants (per month)



Aim: Reduction in the number of out of work benefit claimants

UN Sustainable Development Goal: 8

Most Recent Status: June 2022

Monitoring Measure Only

Previous Status: March 2022

Monitoring Measure Only

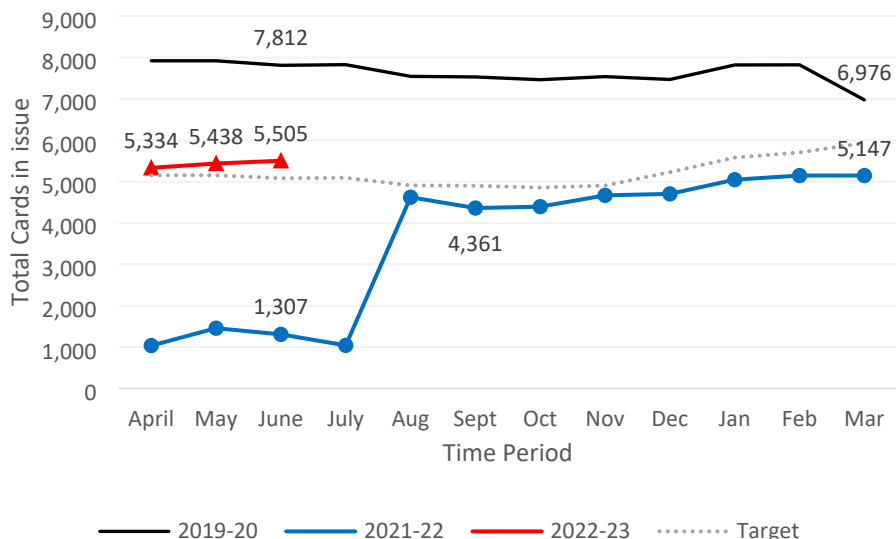
- The number of out of work benefit claimants dropped to a two-year low in June this year (3.3 percent of the working age population), a figure which has not been seen on the island since March 2020 when it stood at 3.2 percent.
- We remain above the South East average of 2.9 percent, but below the England average of 3.8 percent
- The rate of reduction is typical of this time of year as seasonal employment opportunities become more widely available.
- The number of claimants on the IW is falling at a faster rate than regionally or nationally and this downward trend shows the island in a far healthier position that at the same time last year, when the claimant count stood at 5.4 percent for June 2021, indicating positive economic recovery as we continue to exit the pandemic
- The actual claimant count for 2021-22 and 2022-23 is shown in the below table

Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22
5370	4775	4290	4005	3770	3550	3365	3385	3395	3455	3460	3380	3145	2855	2856

Number of visitors to IOW

- **Aim:** Increasing number of visitors to the isle of Wight
- **UN Sustainable Development Goal:** 8
- Data capture during 2020 was impacted due to COVID-19 related travel restrictions creating a temporary gap in the domestic tourism monitor. Fieldwork resumed in April 2021 and Visit Britain / Visit England are aiming to publish 2021 data (April – December) in mid-October 2022 (barring any unforeseen circumstances)

Total number of One Cards in issue



Aim: Increase in the number of One Cards in issue

UN Sustainable Development Goal: 3

Most Recent Status: June 2022

GREEN

Previous Status: March 2022

AMBER

- The number of One Cards (giving unlimited access to selected sports and leisure activities, subject to availability) in issue has seen a steady rise since the phased re-opening of facilities began in the 2021-22 financial year with the first accurate reflection of membership numbers appearing in September 2021 once the first post-Covid direct debits and cancellations have been processed.
- We have not yet returned to pre-Covid levels of membership (we are currently at 70 percent of membership as of June 2019), though over target and well above the 1,307 membership of June 2021. This reflects the impact of sales campaigns around membership, along with investment at Medina Leisure.
- The council recognises the importance of leisure services to residents and visitors to the island and is carrying out a review of services in the light of the large increases in fuel costs and the overall impacts of the rise in the cost of living.

Service Updates - Key Aspirations and Ongoing Business

The following activity supports UN Sustainable Development Goal 8:

Analysis of the consultation feedback on the Supplementary Planning Document (SPD) around Newport Harbour is ongoing with the results and recommendations scheduled to be presented to Cabinet in October 2022. Following this we will go back to the market for development partners. The site is expected to yield between 250 and 350 residential properties.

The Vision document for a Pop-up container project (which would in effect be a small outdoor event centre on Newport Quay) is complete and has been reviewed by Regeneration members board and the aim is to have it in operation by April 2023.

An analysis of the projected land values compared to site development costs has been undertaken at Venture Keys. Expressions of interest for the site have been received and evaluated and Cabinet will be asked to decide to approve the preferred option for the site. It is hoped that planning applications for homes on the site will be submitted before the end of 2022.

Cabinet approved the sale of the freehold interest in the Shanklin Spa site to a preferred bidder in June 2022 and disposal of the site is complete subject to financial appraisal of terms. The preferred bidder's proposal is for a mixed-use regeneration scheme comprising a thirty room Apart-Hotel (the Island's first); fourteen private apartments with parking over ground floor leisure/retail/commercial unit. The project also proposes seven refurbished office/workshops in the currently derelict rear arches on the site, a new public climbing wall, a communal garden area and forty new public pay and display spaces, to be retained by the council.

£5.8 M approved from the Government's Levelling Up Fund (LUF bid) for East Cowes marine hub projects which need to be complete by March 2024. Works are in progress and are scheduled to be completed entirely

by Winter 2023/24. Elevation works are complete at the Columbine building (in East Cowes), with hoist crane works underway. Design and costing work on other elements highlighting cost risks will however result in an impact on the scope of the overall development.

The Digital Innovation Centre at Rangefinder House in Cowes had its soft opening in July 2022 ahead of a full official opening scheduled for September 2022.

Brewery fit out works at Branstone Farm Business Park are scheduled for completion and handover alongside Phase 1 Business Units scheduled for September 2022 with tenants occupying shortly after.

Further analysis of the drainage surveys around the Camp Hill estate is required to complete the programme of works for the site. Information for Wightfibre will be analysed to mitigate the risk of having to dig up roads that have already been repaired and resurfaced. Phase 2 of the lighting works is also now in progress. An annual milestone report will be submitted to the Ministry of Justice by the end of August 2022.

The following activity supports UN Sustainable Development Goal 16:

A review of council owned sites is being carried out to identify their suitability and viability for development. These sites include the Old Newport Library and Elmdon.

The Council will be submitting an Isle of Wight Shared Prosperity Investment Plan in August 2022 as part of an application the UK Shared Prosperity Fund (UKSPF) which is part of the government's Levelling Up agenda. The IW has been awarded around £1.7m over the next Three years and the locally constructed Investment Plan needs to be approved centrally to allow us to draw down those funds.

Strategic Risks

N/A

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Appendix 8 - 2022/23 Q1

CLIMATE CHANGE, ENVIRONMENT, HERITAGE, HUMAN RESOURCES, LEGAL AND DEMOCRATIC SERVICES

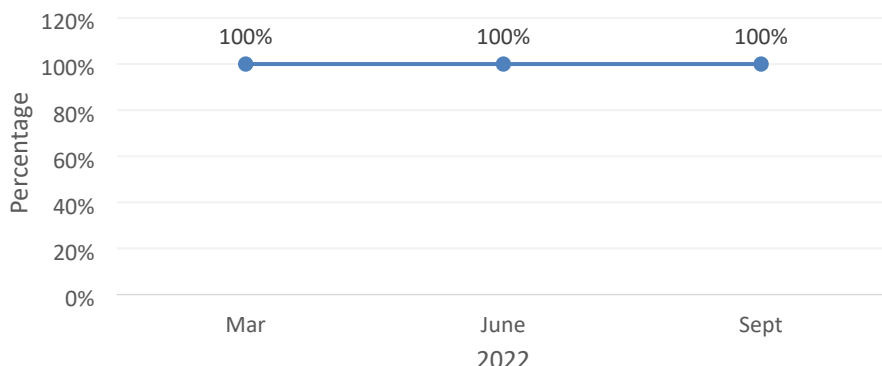
Cabinet Member: Councillor Jonathan Bacon

Portfolio Responsibilities:

- AONB
- Countryside Management
- Parks and Open Spaces
- Beach Huts
- Rights of Way
- Biosphere
- Climate Change and Environment
- Coastal Management
- Flood Policy and LLFA
- Allotments
- Playing Fields/Sports Grounds
- Amenity Land Hire
- Libraries
- Theatres
- Museums
- Archaeology
- Records Office
- Human Resources
- Elections
- Democratic Services
- Legal Services
- Learning and Development

Performance Measures

Percentage of council facilities using green energy only or on-site generation



Aim: 100 percent of council facilities using green energy or onsite generation

UN Sustainable Development Goal: 13

Most Recent Status: June 2022

GREEN

Previous Status: March 2022

N/A

- 100 percent of corporate buildings Up to 1st October 2022 when the contracts expire.
- All corporate buildings are supplied with green electricity and where applicable carbon offset gas. While some buildings benefit from renewable generation, grid connection is still necessary.
- New energy contracts will be in place on 1st October 2022, and it is unknown at this time as to whether these will be green/carbon offset as per existing contracts.
- During 2021/22, some 545 kilowatts peak of solar photovoltaic was installed on council buildings.

Percentage of council suppliers using green energy only or on-site generation

- **Aim:** Increase in the percentage of council suppliers using green energy or on-site generation
- **UN Sustainable Development Goal:** 13
- This is a new measure introduced in the 2021 Corporate plan and thus no data is yet available
- An update is expected during the 2022-23 financial year

Increase number of IWC employees cycling or walking to work (when they attend a workplace)

- **Aim:** Increase in the number of IWC employees cycling or walking to work
- **UN Sustainable Development Goal:** 13
- This is a new measure introduced in the 2021 Corporate plan and thus no data is yet available
- An update is expected during the 2022-23 financial year

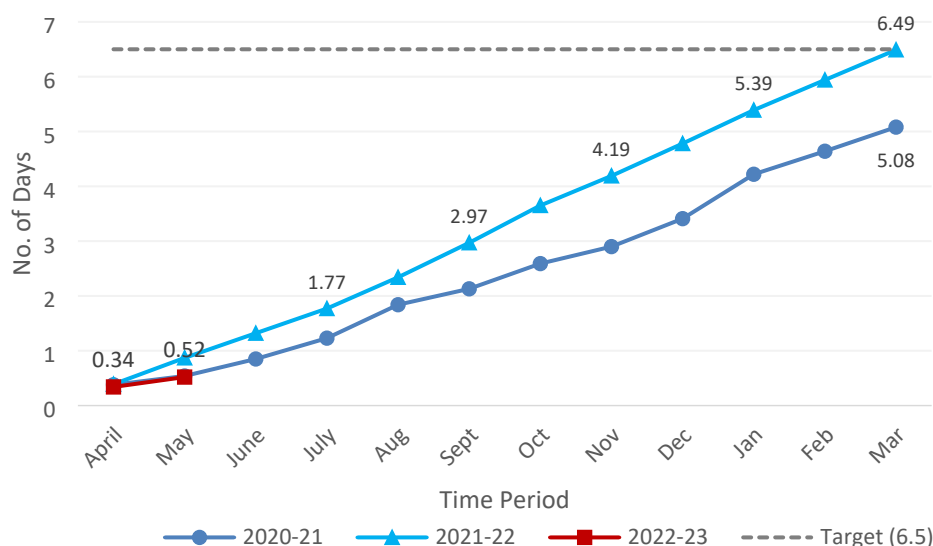
Number of island schools & colleges participating in the Eco Schools Programme

- **Aim:** Increase in the number of island schools and colleges participating in the Eco Schools Programme
- **UN Sustainable Development Goal:** 13
- This is a new measure introduced in the 2021 Corporate plan and thus data is still limited
- As of the end of 2021-22, 14 Schools are participating in the programme and there is ongoing dialogue to encourage the others to do so.

Town & Parish councils participating in the Green Impact Programme

- **Aim:** Increase in the number of Town and Parish councils participating in the Green Impact Programme
- **UN Sustainable Development Goal:** 13
- This is a new measure introduced in the 2021 Corporate plan and thus data is still limited
- As of the end of 2021-22, no Town and Parish councils are participating in the Green Impact Programme, however, ongoing dialogue is taking place with Town and Parish Councils to encourage involvement.

Average working days lost to sickness per employee (Cumulative)



Aim: Average Days lost to sickness is below the end of year target

UN Sustainable Development Goal: 3

Most Recent Status: May 2022

GREEN

Previous Status: March 2022

AMBER

- By the end of 2021-22, the cumulative average working days lost to sickness reached 6.49, only 0.01 days below our target of 6.5 days, though below pre-pandemic levels of 7.68 at the end of 2019-20.
- By end of May 2022, we are at 0.52 days, which is lower than at the same time on the 2 previous years 2021-22 (0.87) and 2020-21(0.54)

Service Updates - Key Aspirations and Ongoing Business

The following activity supports UN Sustainable Development Goal 4:

The provision of a new record office now forms part of the project to create new cultural centre on land at Newport Harbour. Regeneration is now leading on this and commissioned a consultant to prepare a vision document which can be shared with the National Archive for their review and approval. This is scheduled for completion in late July/early August.

The following activity supports UN Sustainable Development Goal 8:

A project to improve recruitment and retention processes is progressing with a review into the Council's induction process to ensure that all new starters receive a full induction including the completion of an e-learning module familiarising themselves with all relevant Council policies and procedures within the first month of their employment. As part of this work, a review is also being undertaken that will revise the

Council's approach to producing job summaries as well as exploring options for how the overall jobs framework can be improved.

Methodology and timescale for the development of an island cultural strategy led by the island collection has been confirmed for completion by March 2023. Submission of UK Professional Standards Frameworks is due for completion by the end of July 2022, with approval scheduled October 2022, includes support for cultural industries development.

IWC is working with Heritage England and the Arts Council on several buildings and projects including the Guildhall in Newport and Department Ryde (the former site of Elizabeth Pack, now home of island-based artist-led company Shademakers – one of the leading carnival groups in Europe)

The following activity supports UN Sustainable Development Goal 13:

Eight sites (46 Sea Streat, Branstone Farm, The Gouldings, Westridge, East Cowes and Lord Louis Libraries, Somerton Stores and The Adelaide) have had the work under the Salix funding scheme (to install heating systems that will reduce carbon consumption) completed with two (The Heights and Medina Leisure Centres) more scheduled to complete in July 2022.

Specifications for a further phase of work for County Hall to are being finalised and will go out to tender in September 2022 with work planned to take place during the winter.

Strategic Risks

N/A

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Appendix 9 - 2022/23 Q1 INFRASTRUCTURE, HIGHWAYS PFI AND TRANSPORT

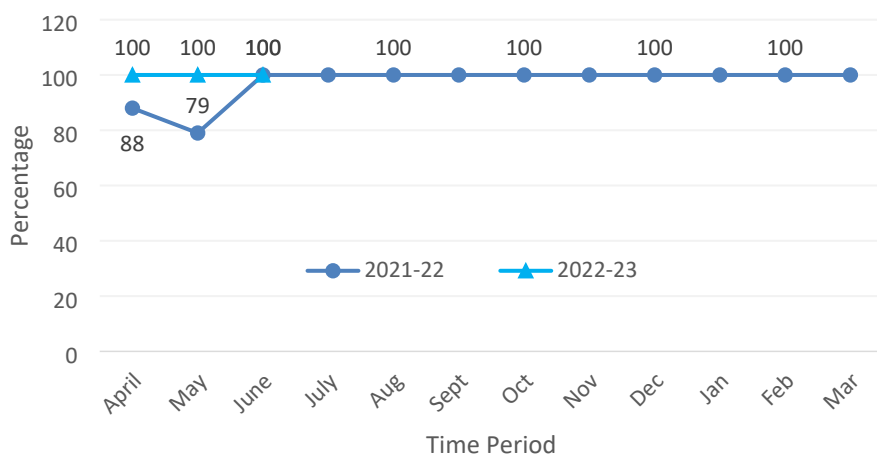
Cabinet Member: Councillor Phil Jordan

Portfolio Responsibilities:

- Parking Services
- Floating Bridge
- Harbours
- Concessionary Fares
- Subsidised Bus Services
- Highways PFI Contract
- Highways Authority

Performance Measures

Percentage of Category 1 Emergency Responses within 2 hours (hazardous potholes, fallen trees, street lighting etc.)



Aim: 100 percent Category 1 Emergency responses within two hours

UN Sustainable Development Goal: 9

Most Recent Status: June 2022

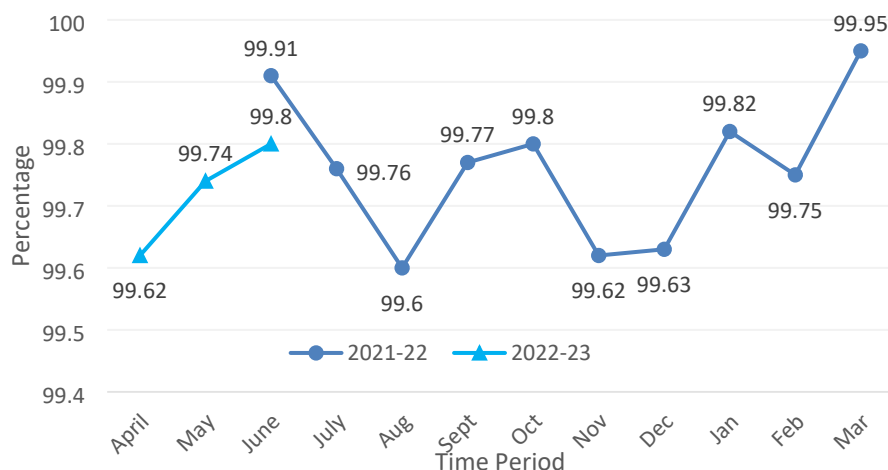
GREEN

Previous Status: March 2022

GREEN

- Emergency responses have maintained 100 percent timeliness since the end of Quarter 1 2021-22.
- Category 1 defects require remedial action within 2 hours to ensure the highway remains safe. 2 hour defects may include:
 - Potholes
 - Fallen Trees / Branches
 - Damaged Street furniture (vandalism or vehicular collision)
 - Street Light outage
 - Damaged Kerbing
 - Damaged Tactile Crossing

Percentage of highways inspections undertaken (Sec 58 Highways Act Compliance)



Aim: 100 percent of highways inspections undertaken

UN Sustainable Development Goal: 9

Most Recent Status: June 2022

GREEN

Previous Status: March 2022

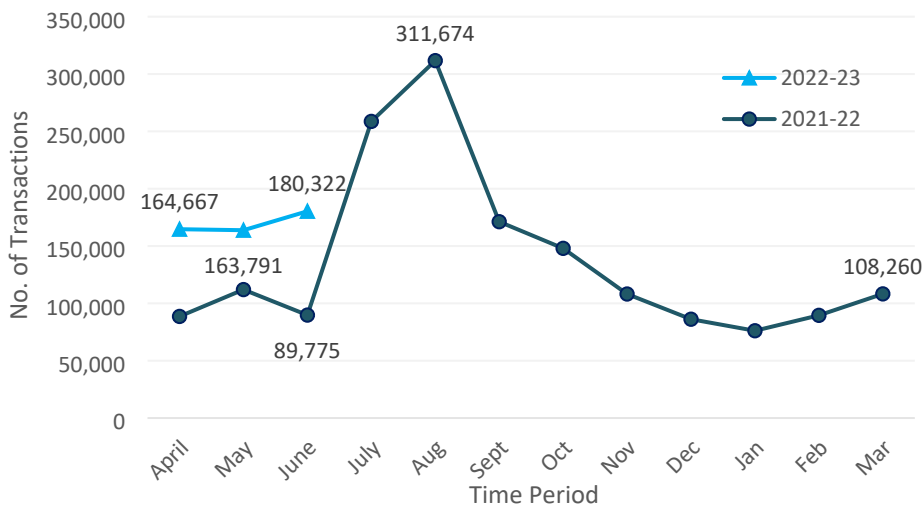
GREEN

- IWC receive a programme of highway inspections undertaken by Island Roads. The frequency of inspections is dependent on each category of road. Defects are assessed and action is taken in line with the contract timescales to meet the provisions of Section 58 of the Highways Act 1980.
- Currently IWC audits a percentage of Island Roads inspections to ensure the Island Roads District Stewards are identifying and rectifying defects in line with code of practice and contractual requirements.
- There were 5 inspections not done on time and this relates to two roads that requires further investigation as these are routinely behind schedule.

Number of public transport users

- **Aim:** Increase in number of public transport users
- **UN Sustainable Development Goal: 9**
- We are in the process of formalising a non-disclosure agreement with South Western Railways for data related to Islandline usage, so there is a delay in obtaining this data until the process is concluded
- We are awaiting an update from ferry service providers as relates to cross-Solent travel, and this is currently being followed up by the Highways and Transport Client team.

Car parking utilisation



Aim: Increase in car parking utilisation

UN Sustainable Development Goal: 9

Most Recent Status: June 2022

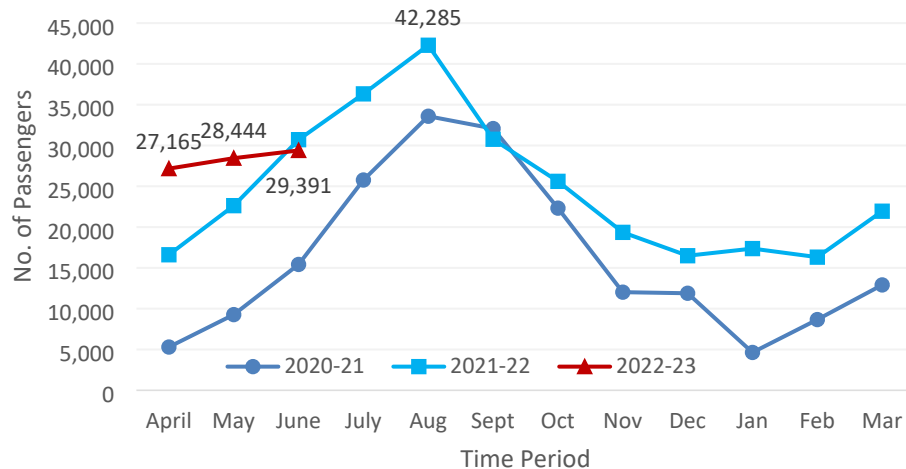
AMBER

Previous Status: March 2022

AMBER

- Quarter 1 has shown a marked improvement from the same period last year, with transactions by Pay and Display and Phone totalling 90,547 more in June 2022 than June 2021.

Floating Bridge Number of Foot Passengers



Aim: Increasing number of foot passengers

UN Sustainable Development Goal: 9

Most Recent Status: June 2022

Monitoring Measure Only

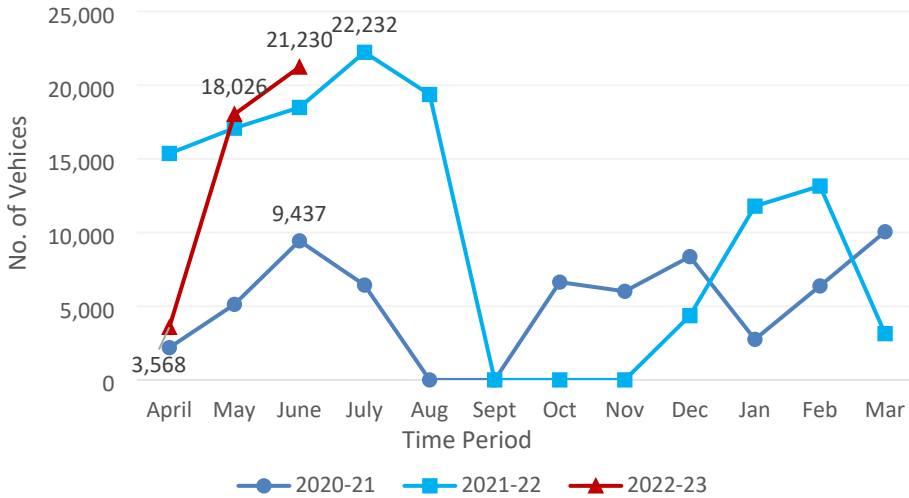
Previous Status: N/A

Monitoring Measure Only

- The 2022-23 year started well, as while the incline is not as steep as in previous years, the overall number of foot passengers during Quarter 1 (85,000) is significantly higher when compared to the previous two years (29,989 for 2020-21 and 69,944 for 2021-22).
- Service suspended on 4 occasions for 6 hours each owing to staff shortages during May, and again for 12 hours on 29th June owing to staff shortages

- Barring unforeseen any circumstances, trends suggest that we will expect to see a rise in numbers over the tourist heavy months of quarter 2.

Floating Bridge Number of Vehicles



Aim: Increasing number of vehicles

UN Sustainable Development Goal: 9

Most Recent Status: June 2022

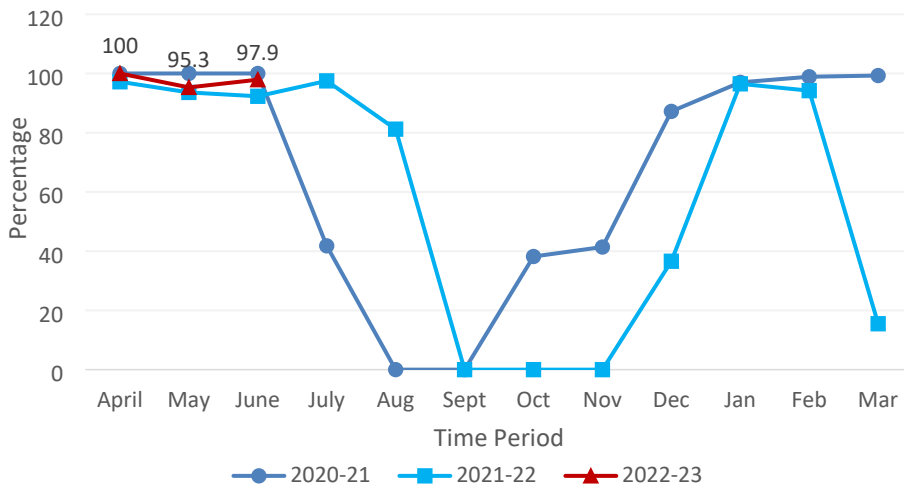
Monitoring Measure Only

Previous Status: N/A

Monitoring Measure Only

- The total number of vehicles seen during Quarter 1 was 42,824, approximately 8,000 lower than in the same period in 2021-22 (50,940)
- The low number of vehicles using the floating bridge during Quarter 1 can be partially explained by the vessel being taken out of service for 5 year out of the water inspection in March, and not returning until 23rd April 2022.
- Service suspended on 4 occasions for 6 hours each owing to staff shortages during May, and again for 12 hours on 29th June owing to staff shortages.

Floating Bridge hours operated as a percentage of scheduled hours



Aim: High percentage of hours operated as a proportion of scheduled hours

UN Sustainable Development Goal: 9

Most Recent Status: June 2022

Monitoring Measure Only

Previous Status: N/A

Monitoring Measure Only

- The floating bridge was operational for an average 97.7 percent of its scheduled hours during Quarter 1, which is higher than during the same period last year (94.4 percent).
- While there was a planned withdrawal for dry docking, this was completed on schedule and the vessel returned as planned on 23rd April.
- The gaps in scheduled service during May and June were as a result of service being suspended due to staff shortages.

Service Updates - Key Aspirations and Ongoing Business

The below activity supports UN Sustainable Development Goal 9:

The five year out of water Maritime and Coastguard Agency inspection was successfully undertaken for the Floating Bridge between 7 March and 23 April; whilst in dry dock a number of planned maintenance tasks and minor system improvements were undertaken. Work to conclude the contract dispute mediation continues;

once a settlement is reached work can be undertaken to investigate the feasibility of commissioning a new crossing.

Regarding the Local Transport Plan (LTP), as previously reported, the agreed project timescales for implementation from April 2023 remain relatively on track. During the last 2 months the initial draft of LTP core strategy has been further developed with additional involvement from the planning team, and carbon forecasting has been undertaken. Materials have also been developed for stakeholder workshops as part of the test and adjust engagement in June. The date of the cabinet paper presenting the strategy has been delayed to 25th October 2022 to allow sufficient time to review feedback from stakeholder workshops for inclusion in the next draft. Once the draft has been considered and approved by Cabinet, the public consultation shall commence.

Once complete the revised draft shall be reviewed again by the project team and colleagues from the Planning Authority prior to being shared with Cabinet for approval ahead of full public consultation. Following this, public consultation shall commence which is now likely to begin in earnest in November following feedback from cabinet.

In respect of the removal of a Department of Transport (DfT) deadline for an Enhanced Partnership to be in place and no funding allocated to the Isle of Wight, focus has shifted to the DfT Local Transport Fund requirements to have ongoing Network Review meetings with local bus operators, ahead of any decisions in respect of amendments to local bus services in April 2023.

However, now we have received legal advice both on the Partnership document and the associated non-disclosure agreement, the intention is to have the draft revised accordingly, statutory consultation undertaken and for the final draft to be ready for Cabinet in October.

Strategic Risks

Failure of the Highways PFI contract resulting in significant financial and operational disruption for the council and its residents		
Assigned to: Director of Neighbourhoods		
Inherent score	Target score	Current score
16 RED	5 GREEN	7 AMBER
Previous scores		
Mar 22	Nov 21	Sep 21
8 AMBER	8 AMBER	8 AMBER
Small decrease in risk score		

Appendix 10 - 2022/23 Q1 COMMUNITY PROTECTION, REGULATORY SERVICES AND WASTE

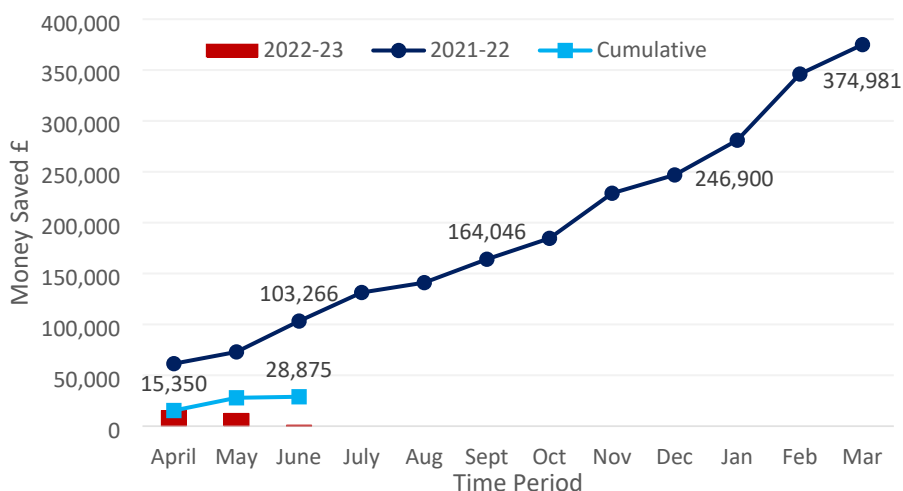
Cabinet Member: Councillor Karen Luccioni

Portfolio Responsibilities:

- Contingency and Emergency Planning
- Bereavement Services
- Celebratory and Registrars
- Coroner
- Licensing
- Environmental Health
- Trading Standards
- Community Safety
- Waste Disposal
- Waste Collection (Household, Schools and Trade)
- Forest Road Waste Recovery Park (MT Plant and Energy from Waste)
- Household Waste
- Recycling Centres
- Commercial Waste Recycling Centres
- Closed Landfill Sites
- Littering and Fly Tipping

Performance Measures

Amount of money saved to vulnerable consumers by trading standard interventions



Aim: Increasing amount of money saved to vulnerable consumers by trading standards interventions

UN Sustainable Development Goal: 16

Most Recent Status: June 2022

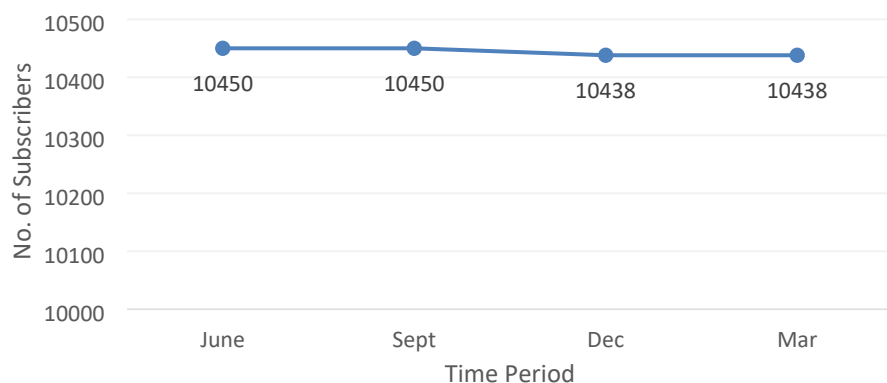
Monitoring Measure Only

Previous Status: March 2022

Monitoring Measure Only

- Complaints received involve reports of scams, product safety, weights and measures, animal health and counterfeit goods.
- There were 19 referrals received during Quarter 1 which resulted in a total of £28,875 refund/Savings to Consumers through interventions

Total number of garden waste subscribers



Aim: Increasing number of garden waste subscribers

UN Sustainable Development Goal: 13

Most Recent Status: TBC

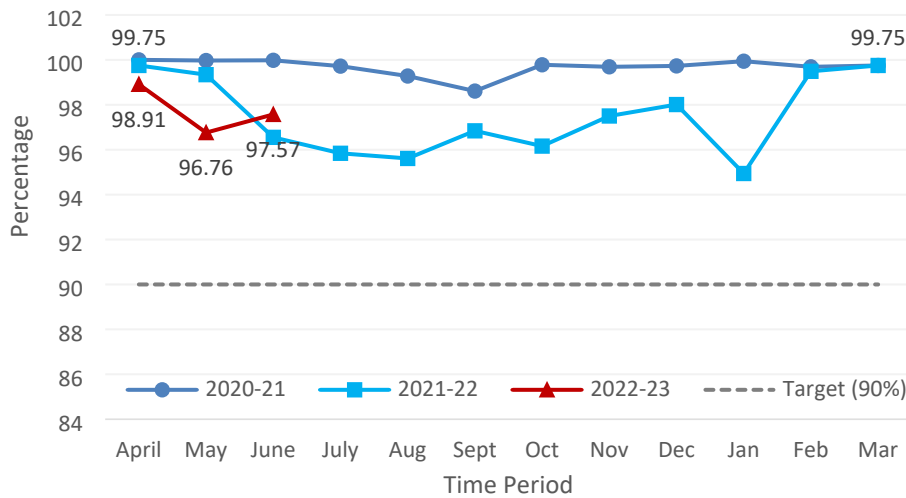
Monitoring Measure Only

Previous Status: March 2022

Monitoring Measure Only

- As the service only opens to new subscribers once a year (in Spring) we will only see decreases due to cancelled subscriptions in the interim.
- At this time it is predicted that approximately 9866 subscribers will renew for a subsequent year with the cost for a monthly collection of green waste has increase to £96 from £72 previously

Percentage of domestic waste diverted from landfill



Aim: 90 percent of domestic waste is diverted from landfill

UN Sustainable Development Goal: 13

Most Recent Status: June 2022

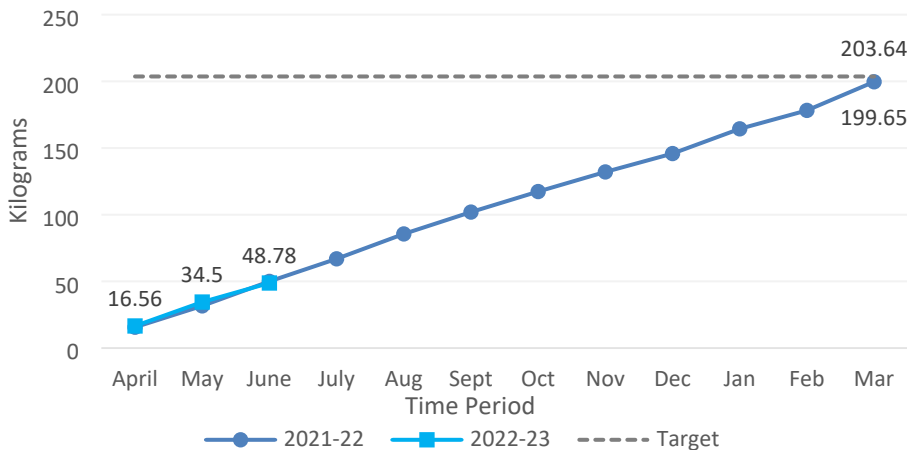
GREEN

Previous Status: March 2022

GREEN

- While we are currently seeing a higher percentage of diversion compared to this time last year (96.95 for June 2021) rates remain well above the target 90 percent, as they have consistently throughout the last 2 years.

Reduction in residual (LACW) household waste per person



Aim: Reduction in residual household waste per person is 203.64 kilograms by end of year

UN Sustainable Development Goal: 13

Most Recent Status: June 2022

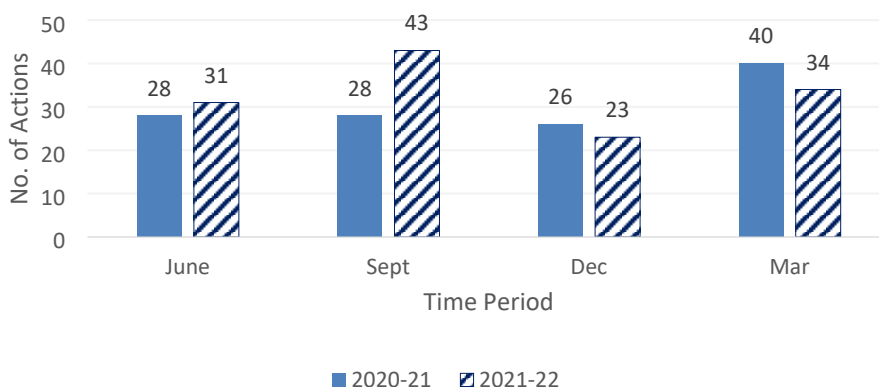
TBC

Previous Status: March 2022

GREEN

- The end of year target for the reduction in residual household waste has increased this year from 182.95 kilograms (which was overachieved by 16.72 kilograms) to 203.64 kilograms
- We are currently on a par with the same period last year in terms of reduction in kilograms for June (48.78 for 2022-23 and 49.98 for 2021-22)

Number of fly tip incidents and actions taken



Aim: Monitoring Measure Only

UN Sustainable Development Goal: 13

Most Recent Status: June 2022

Monitoring Measure Only

Previous Status: March 2022

Monitoring Measure Only

- Data for Quarter 1 will be available in time for the Q2 QPMR in November.
- Up to the end of Quarter 4, there have been 855 incidents reported, with an average of 214 per Quarter since April 2021
- The number of actions taken each quarter have decreased when compared with the same period last year (40 actions in March 2021 against 34 in March 2022)
- 23 percent of fly tips collected from the highway were domestic side waste

Percentage of population that feel safe in the community

- **Aim:** Increasing percentage of population that feel safe in the community
- **UN Sustainable Development Goal: 11**
- This is a new measure introduced as part of the 2021 Corporate Plan
- We can access this twice yearly using the YouGov and survey 500 data and every 3 years through the CS survey.
- Data will be captured later this year Q2/3

Service Updates - Key Aspirations and Ongoing Business

The following activity supports UN Sustainable Development Goal 11:

We have just secured funding for safer streets 4:

The Office of the Police and Crime Commissioner has been awarded £733,551.19 by the Home Office in the fourth round of the Safer Streets funding to help tackle anti-social behaviour and violence against women and girls in Portsmouth, Gosport, Fareham, Havant and on the Isle of Wight.

The funding, secured by the Office of the Police and Crime Commissioner, will help the organisations deliver the following initiatives to reduce crime and increase safety:

- **Mentoring in Violence Prevention:** addressing unhealthy attitudes towards women and girls and creating a peer owned support network within 15 secondary schools (three per authority). This work will complement existing efforts in schools enabling more of a focus on underlying issues and empowering young women and men to break free of traditional stereotypes. Supported by existing domestic abuse providers, it will build upon established relationships and ensure young people have a continuum of care.
- **We Stand Together, Safe Space Network:** the implementation of 50 Safe Spaces (10 per authority) to provide women and girls with a network of safe places they can walk into when they feel unsafe. Specifically, to report issues and receive support when they are experiencing sexual violence and harassment in or around public spaces. This work builds upon and extends existing work to co-ordinate Safe Spaces in Portsmouth and on the IOW.
- **A Community in Motion (CIM):** Develop a positive bystander model that can be delivered to Night Time Economy (NTE) venues, like pubs and bars, as well as hospitality locations and key organisations servicing the NTE. Building on the success of CIM to date in Portsmouth and on the IOW the project will aim to train up to 500 professionals working in and around the NTE across the five authority areas. This will include street pastors, taxi drivers, public transport staff & bar staff.
- **You Project:** Build upon work to engage marginalised women working in the sex industry with an outreach-based and trauma-informed service. This will specifically target late night venues to build local intelligence, challenge industry norms and provide information and support, further coordinating a partnership response that creates a step change to reduce violence experienced by sex workers, and improve reporting of crimes and access to justice.
- **Increase safety measures on the streets:** Situational measures including CCTV, upgrading lighting and removing offensive and demeaning graffiti will improve access and surveillance, and reduce opportunity for sexual crimes and ASB which women report has made some places 'no go' areas due to drug use and harassment.

Community safety and Highways are collaborating to develop an active travel proposal to consider changes to cycle movement along Scarrots Lane in Newport and to explore how an urban park could be created to improve the public realm to help reduce the likelihood of Anti-Social Behaviour.

The Police and Crime Commissioner in partnership with Portsmouth City Council and Isle of Wight Council has secured £456,210 for the third round of the Safer Streets Fund in a joint project across Portsmouth and the Isle of Wight. This round of funding looks to tackle violence against women and girls (VAWG) in public spaces.

The proposals for this project include:

- Education and awareness – peer-led mentorship programme in schools.
- Safe spaces network – co-ordinating all safe spaces across different organisations.
- Artwork – ‘Safe and Strong’ art to challenge unhealthy and unsafe behaviours.
- CCTV – in various locations in Portsmouth and the Isle of Wight.
- Intelligence mapping – improve data picture to develop evidence-based responses to VAWG.

The following activity supports UN Sustainable Development Goal 13:

The Energy from Waste Plant at Forest Road passed its Readiness Tests and has been issued a certificate of Readiness by the Independent Certifier, thus successfully ending cold commissioning. The Hot Commissioning and preparation for the acceptance tests commenced in January 2022 with final acceptance tests scheduled to be completed in September 2022 which if successful will result in the Acceptance Test Certificate being issued.

Strategic Risks

Failure of the Waste contract resulting in significant financial and operational disruption for the council and its residents		
Assigned to: Director of Neighbourhoods		
Inherent score	Target score	Current score
16 RED	5 GREEN	8 AMBER
Previous scores		
Mar 22	Nov 21	Sep 21
8 AMBER	8 AMBER	8 AMBER
No change to risk		

DRAFT OUTTURN REVENUE BUDGET MONITOR 2021/2022

Portfolio/Service Area	Budget £000	Draft Outturn £000	Draft Pressure/ Saving £000	Comments
Adult Social Care & Public Health				
ASC Care Packages	38,954	40,381	1,427	Various pressures across care packages, in particular residential care, and nursing
ASC Other	14,207	12,770	-1,437	Various savings including staffing costs as a result of vacancy savings
Public Health	2,392	2,392	0	Any net variance at year end is balanced by a transfer to or from the Public Health reserve
Portfolio Total	55,553	55,543	-10	
Children's Services, Education & Lifelong Skills				
Access Performance & Resources	4,183	4,295	112	Various minor variances including home to school transport increased taxi costs
Children's & Families	23,019	23,822	803	Net pressure forecast in the care budget - main pressure is in residential placements & secure placements and leaving care costs, partly offset by savings in purchased foster care placements
Education & Inclusion	1,858	1,406	-452	Various minor variances including staff vacancies
Portfolio Total	29,060	29,523	463	
Community Protection, Digital Transformation, Housing Provision & Housing Needs				
Emergency Planning	298	274	-24	No significant variances
Bereavement Services	-853	-830	23	Various minor variances
Registrars & Coroners	668	771	103	Various pressures in Coroners Service
Regulatory Services	1,129	993	-136	Various minor variances including staff vacancies
ICT	5,299	4,910	-389	Various minor variances including staff vacancy savings
Housing Needs	3,322	2,389	-933	Savings in housing related support
Housing Renewal	306	281	-25	No significant variances
Portfolio Total	10,169	8,788	-1,381	
Environment, Heritage & Waste Management				
Amenities & Theatres	-371	-284	87	Various minor variances - Contingency support provided for Covid related income losses
Libraries	1,013	954	-59	Various minor variances
Museums/Archaeology/Records Office	533	522	-11	Various minor variances
Music Service	0	0	0	
Parks & Open Spaces/Countryside/Coastal Management	1,660	1,609	-51	Various minor variances
Waste Contract	3,694	3,729	35	Various minor variances
Portfolio Total	6,529	6,530	1	
Highways PFI, Transport & Infrastructure				
Car Parking	-4,025	-4,083	-58	No significant variances - Contingency support provided for Covid related income losses
Floating Bridge	1,535	1,940	405	Pressure relates to operational costs - Contingency support provided for Covid related income losses
Harbours	18	-5	-23	Various minor variances
Public Transport & Crossing Patrols	4,761	4,760	-1	Various minor variances
Highways PFI Contract & Management	15,107	15,018	-89	Saving relating to staff vacancies
Shanklin Lift	13	0	-13	No significant variances - Contingency support provided for Covid related income losses
Portfolio Total	17,409	17,630	221	
Leader & Strategic Partnerships				
Chief Executive	702	581	-121	Various minor variances
Civic Events	12	4	-8	Various minor variances
Communications	415	383	-32	Various minor variances
Portfolio Total	1,129	968	-161	

Planning & Community Engagement				
Planning	767	600	-167	Various minor variances
Portfolio Total	767	600	-167	
Regeneration, Business Development & Tourism				
Economic Development	391	335	-56	Various minor variances
Events	13	-8	-21	Various minor variances
Regeneration	745	770	25	Various minor variances
Leisure/Sports Development	1,261	977	-284	Various savings including staffing costs - Contingency support provided for Covid related income losses
Portfolio Total	2,410	2,074	-336	
Strategic Finance, Corporate Resources & Transformational Change				
Corporate Finance Items	24,826	24,473	-353	Mainly savings in treasury management interest charges and housing benefit overpayment recovery
Financial Management & Audit	1,918	1,775	-143	Savings mainly from staff vacancies
Strategic Land & Property Assets	836	854	18	Various minor variances
Dir. Corp Services & HR	-255	-352	-97	Various minor variances
Legal/Democratic/Elections & Land Charges	2,142	2,021	-121	Various minor variances
Shared Services	4,307	3,699	-608	Various minor variances including staffing costs
Learning & Development	1,065	976	-89	Various minor variances
Procurement	264	268	4	Various minor variances
Org Change & Corporate Performance	355	328	-27	Various minor variances
Pan Management Company	21	25	4	Various minor variances
Portfolio Total	35,479	34,067	-1,412	
Total	158,505	155,723	-2,782	
NNDR S31 grant adjustments	0	70	70	S31 Grants received slightly less than budgeted for
Total	158,505	155,793	-2,712	Saving against budget 1.7%
Transfer to General Fund Reserve		1,000	1,000	For future financial resilience
Transfer to Revenue Reserve for Capital		1,712	1,712	For future use in the Capital Programme
Net Final Position	158,505	158,505	0	

CAPITAL PROGRAMME FORECAST - DRAFT OUTTURN 2021/22

	In year 21/22 only			Total Scheme (incl previous and future years if relevant)			Notes
	Budget £	Outturn £	Variance under/(over) £	Budget £	Forecast £	Variance under/(over) £	
Adult Social Care, Public Health							
Residential and Community Care equipment replacement programme	50,573	37,609	12,964	50,573	50,573	0	Annual rolling programme of specialist equipment replacement in council run care and learning disability homes funded from Better Care Fund Govt. grant. Equipment is replaced only when necessary and to ensure the health and safety of residents so unspent funding has been slipped into 22/23.
Gouldings	43,671	32,308	11,363	997,671	997,671	0	Council funded refurbishment works originally allocated funding in 20/21. Construction was programmed to commence early in 2022 outside of winter peak pressures to provide en suite rooms and reablement facilities but this was delayed due to Covid. Some design works have commenced but the main phase of construction is now programmed for 2023 and funding has been slipped accordingly.
Relocation of LD clients with complex needs - Brooklime House, Bluebell Meadows	181,545	4,191	177,354	1,761,335	1,761,335	0	Final phase of NHS funded purchase and then adaptation works to Brooklime House providing accommodation for LD clients with complex needs. Unspent funding has been slipped pending need.
Relocation of Elmdon LD residents - Carisbrooke House	54,918	0	54,918	475,000	475,000	0	Final phase of NHS funded works to Carisbrooke House providing improved independent accommodation for LD clients previously accommodated at Elmdon. Unspent funding has been slipped pending need.
Wightcare Digital switch over	254,319	136,037	118,282	500,000	500,000	0	5 year programme of Wightcare equipment digitalisation programme funded from Better Care Fund Govt grant. Delivery has been delayed due to Covid and supply delays, so unspent funding has been slipped.
Adelaide	40,994	700	40,294	1,473,000	1,473,000	0	Council funded refurbishment works to provide en suite rooms and reablement facilities, originally allocated funding in 2020/21 and now programmed to commence in 2024 following completion of the Gouldings project. (Both facilities cannot be closed at the same time).
St Lawrence water supply	38,643	1,085	37,558	101,964	101,964	0	Final phase of council funded works to provide mains water to properties in St Lawrence. Unspent funding has been slipped until we can confirm that all required works have been completed and invoiced.
	664,663	211,930	452,733	5,359,543	5,359,543	0	

	In year 21/22 only			Total Scheme (incl previous and future years if relevant)			Notes
	Budget £	Outturn £	Variance under/(over) £	Budget £	Forecast £	Variance under/(over) £	
Children's Services, Education and Lifelong Skills							
Schools capital maintenance programme	4,903,782	2,547,498	2,356,283	4,903,782	4,903,782	0	Annual, grant funded rolling programme of capital condition works to schools. Timing of works may be dependant on holiday periods and contractor capacity so some slippage will be delivered in summer 2022.
Priority schools building programme	7,005,489	5,801,309	1,204,181	25,486,052	25,486,052	0	Grant funded programme of new schools builds across 8 sites which have been delivered over the last 5 years. New Freshwater build is currently underway and funding has been slipped for this.
Devolved formula capital	711,806	329,070	382,736	711,806	711,806	0	Annual programme of grant funding passported on to schools for capital works/equipment. Although the council is the accountable body for this funding, the schools control how and when it is spent so unspent funding has been slipped.
Healthy Pupils Capital Fund	15,700	12,432	3,268	103,025	103,025	0	Final phase of grants to schools.
Beaulieu House	126,988	70,458	56,530	345,974	345,974	0	5 year programme of council funded works to update and improve facilities at council run home. Unspent funding slipped to continue delivery of various improvements.
East Cowes Family Centre	8,836	0	8,836	10,000	10,000	0	One off grant funded works
New Island Learning Centre	31,835	53,795	-21,960	2,003,181	2,003,181	0	Final phase of council funded works to relocate and improve ILC following fire at former location, small overspend in 21/22 will be covered from capital maintenance grant.
Foster carers adaptations	63,970	0	63,970	223,015	223,015	0	Council funded grant scheme available to foster carers to complete home adaptations/extensions where this will support children with additional needs or fostering of siblings. Spend will depend on demand so some budget is profiled into next year. Repayments from recipients are recycled back into budget.
	12,868,406	8,814,562	4,053,844	33,786,835	33,786,835	0	

	In year 21/22 only			Total Scheme (incl previous and future years if relevant)			Notes
	Budget £	Outturn £	Variance under/(over) £	Budget £	Forecast £	Variance under/(over) £	
Community Protection, Digital Transformation, Housing Provision and Housing Needs							
Crematorium cloisters/sewage plant etc	18,309	0	18,309	48,263	48,263	0	Final phase of council funded improvement works to crematorium facilities which will be rolled into the Chapel refurbishment project.
Howard House	687,799	674,320	13,479	846,224	846,224	0	Capital element of a £1m project of works to provide a homeless assessment hub at the former Barton School site which commenced in Feb 21. The IWC is contributing £500k to the overall project (including revenue spend) which levers in another £500k from Govt grant. Minor electrical works to be completed and invoiced.
RSAP purchase of flats (match S106 funding to be added)	270,518	270,518	0	779,736	779,736	0	Grant funding announced in 2021, matched with funding from S106 balances. 5 properties have been identified and 3 completed in 21/22 with remaining 2 in the 1st quarter of 22/23. Any refurbishment works required will probably commence in the new financial year.
Disabled Facilities Grants	3,181,888	1,185,480	1,996,408	3,181,888	3,181,888	0	Annual programme of disabled facilities grants funded from the better care fund grant to enable people to remain independent in their own homes. Householders control appointment of contractors and timing of works (which continue to suffer delays due to COVID) so there has been some slippage which will meet existing commitments as well as delivering new approvals.
Housing Renewal and Well Being Grants	136,041	96,715	39,326	136,041	136,041	0	Annual programme of housing grants to top up DFGs and support other housing priorities also controlled by householders so again unspent funding has been slipped.
Brownfield Land Release Programme	1,149,765	0	1,149,765	1,149,765	1,149,765	0	Recently announced grant funding. Forecasting slippage until development plans are finalised.
Community housing fund	93,301	33,097	60,204	1,567,252	1,567,252	0	Grants to individuals and community groups to develop and support self build projects, funded from Govt grant and delivered in partnership with Community Action IOW. Timing of spend will depend on demand and delivery by self builders so any unspent budget has been slipped.
Affordable Housing (relocatables)	0	173	-173	3,600,000	3,600,000	0	New 22/23 cash backed element of £3.6m housing project, with remainder of £2.1m costs from within existing regeneration programme budget funded from borrowing and S106 contributions.
Green homes grant	329,240	329,240	0	349,162	349,162	0	Grants available to individuals to improve fuel poverty and home insulation across the island, funded from Govt grant. The Govt has now closed this scheme and unspent monies have been returned.
ASB and community safety CCTV	1,238	352	887	3,000	3,000	0	Minor project to deploy CCTV as required, minor slippage will enable further cases to be supported in 22/23

	In year 21/22 only			Total Scheme (incl previous and future years if relevant)			Notes
	Budget £	Outturn £	Variance under/(over) £	Budget £	Forecast £	Variance under/(over) £	
GSCx Govt security requirements	171,068	183,412	-12,344	171,068	171,068	0	Annual programme of council funded works to ensure continuing compliance with security requirements. Some spending was achieved in advance of programme and this has been funded from the 22/23 allocation.
ICT rolling equipment replacement programme	170,900	55,442	115,458	170,900	170,900	0	Annual rolling programme of council funded ICT end user equipment replacement. Spend is being held back to enable a large volume procurement (utilising 22/23 budget as well) in order to minimise costs.
Back up server/storage and firewall replacement	166,280	29,900	136,380	1,108,000	1,108,000	0	Final phase of programme of council funded ICT core software and equipment replacement. Hold on spend has resulted in some slippage.
Corporate applications update	232,503	113,848	118,654	232,503	232,503	0	Annual rolling programme of council funded ICT application replacements (corporate functions, not service specific). Hold on spend has resulted in some slippage
Access systems/video conferencing	40,954	0	40,954	110,000	110,000	0	Final phase of establishment of council funded video conferencing facilities across key sites. Hold on spend has resulted in some slippage
Cyber security back up solution	175,000	121,322	53,678	175,000	175,000	0	Capital element of wider, council funded project to ensure security of systems and information. Hold on spend has resulted in some slippage
	6,824,804	3,093,818	3,730,986	13,628,801	13,628,801	0	
Environment, Heritage and Waste Management							
Rights of Way	127,744	126,594	1,150	127,744	127,744	0	Annual programme of island wide rights of way improvement works, partially funded from transport grant which has been supplemented by S106 funding as appropriate. Minor underspend slipped
Active Travel - Rew Lane	551,167	484,953	66,213	551,167	551,167	0	Active Travel project to improve Rew Lane for pedestrians and cyclists, partially funded from Govt Grant. Works mainly complete with minor retention due in 22/23.
West Wight Greenway	190,800	10,242	180,558	496,479	496,479	0	First phase of council funded works to establish a green way connection from Newport to the West Wight, with S106 contributions utilised where available. Unspent funding slipped pending agreement on land issues.
Gunville Greenway	1,395	1,395	0	38,176	38,176	0	Works funded from S106 balances
Coastal defences	169,479	36,355	133,124	257,079	257,079	0	Minor council funded, capital maintenance works to various coastal defences (timber groynes/seawalls/etc). Although there is a planned programme of works, there is also an element of reactive work as a result of winter storms etc which until known means we slip underspend into following year as required.
Coastal monitoring	324,052	324,052	0	324,052	324,052	0	Annual programme of coastal monitoring undertaken by New Forest District Council and funded by Government grant.
Downside Recreation ground drainage	18,310	6,225	12,085	90,000	90,000	0	Final phase of council funded works to improve drainage. Small underspend slipped to cover additional works required in 22/23

	In year 21/22 only			Total Scheme (incl previous and future years if relevant)			Notes
	Budget £	Outturn £	Variance under/(over) £	Budget £	Forecast £	Variance under/(over) £	
Public realm	230,611	69,755	160,856	230,611	230,611	0	Annual programme of council funded works to public realm including parks and car parks boundaries, play equipment and seafront facilities. Slippage has been added to a new allocation of budget in 22/23 for beach safety boards and beach railings.
East Cowes Community Library	35,000	35,000	0	85,000	85,000	0	Grant to community group
Records Office Alarm	4,420	4,420	0	4,420	4,420	0	Minor capital works project
Waste contract capital payments	4,524,156	1,940,826	2,583,330	63,851,876	63,851,876	0	Final phase of council funded capital works to Forest Road site and programmed purchase of replacement fleet. This has been delayed by contractors not being able to get on site during COVID19 and schedule for final payments is still unclear so we have slipped any underspend.
	6,177,135	3,039,818	3,137,317	66,056,604	66,056,604	0	
Highways PFI, Infrastructure and Transport							
Newport Harbour Walls and Quayside	1,066,666	885,957	180,709	1,578,618	1,578,618	0	Council funded works to address Newport Harbour condition including dredging and walls. Unspent budget slipped to begin next phase of works.
Mid year integrated transport schemes	154,286	45,800	108,486	154,286	154,286	0	Slipped works from 19-20 programme of highways improvements funded from annual transport grant which will be completed in 22/23
Highways Network Integrity Priority Works	1,190,953	261,407	929,546	1,190,953	1,190,953	0	Programme of works focused on network integrity priorities. Delivery depends on Island Roads capacity given all other transport related schemes so unspent budget is slipped pending completion.
Safety schemes - Small Brook junction	1,411,409	652,359	759,050	1,411,409	1,411,409	0	Scheme to improve Smallbrook junction as no 1 safety priority across island. Funded mainly from annual transport capital grant and challenge fund grant. Expected to complete early 22/23.
Safety schemes - Forest Road Junction	318,000	25,880	292,120	318,000	318,000	0	Safety scheme on Forest Road, funded from Challenge Fund Grant with 2nd stage currently being planned.
Other safety schemes	433,500	5,839	427,661	433,500	433,500	0	Minor safety schemes funded from challenge grant identified across the island, programmed to deliver in 22/23.
Highways S106 schemes	3,983	3,983	0	3,983	3,983	0	Minor works funded from S106 balances
Highways PFI additional street lighting	95,000	0	95,000	95,000	95,000	0	Additional street lighting funded from reserve, slipped pending deployment
Newport junctions	2,833,271	1,567,466	1,265,804	9,622,053	9,622,053	0	Programme of works to improve Newport junctions funded mainly by S31 grant. St Marys and St Georges are largely complete. Remaining element of scheme will be subject to report to cabinet so unspent budget has been slipped.

	In year 21/22 only			Total Scheme (incl previous and future years if relevant)			Notes
	Budget £	Outturn £	Variance under/(over) £	Budget £	Forecast £	Variance under/(over) £	
Transforming Cities Fund - Ryde	5,115,487	391,216	4,724,271	10,048,550	10,048,550	0	Programme of works to improve Ryde interchange, Pier , Railway Station and Bus Station as part of a wider cross Solent project headed by Portsmouth City Council. The IWC financial contribution to this is funded from Govt grant and levers in a further £3.9m of funding from Southern Vectis, £29m from Wightlink, £25m from Network Rail and South West trains. There are some uncertainties around delivery timescales at the moment so unspent budget has been slipped.
Highways PFI Capitalised Unitary Charge	2,501,920	2,501,920	0	2,501,920	2,501,920	0	Annual capital element of PFI unitary charge funded as part of the overall PFI contract
Car parking contactless	80,000	27,548	52,452	240,000	240,000	0	3 year programme to upgrade to contactless car parking payment meters funded from transport grant.
Speed management	80,000	0	80,000	330,000	330,000	0	Project to improve speed management across island funded from transport grant, details are to be agreed so some budget reprofiled to 23/24
East Cowes traffic management signs	119,667	119,667	0	119,667	119,667	0	Variable message signs for East Cowes traffic, partly funded from contribution from Red Funnel.
FB6 CCTV	17,000	8,743	8,258	17,000	17,000	0	CCTV for FB6 funded from corporate resources. Remaining budget has been slipped pending clarification of outstanding invoice
FB6 chains	23,750	23,750	0	23,750	23,750	0	Programmed replacement of chains on FB6
FB6 spares	0	22,780	-22,780	90,000	90,000	0	Stock of key spares for FB6 purchased per recommendation in Govt review in order to minimise out of service time. Spend in 21/22 will be funded from budget allocation in 22/23.
FB6 post review remedial works	0	377	-377				Post review remedial works to FB6 funded from above.
	15,444,893	6,544,693	8,900,200	28,178,690	28,178,690	0	
Regeneration, Business Development and Tourism							
BAE site innovation hub (Building 41)	175,000	71,290	103,710	900,000	900,000	0	BAE Building 41 development of innovation hub, currently programmed across 2 years. There will also be some additional ERDF grant for this project which will be added in 22/23 once the capital/revenue split has been agreed.
Island Technology Park - Clawback	93,600	93,600	0	93,600	93,600	0	Homes England clawback from capital receipt as a condition of the purchase of the site.

	In year 21/22 only			Total Scheme (incl previous and future years if relevant)			Notes
	Budget £	Outturn £	Variance under/(over) £	Budget £	Forecast £	Variance under/(over) £	
Branstone Farm	4,157,754	3,247,310	910,444	4,771,766	4,771,766	0	1st phase of build on former Branstone Farm site to develop business park and housing and infrastructure. Partially funded by Solent LEP grant. Although the project is aimed to be largely completed by end of year, the business park scheme runs into 22/23 so we have slipped remaining funding.
Levelling up Fund - TBC	4,201,763	75,535	4,126,228	17,341,198	17,341,198	0	LUF grant and match funding has recently been confirmed and delivery programme is being agreed. At the moment all costs are being shown through our accounts as the accountable body for the programme, but it is possible that some match funding will be paid direct from the partner to the contractor so the budgets shown may change as this is agreed.
Nicolson Road	171,232	27,599	143,633	1,990,000	1,990,000	0	Planning consent has been granted for Nicolson Road, awaiting business plan to complete financial appraisal for next steps so remaining budget has been slipped.
Heritage High Streets	634,068	57,488	576,580	1,000,000	1,000,000	0	Match funding for Heritage High Streets works in Ryde and Newport leveraging in an additional £1m from Govt grant. Delivered in partnership with Town Councils so unspent funding has been slipped.
East Cowes Landslip	35,000	0	35,000	35,000	35,000	0	Project funding for works to remove and prevent further movement of East Cowes landslip. An initial allocation of funding has been made from the Regeneration budget, further funding is expected from a community contribution (£28k to be invoiced). This will be added to the budget in 22/23 once received
Other Regeneration Schemes	126,394	0	126,394	13,528,846	13,528,846	0	Budget available for other regeneration projects not yet released. The majority of these schemes are profiled in 22/23 until they are released
Camp Hill Infrastructure	1,030,000	316,831	713,169	1,030,000	1,030,000	0	Works funded from MOJ receipt. Drainage survey and some minor works have been commissioned and funding drawn down from receipt. Street lighting has been procured and has also been drawn down from receipt and added to budget. Remaining receipt of £5.187m is held in reserve. Unspent budget slipped pending completion by Island Roads
Salix Decarbonisation grant	2,467,770	1,628,410	839,359	2,499,710	2,499,710	0	Project to 'decarbonise' council buildings by installing solar panels and other carbon neutral energy sources, funded from Govt grant. Remaining funding slipped.
Electric charging points	23,850	23,850	0	23,850	23,850	0	£22k IOWC budget to install on street electric vehicle charging points which will lever in up to £67k of Govt grant. Grant is claimed in retrospect and will be added to budget once received
Beach huts	92,583	5,668	86,916	201,130	201,130	0	2nd phase of beach huts to be built at St Helens funded from income generated by scheme.
Heights Leisure centre conversion	54,311	54,310	1	759,755	759,755	0	Retention payment for completed project, project now closed.
	13,263,325	5,601,891	7,661,434	44,174,855	44,174,855	0	

	In year 21/22 only			Total Scheme (incl previous and future years if relevant)			Notes
	Budget £	Outturn £	Variance under/(over) £	Budget £	Forecast £	Variance under/(over) £	
	Strategic Finance, Corporate Resources and Transformational Change						
Fleet vehicle replacement	287,809	241,493	46,316	287,809	287,809	0	Annual council funded programme to replace council fleet as necessary. New budget also approved for coming years.
Strategic assets	335,971	230,947	105,023	335,971	335,971	0	Annual council funded programme to maintain council property portfolio. New budget also approved for coming years
Post room enveloping machine	8,899	8,899	0	8,899	8,899	0	One off replacement of equipment
County Hall Uninterruptable Power supply	250,000	0	250,000	250,000	250,000	0	Replacement of UPS to server room, slipped pending completion
	882,679	481,339	401,340	882,679	882,679	0	
Total Programme	56,125,904	27,788,050	28,337,854	192,068,007	192,068,007	0	

CABINET REVENUE BUDGET MONITOR - JUNE 2022

Portfolio/Service Area	Budget £000	Forecast Outturn £000	Forecast Pressure/- Saving £000	Comments
Adult Social Care & Public Health				
ASC Care Packages	38,867	40,615	1,748	Various pressures across settings for care packages, in particular nursing and residential care
ASC Other	13,563	13,403	-160	Various minor variances including staff vacancies
Public Health	1,640	1,640	0	Any net variance at year end is balanced by a transfer to or from the Public Health reserve
Portfolio Total	54,070	55,658	1,588	
Children's Services, Education & Lifelong Skills				
Access Performance & Resources	4,463	4,615	152	Main pressure related to Home to School Transport - SEN and network ticket demand growth
Children's & Families	23,523	25,186	1,663	Net pressure forecast in the care budget - main pressure is in residential placements and supported accommodation (including high cost placements) and purchased foster care
Education & Inclusion	1,445	1,564	119	Main pressure relates to SEN Statutory Assessment Team - agency and mediation
Portfolio Total	29,431	31,365	1,934	
Digital Transformation, Housing, Homelessness & Poverty				
Housing Renewal	322	326	4	No significant variances forecast to date.
ICT	6,297	6,222	-75	Various minor variances forecast
Housing Needs	2,924	3,007	83	Various minor variances forecast
Portfolio Total	9,543	9,555	12	
Climate, Environment, Heritage, HR, Legal & Democratic				
Amenities & Theatres	-415	-339	76	Various minor variances - main pressure relating to the theatre income
Libraries	932	935	3	No significant variances forecast to date.
Museums/Archaeology/Records Office	498	610	112	Main pressure relates to museum income
Music Service	0	0	0	No variances forecast to date
Parks & Open Spaces/Countryside/Coastal Management	1,680	1,649	-31	No significant variances forecast to date.
Climate Change	67	67	0	No variances forecast to date
AONB	0	0	0	No variances forecast to date
HR	757	733	-24	No significant variances forecast to date.
Legal/Democratic/Elections & Land Charges	2,169	2,088	-81	Various minor variances forecast
Learning & Development	1,050	991	-59	Various minor variances forecast
	6,738	6,734	-4	
Infrastructure, Highways PFI, Transport				
Car Parking	-4,873	-4,462	411	Main pressure relates to car parking income
Floating Bridge	558	766	208	Main pressure related to income
Harbours	-66	-57	9	No significant variances forecast to date.
Public Transport & Crossing Patrols	5,430	5,431	1	No significant variances forecast to date.
Highways PFI Contract & Management	14,381	14,366	-15	No significant variances forecast to date.
Shanklin Lift	-36	-29	7	No significant variances forecast to date.
	15,394	16,015	621	
Leader & Strategic Partnerships				
Chief Executive	885	862	-23	No significant variances forecast to date.
Civic Events	22	18	-4	No significant variances forecast to date
Communications	417	414	-3	No significant variances forecast to date.
Portfolio Total	1,324	1,294	-30	

Portfolio/Service Area	Budget £000	Forecast Outturn £000	Forecast Pressure/- Saving £000	Comments
Planning & Enforcement				
Planning	1,067	968	-99	Various minor variances forecast
Portfolio Total	1,067	968	-99	
Community Protection, Regulatory & Waste				
Emergency Planning	202	193	-9	No significant variances forecast to date.
Bereavement Services	-785	-756	29	No significant variances forecast to date
Registrars & Coroners	709	777	68	Various pressures in Coroners Service
Regulatory Services	1,046	1,067	21	No significant variances forecast to date.
Waste Contract	3,741	3,842	101	Various minor variances forecast
	4,913	5,123	210	
Levelling Up, Regen, Bus. Development & Tourism				
Economic Development	386	384	-2	No significant variances forecast to date.
Events	-7	1	8	No significant variances forecast to date.
Regeneration	553	587	34	No significant variances forecast to date.
Leisure/Sports Development	-155	980	1,135	Main pressure relates to income at leisure centres
Portfolio Total	777	1,952	1,175	
Strategic Finance, Transformational Change & Corporate Resources				
Corporate Finance Items	31,437	30,275	-1,162	Mainly savings forecast in treasury management interest charges and housing benefit overpayment recovery
Financial Management	2,138	2,100	-38	No significant variances forecast to date.
Strategic Land & Property Assets	-416	-524	-108	Various minor variances forecast
Shared Services	4,098	4,058	-40	No significant variances forecast to date.
Procurement	302	311	9	No significant variances forecast to date.
Org Change & Corporate Performance	414	413	-1	No significant variances forecast to date
Pan Management Company	0	0	0	No variances forecast to date
Portfolio Total	37,973	36,633	-1,340	
Total	161,230	165,297	4,067	
Potential Call on Corporate Contingency			-1,872	To offset pressures in Children's Services placement costs and Floating Bridge
Potential Call on Covid Contingency			-3,034	To offset pressures in Adult Social Care caused by the legacy impact of measures put in place during the pandemic and the loss of leisure income which is largely the result of the pandemic
Total Net Forecast Variance			-839	Minor underspend of 0.5% forecast to date

CAPITAL PROGRAMME FORECAST - JUNE 2022

	In year 22/23 only			Total Scheme (incl previous and future years if relevant)			Notes
	Budget £	Forecast £	Variance under/(over) £	Budget £	Forecast £	Variance under/(over) £	
Adult Social Care, Public Health							
Residential and Community Care equipment replacement programme	62,964	62,964	0	62,964	62,964	0	Annual rolling programme of specialist equipment replacement in council run care and learning disability homes funded from Better Care Fund Govt. grant.
Gouldings	70,000	70,000	0	997,671	997,671	0	Council funded refurbishment works originally allocated funding in 20/21. Construction was programmed to commence early in 2022 outside of winter peak pressures to provide en suite rooms and reablement facilities but this was delayed due to Covid. Some design works have commenced but the main phase of construction is now programmed for 2023.
Relocation of LD clients with complex needs - Brooklime House, Bluebell Meadows	177,354	0	177,354	1,761,335	1,761,335	0	Remaining budget from NHS funded purchase and then adaptation works to Brooklime House providing accommodation for LD clients with complex needs. This is available for any further adaptations or capital maintenance required. There are no plans for this at the moment so we are forecasting slippage.
Relocation of Elmdon LD residents - Carisbrooke House	54,918	0	54,918	475,000	475,000	0	Remaining budget from NHS funded works to Carisbrooke House providing improved independent accommodation for LD clients previously accommodated at Elmdon. This is available for any further adaptations or capital maintenance required. There are no plans for this at the moment so we are forecasting slippage.
Wightcare Digital switch over	218,282	218,282	0	500,000	500,000	0	Final year of 5 year programme of Wightcare equipment digitalisation funded from Better Care Fund Govt grant.
Adelaide	50,000	50,000	0	1,473,000	1,473,000	0	Council funded refurbishment works to provide en suite rooms and reablement facilities, originally allocated funding in 2020/21 and programmed to commence construction in 2023 outside of winter peak pressures. This was delayed due to Covid with construction now programmed to commence in 2024 following completion of the Gouldings project. (Both facilities cannot be closed at the same time)
Lease home obligations	14,000	14,000	0	14,000	14,000	0	One off works beginning in 2022 to replace flooring at LD homes in line with terms of lease.
St Lawrence water supply	37,558	0	37,558	101,964	101,964	0	Final phase of council funded works to provide mains water to properties in St Lawrence. We are seeking clarification from Southern Water as to remaining works and timings so forecasting slippage until confirmed.
	685,075	415,246	269,829	5,385,934	5,385,934	0	

	In year 22/23 only			Total Scheme (incl previous and future years if relevant)			Notes
	Budget £	Forecast £	Variance under/(over) £	Budget £	Forecast £	Variance under/(over) £	
Children's Services, Education and Lifelong Skills							
Schools capital maintenance programme	5,651,572	2,965,120	2,686,452	5,651,572	5,651,572	0	Annual, grant funded rolling programme of capital condition works to schools. Whilst most of the funding has been committed to agreed projects, some remains uncommitted at this very early stage in the year and is shown here as slippage. This will reduce as it is allocated to agreed priorities.
Priority schools building programme	4,772,288	4,772,288	0	25,476,445	25,476,445	0	Grant funded programme of new schools builds which is largely complete with All Saints Freshwater continuing in 22/23.
Devolved formula capital	646,192	300,000	346,192	646,192	646,192	0	Annual programme of grant funding passported on to schools for capital works/equipment. Although the council is the accountable body for this funding, the schools control how and when it is spent and we are forecasting slippage based on previous years spend levels.
Healthy Pupils Capital Fund	3,268	3,268	0	103,025	103,025	0	Final phase of grants to schools now completed
Beaulieu House	192,983	192,983	0	345,974	345,974	0	5 year programme of council funded works to update and improve facilities at council run home
East Cowes Family Centre	8,836	8,836	0	10,000	10,000	0	One off grant funded works
New Island Learning Centre	0	2,367	-2,367	2,025,141	2,025,141	0	Final phase of council funded works to improve ILC
Foster carers adaptations	163,970	0	163,970	223,015	223,015	0	Council funded grant scheme available to foster carers to complete home adaptations/extensions where this will support children with additional needs or fostering of siblings. There are no commitments against this at the moment so we are forecasting slippage
	11,439,108	8,244,861	3,194,247	34,481,364	34,481,364	0	
Digital Transformation, Housing, Homelessness and Poverty							
Howard House	13,479	13,479	0	846,224	846,224	0	Final works of a £1m project of works to provide a homeless assessment hub at the former Barton School site which commenced in Feb 21. The IWC is contributing £500k to the overall project (including revenue spend) which levers in another £500k from Govt grant.
RSAP purchase of flats (match S106 funding to be added)	509,218	509,218	0	779,736	779,736	0	Grant funding announced in 2021, matched with funding from S106 balances. 5 properties have been identified and 3 completed before year end with remaining 2 in the 1st quarter of 22/23. Refurbishment works may also be undertaken in 22/23 prior to the flats being occupied.
Disabled Facilities Grants	2,704,447	2,000,000	704,447	2,704,447	2,704,447	0	Annual programme of disabled facilities grants funded from the better care fund grant to enable people to remain independent in their own homes. Householders control appointment of contractors and timing of works (which continue to suffer delays due to material and contractors shortages) so some of the spend in 22/23 will be associated with approvals from 21/22. Similarly some approvals from 22/23 will not be completed until 23/24 so we are forecasting some slippage.
Housing Renewal and Well Being Grants	39,326	39,326	0	39,326	39,326	0	Annual programme of housing grants to top up DFGs and support other housing priorities also controlled by householders

	In year 22/23 only			Total Scheme (incl previous and future years if relevant)			Notes
	Budget £	Forecast £	Variance under/(over) £	Budget £	Forecast £	Variance under/(over) £	
	Community housing fund	292,000	292,000	0	1,567,252	1,567,252	
Housing equity capital	1,315,000	0	1,315,000	1,315,000	1,315,000	0	Start-up capital necessary for the housing company to become operational, plus direct funding to provide a subsidy for a programme of affordable housing delivery. Programme is in development so we are forecasting slippage until this is confirmed.
Affordable Housing (relocatables)	1,799,913	1,870	1,798,043	3,600,000	3,600,000	0	Cash backed element of £3.6m housing project, with remainder of £2.1m costs from within existing regeneration programme budget funded from borrowing and S106 contributions. Programme of works to be agreed, forecasting slippage until confirmed
Housing	5,000,000	0	5,000,000	40,000,000	40,000,000	0	Provision of affordable homes subject to individual programme and project business cases which are in development so we are forecasting slippage until confirmed.
Compulsory purchase orders	750,000	0	750,000	750,000	750,000	0	Provision for compulsory purchase orders where appropriate to return housing into use. Funded from back to back sale of same properties. Forecasting slippage as there are no plans for any CPO at this time.
Cx Govt security requirements	87,656	87,656	0	87,656	87,656	0	Annual programme of council funded works to ensure secure connectivity.
ICT rolling equipment replacement programme	315,458	315,458	0	315,458	315,458	0	Annual rolling programme of council funded ICT end user equipment replacement.
Back up server/storage and firewall replacement	136,380	136,380	0	1,108,000	1,108,000	0	Final phase of programme of council funded ICT core software and equipment replacement.
Corporate applications update	218,654	218,654	0	218,654	218,654	0	Annual rolling programme of council funded ICT application replacements (corporate functions, not service specific).
Switches in data centre	300,000	300,000	0	300,000	300,000	0	Replacement of hardware in data centre
Access systems/video conferencing	40,954	40,954	0	110,000	110,000	0	Final phase of establishment of council funded video conferencing facilities across key sites.
Cyber security back up solution	53,678	53,678	0	175,000	175,000	0	Capital element of wider , council funded project to ensure security of systems and information.
	13,576,164	4,008,673	9,567,491	53,916,754	53,916,754	0	

	In year 22/23 only			Total Scheme (incl previous and future years if relevant)			Notes
	Budget £	Forecast £	Variance under/(over) £	Budget £	Forecast £	Variance under/(over) £	
Climate Change, Environment, Heritage, Human Resources and Legal and Democratic Services							
Rights of Way	641,150	341,150	300,000	641,150	641,150	0	Annual programme of island wide rights of way improvement works, partially funded from transport grant which may be supplemented by S106 funding as appropriate. £200k of additional budget has been released for a prioritised workplan and the remaining £300k is being forecast as slippage.
Active Travel - Rew Lane	66,213	66,213	0	551,167	551,167	0	Active Travel project to improve Rew Lane for pedestrians and cyclists, partially funded from Govt Grant.
Active Travel - Scarrots lane	79,200	79,200	0	79,200	79,200	0	Active Travel funding just announced for Scarrots Lane Project
West Wight Greenway	480,558	0	480,558	496,479	496,479	0	First phase of council funded works to establish a green way connection from Newport to the West Wight, with S106 contributions utilised where available. This is linked to a bid to the LUF so the extent of any works will be dependent on a successful outcome.
Coastal defences	149,824	50,000	99,824	257,079	257,079	0	Minor council funded, capital maintenance works to various coastal defences (timber groynes/seawalls/etc). Although there is a planned programme of works, there is also an element of reactive work as a result of winter storms etc. As a result we are forecasting some slippage.
Coastal schemes match funding	251,633	0	251,633	251,633	251,633	0	Match funding set aside for EA coastal defences scheme (Yarmouth to East Cowes) currently under review and pending national decision. Forecasting slippage until agreed.
Beach huts	86,916	86,916	0	201,130	201,130	0	2nd phase of beach huts to be built at St Helens funded from income generated by scheme.
Downside Recreation ground drainage	12,085	12,085	0	90,000	90,000	0	Final phase of council funded works to improve drainage.
East Cowes Community Library	15,000	15,000	0	0	0	0	S106 funding grant to community library
Public realm	405,856	205,856	200,000	330,856	330,856	0	Annual programme of council funded works to public realm including parks and car parks boundaries, play equipment and seafront facilities. There is also a new allocation of budget in 22/23 for beach safety boards and beach railings. Forecasting some slippage based on previous years spend levels.
Tree planting	500,000	0	500,000	500,000	500,000	0	Tree planting budget pending release. Forecast slippage.
Lord Louis Library Roof	300,000	300,000	0	300,000	300,000	0	New budget for major repairs/replacement of Lord Louis Library roof.
Shanklin Cliff Lift	170,000	170,000	0	170,000	170,000	0	Repainting of lift shaft and replacement of lower canopy currently programmed for late 22/23
New Cultural Centre	0	3,000	-3,000	730,000	730,000	0	New match funding which may be required to pump prime &/or support a bid to the National Lottery Fund, profiled in 23/24 until plan developed.
	3,158,435	1,329,420	1,829,015	4,598,694	4,598,694	0	

	In year 22/23 only			Total Scheme (incl previous and future years if relevant)			Notes
	Budget £	Forecast £	Variance under/(over) £	Budget £	Forecast £	Variance under/(over) £	
Community Protection, Regulatory Services and Waste							
New garden waste vehicle	350,000	350,000	0	350,000	350,000	0	New waste vehicle to meet additional demand
Waste contract capital payments	2,583,330	2,583,330	0	63,851,876	63,851,876	0	Final phase of council funded capital works to Forest Road site and programmed purchase of replacement fleet. This has been delayed by contractors not being able to get on site during COVID19 and schedule for final payments is still unclear
ASB and community safety CCTV	887	887	0	3,000	3,000	0	Minor project to purchase and deploy CCTV as required
Chapel refurbishment to replace seating, catafalque and other furnishings	48,309	48,309	0	98,309	98,309	0	New project programmed to commence in 2022/23 to replace chapel furnishings
	2,982,526	2,982,526	0	64,303,185	64,303,185	0	
Infrastructure, Highways PFI, and Transport							
Newport Harbour Walls and Quayside	35,000	35,000	0	1,578,618	1,578,618	0	Council funded works to address Newport Harbour condition including dredging and walls.
Next year integrated transport schemes	0	0	0	58,086	58,086	0	Slipped works from 19-20 programme of highways improvements funded from annual transport grant, reprofiled into 23/24.
Highways Network Integrity Priority Works	1,309,200	1,309,200	0	2,286,148	2,286,148	0	Slipped works from 20-21 and new programme of works for 21-22 focused on network integrity priorities. Delivery will depend on Island Roads capacity given all other transport related schemes. Funded mainly from annual transport capital grant. £1m of budget profiled into 23/24.
Safety schemes - Small Brook junction	759,050	759,050	0	1,433,000	1,433,000	0	Slipped scheme from 20-21 to improve Smallbrook junction as no 1 safety priority across island. Funded mainly from annual transport capital grant and challenge fund grant.
Safety schemes - Forest Road Junction	0	0	0	318,000	318,000	0	Safety scheme on Forest Road, funded from Challenge Fund Grant. !1st phase delivered in 21/22, final phase profiled for 23/24.
Other safety schemes	198,661	198,661	0	433,500	433,500	0	Minor safety schemes funded from challenge grant identified across the island. £230k profiled for 23/24.
Highways PFI additional street lighting	95,000	95,000	0	95,000	95,000	0	Additional street lighting funded from reserve.
Newport junctions	545,804	10,000	535,804	9,502,053	9,502,053	0	Programme of works to improve Newport junctions funded mainly by S31 grant. St Marys and St Georges are largely complete. Remaining elements of scheme will be subject to report to cabinet so with the exception of some minor final payments, we are forecasting as slippage until a decision is made.

	In year 22/23 only			Total Scheme (incl previous and future years if relevant)			Notes
	Budget £	Forecast £	Variance under/(over) £	Budget £	Forecast £	Variance under/(over) £	
Transforming Cities Fund - Ryde	10,123,421	7,202,666	2,920,755	10,548,550	11,048,550	-500,000	Programme of works to improve Ryde interchange, Pier, Railway Station and Bus Station as part of a wider cross Solent project headed by Portsmouth City Council. This is funded from Govt grant and levers in funding from partners. The works to the highways and bus interchange has commenced, and Ryde Pier has been instructed with work expected to commence in August 22 with completion in June 23 so we are forecasting some slippage. The works to the station will now be managed by the Council and are currently being procured. The project manager for this scheme is currently forecasting budget pressures which will be clearer once the station procurement is complete but at the moment is estimated to be around £500k..
Highways PFI Capitalised Unitary Charge	884,660	884,660	0	884,660	884,660	0	Annual capital element of PFI unitary charge funded as part of the overall PFI contract
Binstead Flood alleviation	170,000	170,000	0	170,000	170,000	0	Funding for flood alleviation works following Binstead flooding
Car parking contactless/new machines	125,452	125,452	0	233,000	233,000	0	3 year programme to upgrade to contactless car parking payment meters and new machines proposed as part of savings plan. New machines are now not being implemented so this funding (from the ITB grant) has been returned to Highways.
Car Parking equipment	27,000	27,000	0	27,000	27,000	0	Replacement of body worn cameras and counting machine and other equipment
Speed management	80,000	80,000	0	330,000	330,000	0	Project to improve speed management across island funded from transport grant, details are to be agreed so some budget reprofiled to 23/24
Dark Skies Initiative	49,453	49,453	0	49,453	49,453	0	Initiative to replace street lighting - delivery will depend on Island Roads capacity
Ryde Safer Street CCTV	42,306	42,306	0	42,306	42,306	0	Grant funding for CCTV Ryde
FB6 CCTV	8,258	8,258	0	17,000	17,000	0	CCTV for FB6 funded from corporate resources.
FB6 spares	66,843	66,843	0	89,623	89,623	0	Stock of critical spares for FB6 purchased per recommendation in Govt review in order to minimise out of service time
	14,520,108	11,063,549	3,456,559	28,095,998	28,595,998	-500,000	

	In year 22/23 only			Total Scheme (incl previous and future years if relevant)			Notes
	Budget £	Forecast £	Variance under/(over) £	Budget £	Forecast £	Variance under/(over) £	
Levelling Up, Regeneration, Business Development and Tourism							
BAE site innovation hub (Building 41)	828,710	1,565,578	-736,868	900,000	900,000	0	BAE Building 41 development of innovation hub, currently programmed across 2 years. There will also be some additional ERDF grant for this project which will be added in once the capital/revenue split has been agreed. Grant is claimed in retrospect and will be added to the budget once received.
Branstone Farm	1,180,444	1,480,444	-300,000	4,771,766	5,071,766	-300,000	1st phase of build on former Branstone Farm site to develop business park and housing and infrastructure. Partially funded by Solent LEP grant. Works are programmed to complete by September 2022 but are currently forecast to overspend by £300k.
Venture Quays Levelling up Fund	6,289,837	3,914,168	2,375,669	16,365,372	16,365,372	0	LUF grant with match funding from IWC and partners. Marine Engineering works are already underway with the first grant allocation made to Wight Shipyard, and a programme of works to the Columbine building, barrack building and public realm are being developed. Until procurement and delivery programme is agree we are forecasting some slippage and there is some concern that budgets will be insufficient as further contracts are let.
Nicolson Road	0	3,441	-3,441	1,955,000	1,955,000	0	Planning consent has been granted for Nicolson Road, and the site is currently being marketed.
Heritage High Streets	711,580	711,580	0	1,000,000	1,000,000	0	Match funding for Heritage High Streets works in Ryde and Newport leveraging in an additional £1m from Govt grant. Delivered in partnership with Town Councils.
East Cowes Landslip	113,991	113,991	0	113,991	113,991	0	Project funding for works to remove and prevent further movement of East Cowes landslip. An initial allocation of funding has been made from the Regeneration budget, further funding is expected from a community contribution (£28k to be invoiced)
Brownfield Land Release Schemes	330,265	330,265	0	1,149,765	1,149,765	0	Grant and match funding to undertake necessary demolition and planning works to release brownfield land for disposal. Thompson House has now been vacated and services temporarily relocated, as the first step in delivery programme.
Other Regeneration Schemes	711,743	0	711,743	5,204,713	5,204,713	0	Budget available for other regeneration projects not yet released. Forecasting slippage until agreed
Camp Hill Infrastructure	713,169	713,169	0	1,030,000	1,030,000	0	Works funded from MOJ receipt. Drainage survey and some minor works have been commissioned and funding drawn down from receipt. Street lighting has been procured and has also been drawn down from receipt and added to budget. Remaining receipt of £5.187m is held in reserve.
On street electric charging points	0	57,871	-57,871	22,000	22,000	0	£22k IOWC budget to install on street electric vehicle charging points which will lever in up to £67k of Govt grant. Grant is claimed in retrospect and will be added to budget once received
Medina heat and power	138,530	138,530	0	141,000	141,000	0	Additional funding to replace heat and power systems at Medina Leisure for more carbon neutral supplies, being delivered in conjunction with Salix decarbonisation project.

	In year 22/23 only			Total Scheme (incl previous and future years if relevant)			Notes
	Budget £	Forecast £	Variance under/(over) £	Budget £	Forecast £	Variance under/(over) £	
Sales and marketing	74,800	74,800	0	74,800	74,800	0	Programme to improve marketing offer across island sites postponed during COVID-19
Heights and Medina Pools dosing units	12,000	16,900	-4,900	12,000	16,900	-4,900	Replacement of units at both facilities, overspend will be covered from within service area.
Heights replacement pool filters	32,160	32,160	0	32,160	32,160	0	Replacement of unit at Heights Leisure Centre
	11,137,229	9,152,897	1,984,333	32,772,566	33,077,466	-304,900	
Strategic Finance, Transformational Change and Corporate Resources							
Fleet vehicle replacement	196,316	196,316	0	196,316	196,316	0	Annual council funded programme to replace council fleet as necessary.
Strategic assets	355,023	355,023	0	355,023	355,023	0	Annual council funded programme to maintain council property portfolio.
County Hall Uninterruptable Power supply	160,000	160,000	0	250,000	250,000	0	Replacement of UPS to server room programmed to complete in 22/23, as first stage of upgrade, followed by replacement air conditioning. At this stage we believe costs will come in below budget and are estimating around £50k can be returned to corporate resources. However it may be prudent to retain this until air con costs are known.
County Hall Service room air con	250,000	0	250,000	250,000	250,000	0	Air Con for service room, following installation of UPS. Forecasting slippage until procurement is completed and delivery programme agreed.
County hall replacement windows	476,302	0	476,302	476,302	476,302	0	Replacement windows in old building to improve insulation and heat retention. Being delivered in conjunction with Salix decarbonisation programme so we are forecasting slippage until procurement is completed and delivery programme agreed.
Salix Decarbonisation grant	839,359	839,359	0	2,499,710	2,499,710	0	On going project to 'decarbonise' council buildings by installing solar panels and other carbon neutral energy sources. This is funded from Govt grant and will support our zero emissions ambitions.
Refurbishment of former Barton School site	0	0	0	0	0	0	Staff have been relocated from Thompson House without the need for space at the former Barton site. This budget has therefore been returned to corporate resources.
Call centre telephony	207,232	0	207,232	207,232	207,232	0	Replacement telephony system - likely to be combined with a replacement of wider systems across council which is currently under review. Until agreed we are forecasting slippage.
County hall CCTV and security	17,500	17,500	0	17,500	17,500	0	Council funded works to improve access security at county hall.
	2,501,733	1,568,199	933,534	4,252,083	4,252,083	0	
Total Programme	60,000,379	38,765,371	21,235,008	227,806,578	228,611,478	-804,900	

Appendix 15: United Nations Sustainable Development Goals

Goal ID	Action ID	Narrative
1	END POVERTY IN ALL ITS FORMS EVERYWHERE	
	1.1	By 2030, eradicate extreme poverty for all people everywhere, currently measured as people living on less than \$1.25 a day
	1.2	By 2030, reduce at least by half the proportion of men, women and children of all ages living in poverty in all its dimensions according to national definitions
	1.3	Implement nationally appropriate social protection systems and measures for all, including floors, and by 2030 achieve substantial coverage of the poor and the vulnerable
	1.4	By 2030, ensure that all men and women, in particular the poor and the vulnerable, have equal rights to economic resources, as well as access to basic services, ownership and control over land and other forms of property, inheritance, natural resources, appropriate new technology and financial services, including microfinance
	1.5	By 2030, build the resilience of the poor and those in vulnerable situations and reduce their exposure and vulnerability to climate-related extreme events and other economic, social and environmental shocks and disasters
	1.6	Ensure significant mobilization of resources from a variety of sources, including through enhanced development cooperation, in order to provide adequate and predictable means for developing countries, in particular least developed countries, to implement programmes and policies to end poverty in all its dimensions
	1.7	Create sound policy frameworks at the national, regional and international levels, based on pro-poor and gender-sensitive development strategies, to support accelerated investment in poverty eradication actions
2	END HUNGER, ACHIEVE FOOD SECURITY AND IMPROVED NUTRITION AND PROMOTE SUSTAINABLE AGRICULTURE	
	2.1	By 2030, end hunger and ensure access by all people, in particular the poor and people in vulnerable situations, including infants, to safe, nutritious and sufficient food all year round
	2.2	By 2030, end all forms of malnutrition, including achieving, by 2025, the internationally agreed targets on stunting and wasting in children under 5 years of age, and address the nutritional needs of adolescent girls, pregnant and lactating women and older persons
	2.3	By 2030, double the agricultural productivity and incomes of small-scale food producers, in particular women, indigenous peoples, family farmers, pastoralists and fishers, including through secure and equal access to land, other productive resources and inputs, knowledge, financial services, markets and opportunities for value addition and non-farm employment
	2.4	By 2030, ensure sustainable food production systems and implement resilient agricultural practices that increase productivity and production, that help maintain ecosystems, that strengthen capacity for adaptation to climate change, extreme weather, drought, flooding and other disasters and that progressively improve land and soil quality

	2.5	By 2020, maintain the genetic diversity of seeds, cultivated plants and farmed and domesticated animals and their related wild species, including through soundly managed and diversified seed and plant banks at the national, regional and international levels, and promote access to and fair and equitable sharing of benefits arising from the utilization of genetic resources and associated traditional knowledge, as internationally agreed
	2.6	Increase investment, including through enhanced international cooperation, in rural infrastructure, agricultural research and extension services, technology development and plant and livestock gene banks in order to enhance agricultural productive capacity in developing countries, in particular least developed countries
	2.7	Correct and prevent trade restrictions and distortions in world agricultural markets, including through the parallel elimination of all forms of agricultural export subsidies and all export measures with equivalent effect, in accordance with the mandate of the Doha Development Round
	2.8	Adopt measures to ensure the proper functioning of food commodity markets and their derivatives and facilitate timely access to market information, including on food reserves, in order to help limit extreme food price volatility
Page 82 3	ENSURE HEALTHY LIVES AND PROMOTE WELL-BEING FOR ALL AT ALL AGES	
	3.1	By 2030, reduce the global maternal mortality ratio to less than 70 per 100,000 live births
	3.2	By 2030, end preventable deaths of newborns and children under 5 years of age, with all countries aiming to reduce neonatal mortality to at least as low as 12 per 1,000 live births and under-5 mortality to at least as low as 25 per 1,000 live births
	3.3	By 2030, end the epidemics of AIDS, tuberculosis, malaria and neglected tropical diseases and combat hepatitis, water-borne diseases and other communicable diseases
	3.4	By 2030, reduce by one third premature mortality from non-communicable diseases through prevention and treatment and promote mental health and well-being
	3.5	Strengthen the prevention and treatment of substance abuse, including narcotic drug abuse and harmful use of alcohol
	3.6	By 2020, halve the number of global deaths and injuries from road traffic accidents
	3.7	By 2030, ensure universal access to sexual and reproductive health-care services, including for family planning, information and education, and the integration of reproductive health into national strategies and programmes
	3.8	Achieve universal health coverage, including financial risk protection, access to quality essential health-care services and access to safe, effective, quality and affordable essential medicines and vaccines for all
	3.9	By 2030, substantially reduce the number of deaths and illnesses from hazardous chemicals and air, water and soil pollution and contamination
	3.a	Strengthen the implementation of the World Health Organization Framework Convention on Tobacco Control in all countries, as appropriate
3.b	Support the research and development of vaccines and medicines for the communicable and non-communicable diseases that primarily affect developing countries, provide access to affordable essential medicines and vaccines, in accordance with the Doha Declaration on the TRIPS Agreement and Public Health, which affirms the right of developing countries to use to the full the provisions in the Agreement on Trade-Related Aspects of Intellectual Property Rights regarding flexibilities to protect public health, and, in particular, provide access to medicines for all	

	3.c	Substantially increase health financing and the recruitment, development, training and retention of the health workforce in developing countries, especially in least developed countries and small island developing States
	3.d	Strengthen the capacity of all countries, in particular developing countries, for early warning, risk reduction and management of national and global health risks
ENSURE INCLUSIVE AND EQUITABLE QUALITY EDUCATION AND PROMOTE LIFELONG LEARNING OPPORTUNITIES FOR ALL		
4	4.1	By 2030, ensure that all girls and boys complete free, equitable and quality primary and secondary education leading to relevant and effective learning outcomes
	4.2	By 2030, ensure that all girls and boys have access to quality early childhood development, care and pre-primary education so that they are ready for primary education
	4.3	By 2030, ensure equal access for all women and men to affordable and quality technical, vocational and tertiary education, including university
	4.4	By 2030, substantially increase the number of youth and adults who have relevant skills, including technical and vocational skills, for employment, decent jobs and entrepreneurship
	4.5	By 2030, eliminate gender disparities in education and ensure equal access to all levels of education and vocational training for the vulnerable, including persons with disabilities, indigenous peoples and children in vulnerable situations
	4.6	By 2030, ensure that all youth and a substantial proportion of adults, both men and women, achieve literacy and numeracy
	4.7	By 2030, ensure that all learners acquire the knowledge and skills needed to promote sustainable development, including, among others, through education for sustainable development and sustainable lifestyles, human rights, gender equality, promotion of a culture of peace and non-violence, global citizenship and appreciation of cultural diversity and of culture's contribution to sustainable development
	4.a	Build and upgrade education facilities that are child, disability and gender sensitive and provide safe, non-violent, inclusive and effective learning environments for all
	4.b	By 2020, substantially expand globally the number of scholarships available to developing countries, in particular least developed countries, small island developing States and African countries, for enrolment in higher education, including vocational training and information and communications technology, technical, engineering and scientific programmes, in developed countries and other developing countries
	4.c	By 2030, substantially increase the supply of qualified teachers, including through international cooperation for teacher training in developing countries, especially least developed countries and small island developing States
ACHIEVE GENDER EQUALITY AND EMPOWER ALL WOMEN AND GIRLS		
5	5.1	End all forms of discrimination against all women and girls everywhere
	5.2	Eliminate all forms of violence against all women and girls in the public and private spheres, including trafficking and sexual and other types of exploitation
	5.3	Eliminate all harmful practices, such as child, early and forced marriage and female genital mutilation

	5.4	Recognize and value unpaid care and domestic work through the provision of public services, infrastructure and social protection policies and the promotion of shared responsibility within the household and the family as nationally appropriate
	5.5	Ensure women's full and effective participation and equal opportunities for leadership at all levels of decision-making in political, economic and public life
	5.6	Ensure universal access to sexual and reproductive health and reproductive rights as agreed in accordance with the Programme of Action of the International Conference on Population and Development and the Beijing Platform for Action and the outcome documents of their review conferences
	5.a	Undertake reforms to give women equal rights to economic resources, as well as access to ownership and control over land and other forms of property, financial services, inheritance and natural resources, in accordance with national laws
	5.b	Enhance the use of enabling technology, in particular information and communications technology, to promote the empowerment of women
	5.c	Adopt and strengthen sound policies and enforceable legislation for the promotion of gender equality and the empowerment of all women and girls at all levels
Page 84 9	ENSURE AVAILABILITY AND SUSTAINABLE MANAGEMENT OF WATER AND SANITATION FOR ALL	
	6.1	By 2030, achieve universal and equitable access to safe and affordable drinking water for all
	6.2	By 2030, achieve access to adequate and equitable sanitation and hygiene for all and end open defecation, paying special attention to the needs of women and girls and those in vulnerable situations
	6.3	By 2030, improve water quality by reducing pollution, eliminating dumping and minimizing release of hazardous chemicals and materials, halving the proportion of untreated wastewater and substantially increasing recycling and safe reuse globally
	6.4	By 2030, substantially increase water-use efficiency across all sectors and ensure sustainable withdrawals and supply of freshwater to address water scarcity and substantially reduce the number of people suffering from water scarcity
	6.5	By 2030, implement integrated water resources management at all levels, including through transboundary cooperation as appropriate
	6.6	By 2020, protect and restore water-related ecosystems, including mountains, forests, wetlands, rivers, aquifers and lakes
	6.a	By 2030, expand international cooperation and capacity-building support to developing countries in water- and sanitation-related activities and programmes, including water harvesting, desalination, water efficiency, wastewater treatment, recycling and reuse technologies
	6.b	Support and strengthen the participation of local communities in improving water and sanitation management
7	ENSURE ACCESS TO AFFORDABLE, RELIABLE, SUSTAINABLE AND MODERN ENERGY FOR ALL	
	7.1	By 2030, ensure universal access to affordable, reliable and modern energy services
	7.2	By 2030, increase substantially the share of renewable energy in the global energy mix
	7.3	By 2030, double the global rate of improvement in energy efficiency
	7.a	By 2030, enhance international cooperation to facilitate access to clean energy research and technology, including renewable energy, energy efficiency and advanced and cleaner fossil-fuel technology, and promote investment in energy infrastructure and clean energy technology

	7.b	By 2030, expand infrastructure and upgrade technology for supplying modern and sustainable energy services for all in developing countries, in particular least developed countries, small island developing States, and land-locked developing countries, in accordance with their respective programmes of support
	PROMOTE SUSTAINED, INCLUSIVE AND SUSTAINABLE ECONOMIC GROWTH, FULL AND PRODUCTIVE EMPLOYMENT AND DECENT WORK FOR ALL	
	8.1	Sustain per capita economic growth in accordance with national circumstances and, in particular, at least 7 per cent gross domestic product growth per annum in the least developed countries
	8.2	Achieve higher levels of economic productivity through diversification, technological upgrading and innovation, including through a focus on high-value added and labour-intensive sectors
	8.3	Promote development-oriented policies that support productive activities, decent job creation, entrepreneurship, creativity and innovation, and encourage the formalization and growth of micro-, small- and medium-sized enterprises, including through access to financial services
	8.4	Improve progressively, through 2030, global resource efficiency in consumption and production and endeavour to decouple economic growth from environmental degradation, in accordance with the 10-year framework of programmes on sustainable consumption and production, with developed countries taking the lead
	8.5	By 2030, achieve full and productive employment and decent work for all women and men, including for young people and persons with disabilities, and equal pay for work of equal value
	8.6	By 2020, substantially reduce the proportion of youth not in employment, education or training
	8.7	Take immediate and effective measures to eradicate forced labour, end modern slavery and human trafficking and secure the prohibition and elimination of the worst forms of child labour, including recruitment and use of child soldiers, and by 2025 end child labour in all its forms
	8.8	Protect labour rights and promote safe and secure working environments for all workers, including migrant workers, in particular women migrants, and those in precarious employment
	8.9	By 2030, devise and implement policies to promote sustainable tourism that creates jobs and promotes local culture and products
	8.1	Strengthen the capacity of domestic financial institutions to encourage and expand access to banking, insurance and financial services for all
	8.a	Increase Aid for Trade support for developing countries, in particular least developed countries, including through the Enhanced Integrated Framework for Trade-Related Technical Assistance to Least Developed Countries
	8.b	By 2020, develop and operationalize a global strategy for youth employment and implement the Global Jobs Pact of the International Labour Organization
	BUILD RESILIENT INFRASTRUCTURE, PROMOTE INCLUSIVE AND SUSTAINABLE INDUSTRIALIZATION AND FOSTER INNOVATION	
9	9.1	Develop quality, reliable, sustainable and resilient infrastructure, including regional and transborder infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all

	9.2	Promote inclusive and sustainable industrialization and, by 2030, significantly raise industry's share of employment and gross domestic product, in line with national circumstances, and double its share in least developed countries	
	9.3	Increase the access of small-scale industrial and other enterprises, in particular in developing countries, to financial services, including affordable credit, and their integration into value chains and markets	
	9.4	By 2030, upgrade infrastructure and retrofit industries to make them sustainable, with increased resource-use efficiency and greater adoption of clean and environmentally sound technologies and industrial processes, with all countries taking action in accordance with their respective capabilities	
	9.5	Enhance scientific research, upgrade the technological capabilities of industrial sectors in all countries, in particular developing countries, including, by 2030, encouraging innovation and substantially increasing the number of research and development workers per 1 million people and public and private research and development spending	
	9.a	Facilitate sustainable and resilient infrastructure development in developing countries through enhanced financial, technological and technical support to African countries, least developed countries, landlocked developing countries and small island developing States	
	9.b	Support domestic technology development, research and innovation in developing countries, including by ensuring a conducive policy environment for, inter alia, industrial diversification and value addition to commodities	
	9.c	Significantly increase access to information and communications technology and strive to provide universal and affordable access to the Internet in least developed countries by 2020	
Page 86	REDUCE INEQUALITY WITHIN AND AMONG COUNTRIES		
	10.1	By 2030, progressively achieve and sustain income growth of the bottom 40 per cent of the population at a rate higher than the national average	
	10.2	By 2030, empower and promote the social, economic and political inclusion of all, irrespective of age, sex, disability, race, ethnicity, origin, religion or economic or other status	
	10.3	Ensure equal opportunity and reduce inequalities of outcome, including by eliminating discriminatory laws, policies and practices and promoting appropriate legislation, policies and action in this regard	
	10	10.4	Adopt policies, especially fiscal, wage and social protection policies, and progressively achieve greater equality
	10.5	Improve the regulation and monitoring of global financial markets and institutions and strengthen the implementation of such regulations	
	10.6	Ensure enhanced representation and voice for developing countries in decision-making in global international economic and financial institutions in order to deliver more effective, credible, accountable and legitimate institutions	
	10.7	Facilitate orderly, safe, regular and responsible migration and mobility of people, including through the implementation of planned and well-managed migration policies	
	10.a	Implement the principle of special and differential treatment for developing countries, in particular least developed countries, in accordance with World Trade Organization agreements	

	10.b	Encourage official development assistance and financial flows, including foreign direct investment, to States where the need is greatest, in particular least developed countries, African countries, small island developing States and landlocked developing countries, in accordance with their national plans and programmes
	10.c	By 2030, reduce to less than 3 per cent the transaction costs of migrant remittances and eliminate remittance corridors with costs higher than 5 per cent
MAKE CITIES AND HUMAN SETTLEMENTS INCLUSIVE, SAFE, RESILIENT AND SUSTAINABLE		
11 Page 87	11.1	By 2030, ensure access for all to adequate, safe and affordable housing and basic services and upgrade slums
	11.2	By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons
	11.3	By 2030, enhance inclusive and sustainable urbanization and capacity for participatory, integrated and sustainable human settlement planning and management in all countries
	11.4	Strengthen efforts to protect and safeguard the world's cultural and natural heritage
	11.5	By 2030, significantly reduce the number of deaths and the number of people affected and substantially decrease the direct economic losses relative to global gross domestic product caused by disasters, including water-related disasters, with a focus on protecting the poor and people in vulnerable situations
	11.6	By 2030, reduce the adverse per capita environmental impact of cities, including by paying special attention to air quality and municipal and other waste management
	11.7	By 2030, provide universal access to safe, inclusive and accessible, green and public spaces, in particular for women and children, older persons and persons with disabilities
	11.a	Support positive economic, social and environmental links between urban, peri-urban and rural areas by strengthening national and regional development planning
	11.b	By 2020, substantially increase the number of cities and human settlements adopting and implementing integrated policies and plans towards inclusion, resource efficiency, mitigation and adaptation to climate change, resilience to disasters, and develop and implement, in line with the Sendai Framework for Disaster Risk Reduction 2015-2030, holistic disaster risk management at all levels
	11.c	Support least developed countries, including through financial and technical assistance, in building sustainable and resilient buildings utilizing local materials
ENSURE SUSTAINABLE CONSUMPTION AND PRODUCTION PATTERNS		
12	12.1	Implement the 10-year framework of programmes on sustainable consumption and production, all countries taking action, with developed countries taking the lead, taking into account the development and capabilities of developing countries
	12.2	By 2030, achieve the sustainable management and efficient use of natural resources
	12.3	By 2030, halve per capita global food waste at the retail and consumer levels and reduce food losses along production and supply chains, including post-harvest losses

	12.4	By 2020, achieve the environmentally sound management of chemicals and all wastes throughout their life cycle, in accordance with agreed international frameworks, and significantly reduce their release to air, water and soil in order to minimize their adverse impacts on human health and the environment
	12.5	By 2030, substantially reduce waste generation through prevention, reduction, recycling and reuse
	12.6	Encourage companies, especially large and transnational companies, to adopt sustainable practices and to integrate sustainability information into their reporting cycle
	12.7	Promote public procurement practices that are sustainable, in accordance with national policies and priorities
	12.8	By 2030, ensure that people everywhere have the relevant information and awareness for sustainable development and lifestyles in harmony with nature
	12.a	Support developing countries to strengthen their scientific and technological capacity to move towards more sustainable patterns of consumption and production
	12.b	Develop and implement tools to monitor sustainable development impacts for sustainable tourism that creates jobs and promotes local culture and products
	12.c	Rationalize inefficient fossil-fuel subsidies that encourage wasteful consumption by removing market distortions, in accordance with national circumstances, including by restructuring taxation and phasing out those harmful subsidies, where they exist, to reflect their environmental impacts, taking fully into account the specific needs and conditions of developing countries and minimizing the possible adverse impacts on their development in a manner that protects the poor and the affected communities
Page 88	TAKE URGENT ACTION TO COMBAT CLIMATE CHANGE AND ITS IMPACTS* (Acknowledging that the United Nations Framework Convention on Climate Change is the primary international, intergovernmental forum for negotiating the global response to climate change.)	
	13.1	Strengthen resilience and adaptive capacity to climate-related hazards and natural disasters in all countries
	13.2	Integrate climate change measures into national policies, strategies and planning
	13.3	Improve education, awareness-raising and human and institutional capacity on climate change mitigation, adaptation, impact reduction and early warning
	13.a	Implement the commitment undertaken by developed-country parties to the United Nations Framework Convention on Climate Change to a goal of mobilizing jointly \$100 billion annually by 2020 from all sources to address the needs of developing countries in the context of meaningful mitigation actions and transparency on implementation and fully operationalize the Green Climate Fund through its capitalization as soon as possible
	13.b	Promote mechanisms for raising capacity for effective climate change-related planning and management in least developed countries and small island developing States, including focusing on women, youth and local and marginalized communities
14	CONSERVE AND SUSTAINABLY USE THE OCEANS, SEAS AND MARINE RESOURCES FOR SUSTAINABLE DEVELOPMENT	
	14.1	By 2025, prevent and significantly reduce marine pollution of all kinds, in particular from land-based activities, including marine debris and nutrient pollution

	14.2	By 2020, sustainably manage and protect marine and coastal ecosystems to avoid significant adverse impacts, including by strengthening their resilience, and take action for their restoration in order to achieve healthy and productive oceans
	14.3	Minimize and address the impacts of ocean acidification, including through enhanced scientific cooperation at all levels
	14.4	By 2020, effectively regulate harvesting and end overfishing, illegal, unreported and unregulated fishing and destructive fishing practices and implement science-based management plans, in order to restore fish stocks in the shortest time feasible, at least to levels that can produce maximum sustainable yield as determined by their biological characteristics
	14.5	By 2020, conserve at least 10 per cent of coastal and marine areas, consistent with national and international law and based on the best available scientific information
	14.6	By 2020, prohibit certain forms of fisheries subsidies which contribute to overcapacity and overfishing, eliminate subsidies that contribute to illegal, unreported and unregulated fishing and refrain from introducing new such subsidies, recognizing that appropriate and effective special and differential treatment for developing and least developed countries should be an integral part of the World Trade Organization fisheries subsidies negotiation
	14.7	By 2030, increase the economic benefits to Small Island developing States and least developed countries from the sustainable use of marine resources, including through sustainable management of fisheries, aquaculture and tourism
	14.a	Increase scientific knowledge, develop research capacity and transfer marine technology, taking into account the Intergovernmental Oceanographic Commission Criteria and Guidelines on the Transfer of Marine Technology, in order to improve ocean health and to enhance the contribution of marine biodiversity to the development of developing countries, in particular small island developing States and least developed countries
	14.b	Provide access for small-scale artisanal fishers to marine resources and markets
	14.c	Enhance the conservation and sustainable use of oceans and their resources by implementing international law as reflected in UNCLOS, which provides the legal framework for the conservation and sustainable use of oceans and their resources, as recalled in paragraph 158 of The Future We Want
15	PROTECT, RESTORE AND PROMOTE SUSTAINABLE USE OF TERRESTRIAL ECOSYSTEMS, SUSTAINABLY MANAGE FORESTS, COMBAT DESERTIFICATION, AND HALT AND REVERSE LAND DEGRADATION AND HALT BIODIVERSITY LOSS	
	15.1	By 2020, ensure the conservation, restoration and sustainable use of terrestrial and inland freshwater ecosystems and their services, in particular forests, wetlands, mountains and drylands, in line with obligations under international agreements
	15.2	By 2020, promote the implementation of sustainable management of all types of forests, halt deforestation, restore degraded forests and substantially increase afforestation and reforestation globally
	15.3	By 2030, combat desertification, restore degraded land and soil, including land affected by desertification, drought and floods, and strive to achieve a land degradation-neutral world
	15.4	By 2030, ensure the conservation of mountain ecosystems, including their biodiversity, in order to enhance their capacity to provide benefits that are essential for sustainable development

	15.5	Take urgent and significant action to reduce the degradation of natural habitats, halt the loss of biodiversity and, by 2020, protect and prevent the extinction of threatened species
	15.6	Promote fair and equitable sharing of the benefits arising from the utilization of genetic resources and promote appropriate access to such resources, as internationally agreed
	15.7	Take urgent action to end poaching and trafficking of protected species of flora and fauna and address both demand and supply of illegal wildlife products
	15.8	By 2020, introduce measures to prevent the introduction and significantly reduce the impact of invasive alien species on land and water ecosystems and control or eradicate the priority species
	15.9	By 2020, integrate ecosystem and biodiversity values into national and local planning, development processes, poverty reduction strategies and accounts
	15.a	Mobilize and significantly increase financial resources from all sources to conserve and sustainably use biodiversity and ecosystems
	15.b	Mobilize significant resources from all sources and at all levels to finance sustainable forest management and provide adequate incentives to developing countries to advance such management, including for conservation and reforestation
	15.c	Enhance global support for efforts to combat poaching and trafficking of protected species, including by increasing the capacity of local communities to pursue sustainable livelihood opportunities
Page 90	PROMOTE PEACEFUL AND INCLUSIVE SOCIETIES FOR SUSTAINABLE DEVELOPMENT, PROVIDE ACCESS TO JUSTICE FOR ALL AND BUILD EFFECTIVE, ACCOUNTABLE AND INCLUSIVE INSTITUTIONS AT ALL LEVELS	
	16.1	Significantly reduce all forms of violence and related death rates everywhere
	16.2	End abuse, exploitation, trafficking and all forms of violence against and torture of children
	16.3	Promote the rule of law at the national and international levels and ensure equal access to justice for all
	16.4	By 2030, significantly reduce illicit financial and arms flows, strengthen the recovery and return of stolen assets and combat all forms of organized crime
	16.5	Substantially reduce corruption and bribery in all their forms
	16.6	Develop effective, accountable and transparent institutions at all levels
	16.7	Ensure responsive, inclusive, participatory and representative decision-making at all levels
	16.8	Broaden and strengthen the participation of developing countries in the institutions of global governance
	16.9	By 2030, provide legal identity for all, including birth registration
	16.1	Ensure public access to information and protect fundamental freedoms, in accordance with national legislation and international agreements
	16.a	Strengthen relevant national institutions, including through international cooperation, for building capacity at all levels, in particular in developing countries, to prevent violence and combat terrorism and crime
16.b	Promote and enforce non-discriminatory laws and policies for sustainable development	

16

STRENGTHEN THE MEANS OF IMPLEMENTATION AND REVITALIZE THE GLOBAL PARTNERSHIP FOR SUSTAINABLE DEVELOPMENT**FINANCE**

17.1	Strengthen domestic resource mobilization, including through international support to developing countries, to improve domestic capacity for tax and other revenue collection
17.2	Developed countries to implement fully their official development assistance commitments, including the commitment by many developed countries to achieve the target of 0.7 per cent of ODA/GNI to developing countries and 0.15 to 0.20 per cent of ODA/GNI to least developed countries; ODA providers are encouraged to consider setting a target to provide at least 0.20 per cent of ODA/GNI to least developed countries
17.3	Mobilize additional financial resources for developing countries from multiple sources
17.4	Assist developing countries in attaining long-term debt sustainability through coordinated policies aimed at fostering debt financing, debt relief and debt restructuring, as appropriate, and address the external debt of highly indebted poor countries to reduce debt distress
17.5	Adopt and implement investment promotion regimes for least developed countries

TECHNOLOGY

17.6	Enhance North-South, South-South and triangular regional and international cooperation on and access to science, technology and innovation and enhance knowledge sharing on mutually agreed terms, including through improved coordination among existing mechanisms, in particular at the United Nations level, and through a global technology facilitation mechanism
17.7	Promote the development, transfer, dissemination and diffusion of environmentally sound technologies to developing countries on favourable terms, including on concessional and preferential terms, as mutually agreed
17.8	Fully operationalize the technology bank and science, technology and innovation capacity-building mechanism for least developed countries by 2017 and enhance the use of enabling technology, in particular information and communications technology

CAPACITY-BUILDING

17.9	Enhance international support for implementing effective and targeted capacity-building in developing countries to support national plans to implement all the sustainable development goals, including through North-South, South-South and triangular cooperation
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TRADE

17.1	Promote a universal, rules-based, open, non-discriminatory and equitable multilateral trading system under the World Trade Organization, including through the conclusion of negotiations under its Doha Development Agenda
17.11	Significantly increase the exports of developing countries, in particular with a view to doubling the least developed countries' share of global exports by 2020
17.12	Realize timely implementation of duty-free and quota-free market access on a lasting basis for all least developed countries, consistent with World Trade Organization decisions, including by ensuring that preferential rules of origin applicable to imports from least developed countries are transparent and simple, and contribute to facilitating market access

SYSTEMIC ISSUES

Policy and institutional coherence	
17.13	Enhance global macroeconomic stability, including through policy coordination and policy coherence
17.14	Enhance policy coherence for sustainable development
17.15	Respect each country's policy space and leadership to establish and implement policies for poverty eradication and sustainable development
Multi-stakeholder partnerships	
17.16	Enhance the global partnership for sustainable development, complemented by multi-stakeholder partnerships that mobilize and share knowledge, expertise, technology and financial resources, to support the achievement of the sustainable development goals in all countries, in particular developing countries
17.17	Encourage and promote effective public, public-private and civil society partnerships, building on the experience and resourcing strategies of partnerships
Data, monitoring and accountability	
17.18	By 2020, enhance capacity-building support to developing countries, including for least developed countries and small island developing States, to increase significantly the availability of high-quality, timely and reliable data disaggregated by income, gender, age, race, ethnicity, migratory status, disability, geographic location and other characteristics relevant in national contexts
17.19	By 2030, build on existing initiatives to develop measurements of progress on sustainable development that complement gross domestic product, and support statistical capacity-building in developing countries



Purpose: For Decision

Cabinet report

Date **8 SEPTEMBER 2022**

Title **BETTER CARE FUNDING UPDATE 2022/23**

Report of **CABINET MEMBER FOR ADULT SOCIAL CARE and PUBLIC HEALTH**

EXECUTIVE SUMMARY

1. The Better Care Fund (BCF) programme supports local systems to successfully deliver integration of health and social care in a way that supports person-centred care and support, and better outcomes for people and carers. The requirements of the BCF are set by NHS England and include requirements for pooled/aligned workstreams and budget within section 75 agreement.
2. This report sets out the arrangements for the BCF plan for 2022/23 between the Isle of Wight Council and Hampshire and Isle of Wight Integrated Care Board (ICB). It details the proposal for completion of the 2022/23 plan, which once completed and approved by NHS England will be incorporated into the local section 75 agreement.
3. A delay in the publication of the requirements for the 2022/23 BCF plan has prevented earlier submission of the plan for Cabinet’s consideration. To align with the national submission deadlines a virtual sign off will be required by the Health and Wellbeing Board (HWB).
4. The Cabinet is asked to consider the information provided in this report and to agree the recommendations made

5. RECOMMENDATION

The Cabinet

- i) consider and support the continuation of Better Care Fund arrangements and plan for 2022/23.
- ii) delegate authority to Director of Adult Social Care and Housing Needs to agree a deed of variation to the current section 75 agreement incorporating the BCF plan for 2022/23 in consultation with the Cabinet Member for Adult Social Care, Public Health and Housing Needs.

BACKGROUND

6. The BCF is a national initiative intended to deliver integration between health and social care in order to improve outcomes for residents. It is the mechanism that is being used by Government to implement the integration duty under the 2014 Care Act, and 2022/23 plan is the eighth year and builds on the achievements of the seven previous plans. The success of BCF in developing relationships across health and social care has assisted in the local response to the Covid-19 pandemic.
7. The current schemes within the BCF plan have been in place since April 2017 as detailed below:
 - a) Locality/Community Model (Nursing, Crisis Response and Falls etc.)
 - b) Hospital to Home (Home Care and Residential Care, Single Point of Access, Personal Assistants, Winter Pressures spend)
 - c) Carers Support
 - d) Community and Voluntary Sector (Early help and Intervention etc.)
 - e) Support for Providers (Raising Standards)
 - f) Promoting Independence (Disabilities Facilities Grant, Equipment including Assistive Technology etc.)
 - g) Rehabilitation, Reablement and Recovery (Integrated Discharge Team, Single Point of Access Referral Service – SPARRCS, Rehabilitation Bedded Care, Reablement etc.)
 - h) Integrated Mental Health Provision (Woodlands and Mental Health (MH) Grants)
 - i) Learning Disabilities (Westminster House)
 - j) Continuing Healthcare
 - k) Care Act Infrastructure (Maintenance of Adult Social Care provision etc.)
8. The BCF plan has been stable since 2018/19 in terms of the workstreams it contains, and the funding attached both by the Council and ICB to those workstreams. The only significant changes have been the:
 - a) Inclusion of Continuing Health Care (CHC) and Funded Nursing Care (FNC) provision and
 - b) Inclusion and subsequent removal of additional Hospital Discharge Scheme funding in line with the national directives during 2021/22. However, the NHS England letter dated 28th March 2022 outlines the expectation that local systems will continue to make best use of existing resources, to support safe and effective discharges within local priorities. This should build on existing joint arrangements and best practice and be agreed locally.
9. Senior staff from the Council and ICB are engaged in the development of the 2022/23 plan and review of the governance process. During this year, the governance process will be reviewed and aligned with the refresh of what has been the Isle of Wight Integrated Care Partnership (ICP) that in future will be known as the Isle of Wight Health and Care Partnership and the new Integrated Care System (ICS). It will also reflect the cessation of the NHS Hampshire, Southampton and Isle of Wight CCG and NHS Portsmouth CCG with subsequent development of Integrated Care Board for Hampshire and Isle of Wight, as of 1st July 2022 in accordance with the Health and Care Act 2022.
10. To inform the development of the BCF plan for 22/23 and subsequent years the schemes were reviewed to identify effectiveness and alignment with the NHS Long Term Plan and the Council's Care Close to Home Strategy.

11. The three areas under review are:
 - a) Early Help and Prevention (covering all voluntary sector funded Better Care Fund services) – this piece of work has been completed and a newly commissioned service ‘Living Well, Early Help’ provided by Aspire is in place.
 - b) Rehabilitation, Reablement and Recovery (Regaining Independence) – a review of services has been initiated by the Community Transformation Board, a full review including discharge pathways, onward care intervention team. This is in progress and forms part of the Community Transformation programme with additional oversight through the System Resilience Group.
 - c) Refresh of the other Better Care Fund Schemes and associated funding – a desktop review has been completed of these schemes including effectiveness against the BCF metrics and value for money.
12. The review of these three areas has informed the plan for 2022/23. Considering the benefits that have been seen during the pandemic and new integrated ways of working the schemes mentioned above have been realigned into four themes:
 - i) Integrated Early Help and Prevention
 - ii) Integrated Discharge and Admission Avoidance
 - iii) Integrated Community Support
 - iv) Integrated Mental Health and Learning Disability Support
13. In line with the planning guidance, the section 75 agreement will need to be agreed between the Council and the ICB. A deed of variation to the existing legal agreement would be drawn up to reflect the required changes. The section 75 agreement will provide clarity around the transfer of the ICB minimum mandated contribution to Adult Social Care and the agreed schemes on which that will be spent.
14. The total value of the 2022/23 BCF is £50,891,097.
15. Mandatory inclusion in the BCF includes:
 - a) ICB contribution to ASC (uplifted by 5.7% for 2022/23) to be used for social care and out of hospital spend £13,223,950.
 - b) Disability Facilities Grant (DFG) £2,272,039.
 - c) Improved BCF (iBCF) and Winter Pressures Funding £6,180,112
16. The NHS funded Hospital discharge Scheme will no longer be available for 2022/23.
17. The remainder is non-mandatory and accounts for £29,214,996 of the fund.
18. The Isle of Wight BCF operates more as an aligned budget than a pooled budget.

National BCF Planning Requirements

19. For 2022/23 BCF plan will consist of a narrative plan, intermediate care capacity and demand plan and BCF planning template which will include:
- a) Planned expenditure from various BCF sources
 - b) Confirmation that national conditions of the fund are met, as well as specific conditions attached to individual funding streams
 - c) Ambitions and plans for performance against BCF national metrics
 - d) Any additional contributions to BCF section 75 agreement.
20. The four national conditions for 2022/23, which BCF plans must meet are:

1	A jointly agreed plan between local health and social care commissioners and signed off by health and wellbeing board
2	NHS contribution to adult social care to be maintained in line with the uplift to ICB minimum contribution
3	Invest in NHS commissioned out of hospital services
4	Implementing the BCF policy objectives

21. The narrative plan will need to set out the system's approach to delivery and describe how the approach to integration in the BCF aligns with wider plans in order to:
- a) Continue to implement a joined-up approach to integrated, person-centred services across health, care, housing, and wider public services locally
 - b) Support people to remain independent at home
 - c) Jointly improve outcomes for people discharged from hospital
 - d) Reduce the percentage of hospital inpatients who have been in hospital for more than 14 and 21 days
 - e) Enable a 'Home First' policy

National Approval of agreed BCF plan

22. All systems are required to submit their BCF plan by 26th September 2022.
23. Assurance of the final plans will be led by Better Care Managers (BCMs) with input from NHS England and local government representatives. It will be a single stage exercise based on a set of key lines of enquiry (KLOEs). Recommendations for approval will be signed off by NHS regional directors – this will include confirmation that local government representatives were involved in assurance and agree the recommendations.
24. On approval of the plan, NHS England as the accountable body for the ICB minimum contribution to the fund, will write to areas to confirm that the ICB minimum funding can be released.

Strategic Context

25. The Isle of Wight BCF plan underpinned by section 75 agreement is a key system initiative dating back to its inception in 2014 revised for 2017/19 and rolled forward into 2019/20 and 2020/21 by deed of variation.

26. The BCF plan and section 75 needs to be considered within the context of the refreshed Isle of Wight Health and Care Plan to drive system transformation, financial savings and efficiencies. The section 75 agreement will remain in place as the financial and contractual vehicle between the ICB and Local Authority and supports the development of an integrated health and care partnership.
27. The framework for the BCF derives from the government's mandate to the NHS issued under section 13A of the NHS Act 2006. The BCF provides a mechanism to promote and strengthen integration of health, social care and housing planning and commissioning.
28. It brings together ring-fenced ICB allocations, and funding directly to local government, including iBCF, DFG and winter pressures alongside locally identified budgets into pooled budget arrangements.
29. The BCF plan aligns with a number of strategic plans including the:
 - a) The Isle of Wight Health and Wellbeing strategy
 - b) The Isle of Wight Health and Care Plan
 - c) The ASC Care Close to Home strategy (CCH) which also aligns with the Council's Corporate Plan. The BCF provides a vehicle for delivery of CCH core delivery and enabling pillars including promoting wellbeing, improving wellbeing and protecting wellbeing as well as integration and partnerships and commissioning for value and impact.
 - d) The Isle of Wight ICB partnership delivery plan
 - e) The System Winter Resilience Plan
 - f) The Independent Living Strategy
 - g) Dementia Strategy
 - h) NHS Long Term Plan
30. The refresh of the BCF schemes is further supported by seven agreed IWHCP Board, priority transformation projects:
 - a) Frailty
 - b) Dementia
 - c) Hospital Discharge and Regaining Independence
 - d) Virtual ward and virtual care pathways
 - e) Integrated care home support
 - f) Urgent community response
 - g) Population health management and localities

CONSULTATION

31. The BCF planning template and associated section 75 agreement is developed and updated by the ICB and Council, robust processes are in place to ensure that the submission is reflective of input and consultation from officers across the Council and ICB.
32. As part of the review process an extensive engagement process has been undertaken with service leads and wider stakeholders, which will inform the development of the plan. Providers including the voluntary and community sector and IOW NHS Trust have been engaged to lead on review of specific services and

shape new service models. e.g., Early Help and Prevention Service, Reablement and Rehabilitation service.

33. The oversight of the BCF plan and section 75 for Isle of Wight is in collaboration between the ICB and Council commissioners. This is overseen by both the Managing Director of the ICB – IW and the Director of Adult Social Care and Housing Needs, IW Council. Proposals to use the BCF monies must be submitted to both the IW Health and Care Partnership and then via the Health and Wellbeing Board for formal sign off and approval. This is in addition to the sovereign organisations’ internal governance routes (e.g., ICB Board and Council’s Cabinet). Monitoring of BCF spend is provided through quarterly monitoring reports.

FINANCIAL / BUDGET IMPLICATIONS

34. The total value of the Better Care Fund in 2022/23 is £50,891,097. The value is made up of both mandated and discretionary funding contributions from both the ICB of £39,549,329 and the Council £11,341,768 (what each contribute).
35. From this allocation, services are then agreed in line with the BCF guidance and funding transferred to either the ICB or Council based on who commissions the service. The table below shows the schemes within the BCF plan and whether the money has been transferred to provide the services and contractual payment commitments against each of the four identified themes:

Themes	BCF FUNDING ALLOCATED TO EACH PARTNER 2022/23		
	ICB £'000	IWC £'000	Total £'000
1 Integrated Early Help & Prevention	78	957	1035
2 Integrated Discharge & Admission Avoidance	6498	9431	15929
3 Integrated Community Support	22,829	7169	29,998
4 Integrated Mental Health & Learning Disability Services	2,737	1,192	3,929
Total BCF funding shared between ICB/IWC to fund scheme contracts	32,142	18,749	50,891
Percentage of share	63%	37%	100%

Note: table shows the BCF funds pooled together (£50,891,097) and how much of this is then allocated to each organisation to undertake the commissioning activities it is responsible for.

36. The BCF template that will be submitted includes a summary of the expected income and expenditure that will form the basis of the Section 75 finances. It outlines the quantum of financial resource included on a scheme-by-scheme basis, including reference to both the mandated ICB contribution, mandated Council elements and additional local investments and pooled funds.

37. The ICB has approved the Isle of Wight local planning approach and are satisfied that all mandatory contributions have been refreshed and uplifted in line with the national technical guidance.
38. The section 75 agreement sets out the arrangements for financial risk sharing between the ICB and the Council should the aligned budget over spend or underspend. The current provision of the section 75 agreement provide that each organisation is responsible for overspend/underspend relating to its own functions. Therefore the BCF does not increase the financial risk to either organisation.

LEGAL IMPLICATIONS

39. The BCF Policy Framework set out by the Department of Health and Social Care (DHSC) and the Department for Levelling Up, Housing and Communities provides the mechanisms for joint health, social care, housing, planning and commissioning of integrated care to support independence (including reducing admissions to care homes), avoid hospital admissions and delays at discharge to appropriate care.
40. The BCF is mentioned 13 times in the NHS White Paper “Integration and Innovation” (February 2021) mainly in the context of:
 - a). changes to the legal functioning of the BCF (standalone from the NHS Mandate) and
 - b). re-invigoration of place-based structures for NHS/Adult Social Care (ASC) integration (Health and Wellbeing Boards (HWB) and BCF/S75 arrangements), as a mechanism for agreeing priorities, particularly local mental health, community, and primary care services integrated care pathways.
41. The general legal implications are that national policy sets out the BCF requirements that the council and ICB are required to work within. The way this is achieved is by the IW BCF Section 75 agreement. The document sets out the legal basis, governance (BCF S75 Board via Integrated Care Board (ICP) now Health Care Partnership Board, to Health and Wellbeing Board); Key Performance Indicators and reporting; and schemes descriptions/service specifications etc.
42. Although required to review and revise the Section 75 agreement around the agreed priorities, it is not necessary to create a complete re-write of the Section 75 document every year to form a new agreement. In considering revisions:
 - It will be reviewed to reflect any specific changes and will maintain the financial risk sharing between the ICB and council should the pooled budget overspend or underspend;
 - It will clarify the transfer of the ICB minimum mandated contribution to Adult Social Care and the agreed way in which that will be spent;
 - It will seek to simplify the Section 75 Agreement to reflect new governance and aspirations based on emerging Health Care Partnership place principles, priorities, and fit with both NHS Integrated Care Systems and Local Government direction of travel.
 - It continues to maintain the spirit of the original Section 75 rather than seeking to start a new agreement that would take considerable time and resource to produce a very large agreement document from scratch with little change to the needs of the agreement.

EQUALITY AND DIVERSITY

43. The council as a public body is required to meet its statutory obligations under the Equality Act 2010 to have due regard to eliminate unlawful discrimination, promote equal opportunities between people from different groups and to foster good relations between people who share a protected characteristic and people who do not share it. The protected characteristics are: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
44. The review of the BCF schemes will include equality impact assessments. These will determine how a service promotes equality and diversity to ensure legal compliance in how the services we provide and the decisions we make meet the needs of our local community under our equality and diversity duties.

OPTIONS

45. Options 1 – To give approval for consideration and supporting the continuation of Better Care Fund arrangements and plan in place for 2022/23;
- delegating authority to Director of Ault Social Care and Housing Needs to agree a deed of variation to the current section 75 agreement incorporating the BCF plan for 22/23 in consultation with the Cabinet Member for Adult Social Care, Public Health and Housing Needs.
46. Options 2 – To not give approval for consideration and supporting the continuation of Better Care Fund arrangements and plan in place for 2022/23;
- delegating authority to Director of Ault Social Care and Housing Needs to agree a deed of variation to the current section 75 agreement incorporating the BCF plan for 22/23 in consultation with the Cabinet Member for Adult Social Care, Public Health and Housing Needs.

RISK MANAGEMENT

47. There is significant risk to both the IW Council, ICB and the wider system if the BCF plan for 2022/23 **is not agreed** and subsequently approved by regulators.

No.	Risk	Risk	Mitigation
1	Should the system not agree and fail to submit its plan by 26 th September, Isle of Wight system will not receive additional funding earmarked for local systems to support ASC. In particular, the Improved Better Care Fund (iBCF) and Disabled Facilities Grant (DFG) continue to be paid to local authorities on the condition that they	A	<ul style="list-style-type: none"> • Cabinet to support and approve the proposals for BCF plan 2022/23 before the formal sign off by the Health and Wellbeing Board. • Cabinet to approve delegated authority for

	are pooled locally into the BCF and spent on specific purposes set out in the grant determinations and conditions. The worst-case scenario could see mandatory funding withheld from the system.		signing of section 75 agreement.
2	<p>Failure to submit presents a significant reputational risk to the ICB, LA, HWB and wider system. In particular, the BCF planning guidance forms part of the core NHS Operational Planning and Contracting Guidance. ICBs are therefore required to have regard to this guidance by section 14Z11 of the NHS Act 2006.</p> <p>With a view to the wider system; having published a single system Health and Care Plan, that includes a single control total, failing to submit the BCF plan will likely result in external scrutiny from National regulators and further scrutiny of system plans and agreements to develop ICP arrangements.</p>	A	<ul style="list-style-type: none"> • Fortnightly planning meetings in place with representatives from the ICB and IWC. • Plan in place for meeting all the required deadlines including final submission on 26th September. • As the set deadline does not allow for sign off by HWB at a meeting virtual HWB sign-off process prior to the final deadline is proposed. • Financial contributions have been agreed by the finance leads in line with policy guidelines.
3	Failure to agree financial contributions within the BCF plan may result in the requirement to undertake a significant BCF and S75 refresh placing additional resource strain upon the system.	A	
4	<p>HWB governance arrangements and decision making does not support effective BCF development and delivery.</p> <p>Where there are concerns over the submission, performance or compliance with BCF requirements the Better Care Fund Support team (BCST) and Better Care Manager (BCM) will take action that could range from informal support, advice and guidance moving through formalized support and formal regional meetings up to formal escalation panels that involve NHS England and LGA.</p>	A	<ul style="list-style-type: none"> • HWB to agree BCF management and decision-making infrastructure as part of the Health and Care Plan implementation. • To engage with the local BCM for guidance prior to final submission. • To have cross-organisational contribution and review of the plan prior to submission.

<p>In the event of national escalation, under the NHS Act 2006 NHS England does have the ability to direct the use of ICB funds where an area fails to meet the BCF conditions.</p> <p>The escalation panel may also make recommendation that an area should amend plans that relate to spending of the DFG, Winter pressures or IBCF- however this money is not subject to NHS E powers. However, if there is not agreement and a plan cannot be agreed Departments can recover grant payments or withhold future funding.</p>		
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48. In addition to the risk associated with failing to agree the plan, the scale of system financial challenge threatens BCF development and delivery. The ICB and the Council continue to review current budgets to ensure BCF schemes are aligned to sustainability plan priorities.

EVALUATION

49. The proposed way forward has been carefully considered with senior staff of both the Council and the ICB. Having considered the above, it is felt that option 1 is preferred, as it maintains the requirement to agree and prepare to sign off and submit BCF planning submission which is due by 26th September prior to virtual sign off by the HWB. It enables continuation of significant funding for Adult Social Care and Health services on the island.

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LAURA GAUDION
*Director of Adult Social Care and Housing
 Needs*

(CLLR) KARL LOVE
*Cabinet Member for Adult Social Care
 and Public Health*



Purpose: For Decision

Cabinet Report

Meeting	CABINET
Date	8 SEPTEMBER 2022
Title	TRANSFER OF OWNERSHIP AND MAJOR SHAREHOLDING OF AMEY (IOW) SPV Limited
Report of	CABINET MEMBER FOR COMMUNITY PROTECTION, REGULATORY SERVICES AND WASTE

EXECUTIVE SUMMARY

1. The Isle of Wight council delivers the majority of its duties as a Waste Collection Authority (WCA) and a Waste Disposal Authority (WDA) through a Public Private Partnership Contract with Amey (IOW) SPV Ltd, a child company of Amey Plc. This is a 25 year contract with a value of £216m.
2. Ferrovial S.A, the ultimate parent company of Amey Plc, has made a decision to sell Amey UK Plc. This sale will take place in the Autumn of 2022. The sale of Amey UK Plc will not include the four UK Waste Contracts that sit under the Waste Treatment Division, which includes the Isle of Wight collection and treatment contract.
3. Ferrovial and Amey UK plc are required to seek consent from the IWC to change the ownership of the Waste PPP to a new subsidiary of Ferrovial. Under the new structure, the waste treatment business is gathered under a single company, creating a standalone, consolidated unit focussed on waste treatment.
4. This paper seeks to set out the proposal to change the ownership and recommend a provisional consent subject to satisfactory completion of legal and financial documentation.

RECOMMENDATION

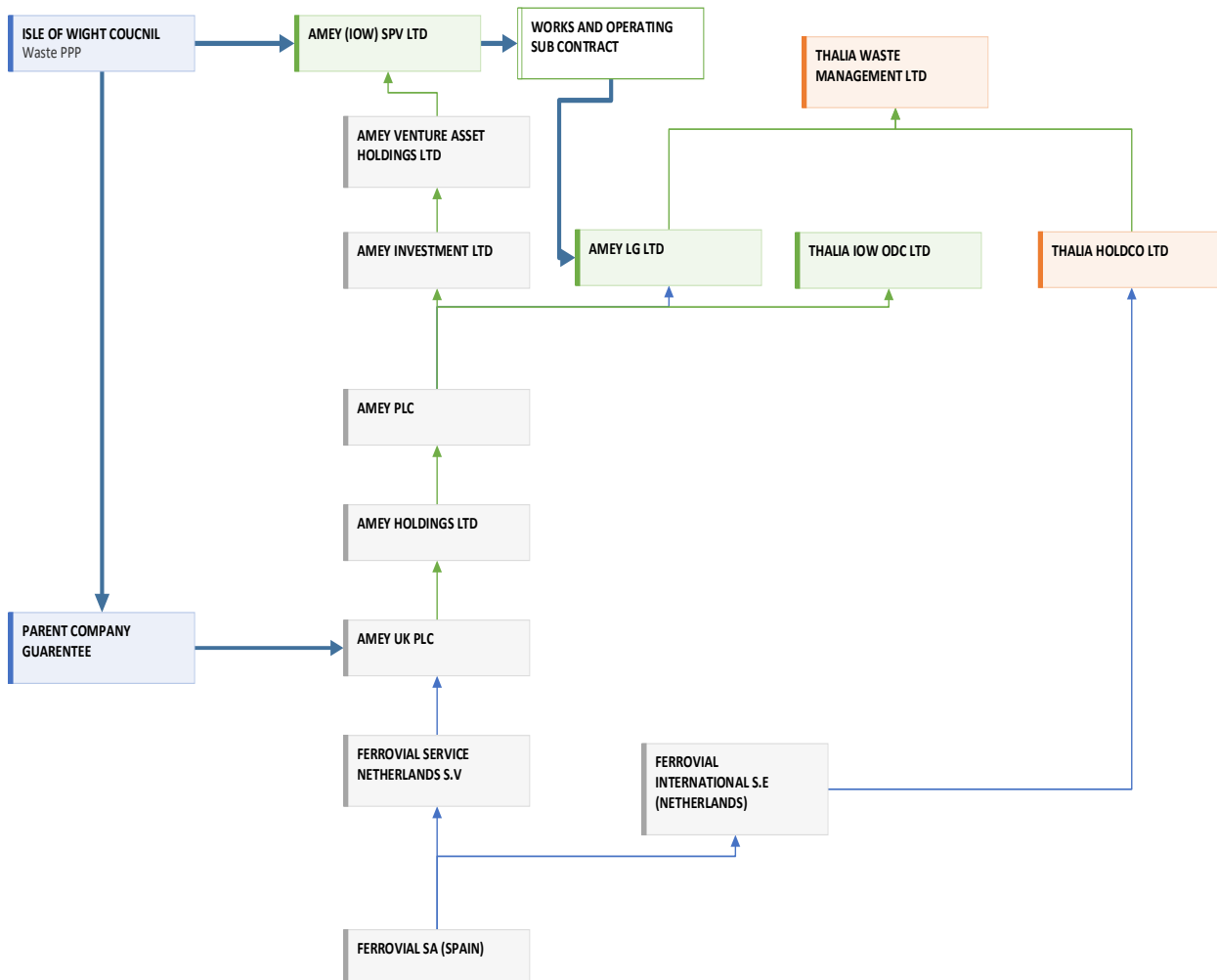
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| <ol style="list-style-type: none">5. Cabinet to agree:<ol style="list-style-type: none">(a) to provide provisional consent to the transfer of the ownership of the service provider and novation of the works and operating sub-contract to the entity know as Thalia Waste Management subject to the completion of suitable due diligence processes. |
|---|

- (i) between now and the date of transfer, to agree terms of the legal documentation in Amey Waste Treatment and Ferrovial;
 - (ii) The completion of financial due diligence prior to the date of transfer.
6. Cabinet approval that the decision to complete the consent legal documentation is delegated to the Director of Neighbourhoods in consultation with the Cabinet Member and section 151 officer and is subject to:
- (a) Satisfactory completion of legal documentation maintaining a no better, no worse position for the council
 - (b) Satisfactory completion of financial due diligence

BACKGROUND

7. The Waste Project Private Public Partnership Contract (the Waste PPP) was awarded to Amey following decision by Full Council in 2015.
8. The Waste Contract delivers works and services to ensure that the council has sufficient treatment and disposal facilities and provisions for all local authority collected recycling and waste. The total contract value is £216m (in 2015 prices) and will inflate with indexation over the contract period.

Current structure Under Ferrovial and Amey UK Plc



THE TRANSFER OF SHARES OF AMEY (IOW) SPV

9. The restructuring will involve Amey Venture Asset Holdings Limited selling its shares in Amey (IOW) SPV (special purpose vehicle) to Thalia Waste Management Limited.

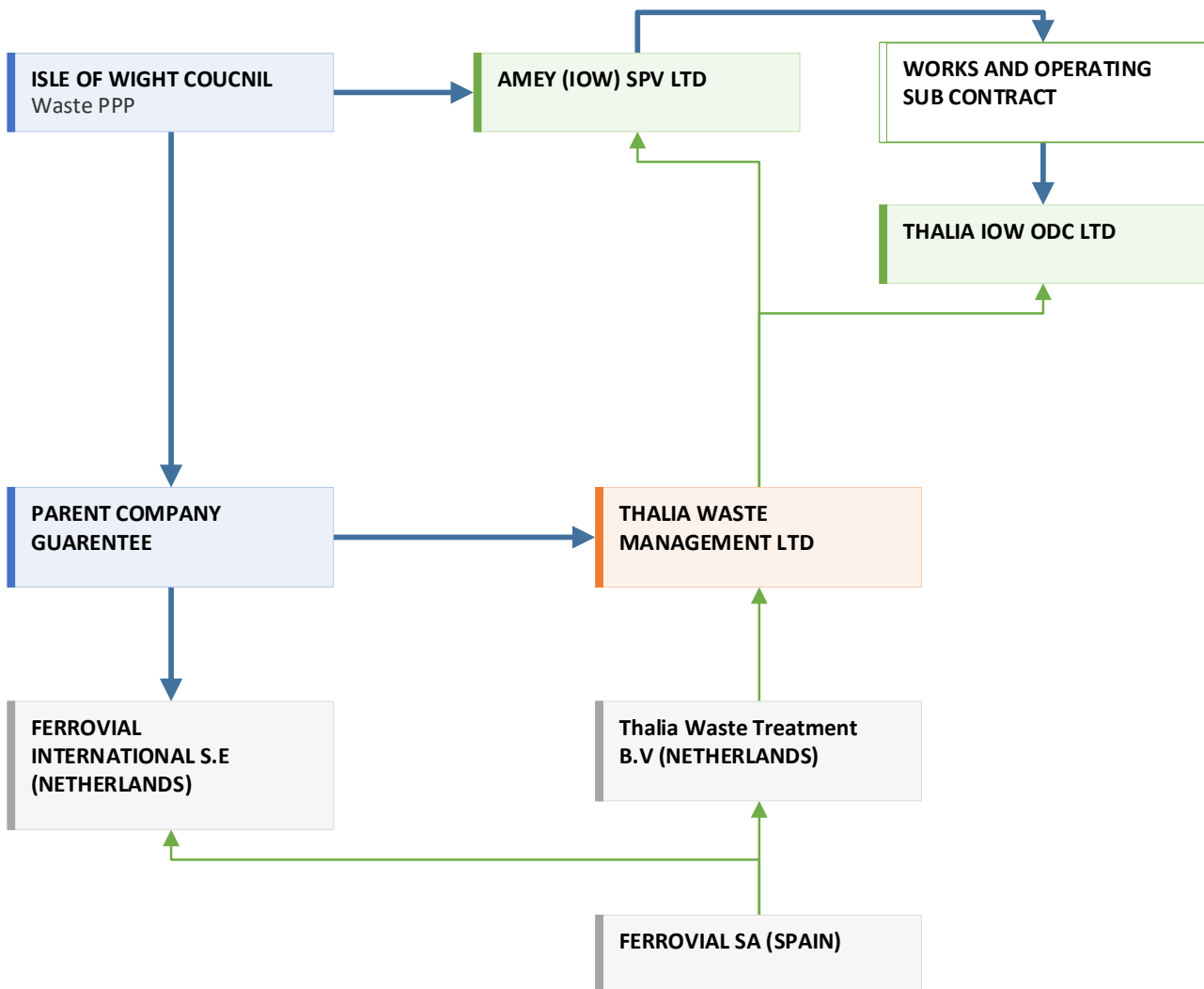
BRIEF DESCRIPTION OF FERROVIAL AS A COMPANY

10. The proposed restructuring following the Amey sale represents a move by Ferrovial to a unit that can focus exclusively on the waste treatment business, fully supported by the strength of Ferrovial and the wider expertise of the four waste treatment sites which will ultimately sit under Thalia Waste Management Limited. Ferrovial has a long history in the operation management of complex infrastructure assets internationally and has written to the council stating it is fully committed to developing the waste treatment business to reach its full potential.
11. Locally the works and operating subcontractor will be branded Isle of Wight Council Waste Services under council led branding.
12. The council has been notified of the intention to restructure which requires the council's written consent to this share transfer and all associated matters.

NOVATION OF THE WORKS AND OPERATING SUBCONTRACTOR

13. Amey LG Limited are the current works and operating sub-contractor (WOSC). The Amey LG business will remain part of the Amey group following the reorganisation.
14. The intention of the sale and transfer process is that both Amey (IOW) SPV and the current team from Amey LG contracted on the Isle of Wight will move to Thalia Waste Management Ltd. They will retain separate identities within the new company to ensure commercial boundaries are maintained and will have separate representatives (as is the case now).
15. As a result, the Works and Operating Sub-Contract (“WOSC”) will need to be moved to an entity that will be within the new waste treatment group and it is therefore proposed that the WOSC will be novated to become Thalia IOW ODC Limited.
16. Locally the business will be branded as Isle of With Council Waste Services to insulate against any branding change and associated costs in the future.
17. Following the novation of the WOSC to Thalia IOW ODC Limited the entire issued share capital of this entity will be transferred to Thalia Waste Management Limited (who will be its direct parent company).

Proposed Structure under Ferrovial and Thalia Waste Management Ltd



CORPORATE PRIORITIES AND STRATEGIC CONTEXT

18. Within the [Corporate Plan 2021 – 2025](#) there are key areas of activity that will be our main areas of focus for the lifetime of this plan which will need to be central to everything we do as a council.

Responding to climate change and enhancing the biosphere

19. The delivery of the ambitious targets for waste minimisation, recycling and diversion from landfill within the waste contract directly contribute to reducing greenhouse gasses and the carbon footprint of Island residents and businesses.
20. The continued delivery of this contract under the proposed structure wil ensure that best practice in the delivery of energy from waste plants, including maintaining good air quality and emissions below legal limits.
21. The islands biosphere will continue to be enhanced through protecting our historic land assets through diversion of waste from landfill and enhancing the ecology and environment through the minimisation and waste and sanitary efficient collection of waste and recycling from homes.

Economic Recovery and Reducing Poverty

22. The waste contract employs around 140 island residents in the delivery of its services and has included a £60m investment programme delivering waste infrastructure for the long-term future on the Island.
23. Through the delivery of this contracts island residents and businesses have been engaged in employment and will continue to create employment opportunities.
24. A skilled work-force is required to deliver the waste contract and our service provider is committed to providing training opportunities to all employees and utilise local training providers.

Impact on Young People and Future Generations

25. The continued delivery of the Waste Contract supports ensuring that young people will grow up in a sustainable and clean environment.
26. The contract will deliver educational opportunities through schools and the education centre that will open in the coming year.

Corporate Aims

27. The aspiration to support and grow our economy and continue to deliver excellent waste management services will be supported by the recommendation.

CONSULTATION

28. Consultation on this matter with the portfolio holder, the council's lawyers and internal and external accountants has been undertaken.
29. Further consultation has taken place, in confidence, with DEFRA as a strategic waste disposal facility and provider. Defra will continue to monitor the progress and stability of the new contracting structure arising from all of the four waste treatment contracts and provide support to waste disposal Authorities via the Waste Infrastructure Development Programme (WIDP) board and provide support as necessary.

LEGAL IMPLICATIONS

30. The arrangements to be implemented under the Proposed Restructuring would, be modification in respect of the Project Agreement which includes:
 - (i) a change of to the key subcontractor to the Works and Operating Sub-Contract from Amey LG Limited to a new OpCo. This will include an amendment to clause 14A of the Project Agreement which requires that the WOSC Sub-Contractor is Amey LG Limited;
 - (ii) a change in respect of the Parent Company Guarantee such that the existing Guarantor (Amey UK plc) shall be replaced by new Guarantors (Thalia Waste Management Limited and Ferrovial International SE); and

- (iii) the new Guarantors will not meet all of the Guarantee Criteria, and therefore Amey are proposing that the Council agree to waive its rights in respect of such non-compliance.

Procurement Law

- 31. As regards procurement law, the council raised a concern with Amey that the proposals might amount to a modification to the contract triggering a requirement for you to run a new procurement. It has been clarified that the proposals falls within the scope of Regulation 72(1)(d) of the Public Contracts Regulations 2015/102.
- 32. Regulation 72(1)(d) provides that contracts may be modified without a new procurement procedure “*where a new contractor replaces the one to which the contracting authority had initially awarded the contract as a consequence of...(ii) universal or partial succession into the position of the initial contractor, following corporate restructuring, including takeover, merger, acquisition or insolvency, of another economic operator that fulfils the criteria for qualitative selection initially established, provided that this does not entail other substantial modifications to the contract and is not aimed at circumventing the application of this Part*”.
- 33. The proposal involves the new operating company replacing the contractor to which the contract was initially awarded (Amey LG Limited) as a consequence of succession following corporate restructuring in circumstances where:
 - (a) The new operating company is effectively the same as the original contractor in that the assets and personnel that service the contract will be transferred to it;
 - (b) there are no other substantial modifications to the contract; and
 - (c) the proposal is not aimed at circumventing the application of the procurement rules – rather it is aimed at maintaining the status quo i.e. the contract continuing to be performed by the same personnel using the same assets as is the case today.

NEW PARENT COMPANY GUARANTORS

- 34. The current guarantor of your project is Amey UK PLC. As Amey UK PLC would no longer form part of the same corporate group as the SPV and WOSC Contractor. Therefore, as part of the restructuring, it is proposed that the guarantees currently provided by Amey UK PLC in respect of the Project Agreement and WOSC would be replaced by joint and several guarantees from Ferrovial International S.E. (“FISE”) and Thalia Waste Management Limited.
- 35. FISE is the owner of Ferrovial’s international assets and its financial position is even stronger than that of Ferrovial SA and a net worth, which represents 90% of the Ferrovial group’s total valuation.
- 36. Thalia Waste Management Limited is proposed to be the ultimate UK holding company of the new group and undertake the role of performance guarantor.

FINANCIAL / BUDGET IMPLICATIONS

37. The council is conducting due diligence on FISE and its financial position, with external consultant reviewing the annual accounts for 2018, 2019 and 2020 and the financial auditor's report for 2020.

ALTERNATIVE GUARANTEE CRITERIA LIMB (C)

38. FISE satisfies the first two limbs of the Guarantee Criteria, as stated in the Project Agreement and WOSC (a turnover in excess of £250m; and a current ratio (current assets/current liabilities) in excess of 1.05:1). However, FISE does not satisfy the third limb of the Guarantee Criteria, being a retained earnings figure of at least 80% of current year's net profit after tax but before dividends.
39. Despite this, Amey and Ferrovial believe that FISE is the most advantageous option for a financial guarantor for the Waste PPP, given its financial standing and net worth. Ferrovial has considered other entities in the Ferrovial group for this role, but is confident that FISE provides the strongest covenant. FISE has a stronger net cash position (ex-infrastructure projects) with higher cash and no external debt at a consolidated basis. FISE has a large net worth, which represents 90% of the Ferrovial group's total valuation.
40. FISE are therefore seeking conditional and temporary alternative arrangements for the of the third Guarantee Criterion, to last only for so long as FISE and Thalia Waste Management Limited are joint and several guarantors of the Project Agreement and WOSC.
41. The current proposal (subject to due diligence) would be conditional on FISE holding cash of an amount equal to the cap on liability under the Project Agreement and the WOSC, and on your request we will provide evidence of the same to you in the form of audited and half yearly management accounts of FISE.
42. **It is recommended that until such time as financial due diligence is completed that only provisional consent for the transfer of ownership is provided to Amey and Ferrovial. This work is expected to be completed prior the proposed date of transfer.**

EQUALITY AND DIVERSITY

43. The recommendation of this report does not impact in Equality and Diversity and will not impact on policy or procedures.

PROPERTY IMPLICATIONS

44. Property leases and licences under the waste Contract will be novated to the new works and operating subcontractor at the same date that the transfer of ownership occurs.

OPTIONS

45. **Option 1:** The council denies consent to the transfer of ownership and the contract remains with Amey UK plc as a standalone waste collection and treatment contract.
46. **Option 2:** Cabinet to agree:

- (a) to provide provisional consent to the transfer of the ownership of the service provider and novation of the works and operating sub-contract to the entity know as Thalia Waste Management subject to the completion of suitable due diligence processes;
- (i) between now and the date of transfer, to agree terms of the legal documentation in Amey Waste Treatment and Ferrovial;
- (ii) The completion of financial due diligence prior to the date of transfer;

Cabinet approve that the decision to complete the consent legal documentation is delegated to the Director of Neighbourhoods in consultation with the Cabinet Member and section 151 officer and is subject to:

- (b) Satisfactory completion of legal documentation maintaining a no better no worse position for the council
- (c) Satisfactory completion of financial due diligence

RISK MANAGEMENT

Option 1.

RISK: The contract fails

DESCRIPTION: The current parent company have no desire to retain a single waste contract amongst the local government services portfolio and may choose to sell or abandon the contract.

IMPACT: High, would have significant budget and resource impact on the council

RISK: the Energy from waste plant fails

DESCRIPTION: All technical and engineering knowledge in respect of thermal treatment of waste is being transferred as part of the wider sale and transfer of Amey Waste Treatment to Thalia Waste Management Ltd. No expertise will be retained with Amey UK PLC

IMPACT: High, potentially the ErF would not be completed and become a loss.

Option 2:

RISK: Legal and financial due diligence is not complete prior to the date of sale

DESCRIPTION: The transfer may take place without consent leading to protracted and costly legal dispute.

IMPACT: Significant legal cost to the council

MITIGATION: Work closely on tight briefs with external lawyers and accountants to achieve completion prior to transfer date.

EVALUATION

- 47. This contract change will not amend or alter the contract provisions or outcomes and will deliver the same services and price as currently commissioned.
- 48. The transfer of ownership of the councils waste contract along with the other waste treatment contract under Amey's commission will provide continuity of services and works.

49. Providing Ferrovia and Amey with provisional consent will allow the final negotiation of legal documents to move forward following due diligence and provide our business partners with the assurance the council is committed to the partnership contract.
50. The recommendation is to take forward Option 2.

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COLIN ROWLAND
Director of Neighbourhoods

(CLLR) KAREN LUCIONI
*Cabinet Member for Community Protection,
Regulatory Services and Waste*



Cabinet report

Date	8 SEPTEMBER 2022
Title	THE ISLE OF WIGHT COUNCIL (HORSEBRIDGE HILL, NEWPORT) (TRAFFIC REGULATION) ORDER NO 1 2021
Report of	CABINET MEMBER FOR INFRASTRUCTURE, HIGHWAYS PFI AND TRANSPORT

EXECUTIVE SUMMARY

1. Proposed Traffic Regulation Order (TRO) - The Isle of Wight Council (Horsebridge Hill, Newport) (Traffic Regulation) Order No1 2021.
2. This report provides the details of recommendation for introducing new parking restriction as detailed in the map in Appendix 1 (TRO Map) – No Waiting at Any Time at the Horsebridge Hill / Hogan Road junction in Newport.
3. The proposal is aiming to ensure safety for all road users, whilst securing the movement of the traffic – by increasing visibility at the junction.
4. There would be no net loss of parking spaces as in this case, the restrictions would be implemented after the agreed compensatory parking spaces are made available by the developer on the development site.

RECOMMENDATION

5. Cabinet approves the proposed restriction that is subject to this report in relation to The Isle of Wight Council (Horsebridge Hill, Newport) (Traffic Regulation) Order No1 2021 as proposed.

6. The road safety and highway engineers in Island Roads strongly advised the approval on grounds of safety. The loss of parking spaces in the immediate vicinity of Horsebridge Hill/ Hogan Road junction will be offset by additional spaces made available in the new development.

BACKGROUND

7. The proposal is based on The Planning Inspectorate's Appeal Decision APP/P2114/W/18/3193602 dated 6 February 2019 (see Appendix 2) in relation to Planning Application P/00463/17 dated 10 April 2017.

8. The Planning Application was for building 10 dwellings at land to the rear of Noke Common and Hogan Road, which would require amendments to the traffic management at the junction, in order to increase the visibility and accommodate the safe movement of the increased traffic, see Appendix 3 (Masterplan).
9. The Planning Application was initially refused by the Isle of Wight Council (IOWC) and the grounds for refusal included concerns about reduction in the number of parking spaces available for the local residents.
10. An Appeal was submitted and considered by the Planning Inspectorate.
11. The Planning Inspectorate Appeal Decision, Para 12 (see Appendix 2), and the Planning Committee Report Para 6 (see Background Paper) make it clear that the Highways Authority concerns that led to the original refusal of the Application were reviewed and addressed.
12. The Appeal was allowed by the Planning Inspectorate, subject to special conditions - as outlined in the Schedule of Conditions within the Inspectorate's decision, including conditions that are related to the TRO subject to this report, in summary:
 - a) No development shall commence until a TRO to improve the visibility has been secured i.e. a decision on the extend of the restriction and implementation of the order has been made by the Local Authority;
 - b) The TRO implementation shall not begin until the access road and the additional parking spaces that will compensate for the loss of parking in Horsbridge Hill, as well as the access to those spaces which have been made available for public use;
 - c) All details of the future management and maintenance shall be agreed with the Local Planning Authority in writing before the access road and public parking spaces are brought into use;
 - d) The dwellings shall not be occupied until the TRO has been implemented;
 - e) The parking restriction shall be maintained and nothing that may cause an obstruction to visibility shall be installed, erected, planted or permitted to remain.
13. These special conditions ensure that no net loss of parking spaces for the local residents of Horsbridge Hill will occur at any point.

CORPORATE PRIORITIES AND STRATEGIC CONTEXT

14. The proposed new regulations are in line with the IOWC's [Corporate Plan 2021 – 2025](#) and more specifically with its vision and clear aim to work together openly and with our communities to support and sustain our economy, environment and people.

Provision of affordable housing for Island Residents

15. The proposal forms part of a planning permission dated 6 February 2019 for a new development under Planning Application P/00463/17 and the new traffic regulations

are designed to mitigate the impact of increased traffic once the development has been populated.

16. The new development would help with meeting the housing demand on the island and therefore it would support the Council in meeting the affordable housing supply.

Responding to climate change and enhancing the biosphere

17. The proposal, if implemented, is unlikely to have a measurable positive or negative effect on carbon emissions. There may be some minor reduction in local air pollution and carbon emissions owing to fewer cars idling in the area, but it would most likely be a very small impact.

Economic Recovery and Reducing Poverty

18. It is not anticipated that the new regulations would have a direct impact on reducing the number of residents living in poverty.

Impact on Young People and Future Generations

19. The recommendation, if approved, would have a positive impact on young people and future generations living on the island, as the safety of all road users plays a big role in citizens' wellbeing on a daily basis – as pedestrians, drivers, cyclists and public transport users.

Corporate Aims

20. The key priorities within the plan, that this report is supporting are: 'Listen to people' – a 28-day island wide consultation was conducted; 'Encourage Sustainable transport and Active travel' – the recommended option would encourage walking, cycling and use of public transport.

CONSULTATION

21. Following the legal TRO making process and its requirement for a Formal Consultation, a public Notice, outlining the proposals and inviting public comments, was published in the Isle of Wight County Press on 18 June 2021. Notices and plans were also displayed on-street for a period of 28 days, which is a week longer than the legally required 21 days. The closing date for representations was 17 July 2021.
22. The Authority received 25 valid representations, two of which were in support of the proposal; the rest of the representations objected to the proposal, see Appendix 4 (Representations).
23. All objections shared same ground –loss of on-street parking spaces in Horsbridge Hill, Newport.

FINANCIAL / BUDGET IMPLICATIONS

24. The total estimated cost of making of the TRO, implementing the restriction and maintaining the respective Double Yellow Line (DYL) will be covered by the Developer.

LEGAL IMPLICATIONS

25. The Statutory Authority for making new TROs is contained within the Section 1 (1) in the Road Traffic Regulation Act 1984:
- (1) The traffic authority for a road outside Greater London may make an order under this section (referred to in this Act as a “traffic regulation order”) in respect of the road where it appears to the authority making the order that it is expedient to make it
- (a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or
 - (b) for preventing damage to the road or to any building on or near the road, or
 - (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or
 - (d) for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property, or
 - (e) (without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot, or
 - (f) for preserving or improving the amenities of the area through which the road runs, or
 - (g) for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality).
26. Orders are progressed in accordance with the Local Authority’s Traffic Regulation Order (Procedure) (England and Wales) Regulations 1996.
27. The Statutory Authority for signs and road markings are by virtue of the Traffic Signs Regulations and General Directions 2016.
28. The council is under a duty pursuant to Section 16 of the Traffic Management Act 2004 to manage their road network, whilst having regard to their other obligations, policies and objectives at the same time, with a view to facilitate the passage on the road or any other road of any class of traffic (including pedestrians) and for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.
29. Consideration will need to be given to the duty under Section 122 of the Road Traffic Regulation Act 1984 when deciding whether to make, or to refuse to make a traffic regulation order.

30. Section 122 requires the local authority to secure the expeditious, convenient and safe movement of traffic (including pedestrians) and the provision of adequate parking facilities. In carrying out this exercise the council must have regard to the:
- (a) desirability of securing and maintaining reasonable access to premises;
 - (b) the effect on the amenities of any locality effected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the road(s) run;
 - (c) any strategy prepared under section 80 of the Environment Act 1995 (the national air quality strategy);
 - (d) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles;
 - (e) any other matters appearing to the local authority to be relevant.
31. Regulation 13 of the 1996 Regulations confirms that before making an order, the traffic authority shall consider all objections duly made to the TROs that have not been withdrawn.
32. The validity of any traffic regulation order made by the council can be challenged by application to the High Court to challenge the validity of a TRO, or any of its provisions, within six weeks following the date the order on the grounds identified in paragraphs 35-36 of Schedule 9 to the Road Traffic Regulation Act 1984.
33. The court has the power to suspend an order or any of its provisions until the final determination of the proceedings.
34. A person aggrieved by a decision of the council to refuse to make a traffic regulation order can seek a judicial review of the exercise of those functions. That challenge can be brought on the grounds of illegality, irrationality, and/or procedural impropriety.
35. A public body which is charged with the power to make a decision in the course of a statutory process must exercise this discretion in accordance with public law principles, that being that it must have regard to all material facts and make a decision that is reasonable having regard to the relevant provisions of Section 122 above and not immaterial consideration. In exercising this judgement it should apply appropriate weight to the decisions made in the relevant planning process. This weighting process is a matter for the highway authority; albeit, subject to review by the courts if it is alleged that it has acted perversely.

EQUALITY AND DIVERSITY

36. The Council as a public body is required to meet its statutory obligations under the Equality Act 2010 to have due regard to eliminate unlawful discrimination, promote equal opportunities between people from different groups and to foster good relations between people who share a protected characteristic and people who do not share it. The protected characteristics are age, disability, gender reassignment,

marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

37. Under the Equality Act 2010 the Council is required to have due regard to its equality duties when making decisions, reviewing services, undertaking projects, developing and reviewing policies.
38. Due regard to the Council's responsibilities under the Equality Act 2010 has been given at the formative stage of this proposal. An Equality Impact Assessment (EIA) form has been completed in Appendix 5.

OPTIONS

39. Option 1: To approve the proposed restrictions that are subject to this report in relation to THE ISLE OF WIGHT COUNCIL (HORSEBRIDGE HILL, NEWPORT) (TRAFFIC REGULATION) ORDER NO 1 2021 as proposed.
40. Option 2: Not to approve the restrictions that are subject to this report in relation to THE ISLE OF WIGHT COUNCIL (HORSEBRIDGE HILL, NEWPORT) (TRAFFIC REGULATION) ORDER NO 1 2021 and to abandon the proposal.
41. Option 3: To approve the proposed restrictions that are subject to this report in relation to THE ISLE OF WIGHT COUNCIL (HORSEBRIDGE HILL, NEWPORT) (TRAFFIC REGULATION) ORDER NO 1 2021 with amendment – reducing the length of the proposed restriction.

RISK MANAGEMENT

42. A risk has been identified to the future of the development if this proposal is rejected.
43. At the same time, as stated in Para 34 above, Section 122 in the Road Traffic Regulation Act 1984 requires the local authority to secure the expeditious, convenient and safe movement of traffic (including pedestrians) and the provision of adequate parking facilities.
44. Therefore, a thorough consideration is needed on what material factors might weigh in the balance of approval or refusal of this proposal, in form of justification for the decision made.
45. A risk has been identified to pedestrians, cyclists and efficient movement of vehicles, if the development is constructed, due to the increased traffic in and out of the development.
46. The TRO proposal, if implemented, will ensure safety for all road users, once the development is constructed, whilst securing the movement of the traffic – by increasing visibility at the junction.
47. A risk has been identified for a loss of on-street parking space for the public if the proposed restriction is implemented.
48. The IWC, as a Local Highway Authority, has a duty to ensure the expeditious and safe movement of people, services, and goods on the island's highway. In some cases priority needs to be given to the road safety and movement of traffic over preservation of parking spaces.

49. There would be no net loss of parking spaces as in this case, the restrictions would be implemented after the agreed compensatory parking spaces are made available by the developer on the development site.
50. The Authority will monitor the impact of the changes and review the restriction if necessary.

EVALUATION

51. Section 122 of the Road Traffic Regulation Act 1984 requires the local authority to secure the expeditious, convenient and safe movement of traffic (including pedestrians) and the provision of adequate parking facilities. In some cases a balance needs to be made between the requirement for a TRO for the reasons provided above and the need to take account of the impacts to any loss of residential on-street parking, especially in areas of parking stress, when set against the benefits of the proposed TRO and to ensure endeavours are taken to minimise the net loss of parking where possible.
52. Option 1: To approve as proposed - The road safety and highway engineers in Island Roads strongly advised the approval on grounds of safety. The loss of parking spaces in the immediate vicinity of Horsebridge Hill/Hogan Road junction will be offset by additional spaces made available in the new development.
53. Option 2: Not to approve – Cabinet may be minded to refuse this application due to the loss of parking spaces in Horsebridge Hill. The road safety and highway engineers in Island Roads strongly advised against this option on grounds of safety if the development were to be implemented as once a safety risk on the highway has been identified, the Local Highway Authority has an obligation to address it.
54. Option 3: To approve with amendment, reducing the length of the proposed restriction – As per Option 2 the road safety and highway engineers in Island Roads strongly advised against this option on grounds of safety if the development were to be implemented.

APPENDICES ATTACHED

55. Appendix 1 – TRO Map
Appendix 2 – Planning Inspectorate Decision
Appendix 3 – Masterplan
Appendix 4 – Representations
Appendix 5 – EIA

BACKGROUND PAPERS

56. [Planning Committee Report](#)
[P/00463/17 | Outline for 10 dwellings | Land To Rear Of 17 Noke Common And Adjacent 10 Hogan Road Newport Isle Of Wight PO30 \(iow.gov.uk\)](#)

Contact Point: Scott Headey, Deputy Strategic Highways and Transportation Manager,
☎ 821000 e-mail scott.headey@iow.gov.uk

COLIN ROWLAND
Director of Neighbourhoods

CLLR PHIL JORDAN
*Cabinet Member for Infrastructure, Highways PFI
and Transport*

Horsebridge Hill, Newport



Proposal: No Waiting at Any Time parking restriction
Reason: to provide the required visibility when exiting Hogan Road
Note: all other restrictions will remain the same.



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Appeal Decision

Site visit made on 14 January 2019

by Robert Parker BSc (Hons) Dip TP MRTPI

an Inspector appointed by the Secretary of State

Decision date: 6 February 2019

Appeal Ref: APP/P2114/W/18/3193602

Land to the rear of Noke Common and Hogan Road, Newport, Isle of Wight

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant outline planning permission.
 - The appeal is made by Mr A Button against the decision of Isle of Wight Council.
 - The application Ref P/00463/17, dated 10 April 2017, was refused by notice dated 8 September 2017.
 - The development proposed is up to 10 dwellings.
-

Decision

1. The appeal is allowed and outline planning permission is granted for up to 10 dwellings at Land to the rear of Noke Common and Hogan Road, Newport, Isle of Wight in accordance with the terms of the application, Ref P/00463/17, dated 10 April 2017, subject to the conditions set out in the attached schedule.

Procedural Matters

2. The above site address is taken from the application form. However, for the avoidance of doubt the appeal relates to land to the rear of 17 Noke Common and adjacent 10 Hogan Road.
3. The application was submitted in outline with access for consideration and all other matters reserved for future approval. I have determined the appeal on that basis, treating the site layout plan and site sections as illustrative.
4. Two unilateral undertakings were submitted during the appeal process. I shall return to these later in my decision.

Main Issue

5. The main issue in this case is whether the proposal would constitute an appropriate form of development in this location, having regard to the Council's aspirations for a comprehensive development of the site and surrounding land.

Reasons

6. The appeal site comprises a 0.45ha parcel of undeveloped land on the northern edge of Newport, immediately adjacent to the defined settlement boundary. Policy CS1 of the Island Plan: Isle of Wight Core Strategy (including Minerals and Waste) and Development Management Policies DPD (2012) (Core Strategy) is permissive of development in this location, subject to the proposal clearly demonstrating how it will enhance the character and context of the local area.

7. The Council does not object to the principle of developing the site for residential use and it does not allege there to be any conflict with the provisions of Core Strategy Policy CS1. The site relates closely to existing dwellings in Hogan Road and Noke Common and its proximity to existing urban form, including the prison establishments to the south, diminishes any contribution it might otherwise make to the landscape setting of Newport. I therefore consider that a reserved matters scheme would be capable of enhancing the character and context of the local area, thus meeting the policy requirement.
8. One of the principal concerns of the local planning authority is that the proposal would prevent the delivery of a more comprehensive housing scheme using land to the south and west of the appeal site. This land is in the same ownership as the appeal site and the appellant has indicated his desire to bring it forward for development. The adjoining land parcel is not allocated for development and I am not aware of any planning application having been submitted. In the absence of a process of public consultation the Council is prejudging the acceptability of a larger scheme on this land.
9. Notwithstanding this, the submitted masterplan clearly demonstrates how the proposal could fit in with a scheme for the appellant's wider landholding. There is no reason why a high quality and inclusive design could not be achieved to accord with Core Strategy Policy DM2. As it is, the appeal scheme could stand alone or form the first phase in a much larger development.
10. The Council has raised the concern that 'piecemeal' development may prejudice the delivery of on-site affordable housing. The appeal scheme would be providing a financial contribution towards affordable housing, in line with Core Strategy Policy DM4 and the Affordable Housing Contributions Supplementary Planning Document (2017) (Affordable Housing SPD). Whilst I appreciate that successive schemes of up to 14 dwellings each could theoretically result in a development without any affordable housing provision, that is unlikely to be the outcome in this case. The Highway Authority has already indicated that any future scheme would require an upgrade to the junction of Hogan Road with Horsebridge Hill. The probability is that this would be a significant infrastructure upgrade, the cost of which could only be borne by larger scale development which would need to provide on-site affordable housing and open space in accordance with the relevant Core Strategy policies.
11. My attention has been drawn to an appeal decision in relation to land off Camp Road in Freshwater¹. Although there are some parallels with the current appeal, that case did not present the same infrastructure constraints. Furthermore, the scheme was considered in the context of a different housing land supply position, with the Inspector finding that there was no critical deficiency in supply. I shall return to the matter of housing land supply later in my decision, but this factor alone justifies taking a different approach to the current appeal.
12. Turning now to highway matters, the existing junction of Hogan Road with Horsebridge Hill would have enough capacity for the number of dwellings being proposed, albeit some extension to double yellow lines would be necessary to secure adequate visibility. The Council is concerned regarding the consequent loss of on-street parking. However, it seems to me that adjustment to parking

¹ APP/P2114/A/13/2210097

controls is necessary in any event to address the genuine highway safety concerns raised by residents. There would clearly be some loss of parking bays, with up to 9 being affected, but the appeal scheme would provide additional parking to offset this. Although the new spaces would require residents to park further from their homes, it is not an excessive walking distance and the benefits of improved visibility splays would outweigh the added inconvenience.

13. Therefore, notwithstanding the Council's aspirations for a comprehensive development, I conclude that the proposal would constitute an appropriate form of development in this location which would neither conflict with development plan policy nor cause any other harm to planning interests, including the future potential for housing development on neighbouring land.

Other Matters

14. Two unilateral undertakings have been submitted, one dated 9 June 2017 and a supplemental deed dated 14 November 2017. Together, these would secure financial contributions towards affordable housing and mitigation for the impact of the development on the Solent Special Protection Areas. The contributions would align with the methodology for calculation set out within the Affordable Housing SPD and Solent Recreation Mitigation Strategy (2017) respectively. Based on the evidence presented, I consider that the planning obligations are necessary; directly related to the development; and fairly and reasonably related in scale and kind to the development. They would therefore comply with the requirements of Regulation 122 of the Community Infrastructure Levy Regulations 2010.
15. The vehicle movements generated by a development of 10 dwellings would not be significant in the context of existing traffic levels on Hogan Road. Subject to the proposed visibility improvements being secured at the junction with Horsebridge Hill, the appeal scheme would not have an unacceptable effect on the safe and efficient operation of the local highway network.
16. I have taken account of local concerns regarding the justification for the development and the loss of greenfield land. However, there is a proven need for housing on the Island. The Core Strategy indicates a need for 520 dwellings per year and completions have been consistently below this figure. Policy CS1 makes provision for the use of greenfield sites adjacent to settlement boundaries and on this basis the proposal is compliant with the Council's own policies.
17. Surveys show that the site provides suitable habitat for nesting birds, dormice and bats, all of which have been identified as locally present. However, the retention of trees and boundary hedgerows would prevent material harm to protected species and the biodiversity value of the site could be enhanced by new planting along the southern and western boundaries.
18. Correspondence with Southern Water indicates that there is currently adequate capacity within the local sewerage network to accommodate the foul flows generated by the scheme. The application form indicates that surface water would be drained to soakaways and there is no substantive evidence to demonstrate that this is not possible. A condition can be used to require the submission of a drainage scheme for the Council's approval prior to development commencing.

19. Although it has been suggested that planning permission has been refused previously on this site, no details are provided. Furthermore, the case officer report confirms that there is no recent relevant history for the site. I have therefore dealt with the proposal on its merits against current development plan policy.

Planning Balance

20. The Council concedes within its latest Five Year Land Supply Update (2018) that it is unable to demonstrate a five year supply of deliverable housing sites. The authority's assessment arrives at a figure of approximately 4.15 years. The parties have not provided any further calculations using the standard method set out in the Planning Practice Guidance (PPG). Nevertheless, the burden of proof is upon the Council and this has not been discharged. The balance of evidence indicates that the requisite land supply does not exist.
21. Paragraph 11 of the National Planning Policy Framework (the Framework) is therefore engaged. This states that in circumstances where a five year supply of deliverable housing sites cannot be demonstrated, planning permission should be granted unless the application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole. As the proposal would not affect any of the protected areas or assets referred to under Footnote 6, it is the second limb of the policy which needs to be applied.
22. The proposal does not conflict with the development plan or cause demonstrable harm to planning interests. Even if I were to accept the Council's argument that a comprehensive development of the appellant's wider landholding is preferable, highway infrastructure constraints mean that this is unlikely to be deliverable in the short term. The appeal scheme would make a small but valuable contribution to the supply of new homes, set against the context of a significant shortfall across the Island. Given that the scheme could be brought forward immediately, and the option would remain open to develop neighbouring land, I do not consider that there would be any harm sufficient to significantly and demonstrably outweigh the benefits of the scheme in terms of housing delivery and economic spinoffs during construction.

Conditions

23. The Council has provided a list of suggested conditions which are based on those set out in the officer report. The appellant has confirmed that these would be appropriate in the event of the appeal being allowed. I have considered each condition against the tests set out in paragraph 55 of the Framework and the PPG.
24. In addition to the standard conditions for outline planning permissions, I have attached a condition to require submission of an Arboreal Method Statement, in the interests of the character and appearance of the area. To prevent harm to protected species and secure biodiversity enhancement a condition is also necessary to ensure that the development adheres to the recommendations of the submitted ecological reports. A pre-commencement condition is needed to secure further details of foul and surface water drainage.

25. To ensure a safe highway access, conditions are required to ensure that the development does not commence until a Traffic Regulation Order (TRO) has been secured in relation to an extension of parking restrictions on Horsebridge Hill. The conditions would prevent occupation of the new dwellings until the works to implement the TRO and provide the visibility splays have been carried out, and they would ensure the retention of the splays thereafter.
26. The conditions would also ensure that the works do not commence until the replacement parking spaces have been completed and made available for public use, with details of future management and maintenance having been secured. To ensure satisfactory parking within the site, a further condition is necessary to secure 2 parking spaces per dwelling.
27. The PPG advises that conditions restricting the future use of permitted development rights will rarely pass the test of necessity and should only be used in exceptional circumstances. The Council's suggested condition to remove permitted development rights does not meet this test and therefore I have not imposed it. Additionally, I have not attached a materials condition as this can be applied at the reserved matters stage if necessary.

Conclusion

28. For the reasons given above, and having regard to all other matters raised, I conclude that the appeal should be allowed.

Robert Parker

INSPECTOR

SCHEDULE OF CONDITIONS

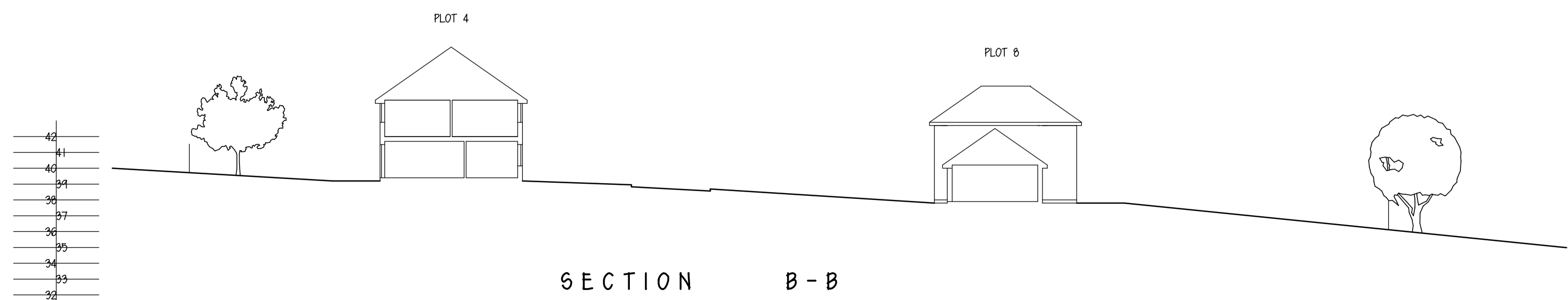
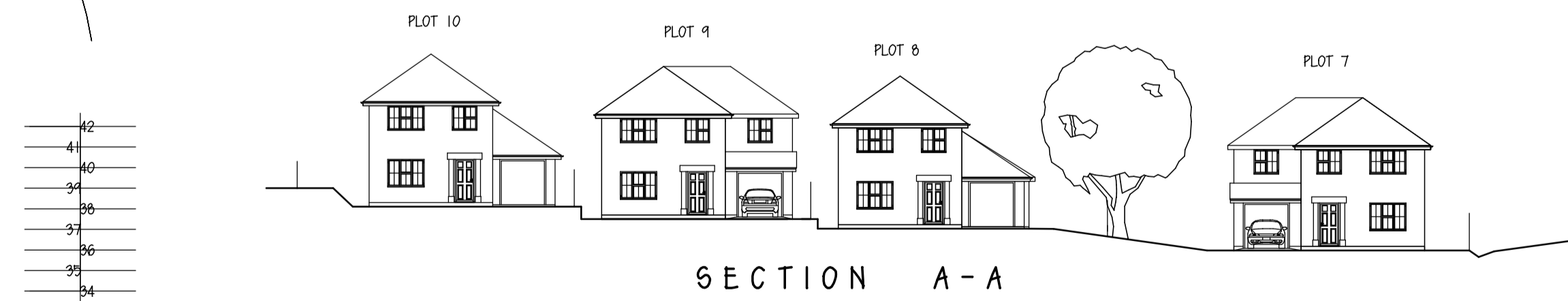
- 1) Details of the appearance, landscaping, layout, and scale (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the local planning authority before any development takes place and the development shall be carried out as approved.
- 2) Application for approval of the reserved matters shall be made to the local planning authority not later than 3 years from the date of this permission.
- 3) The development hereby permitted shall take place not later than 2 years from the date of approval of the last of the reserved matters to be approved.
- 4) No development shall commence until an Arboreal Method Statement, which details how the development would be carried out to avoid or minimise impact to existing trees, including details of tree works required to facilitate the development, and details of tree protection, including fencing to be erected for the duration of the construction period, has been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.
- 5) No development shall commence until details of the means of disposal of foul water and surface water from the development have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details and the approved drainage works shall be completed before any of the dwellings are occupied.
- 6) No development shall commence until a Traffic Regulation Order (TRO) relating to an extension of parking restrictions within Horsebridge Hill to allow for the visibility splays shown on drawing 18374/NOKE/5 rev PR01 has been secured. The dwellings hereby permitted shall not be occupied until all works to implement the TRO and to provide these visibility splays have been carried out and completed in accordance with details that have been submitted to and approved in writing by the local planning authority. Thereafter, the resultant visibility splays shall be maintained and retained and nothing that may cause an obstruction to visibility shall be installed, erected, planted or permitted to remain within those splays.
- 7) The works to implement the Traffic Regulation Order (TRO) and to provide the sightlines shown on drawing 18374/NOKE/5 rev PR01 shall not begin until the access road shown on drawing 16:2043:5F and the parking spaces to be provided within the site to compensate for the loss of existing on-street public spaces within Horsebridge Hill as a result of the TRO, as well as the means of vehicular and pedestrian access to those spaces, have been provided in accordance with details that have been first submitted to and approved in writing by the local planning authority. Thereafter, the access road, parking spaces and the agreed means of access to the parking spaces shall be made available for public use.

Continued overleaf...

- 8) Before the access road and public car parking spaces are brought into use, details of how this road, those parking spaces and the means of access to those spaces will be managed and maintained in perpetuity shall be submitted to and approved in writing by the local planning authority. These areas of the site shall be managed and maintained thereafter in accordance with the agreed details.
- 9) No dwelling shall be occupied until space has been laid out within the site, and drained and surfaced in accordance with details that have been first submitted to and approved in writing by the local planning authority, for 2 cars to be parked per dwelling (total 20 spaces). Thereafter, these spaces shall only be used for the parking of vehicles belonging to the occupiers of the dwellings and their visitors and shall not be used for any other purpose.
- 10) The development shall be carried out in accordance with the recommendations set out in the submitted Preliminary Ecological Appraisal and Bat and Dormouse Surveys report, dated 16 June 2016 and February 2017 respectively. No works relating to the landscaping of the site or construction of the dwellings (other than foundations) shall begin, until details of ecological enhancements and any external lighting to be incorporated into the development, to include the provision of bat boxes within the dwellings, a timetable for the provision of those enhancements and details of how those enhancements would be managed and maintained thereafter, have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details and the agreed ecological enhancements shall be provided in accordance with the agreed timetable.

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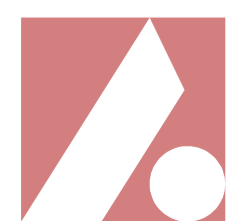
SITE LAYOUT PLAN

TITLE
**PROPOSED DEVELOPMENT
 LAND AT NOKE COMMON
 PARKHURST
 ISLE OF WIGHT**

DRAWING No. **16 : 2043 : 5F**

SCALE
 1 : 250

DRAWN
 NOVEMBER 2016



ANDREW E. HITT
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Horsebridge Hill, Newport – Formal Consultation feedback Appendix 4

As set out within the main report, the number of valid representations received by the Isle of Wight Council (IWC) during the consultation period was 25, two of which were in support of the proposed parking restriction and the rest of the representations objected to it.

All objections share the same basis i.e. the potential loss of on-street parking space.

This appendix contains copies of all objections, altered to meet the requirements of the GDPR, and the Isle of Wight Council's response as a Highway Authority, as follow:

Planning permission for new development in Horsebridge Hill, Newport was granted subject to special conditions. One of these conditions sets a requirement for compensatory parking spaces in the development, close to the Horsbridge Hill, which ensures that no loss of parking spaces will occur at any point:

“The TRO implementation shall not begin until the access road and the parking spaces that will compensate for the loss of parking in Horsbridge Hill, as well as the access to those spaces have been made available for public use;”

1

Dear Mr Headey,

It is with great concern for the above proposal to occur, which would cause more vehicles parking at an already overcrowded road. These are already taken up by vehicles off the main road, many of these residents having 1 2 3 even 4 cars per household, also includes work vans etc taking up places on Hogan Road. Residents have great difficulty parking on their own road. Many of these vehicles park for days, even weeks at a time.

Our driveway becomes more difficult to enter and exit safely, its like a game of Russian roulette, when no one is available to watch you out safely.

The speed limit is 30mph, when many main roads have this limit, this congested road should be less, 15/20mph would be much safer, as drivers still zoom into the road having to stop suddenly when other vehicles are leaving, backing up has to occur to a wider part of the road to pass.

For health and safety reasons their ought to be yellow lines on the north side of the road.
To be more safe, allowing a better view to exit onto the main road.

Please help to make this road a better and safer road to live on, the main road to Newport should be reduced to 30 mph as many other built up areas have.

2

to mr Scott Headey,

Please find this email as anti proposal to your order 1 2021, on the grounds as i live at number [REDACTED] and am a disabled driver and have a disabled parking spot out side my house.

We have to many house owners from horsebridge hill parking there many cars and work vans etc on hogan road and they are parking in my disabled bay and i need parking there due to my disability. If this order is passed it would mean more cars from horsebridge hill taking residents parking from there houses. Either make hogan road permit parking only for the residents of hogan road and not every other house that seems to block and take our parking spaces, i cant afford the £2000 plus to have my curb lowered as i would, allso make the disabled parking on hogan road only legal for disabled cars and not allow working vans and cars just to park there.

3

Hello Mr Headey,

I have seen the proposal for no waiting at any time either side of Hogan Road. I wish to object in the strongest terms possible to this.

I can see the logic behind this, but has anyone thought about the consequences of this proposal?

Firstly, could you explain to me where all the vehicles that park there are going to relocate? I can tell you, down Hogan Road !!

I have been a resident in Hogan Road for over 24 years, but just recently, the volume of traffic parking here has increased to saturated proportions.

This last weekend, I counted no less than 8 commercial and 13 cars, leaving no space whatsoever.

I understand these vehicles have every right to park there, but, for the same reasons you want to make changes on Horsebridge Hill, we are experiencing the same problems in Hogan Road.

Commercial or private vans, park either side of mine and my neighbours drive, making it impossible to see any movement from the road. We have on several occasions had a near miss.

All I can say is, by restricting parking on Horsebridge Hill, you are just going to make matters worse for Hogan Road residents.

At the moment approx 75% of vehicles parked in Hogan Road, are not residents. The problem is only going to get worse, or an accident is inevitable.

Thank you for taking time to read this, all Hogan Residents fell the same, its a disaster waiting to happen.

4

Dear Sir,

We live at [REDACTED] and we have just received a letter through our door about the proposed amendments to the parking outside of our house, although we understand this is for the safety of pedestrians and drivers, we are also concerned about where the cars from the 11 plus spaces are expected to park, there is not enough spaces for the cars now on Hogan Road, let alone when these spaces will be taken away. Will you be supplying car parking for the ones you are taking away and also, will you be letting us and our neighbour's have driveways on our properties.

5

Dear sir/madam

I strongly protest about the proposed parking restrictions that are being considered where Hogan road meets Horsebridge hill. Namely restricting parking in the laybys both north and south of the exit of Hogan road. The argument that the parked vehicles in these laybys dangerously restricts the vision of drivers exiting Hogans close is just not true. The fact that the parked vehicles are off the road (in the layby) and the width of the exit onto Horsebridge mitigate any visibility issues. As a resident of Horsebridge hill for over 10years (with off road parking) I am unaware of any motoring incidents while exiting Hogans close. As you are aware parking is of a premium in the Newport area, and your proposal will impart further stress onto people who do not have the facility to park off road, I would estimate that ten to fifteen vehicles would have to find alternative parking arrangements. This will cause a lot of amermosity among the people living on Hogan road, Horsebridge hill and Nokes common.

Is it the intention to apply this bizarre strategy to other areas on Horsebridge hill, for instance the Stag lane exit, are you thinking of removing the bus stop at the junction of Parkhurst road and Partridge road as it restricts visibility to a similar degree. Or do you have some other agenda?

Wouldn't reducing the speed limit be a better overall strategy to improving road safety, as this would help along the roads entire length without penalising the local residence.

Please consider the implication of what I feel to be a retrograde proposal for the residents of this area .

6

Dear Scott Headey,

[REDACTED]

I have just received your proposal to remove the parking outside of my house.

One of the reasons I bought this house was because of the freedom to park outside my house.

If you are going to remove this freedom, then surely it is only right and just that you, as the council, give me

Permission to put in a drop curb , so I can park on my property, thus removing the 'so called' obstruction to view, whilst coming out of Hogan Road.

This would be in line my what my neighbour has got at number [REDACTED] and many other properties up and down Horsebridge Hill.

If you refuse this then I certainly do not give any consent for you to remove this freedom to park outside my own house,

as this would no doubt affect my ability to sell and lower my house price.

I understand your situation, but really, I also believe that you should provide me with an alternative to the predicament that this will put me and my family in.

7

Hi Scott Headey,

I am writing in regards to the councils proposal for "No waiting at any time" on Horsebridge Hill near the junction with Hogan Road.

I live at number [REDACTED] the small lay-by ([REDACTED]) is the only area I can usually park my vehicle, due to the volume of cars and vans that are regularly parked in Hogan Road. With the obvious lack of parking up Horsebridge Hill, apart from the majority having driveways, the rest of us are forced to use either the lay-by or Hogan Road.

How're you proposing to remedy this? Especially as you're proposing to allow the build of a further dozen or so property's to the land west of Hogan Road, bringing extra vehicles of work traffic and extra residents to the Road.

With my job and what it entails, I have thousands of pounds worth of tools in my van, that I regularly have to rotate in and out of my vehicle, dependant on the type of work I am doing at the time. With what you're proposing, I will have no way of doing this without individually walking my tools and equipment to a possible parking space, which could anywhere down Hogan Road, if I'm lucky enough to find a space, if not, I fail to see an alternative. Despite the fact that I will be leaving my van a fair distance away from my property, risking it to be possibly broken into and having said tools and equipment stolen, leaving me with no way to be able to work and support myself and my family, unless I spend thousands of pounds that I don't have, to replace them.

I'm also very concerned that the lack of available parking in the vicinity, along with the new developments that have been proposed and the effect this is going to have on my property value. I bought this house because I could get my vehicle close to my home, being able to get my infant son, shopping, tools etc into my home. This will majorly effect the saleability of my property!

I personally wouldn't purchase this house should your proposals go through and I know the other residents and neighbours all feel the same, so this will limit the market of people I can sell to.

We all understand the safety aspect, especially with joining traffic from Hogan Road to Horsebridge Hill and the visibility of oncoming traffic coming from the direction of Newport, as myself and several others have had issues and struggles to pull out of the junction. We fail to see the issue of visibility of traffic coming from the direction of Cowes, as can clearly see up the road and have the traffic lights just before Noke Common and at Stag Lane, that gives small windows of opportunity. So as I said, with being able to clearly see down the hill, I believe would solve the issues with safety.

This all being said, I'm open to a compromise and I am sure my immediate neighbours are in agreement, that with the approval of drop-kerbs and driveways being allowed to be installed to our properties, this will ease our concerns. I feel like this is a fair compromise, especially considering that 90% of Horsebridge Hill have the luxury and convenience of driveways.

I'm frustrated that today 13/07/21, is the first I'm hearing of these proposals and that I've only been given until Friday @ Noon to respond and submit my concerns. So I hope that you can respond swiftly and that we can discuss this further.

8

Dear Andrew

I am writing to you regarding my concerns about the proposed 'double yellow lines' outside my brothers house at [REDACTED].

My sister has learning disabilities & uses a wheelchair, so this would make it very difficult for her access if I was not allowed to park right outside our brothers house whilst visiting.

Maybe lowering the speed limit to 30mph will help.

The nearest parking available will be in Hogan Road.

This is not ideal as some residents will NOT like you parking outside their houses, which would also probably result in damage to my car!

9

Scott Headey (Traffic Manager).

Dear Sir,

I'm writing to you dismayed at this proposal, I live at [REDACTED], one of the properties that would be affected were this proposal to go ahead, there is already a paucity of parking in the immediate area and this would add greatly to the problem, indeed as the only adjacent parking would then be in Hogan Road/Close no prizes for guessing where residents (and guests) would then be forced to park! This would cause resentment to the residents, lead to vehicle damage and quite probably fisticuffs....

The solution as I see it is simple REDUCE THE SPEED LIMIT to 30mph, this would reduce the clear space needed for the visibility splay, which in any case operates well at present. As for the inconvenience this would cause us all, words fail me.

I fail to see why we should pay the price for the development of an adjoining property and urge you (very strongly indeed) to throw this proposal out ASAP.

I remain yours sincerely [REDACTED] Sent from my iPad

10

Dear Sir,

I'm writing to you as one of the homeowners that would become disadvantaged were this no parking proposal to go ahead, there is already a shortage of parking in the area, indeed parking outside my own home is a rare treat and given that vehicles continue to enlarge, parking currently is an issue that can only worsen.

I've previously lived on the hill as a child and remember it having a real community feeling, this was however stopped overnight when the speed limit was raised from 30 to 40MPH it was then no longer possible to have a chat with a neighbour simply because of the vastly increased noise levels, not to mention the additional dust inside the house.

A few years ago the wife of a friend of mine was killed by a lorry at the bottom of the hill, would she have been killed if the lorry was travelling slower?

I have a disabled friend who visits me and although currently unable to meet the criteria for a Blue badge, that day is approaching. Where is she supposed to park until then? If this proposal go ahead it would have a serious impact on those with a lack of mobility.

I urge you reject this proposal as it would have a major impact on both my enjoyment and quality of life. Instead please, please lower the speed limit back to 30mph from The Stag pub to the roundabout at St Mary's.

In the interim I'm going to contact both the County Press and Bob Seely and Intend to form an opposition group of equally concerned residents.

11

Sirs,

I very much support the proposal to make safer the access junction with Hogan Road, by reducing parking adjacent to the junction with Horsebridge Hill, although of course, we are all aware of a subplot driving this scheme.

However, you should be aware, parking on Hogan Road is already difficult, due to a number of motorists living on Horsebridge Hill already parking there, on what is currently a cul de sac and no through road, so this scheme would exacerbate the situation.

To prevent this, perhaps within the scheme, you should consider making Hogan Road a Residents Parking Only area, under Permit ?

12

To Whom it May Concern,

I am writing to submit my objection to the proposed "No waiting at any time" on Horsebridge Hill near junction with Hogan Road. My main concern is the affect this will have on the parking situation for local residents. As well as the knock on effect this could have.

I would suggest that the council investigates other options for improving the level of safety at the junction, such as reducing the speed limit on Horsebridge Hill.

13

This plan will make parking in the local area unfeasible 10 new parking space's on new development are unacceptable and not enough for current amount of vehicle's in local area.

14

I have just yesterday Tuesday 13th July, received notification from my local councillor of the Isle of Wight Council's proposal for "No Waiting At Any Time" on Horsebridge Hill near junction with Hogan Road.

I was totally unaware of this proposal, and wish to make my views opposing the Isle of Wight Council's amendment known.

- 1: you are removing valuable parking spaces for local residents.
- 2: this amendment will lower the price of housing on the affected road areas.
- 3: parking will be adversely affected on Horsebridge Hill, Hogan Road, Hogan Close and surrounding areas.
- 4: have you considered reducing the speed limit on Horsebridge Hill or gaining access to the development
Via Noke Common.
- 5: having had a brief look at the appeal decision for alternative parking, which suggests 9 parking spaces could be lost, I have just counted 11 vehicles parked on Horsebridge Hill and 3 vehicles parked in front of the site entrance which would be affected, so feel the alternative parking arrangements will be inadequate (it's a long way, 300 metres, to carry a bucket of water to clean my vehicle/shopping etc compared to 2 metres currently)

15

I wish to register my opposition to this proposal. I think it will have a negative effect on the parking situation on Horsebridge Hill, Hogan Road and surrounding areas.

I feel a reduction in the speed limit on Horsebridge Hill would have a more positive impact.

16

Dear Mr Scott Headey

I have recently found out about the proposal from the Isle of Wight Council regarding "No Waiting At Any Time on Horsebridge Hill near junction with Hogan Road."

The councils explanation for this proposal has been listed as the following:

"the amendments are being proposed for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising and for facilitating the passage on the road or any other road of any class of traffic including pedestrians following the proposal for the development of an adjoining property"

Firstly, I would like to point out that the junction adjoining Hogan Road and Horsebridge Hill is forward of the layby (to the left of Hogan Road as you exit the Road as per image below). As such, there is no restrictions regarding the visibility on exiting Hogan Road on to Horsebridge hill so I am unclear how this proposal to eliminate this layby will help to avoid danger and prevent the likelihood of any danger occurring.



As far as I am aware and have been able to find, there has never been an accident reported on this junction, so again I am failing to understand how this will help to reduce the likelihood of an accident occurring when history show that it is already unlikely.

I also note that there is a suitable dropped pedestrian crossing set well back from the junction on Hogan Road, again this helps to decrease the danger posed to pedestrians when crossing the road and I believe that it will not make any difference to the safety if the laybys are removed (as per image below)



There is also a traffic light controlled crossing just up from the second layby, again allowing pedestrians to cross safely. As such I cannot see a reason why the laybys are causing this road to be unsafe for road users and pedestrians.

In my opinion the proposal you have put forward to remove these laybys will have a significant detrimental impact of the property owners and residents in both Horsebridge Hill and Hogan Road as it will increase the volume of cars trying to find a suitable place to park elsewhere. This will also increase the likelihood of vehicles parking inappropriately in unsafe locations which is have a massive impact on the safety of the Road for both vehicles and pedestrians, increasing the likelihood of accidents occurring. Therefore I have come to the conclusion that your proposal actually contradicts what you are trying to achieve.

I am deeply distressed by this proposal on a personal level and feel that the Isle of Wight Council have failed to consider the individual impact that such a proposal may have on residents in this area.

I am 75 years old and partially sighted. I rely on my family members on a daily basis to help with my daily routines, personal care, shopping and medical needs. If such a proposal were to go ahead the family members would be seriously hindered in delivering my daily needs and care as they will spend most of their time trying to find a suitable, safe location to park before they are able to come and help me. The increase in volume of cars could see approximately 20+ additional cars trying to park in Hogan Road, on top of the vehicles that already reside in the Road. The next suitable location to park would be Stag lane, approximately ¼ of a mile away from my property. If we are unable to park in the laybys this will have a detrimental impact on my independence as I will have to rely on my family members solely to do all my shopping as I will be unable to walk ¼ of a mile, carrying heavy shopping bags.

I have enquired twice in the last few years about getting a dropped kerb put outside my property to enable access to park to the front of my property, however this has been denied by the Council on both occasions due to the proximity to the controlled crossing, even though my next door neighbours, who live closer to the crossing and adjacent neighbours again who live closer to the crossing have a dropped kerb and driveway parking to the front of their property.

I hope you take into consideration my above account before moving ahead with this proposal as I honestly believe it will have more of an impact of the residents in the local area than you may have considered.

I look forward to receiving an acknowledgment of my concerns and hope to hear some feedback in due course. .

17

I oppose the above as I fear the no waiting will increase the amount of vehicles parking on Hogan Rd. This is already presents a problem to residents who are unable to park outside or close to their homes.

For safety reasons I suggest traffic lights at Hogan Rd junction and a speed limit of 30mph on Horsebridge Hill.

Speeding on Horsebridge Hill is already a big problem and the removal of the parked vehicles will exacerbate this issue.

18

RE: PROPOSED 'NO WAITING AT ANY TIME' ON HORSEBRIDGE HILL

I was sorry to hear that you are considering this option as I've friends who live in this area and would find it very inconvenient to have to park in another area, when spaces are very highly sought after. I was born on the Island so obviously know what it's like to use the highways and Horsebridge Hill hasn't a problem, to my knowledge. People park on the left and it doesn't impinge the flow at all. I'm getting on a bit and visiting my friends and having to walk a fair distance uphill isn't something I'd relish and I'm not disabled so goodness knows how they would cope. I know you can pick up and drop of but that's not the same if you want to visit someone.

I know there's a lot of development going on around this area but the locals shouldn't have to suffer because of it. Reduce the speed to 30 if you feel it would help but leave the parking as it is please.

19

Myself and my partner who owns the property next door to me at [REDACTED], with my 2 sons all have cars which we park in the lower layby below the computer shop. We object strongly to your proposal as we feel that many of the vehicles from that layby you are proposing to restrict to no waiting will park in our layby. We need our parking spaces especially my Partner who needs to load and unload lawnmowers etc for his work. We are already worried that once the houses are built opposite us there will be less parking then, so this letter we had Tuesday was a real blow! Regards [REDACTED]

20

Dear Mr Headey

I am writing to object to the Council's proposal to prohibit parking on the above section of Horsebridge Hill.

I am not a resident of Horsebridge Hill, but I have friends who are and if implemented, these parking restrictions will make it difficult for me to visit in future.

I note the Council's explanation for the proposal as being to avoid danger to persons or other traffic but I believe prohibiting parking will have the opposite effect. If there are no parked vehicles on the road to be negotiated then traffic will inevitably drive past at a greater speed, no matter what speed limit is imposed, and this is a danger to other drivers and pedestrians alike.

I also believe that speeding traffic can have a detrimental effect on a local community as crossing the road becomes more hazardous and an increase in traffic noise can make conversation with neighbours difficult.

I trust that you will take my views into account and reconsider this proposal.

21

Dear Sir,

As a frequent visitor to [REDACTED] I am dismayed at the council's proposal to curtail parking around the Hogan road junction. Councillor A Garratt's timely warnings of this proposal is the first my friend and I have heard of them. My objections are as follows:-

1. Visitors and residents will not have convenient or adequate parking places, 2. Over crowding of parking will inevitably occur in Hogan road, causing inconvenience to residents there 3. Tradesmen will not be able to deliver goods and tools required to work at the affected properties.

Further to the above, I believe road parking slows traffic; to improve safety I would suggest a 30 mph limit. When on occasion I have had to park in Hogan road I have found no difficulties in exiting the road and sight lines of oncoming traffic have been adequate.

When and if the proposed development to the west of Hogan road takes place this issue could be revisited if a difficulty is found to occur. Pre-empting this situation is, in my opinion, a mistake.

22

Sir.

I am writing to you in regard to your "No waiting at any time" proposal either side of Hogan Road due to unnecessary house building(which isn't needed on a already over crowded Island).

Your proposal will only compound the parking problem in Hogan Road which is already a hazard for drivers when it comes to being cautious along there due to kids playing etc.

Your actions will affect at least 9 vehicles which include two rather large vans, which will then be fighting for space along Hogan road, which in turn will hinder the comings and goings of the articulated lorries, diggers and Tipper lorries which you are quite happy to have go along there to help build senseless houses which are not needed. This in turn will then add to the ever increasing traffic that struggles to get out of Hogan Road on a day to day basis due to the constant thoroughfare that goes up and down Horsebridge Hill on a regular basis.

When will commonsense prevail among the powers to be that this Island is bending under the weight of the already overworked and not up to standard infrastructure that we currently have, history has already proven that Horsebridge hill is being dug up numerous times a year due to a failure of some kind, whether its electric,water or the sewage system.

Now that we have a true Islander in the seat of power maybe this proposed planning should be looked at again or is it like most things when it comes to profit before people. A accident waiting to happen, I mean it is bad enough that there has been three houses allowed to be built by the old Dairy, well I will count the days before someone is killed there too.

Problem with wealth is some people just do not know when enough is enough and that goes for the owner of that field who over the last fifteen years has turned Noke Common into a deadly gamble for walkers, and now you are planning the same for Hogan Road.

Shame on you.

23

Dear Scott,

I hope that you are keeping well.

You will have seen, or be seeing, quite a few responses about the proposed parking restrictions on Horsebridge Hill. The vast majority raised objections related to loss of parking, though a couple are supportive on safety grounds.

One thing particularly on my mind is, were Horsebridge Hill to have a 30mph limit rather than 40mph, would the same restrictions be considered? Island Roads' comment on the planning application for land off Hogan Road refers to consideration being line with the posted speed limit. Given that the council is, otherwise, carrying out a speed review – for which I hope Horsebridge Hill is being considered – it would be useful to consider if a reduction in speed limit would address safety at the junction sufficiently either on its own or in combination with other measures.

What is the process now for consideration and determination of the decision? Is there scope – I hope there is – for engaging with residents?

I appreciate that the proposal has particularly come forward because of the condition on the planning permission for the land off Hogan Road but I hope that this wouldn't be something that would override any views provided by residents, or be a reason for requiring the decision to made quickly.

24

[Redacted]

I'm sure the residents will raise objections as we discussed. Nothing from the police road safety side.

Hello, I am writing this email on behalf of myself, [REDACTED]
Both I and my mother have read the letter sent out by councillor Andrew Garratt, and are in favour of the proposal.

For many years, the road has been difficult to exit out of from the junction of Hogan Road, this is often exaggerated by larger vehicles such as delivery trucks, vans and postmen parking on even the double yellow lines. On many occasions, I have had to pull my car out of the road extremely quickly, in order to avoid an accident with cars heading northbound towards Cowes, which only become visible at the very last second. This is due to the poor visibility from parked cars in the very spaces which have been proposed to change by the council.

Stage 1 Equality Impact Assessment – Initial Screening

Assessor(s) Name(s):	Scott Headey - Deputy Strategic Manager Highways and Transportation, Highways PFI Contract Management Team
Directorate:	Neighbourhoods
Date of Completion:	11 August 2022

Name of Policy/Strategy/Service/Function Proposal

Implementation of **The Isle of Wight Council (Horsebridge Hill, Newport) (Traffic Regulation) Order No 1 2021**, introducing amendments to the traffic management at the Horsebridge Hill junction with Hogan Road, to increase the visibility and accommodate the safe movement of the traffic and all other road users of the highway in this location.

The Aims, Objectives and Expected Outcomes:

Traffic Regulation Orders are progressed in accordance with the Local Authority's Traffic Regulation Order (Procedure) (England and Wales) Regulations 1996.

These restrictions were proposed to facilitate the passage on the road or any other road of any class of traffic (including pedestrians) and for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.

Please delete as appropriate:

- This is a new strategy

Key Questions to Consider in Assessing Potential Impact	
Will the strategy have a negative impact on any of the protected characteristics or other reasons that are relevant issues for the local community and/or staff?	No
Has previous consultation identified this issue as important or highlighted negative impact and/or we have created a "legitimate expectation" for consultation to take place? A legitimate expectation may be created when we have consulted on similar issues in the past or if we have ever given an indication that we would consult in such situations	Yes
Do different groups of people within the local community have different needs or experiences in the area this issue relates to?	Yes
Could the aims of these proposals be in conflict with the council's general duty to pay due regard to the need to eliminate discrimination, advance equality of opportunity and to foster good relations between people who share a protected characteristic and people who do not?	No
Will the proposal have a significant effect on how services or a council function/s is/are delivered?	No
Will the proposal have a significant effect on how other organisations operate?	No
Does the proposal involve a significant commitment of resources?	No
Does the proposal relate to an area where there are known inequalities?	No
<p>If you answer Yes to any of these questions, it will be necessary for you to proceed to a full Equality Impact Assessment after you have completed the rest of this initial screening form.</p> <p>If you answer No to all of these questions, please provide appropriate evidence using the table below and complete the evidence considerations box and obtain sign off from your Head of Service.</p>	

Protected Characteristics	Positive	Negative	No impact	Reasons
Age	X			A risk has been identified to pedestrians, drivers, cyclists and free movement of traffic. The proposal is aiming to ensure safety for all road users, whilst securing the movement of the traffic – by increasing visibility at the junction. Whilst the proposal will relocate small number of parking spaces and some homeowners may not be able to park directly in front of their properties, the new restriction will allow picking up and dropping off passengers, as well as loading/unloading. In some cases, priority needs to be given to the road safety and movement of traffic, over preservation of parking spaces. The Authority will monitor the impact of the changes and review the restrictions if necessary.
Disability	X			A risk has been identified to pedestrians, drivers, cyclists and free movement of traffic. The proposal is aiming to ensure safety for all road users, whilst securing the movement of the traffic – by increasing visibility at the junction. Whilst the proposal will relocate small number of parking spaces and some homeowners may not be able to park directly in front of their properties, the new restriction will allow picking up and dropping off passengers, as well as loading/unloading. In some cases, priority needs to be given to the road safety and movement of traffic, over preservation of parking spaces. The Authority will monitor the impact of the changes and review the restrictions if necessary.
Gender Reassignment	X			The proposal is not considered to have detrimental effect on persons covered by this protected characteristic. It is considered to have a positive impact on them, providing increased visibility when crossing the road at the junction.
Marriage & Civil Partnership	X			The proposal is not considered to have detrimental effect on persons covered by this protected characteristic. It is considered to have a positive impact on them, providing

				increased visibility when crossing the road at the junction.
Pregnancy & Maternity	X			The proposal is not considered to have detrimental effect on persons covered by this protected characteristic. It is considered to have a positive impact on them, providing increased visibility when crossing the road at the junction.
Race	X			The proposal is not considered to have detrimental effect on persons covered by this protected characteristic. It is considered to have a positive impact on them, providing increased visibility when crossing the road at the junction.
Religion / Belief	X			The proposal is not considered to have detrimental effect on persons covered by this protected characteristic. It is considered to have a positive impact on them, providing increased visibility when crossing the road at the junction.
Sex (male / female)	X			The proposal is not considered to have detrimental effect on persons covered by this protected characteristic. It is considered to have a positive impact on them, providing increased visibility when crossing the road at the junction.
Sexual Orientation	X			The proposal is not considered to have detrimental effect on persons covered by this protected characteristic. It is considered to have a positive impact on them, providing increased visibility when crossing the road at the junction.

Are there aspects of the proposal that contribute to or improve the opportunity for equality?	Yes/No
<i>If answered Yes, describe what these are and how they may be promoted or enhanced</i>	

The proposal is aiming to ensure safety for all road users, whilst securing the movement of the traffic – by increasing visibility at the junction. This will make crossing the road easier and safer for all pedestrians, including elderly and disable people.

Evidence Considered During Screening

Through the formal consultation exercise from 01/10/2021 to 28/10/2021, the opportunity to provide comment and representation on the proposals was provided. 25 letters of representation were received during the consultation process and these have been considered by the Highway Authority. In summary, the representations included two (2) statements of support and 23 objections – all objections on the grounds of potential loss of parking spaces.

All representations have been fully considered in the Cabinet Report.

Head of Service Sign off:	Scott Headey - Deputy Strategic Manager Highways and Transportation, Highways PFI Contract Management Team
Advice sought from Legal Services (Name)	Judy Mason - Strategic Manager of Human Resources and Employment Lawyer
Date	11 August 2022

Stage 2 Full Equality Impact Assessment

Assessor(s)Name(s):	Scott Headey - Deputy Strategic Manager Highways and Transportation, Highways PFI Contract Management Team
Directorate:	Neighborhoods
Date of Completion:	11 August 2022

Name of Policy/Strategy/Service/Function Proposal

Implementation of **The Isle of Wight Council (Horsebridge Hill, Newport) (Traffic Regulation) Order No 1 2021**, introducing amendments to the traffic management at the Horsebridge Hill junction with Hogan Road, to increase the visibility and accommodate the safe movement of the traffic and all other road users of the highway in this location.

The Aims, Objectives and Expected Outcomes:

Traffic Regulation Orders are progressed in accordance with the Local Authority's Traffic Regulation Order (Procedure) (England and Wales) Regulations 1996.

These restrictions were proposed to facilitate the passage on the road or any other road of any class of traffic (including pedestrians) and for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.

Scope of the Equality Impact Assessment

The Council as a public body is required to meet its statutory obligations under the Equality Act 2010 to have due regard to eliminate unlawful discrimination, promote equal opportunities between people from different groups and to foster good relations between people who share a protected characteristic and people who do not share it.

Due regard to the Council's responsibilities under the Equality Act 2010 has been given, considering the potential impact of this proposal on the protected characteristic.

Analysis and assessment

The protected characteristics are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation. A small number of parking spaces will be relocated and some elderly or disabled residents may not be able to always park in front of their property.

At the same time, the proposal is aiming to ensure safety for all road users, whilst securing the movement of the traffic – by increasing visibility at the junction. This will make crossing the road easier and safer for all pedestrians, including elderly and disable people.

In addition, the new restriction will allow picking up and dropping off passengers, as well as loading/unloading. In some cases, priority needs to be given to the road safety and movement of traffic, over preservation of parking spaces.

Recommendations

To implement the restrictions as proposed.

The Authority will monitor the impact of the changes and review the restrictions if necessary.

Action/Improvement Plan

The table below should be completed using the information from your equality impact assessment to produce an action plan for the implementation of the proposals to:

1. Remove or lower the negative impact, and/or
2. Ensure that the negative impact is legal under anti-discriminatory law, and/or
3. Provide an opportunity to promote equality, equal opportunity and improve relations within equality target groups, i.e. increase the positive impact

Area of impact	Is there evidence of negative positive or no impact?	Could this lead to adverse impact and if so why?	Can this adverse impact be justified on the grounds of promoting equality of opportunity for one group or any other reason?	Please detail what measures or changes you will put in place to remedy any identified impact (NB: please make sure that you include actions to improve all areas of impact whether negative, neutral or positive)
Age	Negative and positive	Negative - The proposal can lead to some elderly drivers parking away from their homes sometimes, and therefore walking longer distance than previously.	Positive – the proposal will make crossing the road easier and safer for all pedestrians, including elderly people.	The new restriction will allow picking up and dropping off passengers, as well as loading/unloading. The Authority will monitor the impact of the changes and review the restrictions if necessary.
Disability	Negative and positive	Negative - The proposal can lead to some elderly drivers parking away from their homes sometimes, and therefore walking longer distance than previously.	Positive – the proposal will make crossing the road easier and safer for all pedestrians, including elderly people.	The new restriction will allow picking up and dropping off passengers, as well as loading/unloading. The Authority will monitor the impact of the changes and review the restrictions if necessary.
Gender Reassignment	Positive	No	No	The proposal will provide increased visibility and will make the crossing of the road at the junction safer.
Marriage & Civil Partnership	Positive	No	No	The proposal will provide increased visibility and will make the crossing of the road at the junction safer.
Pregnancy & Maternity	Positive	No	No	The proposal will provide increased visibility and will make the crossing of the road at the junction safer.

Area of impact	Is there evidence of negative positive or no impact?	Could this lead to adverse impact and if so why?	Can this adverse impact be justified on the grounds of promoting equality of opportunity for one group or any other reason?	Please detail what measures or changes you will put in place to remedy any identified impact (NB: please make sure that you include actions to improve all areas of impact whether negative, neutral or positive)
Race	Positive	No	No	The proposal will provide increased visibility and will make the crossing of the road at the junction safer.
Religion / Belief	Positive	No	No	The proposal will provide increased visibility and will make the crossing of the road at the junction safer.
Sex (male or female)	Positive	No	No	The proposal will provide increased visibility and will make the crossing of the road at the junction safer.
Sexual Orientation	Positive	No	No	The proposal will provide increased visibility and will make the crossing of the road at the junction safer.
HR & workforce issues	Positive	No	No	The proposal will provide increased visibility and will make the crossing of the road at the junction safer.
Human Rights implications if relevant	Positive	No	No	The proposal will provide increased visibility and will make the crossing of the road at the junction safer.
Please remember - actions should have SMART targets and be reported to the Diversity Board (this should be done via your Directorate representative) and incorporated into your service/team Plans and /or objectives of key staff				

Summary	
Date of Assessment:	11 August 2022
Signed off by Head of Service/Director	Scott Headey - Deputy Strategic Manager Highways and Transportation, Highways PFI Contract Management Team
Review date	One year after sealing the order
Date published	



Cabinet report

Date **8 SEPTEMBER 2022**

Title **THE ISLE OF WIGHT COUNCIL (VARIOUS STREETS, FRESHWATER) (TRAFFIC REGULATION) ORDER NO 1 2022**

Report of **CABINET MEMBER FOR INFRASTRUCTURE, HIGHWAYS PFI AND TRANSPORT**

EXECUTIVE SUMMARY

1. Proposed Traffic Regulation Order (TRO) - The Isle of Wight Council (Various Streets, Freshwater) (Traffic Regulation) Order No1 2022.
2. This report provides the details of recommendation for introducing new parking restriction as detailed in the map in Appendix 1 (TRO Map) – No Waiting at Any Time in Birch Close and Colwell Road in Freshwater.
3. The proposal is aiming to ensure safety for all road users, whilst securing the movement of the traffic – by increasing visibility at the junction and regulating parking at one side of the road.
4. The potential loss of parking spaces is low in number (maximum 4 spaces), as the restriction applies to the junction with Colwell Road and to the turning head where vehicles shouldn't park anyway, as well as to one of the sides of Birch Close. Parking on both sides of the road would obstruct access including emergency vehicles and deliveries.
5. The number of the potentially affected properties is five (5), however, they all have private driveways for at least two vehicles.

RECOMMENDATION

6. Cabinet approves the proposed restriction that is subject to this report in relation to The Isle of Wight Council (Various Streets, Freshwater) (Traffic Regulation) Order No1 2022 as proposed.

7. The road safety and highway engineers in Island Roads strongly advised the approval on grounds of safety. The loss of parking spaces in Birch Close is minimal, part of the street will remain unrestricted and available to park. The number of the affected properties is low (five properties) and they all have private driveways for at list two vehicles.

BACKGROUND

8. This report concerns the approval of a proposal for a new TRO as part of conditions attached to a planning permission granted on 16 November 2021.
9. The proposal is based on The Planning Application 21/00357/FUL for developing the land to the east of Birch Close and north of Solent Gardens in Freshwater, Isle of Wight for a residential development comprising of 50 dwellings with access from Birch Close, access roads, parking and landscaping.
10. A Conditional Planning Permission was granted on 16 November 2021 to build 44 dwellings, access roads, parking and landscaping - see Background Paper (Agenda Item 4, page 7 onwards) - Subject to S106 Legal Agreement.
11. The Planning Committee reviewed the application and concluded that the potential highways safety implications will need to be mitigated by introduction of parking restrictions, and accepted that the application would therefore comply with policies SP7 (Travel) and DM2 (Design Quality for New Development) if a condition to the permission is imposed, requiring a Traffic Regulation Order introducing double yellow lines on this part of the network.
12. The planning permission contains several special conditions, including Condition No 11 (page 40 in the Background paper), which is relevant to the proposed TRO:
13. “No development shall take place until a Traffic Regulation Order has been secured from the Local Highway Authority for the implementation of double yellow lines on the southern side of Birch Close about its junction with the site access and its junction with Colwell Road and on Colwell Road about its junction with Birch Close; and the development hereby approved shall not be occupied until the resultant on-street parking restrictions have been implemented.” Reason: In the interests of highway safety and to comply with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

CORPORATE PRIORITIES AND STRATEGIC CONTEXT

14. The proposed new regulations are in line with the IoWC's [Corporate Plan 2021 – 2025](#) and more specifically with its vision and clear aim to work together openly and with our communities to support and sustain our economy, environment and people.

Provision of affordable housing for Island Residents

15. The proposal forms part of a planning permission dated 16 November 2021 for a new development under Planning Application 21/00357/FUL and the new traffic regulations are designed to mitigate the impact of increased traffic once the development has been populated.
16. The new development would consist of 44 dwellings, 35% of all dwellings will be affordable housing; this will help with meeting the housing demand on the island and will support the Council in meeting the affordable housing supply.

Responding to climate change and enhancing the biosphere

17. There may be some minor reduction in local air pollution and carbon emissions owing to fewer cars idling in the area, but it would most likely be a very small impact.

Economic Recovery and Reducing Poverty

18. It is not anticipated that the new regulations would have a direct impact on reducing the number of residents living in poverty.

Impact on Young People and Future Generations

19. The recommendation, if approved, would have a positive impact on young people and future generations living on the island, as the safety of all road users plays a big role in citizens' wellbeing on a daily basis – as pedestrians, drivers, cyclists and public transport users.

Corporate Aims

20. The key priorities within the plan, that this report is supporting are: 'Listen to people' – a 28-day island wide consultation was conducted; 'Encourage Sustainable transport and Active travel' – the recommended option would encourage walking, cycling and use of public transport.

CONSULTATION

21. Following the legal TRO making process and its requirement for a Formal Consultation, a public Notice (see Appendix 2 – Notice of Intention), outlining the proposals and inviting public comments, was published in the Isle of Wight County Press on 13 May 2022. Notices and plans were also displayed on-street for a period of 28 days, which is a week longer than the legally required 21 days. The closing date for representations was 10 June 2022.
22. The number of representations received by the Authority during the consultation period was 48, a summary of the representations and Local Highway Authority's responses are included in Appendix 3.
23. All objections share the same basis – potential loss of on-street parking space and knock-on effect to the neighbouring streets.
24. This TRO proposal, if implemented, will increase the visibility at the new and old junctions, and will regulate the parking to one side of the road. The actual number of lost parking spaces is four as parking on one side of the road does not necessarily reduce the number of available on-street parking spaces, as it can create more usable spaces when compared with uncontrolled parking in an alternating manner on both sides of the road. Likewise, parking on both sides of the road ordinarily requires more space on the carriageway for passing the parked vehicles.
25. In addition, the number of the affected properties is five (5) which all have private driveways for at list two vehicles. Furthermore, part of the street will remain unrestricted and be available for parking.

26. Birch Close currently has a small number of parking spaces, some of which will remain unrestricted and available to park; therefore, it is not anticipated that the proposed parking restrictions will have a knock-on effect to the area and have an impact on attendance at the local church.

FINANCIAL / BUDGET IMPLICATIONS

27. The total estimated cost of making of the TRO, implementing the restriction and maintaining the respective Double Yellow Line (DYL) will be covered by the Developer.

LEGAL IMPLICATIONS

28. The Statutory Authority for making new TROs is contained within the Section 1 (1) in the Road Traffic Regulation Act 1984:

(1) The traffic authority for a road outside Greater London may make an order under this section (referred to in this Act as a “traffic regulation order”) in respect of the road where it appears to the authority making the order that it is expedient to make it

- (a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or
- (b) for preventing damage to the road or to any building on or near the road, or
- (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or
- (d) for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property, or
- (e) (without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot, or
- (f) for preserving or improving the amenities of the area through which the road runs, or
- (g) for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality).

29. Orders are progressed in accordance with the Local Authority’s Traffic Regulation Order (Procedure) (England and Wales) Regulations 1996.

30. The Statutory Authority for signs and road markings are by virtue of the Traffic Signs Regulations and General Directions 2016.

31. The council is under a duty pursuant to Section 16 of the Traffic Management Act 2004 to manage their road network, whilst having regard to their other obligations, policies and objectives at the same time, with a view to facilitate the passage on the road or any other road of any class of traffic (including pedestrians) and for avoiding

danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.

32. Consideration will need to be given to the duty under Section 122 of the Road Traffic Regulation Act 1984 when deciding whether to make, or to refuse to make a traffic regulation order.
33. Section 122 requires the local authority to secure the expeditious, convenient and safe movement of traffic (including pedestrians) and the provision of adequate parking facilities. In carrying out this exercise the council must have regard to the:
 - (a) desirability of securing and maintaining reasonable access to premises;
 - (b) the effect on the amenities of any locality effected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the road(s) run;
 - (c) any strategy prepared under section 80 of the Environment Act 1995 (the national air quality strategy);
 - (d) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles;
 - (e) any other matters appearing to the local authority to be relevant.
34. Regulation 13 of the 1996 Regulations confirms that before making an order, the traffic authority shall consider all objections duly made to the TROs that have not been withdrawn.
35. The validity of any traffic regulation order made by the council can be challenged by application to the High Court to challenge the validity of a TRO, or any of its provisions, within six weeks following the date the order on the grounds identified in paragraphs 35-36 of Schedule 9 to the Road Traffic Regulation Act 1984.
36. The court has the power to suspend an order or any of its provisions until the final determination of the proceedings.
37. A person aggrieved by a decision of the council to refuse to make a traffic regulation order can seek a judicial review of the exercise of those functions. That challenge can be brought on the grounds of illegality, irrationality, and/or procedural impropriety.
38. A public body which is charged with the power to make a decision in the course of a statutory process must exercise this discretion in accordance with public law principles, that being that it must have regard to all material facts and make a decision that is reasonable having regard to the relevant provisions of Section 122 above and not immaterial consideration. In exercising this judgement it should apply appropriate weight to the decisions made in the relevant planning process. This weighting process is a matter for the highway authority; albeit, subject to review by the courts if it is alleged that it has acted perversely.

EQUALITY AND DIVERSITY

39. The Council as a public body is required to meet its statutory obligations under the Equality Act 2010 to have due regard to eliminate unlawful discrimination, promote equal opportunities between people from different groups and to foster good relations between people who share a protected characteristic and people who do not share it. The protected characteristics are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
40. Under the Equality Act 2010 the Council is required to have due regard to its equality duties when making decisions, reviewing services, undertaking projects, developing and reviewing policies.
41. Due regard to the Council's responsibilities under the Equality Act 2010 has been given at the formative stage of this proposal. An Equality Impact Assessment (EIA) form has been completed in Appendix 4.

OPTIONS

42. Option 1: To approve the proposed restrictions that are subject to this report in relation to THE ISLE OF WIGHT COUNCIL (VARIOUS STREETS, FRESHWATER) (TRAFFIC REGULATION) ORDER NO 1 2022 as proposed.
43. Option 2: Not to approve the restrictions that are subject to this report in relation to THE ISLE OF WIGHT COUNCIL (VARIOUS STREETS, FRESHWATER) (TRAFFIC REGULATION) ORDER NO 1 2022 and to abandon the proposal.
44. Option 3: To approve the proposed restrictions that are subject to this report in relation to THE ISLE OF WIGHT COUNCIL (VARIOUS STREETS, FRESHWATER) (TRAFFIC REGULATION) ORDER NO 1 2022 with amendment – such as reducing the length of the proposed restriction.

RISK MANAGEMENT

45. A risk has been identified to the future of the development if this proposal is rejected.
46. At the same time, as stated in Para 34 above, Section 122 in the Road Traffic Regulation Act 1984 requires the local authority to secure the expeditious, convenient and safe movement of traffic (including pedestrians) and the provision of adequate parking facilities.
47. Therefore, a thorough consideration is needed on what material factors might weigh in the balance of approval or refusal of this proposal, in form of justification for the decision made.
48. A risk has been identified to pedestrians, cyclists and efficient movement of vehicles, if the development is constructed, due to the increased traffic in and out of the development.

49. The TRO proposal, if implemented, will ensure safety for all road users, once the development is constructed, whilst securing the movement of the traffic – by increasing visibility at the junction on to Colwell Road and regulating parking at one side of the road.
50. The IWC, as a Local Highway Authority, has a duty to ensure the expeditious and safe movement of people, services, and goods on the island's highway. In some cases priority needs to be given to the road safety and movement of traffic over preservation of parking spaces.
51. The risk associated with the potential loss of parking spaces is considered to be low, as the number of the affected properties is five (5) and they all have private driveways for at list two vehicles. Furthermore, part of the street will remain unrestricted and available to park.
52. The Authority will monitor the impact of the changes and review the restriction if necessary.

EVALUATION

53. This report concerns the approval of a proposal for a new TRO as part of conditions attached to a planning permission granted on 16 November 2021.
54. Section 122 of the Road Traffic Regulation Act 1984 requires the local authority to secure the expeditious, convenient and safe movement of traffic (including pedestrians) and the provision of adequate parking facilities. In some cases a balance needs to be made between the requirement for a TRO for the reasons provided above and the need to take account of the impacts to any loss of residential on-street parking, especially in areas of parking stress, when set against the benefits of the proposed TRO and to ensure endeavours are taken to minimise the net loss of parking where possible.
55. Birch Close currently has a small number of parking spaces, some of which will remain unrestricted and available to park. The potential loss of parking spaces is low in number (maximum 4 spaces) as the restriction applies to only one side of the road. Parking on both sides of the road, at the junction and at the turning head would obstruct access including emergency vehicles and deliveries. Due to the low number of parking spaces removed, it is not anticipated that the proposed parking restrictions will have a knock-on effect to the wider area. Furthermore, the number of potentially affected properties in Birch Close is low (five properties) and they all have private driveways for at least two vehicles.
56. Option 1: To approve as proposed - The road safety and highway engineers in Island Roads strongly advised the approval on grounds of safety. The loss of parking spaces in Birch Close is minimal, part of the street will remain unrestricted and available to park. The number of the affected properties is low (five) and they all have private driveways for at list two vehicles.
57. Option 2: Not to approve – Cabinet may be minded to refuse this application due to the loss of parking spaces in Birch Close. The road safety and highway engineers in Island Roads strongly advised against this option on grounds of safety if the development were to be implemented as once a safety risk on the highway has been identified, the Local Highway Authority has an obligation to address it.

58. Option 3: To approve with amendment, such as reducing the length of the proposed restriction – As per Option 2 the road safety and highway engineers in Island Roads strongly advised against this option on grounds of safety if the development were to be implemented.

APPENDICES ATTACHED

59. Appendix 1 – TRO Map
60. Appendix 2 – Notice of Intention
61. Appendix 3 – Summary of Representations
62. Appendix 4 – EIA

BACKGROUND PAPERS

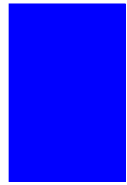
63. [Planning Permission](https://iow.moderngov.co.uk/documents/g508/Public%20reports%20pack%2016th-Nov-2021%2016.00%20Planning%20Committee.pdf?T=10)
<https://iow.moderngov.co.uk/documents/g508/Public%20reports%20pack%2016th-Nov-2021%2016.00%20Planning%20Committee.pdf?T=10>

Contact Point: Scott Headey, Deputy Strategic Highways and Transportation Manager,
☎ 821000 e-mail scott.headey@iow.gov.uk

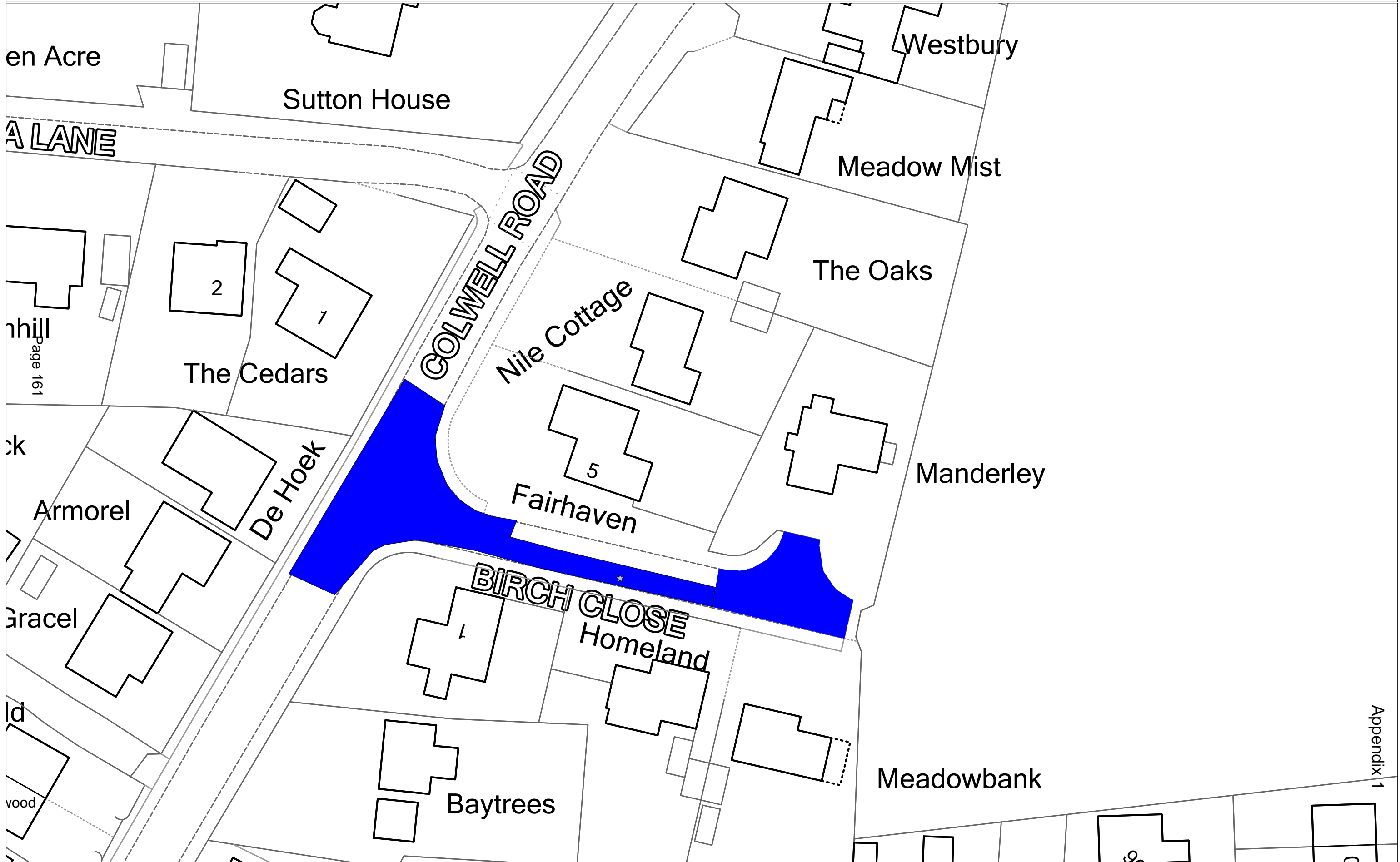
COLIN ROWLAND
Director of Neighbourhoods

CLLR PHIL JORDAN
*Cabinet Member for Infrastructure, Highways PFI
and Transport*

Birch Close & Colwell Road, Freshwater



Proposal: introduce 'No Waiting at Any Time' parking restriction
Reason: To increase visibility and safety at the junction and to keep the turning head clear



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**THE ISLE OF WIGHT COUNCIL
(VARIOUS STREETS, FRESHWATER)
(TRAFFIC REGULATION)
ORDER NO 1 2022**

Notice is hereby given that the Isle of Wight Council in exercise of their powers under section 1(1) and (2), 2(1) to (3) and 4(2) of the Road Traffic Regulation Act 1984 ('the Act' of 1984), the Road Traffic Act 1991 ("the Act of 1991") and of all other enabling powers and after consultation with The Chief Officer of Police in accordance with Part III of Schedule 9 to the Act of 1984 propose to make an order the effect of which will be to:

1. To revoke the provisions of 'The Isle of Wight Council (Various Streets, Freshwater) (Traffic Regulation) Order No 1 2017'.
2. To re-enact the provisions contained therein subject to the following amendments:
 - a. To introduce 'No Waiting At Any Time' in the following lengths of road:

Birch Close, on the south side, between its junction with Colwell Road to the end of the highway, to include the entire turning area.

Birch Close, on the north side, between its junction with Colwell Road to a point 17 metres east thereof.

Birch Close, On the north side, between a point 45.5 metres east of its junction with Colwell Road to the end of the highway, to include the entire turning area.

Colwell Road, on both sides, between a point 12.5 metres north-east to a point 11.5 metres south-west of its junction with Birch Close.

The amendments are being proposed to facilitate the passage on the road or any other road of any class of traffic (including pedestrians) and for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.

A copy of the draft Order, this Notice and the relevant plan may be inspected between normal office hours at the Customer Service Centre, County Hall, Newport, Isle of Wight during the objection period. If you wish to object to the proposal contained in this notice you should send the grounds for your objection, in writing, to Scott Headey – Traffic Manager, St Christopher House, 42 Daish Way, Newport, Isle of Wight, PO30 5XJ, pfh@iow.gov.uk, not later than 12 noon on Friday 10 June 2022.

Scott Headey - Deputy Strategic

13 May 2022

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Summary of Representations – Birch Close, Freshwater

As set out within the main report, the number of valid representations received by the Isle of Wight Council (IWC) during the consultation period was 48.

These were all objections which share the same basis i.e. the potential loss of on-street parking space and knock-on effect to the neighbouring streets.

The following is a summary of the nine key grounds set out within those 48 representations, and the Isle of Wight Council's response as a Highway Authority.

1. The proposed restrictions will remove on-street parking spaces for the residents, some of whom are elderly and disabled; it will also have a negative impact on their carers and visitors.

The number of affected properties is five (5), and they all have private driveways for at least two vehicles. Furthermore, part of the Birch Close will remain unrestricted and available to park.

2. These restrictions will have a negative impact on deliveries and emergency services.

All vehicles are allowed to stop on double yellow lines for the purposes of dropping off/picking up passengers and to load/unload. The proposed restrictions will help the emergency services by keeping the road accessible at any time.

3. The restrictions will have a negative impact on the church goers; they will start parking in the neighbouring streets, resulting in constant blockages, dangerous blind spots and restrictions for the emergency services.

Due to the short length of Birch Close and the small number of parking spaces that are currently available there, along with the fact that some of that space will remain unrestricted and available to park, it is not anticipated that the proposed parking restrictions would have a knock-on effect for the area, or a severe impact on church attendance.

4. This proposal was designed to enable the new development and not for safety reasons. There is no evidence that there are any existing dangers to current road users.

The proposed restrictions will cover the junction and some of the driveways, and will regulate the parking at one side of the road, keeping it accessible at all times. Thus improving the existing visibility and safety for drivers, pedestrians and cyclists.

Also, a planning permission for the new development was granted in 2021, as such this Traffic Regulation Order (TRO) proposal will ensure the safety of all road users at a later stage when the development is built and the traffic has increased.

5. This TRO does not conform to the restricted purposes for which a TRO can be granted and as defined by the British Parking Policy.

The British Parking Association Limited is a trade association that focuses on the parking and traffic management fields; it is not a governing body for the Local Highways Authorities (LHAs).

The Statutory Authority for making new TROs is contained within the Road Traffic Regulation Act 1984. Orders are progressed in accordance with the Local Authority's Traffic Regulation Order (Procedure) (England and Wales) Regulations 1996. The enforcement power of the LHAs is set in the Traffic Management Act 2004.

The proposed TRO is compliant with the requirements of the above acts and procedures.

6. The proposed TRO serves no purpose and would fail to satisfy the pre-condition in 21/00357/FUL for a double yellow line, as the proposal is for a single yellow line.

As outlined in the Notice of Intention and the accompanying drawing, the proposed parking restriction is "No Waiting at Any Time" i.e. a 24/7 parking restriction represented on site by a double yellow line; this satisfies the requirements of the planning permission.

7. Freshwater Parish Council were not notified of this TRO application. The parish clerk confirmed that they were not previously aware of the application and that no correspondence on the matter had been received from IWC/LPA/IR.

Freshwater Parish Council were notified of the TRO proposal via email on 13th May 2022, which is considered to be sufficient as this proposal is a result of a planning permission that the Parish Council was aware of, and no informal consultation is needed or required.

8. This TRO is contrary to the determination of the administration, the clear expressions of the respective cabinet member and colleagues (Councillors) including the Leader, and the declared policy.

The TRO proposal is a result of a separate planning permission granted by the IWC as the Local Planning Authority via its Planning Committee, which the Parish Council and the elected members are aware of, following a separate legal decision-making process. The IWC's Cabinet Members will now make a separate decision, representing the Local Highways Authority, on the implementation of the proposed TRO, in line with existing IWC's policies.

9. This TRO is detrimental to the existing residents for whom it serves no purpose and for whom it affords no benefit. Councillors have a duty of care and should take decisions which are righteous and look after existing communities.

The IWC, as a Local Highway Authority, has a duty to ensure the expeditious and safe movement of people, services, and goods on the island's highway. In some circumstances, priority needs to be given to the road's safety and movement of traffic, including pedestrian traffic, over preservation of parking spaces.

In the development of all options, careful consideration has been given to the removal of parking spaces in this case. As mentioned above, the number of affected properties is five (5), and they all have private driveways for at least two vehicles. Furthermore, part of the Birch Close will remain unrestricted and available to park.

In line with the legal TRO process that includes a rigorous local decision-making process, the IWC's Cabinet Members will make a decision on the implementation of the proposal at the final stage, in line with the IWC's Policies.

Stage 1 Equality Impact Assessment – Initial Screening

Assessor(s) Name(s):	Scott Headey - Deputy Strategic Manager Highways and Transportation, Highways PFI Contract Management Team
Directorate:	Neighbourhoods
Date of Completion:	11 August 2022

Name of Policy/Strategy/Service/Function Proposal

Implementation of **The Isle of Wight Council (Various Streets, Freshwater) (Traffic Regulation) Order No1 2022**, introducing amendments to the traffic management in Burch Close and its junction with Hogan Road, to regulate parking, increase visibility and accommodate safe movement of the traffic and all other road users of the highway in this location.

The Aims, Objectives and Expected Outcomes:

Traffic Regulation Orders are progressed in accordance with the Local Authority's Traffic Regulation Order (Procedure) (England and Wales) Regulations 1996.

These restrictions were proposed to facilitate the passage on the road or any other road of any class of traffic (including pedestrians) and for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.

Please delete as appropriate:

- This is a new strategy

Key Questions to Consider in Assessing Potential Impact	
Will the strategy have a negative impact on any of the protected characteristics or other reasons that are relevant issues for the local community and/or staff?	No
Has previous consultation identified this issue as important or highlighted negative impact and/or we have created a "legitimate expectation" for consultation to take place? A legitimate expectation may be created when we have consulted on similar issues in the past or if we have ever given an indication that we would consult in such situations	Yes
Do different groups of people within the local community have different needs or experiences in the area this issue relates to?	Yes
Could the aims of these proposals be in conflict with the council's general duty to pay due regard to the need to eliminate discrimination, advance equality of opportunity and to foster good relations between people who share a protected characteristic and people who do not?	No
Will the proposal have a significant effect on how services or a council function/s is/are delivered?	No
Will the proposal have a significant effect on how other organisations operate?	No
Does the proposal involve a significant commitment of resources?	No
Does the proposal relate to an area where there are known inequalities?	No
<p>If you answer Yes to any of these questions, it will be necessary for you to proceed to a full Equality Impact Assessment after you have completed the rest of this initial screening form.</p> <p>If you answer No to all of these questions, please provide appropriate evidence using the table below and complete the evidence considerations box and obtain sign off from your Head of Service.</p>	

Protected Characteristics	Positive	Negative	No impact	Reasons
Age	X			A risk has been identified to pedestrians, drivers, cyclists and free movement of traffic. The proposal is aiming to ensure safety for all road users, whilst securing the movement of the traffic – by increasing visibility at the junction. Whilst the proposal will relocate small number of parking spaces and some homeowners may not be able to park directly in front of their properties, the new restriction will allow picking up and dropping off passengers, as well as loading/unloading. In some cases, priority needs to be given to the road safety and movement of traffic, over preservation of parking spaces. The Authority will monitor the impact of the changes and review the restrictions if necessary.
Disability	X			A risk has been identified to pedestrians, drivers, cyclists and free movement of traffic. The proposal is aiming to ensure safety for all road users, whilst securing the movement of the traffic – by increasing visibility at the junction. Whilst the proposal will relocate small number of parking spaces and some homeowners may not be able to park directly in front of their properties, the new restriction will allow picking up and dropping off passengers, as well as loading/unloading. In some cases, priority needs to be given to the road safety and movement of traffic, over preservation of parking spaces. The Authority will monitor the impact of the changes and review the restrictions if necessary.
Gender Reassignment	X			The proposal is not considered to have detrimental effect on persons covered by this protected characteristic. It is considered to have a positive impact on them, providing increased visibility when crossing the road at the junction.
Marriage & Civil Partnership	X			The proposal is not considered to have detrimental effect on persons covered by this protected characteristic. It is considered to have a positive impact on them, providing

				increased visibility when crossing the road at the junction.
Pregnancy & Maternity	X			The proposal is not considered to have detrimental effect on persons covered by this protected characteristic. It is considered to have a positive impact on them, providing increased visibility when crossing the road at the junction.
Race	X			The proposal is not considered to have detrimental effect on persons covered by this protected characteristic. It is considered to have a positive impact on them, providing increased visibility when crossing the road at the junction.
Religion / Belief	X			The proposal is not considered to have detrimental effect on persons covered by this protected characteristic. It is considered to have a positive impact on them, providing increased visibility when crossing the road at the junction.
Sex (male / female)	X			The proposal is not considered to have detrimental effect on persons covered by this protected characteristic. It is considered to have a positive impact on them, providing increased visibility when crossing the road at the junction.
Sexual Orientation	X			The proposal is not considered to have detrimental effect on persons covered by this protected characteristic. It is considered to have a positive impact on them, providing increased visibility when crossing the road at the junction.

Are there aspects of the proposal that contribute to or improve the opportunity for equality?	Yes/No
<i>If answered Yes, describe what these are and how they may be promoted or enhanced</i>	

The proposal is aiming to ensure safety for all road users, whilst securing the movement of the traffic – by regulating parking on one side of the road and by increasing visibility at the junction. This will make crossing the road easier and safer for all pedestrians, including elderly and disable people.

Evidence Considered During Screening

Through the formal consultation exercise from 13/05/2022 to 10/06/2022, the opportunity to provide comment and representation on the proposals was provided. 48 letters of representation were received during the consultation process and these have been considered by the Highway Authority. In summary, all representations objected the proposal on the same basis of potential loss of parking spaces and knock-on effect to the neighboring streets.

All representations have been fully considered in the Cabinet Report.

Head of Service Sign off:	Scott Headey - Deputy Strategic Manager Highways and Transportation, Highways PFI Contract Management Team
Advice sought from Legal Services (Name)	Judy Mason - Strategic Manager of Human Resources and Employment Lawyer
Date	11 August 2022

Stage 2 Full Equality Impact Assessment

Assessor(s)Name(s):	Scott Headey - Deputy Strategic Manager Highways and Transportation, Highways PFI Contract Management Team
Directorate:	Neighborhoods
Date of Completion:	11 August 2022

Name of Policy/Strategy/Service/Function Proposal

Implementation of **The Isle of Wight Council (Various Streets, Freshwater) (Traffic Regulation) Order No1 2022**, introducing amendments to the traffic management in Burch Close and its junction with Hogan Road, to regulate parking, increase visibility and accommodate safe movement of the traffic and all other road users of the highway in this location.

The Aims, Objectives and Expected Outcomes:

Traffic Regulation Orders are progressed in accordance with the Local Authority's Traffic Regulation Order (Procedure) (England and Wales) Regulations 1996.

These restrictions were proposed to facilitate the passage on the road or any other road of any class of traffic (including pedestrians) and for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.

Scope of the Equality Impact Assessment

The Council as a public body is required to meet its statutory obligations under the Equality Act 2010 to have due regard to eliminate unlawful discrimination, promote equal opportunities between people from different groups and to foster good relations between people who share a protected characteristic and people who do not share it.

Due regard to the Council's responsibilities under the Equality Act 2010 has been given, considering the potential impact of this proposal on the protected characteristic.

Analysis and assessment

The protected characteristics are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation. A small number of parking spaces will be relocated and some elderly or disabled residents may not be able to always park in front of their property.

At the same time, the proposal is aiming to ensure safety for all road users, whilst securing the movement of the traffic – by increasing visibility at the junction. This will make crossing the road easier and safer for all pedestrians, including elderly and disable people.

In addition, the new restriction will allow picking up and dropping off passengers, as well as loading/unloading. In some cases, priority needs to be given to the road safety and movement of traffic, over preservation of parking spaces.

Recommendations

To implement the restrictions as proposed.

The Authority will monitor the impact of the changes and review the restrictions if necessary.

Action/Improvement Plan

The table below should be completed using the information from your equality impact assessment to produce an action plan for the implementation of the proposals to:

1. Remove or lower the negative impact, and/or
2. Ensure that the negative impact is legal under anti-discriminatory law, and/or
3. Provide an opportunity to promote equality, equal opportunity and improve relations within equality target groups, i.e. increase the positive impact

Area of impact	Is there evidence of negative positive or no impact?	Could this lead to adverse impact and if so why?	Can this adverse impact be justified on the grounds of promoting equality of opportunity for one group or any other reason?	Please detail what measures or changes you will put in place to remedy any identified impact (NB: please make sure that you include actions to improve all areas of impact whether negative, neutral or positive)
Age	Negative and positive	Negative - The proposal can lead to some elderly drivers parking away from their homes sometimes, and therefore walking longer distance than previously.	Positive – the proposal will make crossing the road easier and safer for all pedestrians, including elderly people.	The new restriction will allow picking up and dropping off passengers, as well as loading/unloading. The Authority will monitor the impact of the changes and review the restrictions if necessary.
Disability	Negative and positive	Negative - The proposal can lead to some elderly drivers parking away from their homes sometimes, and therefore walking longer distance than previously.	Positive – the proposal will make crossing the road easier and safer for all pedestrians, including elderly people.	The new restriction will allow picking up and dropping off passengers, as well as loading/unloading. The Authority will monitor the impact of the changes and review the restrictions if necessary.
Gender Reassignment	Positive	No	No	The proposal will provide increased visibility and will make the crossing of the road at the junction safer.
Marriage & Civil Partnership	Positive	No	No	The proposal will provide increased visibility and will make the crossing of the road at the junction safer.
Pregnancy & Maternity	Positive	No	No	The proposal will provide increased visibility and will make the crossing of the road at the junction safer.

Area of impact	Is there evidence of negative positive or no impact?	Could this lead to adverse impact and if so why?	Can this adverse impact be justified on the grounds of promoting equality of opportunity for one group or any other reason?	Please detail what measures or changes you will put in place to remedy any identified impact (NB: please make sure that you include actions to improve all areas of impact whether negative, neutral or positive)
Race	Positive	No	No	The proposal will provide increased visibility and will make the crossing of the road at the junction safer.
Religion / Belief	Positive	No	No	The proposal will provide increased visibility and will make the crossing of the road at the junction safer.
Sex (male or female)	Positive	No	No	The proposal will provide increased visibility and will make the crossing of the road at the junction safer.
Sexual Orientation	Positive	No	No	The proposal will provide increased visibility and will make the crossing of the road at the junction safer.
HR & workforce issues	Positive	No	No	The proposal will provide increased visibility and will make the crossing of the road at the junction safer.
Human Rights implications if relevant	Positive	No	No	The proposal will provide increased visibility and will make the crossing of the road at the junction safer.
Please remember - actions should have SMART targets and be reported to the Diversity Board (this should be done via your Directorate representative) and incorporated into your service/team Plans and /or objectives of key staff				

Summary	
Date of Assessment:	11 August 2022
Signed off by Head of Service/Director	Scott Headey - Deputy Strategic Manager Highways and Transportation, Highways PFI Contract Management Team
Review date	One year after sealing the order
Date published	



Cabinet report

Date	8 SEPTEMBER 2022
Title	PUBLISHING THE ISLAND PLANNING STRATEGY FOR PUBLIC REPRESENTATION AND SUBMISSION TO THE PLANNING INSPECTORATE
Report of	CABINET MEMBER FOR PLANNING AND ENFORCEMENT

EXECUTIVE SUMMARY

1. A new local plan, the draft Island Planning Strategy, has been prepared to replace the Island Plan Core Strategy 2012. The draft Island Planning Strategy has been prepared taking into account the significant level of public consultation undertaken to date. For the Island Planning Strategy to be adopted and be used it must go through formal stages as directed by statute.
2. This report is seeking a decision from the Cabinet regarding the recommendations to it from the Corporate Scrutiny Committee and then to agree to recommend to Full Council the publication of the draft Island Planning Strategy for a period of representation and subsequently to submit the plan to the Planning Inspectorate for an independent examination.
3. Adopting the Island Planning Strategy will give the Council new planning policies to determine planning applications and, should it be adopted with the proposed level of housing, it will enable the Council to demonstrate a five year land supply, give a clear pathway to meeting the minimum threshold of the Housing Delivery Test and have an up-to-date plan.
4. Achieving these three things will mean the Council would no longer have to have regard to the tilted balance of the policy presumption under paragraph 11(d) of the National Planning Policy Framework in favour of sustainable development as set out in national planning policy when determining planning applications due to the inability to demonstrate a five year land supply. There would, of course, be no change to the requirement to apply the statutory test for determining planning applications set out in section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 as amended.
5. Whilst officers are of the opinion the current version of the plan gives the greatest likelihood of success at examination, it is recognised that this version of the plan needs to have the support of both Cabinet and Full Council.
6. Due to the timings of meetings and deadlines for reports, this paper and the recommendations have been prepared in advance of the outcomes of the

Corporate Scrutiny Committee meeting to be held on 6 September. As such this paper, in paragraph 44, identifies three options for Cabinet to consider.

RECOMMENDATION

7. To agree the current version of the draft Island Planning Strategy (see appendix 1) without any of the changes recommended by Corporate Scrutiny Committee; and then
8. To recommend to Full Council that the draft Island Planning Strategy (dependant on the choice of option 1, 2 or 3) is published for the Regulation 19 period for public representation and then submitted to the Planning Inspectorate for examination; and
9. To recommend to Full Council to delegate any final editorial and presentational changes to the Island Planning Strategy prior to publication and submission, to the Director of Regeneration in consultation with the Cabinet Member for Planning and Enforcement, so long as they do not materially alter the intention of the version agreed by Full Council.

BACKGROUND

10. Section 19(1B)-(1E) of the [Planning and Compulsory Purchase Act 2004](#) sets out that each local planning authority must identify their strategic planning priorities and have planning policies to address these.
11. Through the [National Planning Policy Framework](#), the Government has set out that the planning system should be genuinely plan-led. Succinct and up-to-date plans should provide a positive vision for the future of each area; a framework for addressing housing needs and other economic, social and environmental priorities; and a platform for local people to shape their surroundings.
12. The Isle of Wight Council's current plan, the Island Plan Core Strategy, was adopted in 2012 (before the introduction of the National Planning Policy Framework). The Council is in the process of preparing a new local plan, the Island Planning Strategy (IPS), to give it the policies it needs to deal with the challenges, such as the delivery of affordable housing and climate change, it now faces. The Government has set a deadline for all local authorities to have an up-to-date plan in place by the end of 2023.
13. Since 2018 the Council, as local planning authority (LPA), has determined planning applications under the statutory test having regard to the tilted balance of the policy presumption in favour of sustainable development as set out in the National Planning Policy Framework (NPPF). This is because the LPA has not been able to demonstrate a five-Year Land Supply (5YLS) and is below the Housing Delivery Test (HDT) threshold for delivery of new homes.

14. Adopting the IPS with a new, lower, housing number will reset the 5YLS and HDT calculations, and this is modelled to show that the Council will then be able to demonstrate a 5YLS and meet the minimum HDT threshold and therefore not have to have regard to the NPPF's tilted balance of the policy presumption in favour of sustainable development.
15. The Local Government Association (LGA) recently undertook a peer review into Planning Services. One of the six recommendations from the review was:

R4 Urgently finalise and adopt the Island Plan.

The local plan provides a degree of certainty for communities, businesses and investors, and a framework for guiding decisions on individual planning applications. Without one it is possible for the submission and acceptance of developments that are deemed not in the public interest and outside of the needs and priorities of local people, as outlined in a local plan.

The stages of local plan preparation

16. The [Town and Country Planning \(Local Planning\) \(England\) Regulations](#) prescribe the stages a local plan must go through. Because these stages are set out in regulations, each stage will often be referred to by the relevant regulation.

Regulation 18 Preparation of a local plan

Whilst the regulations do not prescribe it, the Council has undertaken public consultation at this stage (twice), to ensure maximum public engagement in the preparation of the plan.

Regulation 19 Publication of a local plan

This report seeks authority to publish the draft plan for a period of representation. The plan that is published for consultation at Regulation 19 stage should be the plan that the Council intends to submit to the Planning Inspectorate for examination.

Regulation 22 Submission of documents and information to the Secretary of State

The draft plan, evidence and representations received at the regulation 19 stage will be submitted to an independent Planning Inspector, on behalf of the Secretary of State. The Council must submit what it considers to be a sound plan.

Regulation 24 Independent examination

This will be undertaken by an independent Planning Inspector, on behalf of the Secretary of State. There is the opportunity for public participation in the examination for those who submitted representation at the regulation 19 stage.

Regulation 25 Publication of the recommendations of the appointed person

This is the Council receiving the Planning Inspector's report.

Regulation 26 Adoption of a local plan

The decision whether to adopt the local plan, based on the recommendations of the Planning Inspector is a decision for Full Council.

17. As set out above, at the regulation 19 stage the Council should publish what it believes is a sound plan. For a plan to be sound it must meet the tests of 'soundness' contained in paragraph 35 of the National Planning Policy Framework.
 - a) **Positively prepared** – providing a strategy which, as a minimum, seeks to meet the area's objectively assessed [housing] needs; and is informed by agreements with other authorities, so that unmet [housing] need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development;
 - b) **Justified** – an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence;
 - c) **Effective** – deliverable over the plan period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground; and
 - d) **Consistent with national policy** – enabling the delivery of sustainable development in accordance with the policies in this [National Planning Policy] Framework and other statements of national planning policy, where relevant.
18. The draft IPS has also been subject to an Integrated Sustainability Appraisal (ISA) and a Habitats Regulation Assessment (HRA). Both of these environmental based assessments reviewed all of the policies within the draft IPS which led to wording changes to increase scores on the ISA scoring matrix, strengthening policies and removing ambiguity.

CORPORATE PRIORITIES AND STRATEGIC CONTEXT

Provision of affordable housing for Island Residents

19. Once adopted the IPS will be a key document in helping the Council plan for and deliver affordable housing for Island residents. It will set the thresholds for the amount of affordable housing a development site will need to provide. It also recognises that a new home that is classified as affordable under the NPPF does not, in practical terms, equal an affordable home in the context of the Island.
20. The IPS therefore proposes policies that allow for deeper discounting of new homes to make them Isle of Wight affordable (which evidence shows ranges from 70 to 50 per cent of market value, depending on the type of property) and supports a new affordable housing product called first homes, which also allow for deeper discounts to first time buyers.
21. The IPS also proposes land allocations for new homes, and all the proposed allocations are of sufficient scale to require onsite delivery of affordable homes. The adoption of the IPS will provide a greater level of certainty to developers and affordable housing providers that sites are available and expected to deliver affordable housing.

Responding to climate change and enhancing the biosphere

22. These targets have been set out in strategic policy CC1 of the Draft IPS that also includes explicit reference to the Climate & Environment Strategy as one of the key Corporate documents that will underpin planning decisions on the island. Draft Policy CC1 also notes that making planning decisions in support of the net zero targets will support and help maintain the UNESCO Biosphere designation of the island. The Draft IPS also includes Draft Policy C11 that would require all new homes to be net zero carbon.

Economic Recovery and Reducing Poverty

23. If adopted the IPS will have a positive effect in reducing the numbers of residents, and especially children, who are living in poverty (particularly those living in absolute poverty). The proposed policies of the IPS have been written to help secure the Council's aspirations as set out in a range of other plans and strategies. The land use policies of the IPS will directly and indirectly help deliver:
- the council's regeneration ambitions
 - sustainable economic growth
 - development of opportunities for investment
 - skills development

Impact on Young People and Future Generations

24. Publishing the IPS for the regulation 19 period of representation is a key step towards adopting the IPS. Once adopted the IPS will have a time horizon of 15 years, and will play a significant role in shaping the Island over that period and beyond. The way in which we plan for and manage development and growth now will have impacts on young people and future generations, and these impacts will be interrelated across the various domains of young people's lives from housing, employment or training, health and the environment.

Corporate Aims

25. The [Corporate Plan 2021 - 2025](#) sets out the administration's key areas for action, aspirations and key activities. Once adopted the IPS and its planning policies will play a key role in helping the Council achieve in its three key areas for action:
- A. Provision of affordable housing for Island residents
 - B. Responding to climate change and enhancing the biosphere
 - C. Economic recovery

26. The specific aspirations and key activities relevant to the IPS are:
- Champion the adoption of a new Island Plan based on housing targets evidenced to meet Island needs and compliant with legislation for adoption by September 2023.
 - (33) Accelerate the completion of the Island plan. The process to be followed will include meaningful engagement with residents and town and parish councils.
 - Complete all Island consultation on draft Island plan by and seek adoption through the formal process by September 2023.

27. There are also multiple aspirations that directly and indirectly link to the IPS and its policies, and these include:
28. The LGA peer review was asked 'whether the draft local plan is aligned to deliver the objectives of both the corporate plan and the council regeneration strategy'. The response to this was:

Yes, the draft local plan is aligned to deliver the objectives of both the corporate plan and the council regeneration strategy.

The draft local plan provides a means to deliver the priorities of the corporate plan. The council also needs to recognise the presumption in favour of sustainable development and the threat of government intervention if the local plan is not adopted. Without an up-to-date local plan there is a risk to delivering the corporate objectives.

- (16) Place the health and wellbeing of residents at the centre of all we do
- (18) Promote the building of affordable supported social retirement housing to ensure residents maintain their independence for as long as possible
- (22) Support Island wide digital connectivity to support Island businesses and residents
- (23) Housing that is created must be housing fit for purpose. We will prioritise truly affordable housing for Island residents, meaning housing that is not just affordable to rent or buy but affordable to live in and maintain
- (24) Wherever possible bring appropriate empty and derelict buildings back into use for affordable housing
- (35) Complete key regeneration projects to drive employment, skills and inward investment
- (38) Use available powers to deal with long term empty or derelict buildings that mar our seafront and town centre areas
- (39) Focus on regeneration our High Street and visitor economy to assist post COVID-19 recovery and growth
- (40) Promote people-oriented place planning for town centres
- (41) Support and enhance our biosphere and AONB areas. Support the active management and development of biosphere status and secure dark sky status
- (43) Commit to develop sustainable transport options with a focus on infrastructure to encourage active travel
- (44) Promote the increased use of renewable energy in all sectors
- (45) Embed both the biosphere and the climate change strategy into policy, including the Island plan.

CONSULTATION

29. The draft IPS has been through extensive public consultation and the next step is for the Cabinet to recommend to Full Council to agree the draft and agree to publish the draft plan for a period of public representation and to then submit the draft plan and representations received to the Planning Inspectorate. Full Council will then consider the recommendation.

SCRUTINY COMMITTEE

30. The Corporate Scrutiny Committee has previously established a task and finish group to consider the draft Island Planning Strategy. The task and finish group report was considered by the Corporate Scrutiny Committee at its meeting on 15 December 2021, and a response to the recommendations of the task and finish group from the Cabinet Member for Planning and Community Engagement was considered at the Corporate Scrutiny Committee on 12 April 2022. At that meeting it was resolved that the consideration of the Island Planning Strategy be deferred to a later date.
31. At the meeting on 12 April the committee requested to receive all the relevant documents more than five working days before further consideration of the draft plan to give adequate time to properly digest all the information.
32. As a result the latest draft IPS and accompanying evidence base was provided to the committee at its meeting on 12 July 2022 to enable it to consider the material and make a recommendation at its meeting on 6 September 2022. To facilitate this the committee held an informal session to discuss potential amendments on 10 August 2022, where officers provided advice on the potential amendments being considered. Please see Appendix 2 for the Corporate Scrutiny Committee report. Any recommendations that are agreed at Corporate Scrutiny on 6 September 2022 and sent on to Cabinet for consideration will provide Cabinet with further information upon which to base their recommendation to Full Council.

FINANCIAL / BUDGET IMPLICATIONS

33. There are no direct financial / budget implications in agreeing to publish the IPS for the regulation 19 period of representation. The budget is already in place to cover the costs of both the consultation and the examination process following submission.

LEGAL IMPLICATIONS

34. The process of preparing a local plan is set out in [Town and Country Planning \(Local Planning\) \(England\) Regulations](#). Regulation 19 sets out that prior to submitting a local plan to the Planning Inspectorate (on behalf of the Secretary of State) the local authority must undertake certain actions. The publication of the draft plan and accompanying documentation for a period of representation is one of these actions.
35. It is the responsibility of the Cabinet to formulate the draft plan and make a recommendation to full council as to the final form of the plan. Full Council's role is to then either accept in full the Cabinet's recommendations in final form, or refer the matter back to the Cabinet for further consideration.
36. If Full Council has objections to the plan as presented, then it must inform the Executive Leader of those objections and give instructions requiring the Cabinet to reconsider it. The Cabinet may then submit a revised plan with reasons for consideration by Full Council or inform Full Council of Cabinet's disagreement to Full Council's objections, again with reasons.
37. Full Council cannot vote through a different version of the plan until the statutory cooling off process has been followed. It is only at a subsequent meeting of Full Council that it can overrule the Cabinet's recommendations.

EQUALITY AND DIVERSITY

38. The council as a public body is required to meet its statutory obligations under the Equality Act 2010 to have due regard to eliminate unlawful discrimination, promote equal opportunities between people from different groups and to foster good relations between people who share a protected characteristic and people who do not share it. The protected characteristics are: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
39. The draft IPS has been subject to an equality impact assessment (Appendix 3) and the results can be summarised that no negative impacts on the protected characteristics are expected from the policies within the document. The Island has an ageing population and a high percentage of people with mobility problems and a greater likelihood for health problems, which in turn is placing increased demands on services. Through its policies the council wants to ensure that future development contributes to creating environments that are accessible to all generations (and associated health issues) and by doing so improve residents' health and wellbeing.
40. Negative impacts are also not expected to arise from the act of consulting on the draft IPS, and the consultation will provide the opportunity for any issues relating to equality to be raised and considered during the examination in public. Should the IPS be found sound and be considered for adoption by Full Council it will be subject to a final equality impact assessment at that stage.

PROPERTY IMPLICATIONS

41. Once adopted the IPS will contain planning policies that may be relevant to future plans for Isle of Wight Council owned property and land.
42. A number of the proposed allocations are owned by the Council. If they remain as allocations and the Island Planning Strategy is adopted there will be budgetary and place making implications on the Council. The inclusion of Council owned sites is seen to be a commitment by the local authority to its regeneration aspirations and its place making agenda.

SECTION 17 CRIME AND DISORDER ACT 1998

43. It is considered that decision of whether to publish the draft IPS or not will not have a direct implication in relation Section 17 of the Crime and Disorder Act 1998 (as amended by Police and Justice Act 2006). However, the IPS does include policies relating to design and 'designing out crime' in new development.

OPTIONS

44. It is considered that the following options are available to Cabinet:
 - (1) To agree all the recommendations of the Corporate Scrutiny Committee and amend the draft Island Planning Strategy accordingly; or
 - (2) To agree some of the recommendations of the Corporate Scrutiny Committee and amend the draft Island Planning Strategy accordingly; or

- (3) To agree the current version of the draft Island Planning Strategy (see appendix 1) without any of the changes recommended by Corporate Scrutiny Committee; and then
- (4) To recommend to Full Council that the draft Island Planning Strategy (dependant on the choice of option 1, 2 or 3) is published for the Regulation 19 period for public representation and then submitted to the Planning Inspectorate for examination; and
- (5) To recommend to Full Council to delegate any final editorial and presentational changes to the Island Planning Strategy prior to publication and submission, to the Director of Regeneration in consultation with the Cabinet Member for Planning and Community Engagement, so long as they do not materially alter the intention of the version agreed by Full Council.
- (6) To not proceed with the current Island Planning Strategy and to review the approach towards a new local plan.

RISK MANAGEMENT

45. Publishing the draft IPS for the regulation 19 period for representation is the next step to an independent Planning Inspector finding the plan sound and the Council adopting it. To minimise the risk of the plan being found unsound by the Planning Inspectorate the Council has prepared an appropriate evidence base and a draft IPS, which is considered by officers to be sound and therefore capable of being submitted to the Planning Inspectorate following the regulation 19 period for representation.
46. The draft IPS has quite rightly been considered by the Corporate Scrutiny Committee, who have recommended a number of changes to be made. If accepted some of these changes would, in the professional view of officers, increase the risk of the plan being found unsound and/or the Planning Inspector reversing some of the changes during the examination. Ultimately, however, it is for the Cabinet to make its recommendation to Full Council and it will be the Planning Inspector who determines whether the plan is sound.
47. It is considered that removing sites at this stage also presents further risks. Such a course of action may trigger planning applications being submitted for the sites in question (where there is not already a planning application submitted) and the local planning authority may have to determine the application having due regard to the 'tilted balance' and under current local plan policy. It is also a risk that the landowners of those removed sites make representations in support of their inclusion which will then be considered by the Planning Inspector, who may recommend re-instating them.
48. There is clearly also a risk of the Cabinet and/or Full Council not being able to agree a version of the plan to publish for representation and then submit. This would extend the period where the Council must have regard to the tilted balance of the policy presumption in favour of sustainable development under paragraph 11(d) of the National Planning Policy Framework (NPPF). It would also mean that the certainty a local plan can give to developers, affordable housing providers and communities would also be delayed.

49. Adopting the IPS will reset the Council's housing numbers and it is forecast that the Council will then be able to demonstrate a 5-year land supply and meet the minimum threshold of the Housing Delivery Test. Under these circumstances the Council will no longer have to have regard to the tilted balance of the presumption in favour of sustainable development under the NPPF due to not being able to demonstrate such a supply.
50. By taking the approach of accepting the standard method housing number, but then assembling a robust evidence base that demonstrates why such a figure is not deliverable on the Island helps to mitigate against the plan being found unsound. It is the view of officers, which is supported by QC advice, that this approach has a greater likelihood of success over not accepting the standard method and arguing 'exceptional circumstances'.
51. It is recognised that there may be changes to national planning policy in the intervening period between the regulation 19 stage and adoption, which could impact on the approaches set out in the IPS. Should the policy landscape change the Council may wish to not proceed with the IPS as written, withdraw it from the formal process and prepare an alternative local plan. It may also consider adopting the IPS, if it is found sound, to effectively preserve its position and begin a review of the plan (or component parts of it) to take into account new national policy.
52. Should the IPS (regardless of its content) not be progressed in a timely manner it will mean that the Council have to continue to determine planning applications having due regard to the tilted balance of the presumption in favour of sustainable development for longer. It will also mean that the Council may not achieve the Government's expectation of local authorities having an up-to-date plan by 2023, although the risk is unknown as the Government have not indicated what, if any, sanctions would be put in place on the local authority if this is not achieved.
53. Without an adopted IPS the Planning Committee and Planning Officers of the local planning authority will have to continue to use the policies of the current Core Strategy (where they are not considered out-of-date), which was adopted in 2012, to determine planning applications. This means not being able to use the new policies of the IPS, which have been specifically designed to address key issues now being faced on the island such as affordability of new homes, tackling climate change and ensuring community engagement in the development process at the earliest opportunity.
54. Whilst not proceeding with the IPS and reviewing the approach is certainly an option available, it has the potential to combine all the risks identified above and to introduce further new risks such as significant and currently unbudgeted costs associated with compiling a new evidence base. It could also impact on the Planning Policy Team delivering other (either programmed or required by law) documents such as the Waste and Minerals Plan Development Plan Document and the Local Nature Recovery Strategy.

EVALUATION

55. The risk of Cabinet and/or Full Council not being able to agree a plan to publish for public representation and submission to the Planning Inspectorate may be mitigated against by the draft plan being modified in accordance with the recommendations of the Corporate Scrutiny Committee. This mitigation does, however, generate a new and different risk to the plan ultimately being found sound. By changing the plan in

this way it is considered that the plan, its spatial strategy towards development and its evidence base will not be as robust and therefore there is a greater risk of the plan being found unsound than if the sites were retained, and as a result the content of the plan may end up being revised during the examination process.

56. The risks associated with the approach of option 1 (and 2) need to be considered against the risks of taking option 3 forward. Whilst officers are of the opinion the current version of the plan gives the greatest likelihood of success at examination, it is recognised that this version of the plan needs to have the support of both Cabinet and Full Council. Such a situation is likely to generate further delays whilst resolution is sought, therefore increasing the risk of further speculative development under the current planning policies whilst having due regard to the NPPF's tilted balance.
57. Option 6 would mean the Council would be without an up-to-date plan for longer and the risks associated with that are documented above.
58. However, it is recognised by officers that at this stage, given the complexity of the issues and processes and the number of potential scenarios involved there is a difficulty in quantifying the range of risks with a sufficient level of certainty. As such it is also recognised that Cabinet and Full Council may consider the most appropriate route forward, in light of the LGA peer review recommendations and the Corporate Scrutiny Committee process, to be agreeing to the changes recommended by the Corporate Scrutiny Committee and to test the content of the plan through the period of public representation and the examination process.

APPENDICES ATTACHED

59. Appendix 1 - Draft Island Planning Strategy
Appendix 2 - Corporate Scrutiny Committee report
Appendix 3 - Equality impact assessment

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Island Planning Strategy




Regulation 19 version

Temporary front cover

Please note that final formatting and graphic design will occur prior to publication

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Island Planning Strategy Section 1: Introduction

- 1.1** Planning contributes to the achievement of sustainable development through its economic, social and environmental roles:
- a social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and
 - an environmental role – contributing to protecting and enhancing our natural, built and historic environment (the island is designated as a UNESCO Biosphere Reserve); and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.
 - an economic role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure.
- 1.2** On the Isle of Wight balancing these three roles is often challenging due to the unique set of circumstances within England that the Island experiences. The Isle of Wight Council has set out a clear vision for the future of the Island in the Corporate Plan together with the Regeneration Strategy ([Regeneration Strategy 2019 by Isle of Wight Council - issuu](#)) and Climate and Environment Strategy. The Island Planning Strategy will be the document that sets out in land use terms how the council will achieve its vision.

The Local Plan

- 1.3** The planning system in the UK is plan led, with policies taking account of Government guidance that is set out in the National Planning Policy Framework (NPPF) and National Planning Practice Guidance. All development proposals are expected to comply with local plan policies.
- 1.4** To ensure that its planning policies are up to date, the council is reviewing the Island Plan Core Strategy 2012 together with the work undertaken on draft area action plans (for the Medina Valley, Ryde and The Bay). The first draft of the Island Planning Strategy (IPS) was published for public consultation in December 2018, with a second Draft IPS published for consultation in July 2021, both of which were 'Regulation 18' versions of the local plan. This Island Planning Strategy is the final version of the plan that the Council believe represents a 'sound plan' and after a period for public representation under Regulation 19, will be submitted to the Secretary of State for independent examination. Once it has been through the examination process and is formally adopted, the IPS will replace the Island Plan Core Strategy and form the main part of the local plan for the island.
- 1.5** The Island Planning Strategy also provides a strategic policy framework to guide the development of Neighbourhood Plans. Neighbourhood Plans play an important role in shaping a local area and take precedence over non-strategic local plan policies once they are made.
- 1.6** The local plan for the Isle of Wight will be made up of the following documents:
- **The Island Planning Strategy** – sets the overall strategic direction for the Local Plan and includes strategic policies, allocations for a range of land uses and development management policies.
 - **Gypsy, Traveller and Travelling Showpeople Allocations** - in line with national policy this will allocate specific sites to meet the evidenced requirements of the gypsy, traveller and travelling showpeople communities.
 - **The Island Planning Strategy Waste and Minerals** – will deal with waste and minerals issues on the Island. Following the adoption of the Island Planning Strategy, the Island Plan

Island Planning Strategy Section 1: Introduction

Core Strategy policies relating to waste and minerals will be saved until they are replaced by the Island Planning Strategy Waste and Minerals document.

- 1.7** The local plan, along with relevant neighbourhood plans, form a collection of plans and policies that are collectively known as the `development plan`. All planning applications will be determined in accordance with the development plan unless material considerations indicate otherwise. As well as Neighbourhood Plans, local communities can still produce other types of community led plans e.g. Place Plans, Parish Plans and Village Design Statements (VDSs) which reflect local character and identity. Whilst not being a `statutory` part of the development plan, the council is committed to the concept of locally appropriate development which enhances local character and distinctiveness and is keen to work with local people in the production of these documents, primarily through our Regeneration team.
- 1.8** It is important to set out that any planning application submitted should consider all relevant policies of the Island Planning Strategy. While the plan has sought to avoid a lot of cross-referencing within policies, it is acknowledged that many of the policies in the plan are interlinked and therefore no one policy should be considered in isolation.

Integrated Sustainability Appraisal and Habitats Regulation Assessment

- 1.9** The IPS has been assessed by an Integrated Sustainability Appraisal (ISA), which combines the Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA). The ISA is an effective way to ensure that sustainable development principles are considered during the plan making process. By assessing plan policies against a broad range of SA objectives, the appraisal process exposes strengths and weaknesses of a policy, which can help to develop recommendations for its improvement. As well as helping to enhance the policy, the appraisal process also provides a basis for discussion between stakeholders around a shared set of objectives. The outcomes of this ISA process are incorporated into this version of the IPS.
- 1.10** A Habitats Regulation Assessment (HRA) has reviewed the policies of the IPS to see if they are likely to have significant effects upon European sites of nature conservation interest. The UK is obliged to continue to screen effects on the European Sites of Nature Conservation until changes are made to UK law. The purpose of HRA is to see whether any policies were identified as requiring appropriate assessment, primarily due to potential in-combination impacts, and if so what mitigation measures may be required. The outcomes of the HRA are incorporated into this version of the IPS.

Background documents and other plans and strategies

- 1.11** The Island Planning Strategy is accompanied by a policies map and a collection of background evidence base documents that inform, support and explain the background to the content of the IPS. The IPS has been prepared to positively shape development and to give a clear policy framework that provides clarity and certainty for all.
- 1.12** The Island Planning Strategy has considered other relevant strategies and plans, and will contribute to achieving them, particularly:
- `Inspiration Island` – Isle of Wight Regeneration Strategy (June 2019, IWC)
 - A vision to increase Economic & Social Wellbeing of the Isle of Wight (2018, IOW Chamber of Commerce, supported by IWC)
 - Health and Wellbeing Strategy
 - Local Care Plan
 - Delivering Better Education action plan
 - Housing Strategy (IWC, 2020)
 - Island Independent Living Strategy (2017, IWC)
 - Economic Development Action Plan 2015-2018 (2015, IWC)
 - Island Transport Plan (2011-38)
 - Emerging Local Transport Plan 4

Island Planning Strategy Section 1: Introduction

- Climate & Environment Strategy
- The South Marine Plan
- Place Plans, Parish Plans and Village Design Statements

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The Island

- 2.1** The Isle of Wight covers an area of 147 square miles, with a coastline that runs for 57 miles. The Island is separated from the mainland by the Solent, but is connected to the ports of Lymington, Southampton and Portsmouth by passenger and vehicle ferries. Although physically separated from the mainland, the Island influences and is influenced by the wider sub-regional, regional, national, and international context.
- 2.2** The Island features a wide variety of natural, rural and urban landscapes. Over 50% of the Island is designated as an Area of Outstanding Natural Beauty (AONB) and 28 miles of coastline is designated as Heritage Coast. In addition, the Island also includes three estuaries, the Western Yar, the Medina and the Eastern Yar and a high number of internationally, nationally and locally important nature conservation sites.
- 2.3** The Island is also home to a rich variety of important habitats and species, some of which are unique to the Island or are thriving due to the protection given to them by the Solent. The Island's biodiversity is very special, with key species, such as red squirrel, dormouse, bats, Glanville Fritillary butterfly, Field Cow Wheat, Early Gentian and Wood Calamint flourishing. All of the above landscape features and species contribute to the designation of the Island as a UNESCO Biosphere Reserve.
- 2.4** Even though 84% of the Island is rural, there are a wide range of settlements across the Island, most of which have their own design and character. Many of the settlements have historic cores and there are currently 36 designated Conservation Areas and just over 2,500 listed buildings.
- 2.5** Over 60% of the Island's residents live in Newport, Cowes, East Cowes, Ryde, Sandown and Shanklin. Freshwater, Totland and Yarmouth are the main settlements to the west of the Island and Ventnor is the largest town on the south coast. Outside of these main settlements there are around 30 villages and hamlets. Some of the larger villages provide services and facilities to surrounding villages and hamlets. Newport is the County Town of the Island and is the main employment centre, with the majority of public sector employers based there (IW Council, HM Prison and the Primary Care Trust).
- 2.6** The Island is a centre for both the arts and the sciences, with a long list of residents and visitors being inspired here. Robert Hooke, Alfred Lord Tennyson, John Nash, Guglielmo Marconi, Sir Christopher Cockerell, Anthony Minghella, Alfred Noyes, Julia Margaret Cameron and John Keats, to name but a few. The Island has also seen the development and testing of Britain's space rockets, the world's first hovercraft and the world's first radio station.
- 2.7** The Island's visitor economy is strong with 2.16 million visitors in the 12 months to December 2019, spending over £270million (Isle of Wight Visitor Monitor 2020). The Island hosts a range of festivals and events, including the world-renowned Cowes Week, which is the longest running sailing regatta in the world and the Isle of Wight Festival, revived after the 'last great event' of 1970, which attract many thousands of people to the Island.

The issues we face

- 2.8** One of the key benefits of previous consultations on the Island Planning Strategy was that it enabled the Council to collect a great deal of information on the issues that Island residents feel most affected by. Whilst the Island Planning Strategy cannot solve all of the issues on the Island, it is important that the policies within it are shaped by a strong sense of helping to address the problems and maximise the opportunities that Island residents have told us about.
- 2.9** There are some fundamental issues that the Island Planning Strategy has to address, and these include protecting our precious environment and landscape, ensuring the health and wellbeing needs of the community are provided for in the design of new buildings and spaces, making sure enough land is set aside to build the houses that we need and providing sufficient sites to allow new jobs to be created.

Island Planning Strategy Section 2: The Island and the issues we face

- 2.10** We have split the IPS into 6 main topic areas and will now set out some of the key characteristics, issues and questions within each, before Section 3 of the plan provides three key strategic policies for the island and an overview of what the detailed policies in the IPS are aiming to do to address some of these issues.

Environment

- 2.11** The Isle of Wight has a distinct environment with a wide variety of natural, rural, built and historic landscapes and features. The whole Island has been designated as a UNESCO Biosphere Reserve for its environmental significance. The Island has a range of nationally and locally important heritage assets. There are sites of internationally important geology and the Island is home to a rich variety of important habitats and species, with 70% of the Island protected by UK or European designations. The Island includes countryside and coastline with significant nature conservation interest. The chalk grasslands, maritime cliff slopes and estuaries are particularly important, not only in a local context, but also on a regional, national and international scale.
- 2.12** These designations and the quality environment they protect limit the locations that can be considered for new development and therefore shapes settlement growth patterns and character. It means that proposals for new development need to pay particular attention to the requirement for protecting the integrity of European designated sites and maintaining the Biosphere Reserve status.
- 2.13** The Island is a special place and is valued by those who live and visit here. The quality and attractiveness of its natural and built environment, and the historic nature of these, is a major factor when considering why people choose to live here. It is also one of the prime reasons why people visit the Island, thereby directly contributing to the local economy and employment. The physical setting of the Island, with its constantly evolving coastline and changes being experienced as a result of climate change, present a combination of risks that are being addressed, from a land-use planning perspective, through the Island Planning Strategy.
- 2.14** While much of the Island can be considered stable in terms of land movement, there are localised areas, extensively along the south coast of the Island, that are susceptible to ground movement. This is due to a combination of the Island's geology, coastal processes, rainfall and human influence. Similarly, the majority of the Island is free from flood risk associated with the sea or watercourses, but again due to a combination of geomorphology, geology and weather events, there are areas at increased risk of flooding from these sources.
- 2.15** Parts of the Island have a long history of flooding and coastal erosion, pre-dating human influence. Many settlements on the Island have evolved from small-scale beginnings on sites located in areas vulnerable to flooding and erosion, such as by the coast or an estuary. This historic settlement pattern is now faced with the new challenges of rising sea levels and increased storm and rainfall events.
- 2.16** The balance between protecting the environment and allowing development that benefits the Island and its economy is a fundamental issue for the Island, as the two are intrinsically linked. Both the environment and the economy are sensitive to each other and changes in approach to one may have significant implications (both positive and negative) on the other.

Community

- 2.17** The Isle of Wight's resident population over the fourteen years between 2005 and 2019 increased to 141,538 people, a net growth of 2.3% since 2011. This was driven by an expansion in the number of residents aged 65 and over with those aged under 65 decreasing over the same period. The Island's current population (27.76% residents aged 65 and over) is proportionally older than both the South East and England average (19.29% and 18.18% respectively). The average age on the Isle of Wight is 46 years, putting it in the oldest 20% of local authority areas nationally and significantly older than the average age in local authority areas within the sub-region.

Island Planning Strategy Section 2: The Island and the issues we face

- 2.18** This pattern is projected to continue. Between 2020 and 2038, the population aged over 65 is forecast to increase by 45.2%, equivalent to an additional 18,550 people. The increase in migration to the Island in the older age groups (65 to 79 in particular) is becoming more marked over time, with more than three times as many arriving on the Island in 2016 than in 2012. However, the working age population on the Island is forecast to continue to decline by a further 4,800 during the same period to 2038; with those aged 0-15 expected to also decline by 2,600 by 2038 (Statistics source: ONS 2018 based subnational population projections).
- 2.19** These patterns and the rate at which they are maintained or alter may place additional demand and costs on local public services, or alternatively could create opportunities. The age distribution of residents has positive implications for long-term economic activity rates and spending power (with a higher younger profile) or potentially negative impacts on current and future social care resourcing (with an older or aging population) and the sustainability of the Island community.
- 2.20** Whilst the Island has long been one of the UK's most popular holiday destinations for people of all ages, those of working age are often in seasonal, low paid jobs. There is a 'brain-drain' of young, educated people with a net outflow of age 15 to 29 year olds as young people leave for higher education and others for employment and career opportunities, and a net inflow at age 30 and above as people return to raise their families or older people retire here.
- 2.21** The Isle of Wight is ranked 109 on the overall measure of multiple deprivation out of 326 local authorities where 1 is the most deprived. Ryde North East and Pan B (Newport) are within the 10% most deprived areas in England. Locally, child poverty levels are in line with national figures with one in five (20.7%) of all children on the Isle of Wight classed as being in relative poverty (21.2% of under 16's). This is higher than the South East figure and is an increase of 585 children on 2013 numbers.
- 2.22** The population of the Island shows an ageing demographic profile with significant levels of chronic disease. The Joint Strategic Needs Assessment (JSNA) identifies that 1.4% of Island residents aged 65 years or over, has been diagnosed with dementia. The national average is 0.7%. By 2030 4,232 individuals on the Isle of Wight are predicted to have dementia. This will equate to just under 9% of the population aged 65 years or over and 45.5% of the population aged 85 years old and over.
- 2.23** The Isle of Wight Council permanently admitted 21.2% more people aged 65 years or over into residential and nursing care compared to comparable authorities; and 11.3% more than the national average. A lack of suitable alternative accommodation is felt to be one of the reasons behind these statistics.
- 2.24** Public Health report that 80% of hospital bed days at St Mary's Hospital are used by patients over the age of 65; and 50% of bed days are used by patients over 80 years old. Increasing the provision of Independent Island living, which could include the provision of housing with around the clock care and support will enable people to return to the comfort of their home to convalesce and live secure, fulfilled lives into their old age.

Growth / Housing

- 2.25** The delivery of new housing on the Island is one of the most challenging issues that the local plan has to address. Since the adoption of the Island Plan Core Strategy in March 2012, there has been a significant shortfall in the delivery of housing against the identified annual housing number in the Core Strategy, as shown in Figure 2.1. Monitoring indicates that there seems to be a long term 'ceiling' to the delivery of housing on the Island of around 500dpa, as delivery has averaged 373 dwellings per annum (dpa) since adoption of the Core Strategy (9 years). Longer term averages are 378dpa (last 10 years), 490dpa (last 15 years) and 491dpa (last 20 years).

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Year	12/13	13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21	Total
Homes required	520	520	520	520	520	520	520	520	520	4680
Actual homes built	409	410	396	417	321	360	350	253	445	3361
Shortfall										-1319

Figure 2.1 Housing completions on the Isle of Wight since Core Strategy adoption

- 2.26** Most significant is the acute decrease in the delivery of affordable housing, as defined by the NPPF ([Annex 2: Glossary - National Planning Policy Framework - Guidance - GOV.UK \(www.gov.uk\)](#)). Whilst 2020/21 saw the highest number of affordable homes completed for years (138) in 2019/20 just 6 affordable housing units were delivered. For 2018/19 none were delivered, in 2017/18 it was 18 units, 2016/17 it was 34 and 35 in the monitoring year 2015/16. There are now over 2,400 individual households on the housing register in the four most urgent categories of need. With around 300 re-lets per year, it is clear there is a greater need than is being met within the current housing stock.
- 2.27** The under delivery of housing highlighted in Figure 2.1 and an inability to demonstrate a 5 year housing land supply has meant that since 2018, the council has been making planning decisions under the ‘presumption in favour of sustainable development’, which is the planning ‘sanction’ the Government apply to local planning authorities where insufficient housing is being delivered when measured against the Government housing number for the Island. Therefore the adoption of the Island Planning Strategy, with an Island realistic housing number, will enable the LPA to eventually move away from the presumption and regain more precise control over decision making in line with all of the policies in this plan.
- 2.28** This lack of supply has affected many groups within the local community and there is an increasing proportion of Island residents who find that they are unable to purchase a home for the first time, particularly working age islanders, where median annual average earnings are £26,165. Property prices, although cheaper than many areas of the South East remain unaffordable for many local households. The affordability ratio of average house prices to average earnings on the Island in 2021 is 10.0, based on an average house price of £245,938. This compares to affordability ratios in Portsmouth and Southampton of 7.91 and 7.01 respectively and has risen sharply on the island by 24% in the last 12 months.
- 2.29** Rental levels are also challenging on the Island, based on the assumption that a household should spend no more than 30% of their income on housing. This has seen the number of households in need of an ‘affordable home’ on the Island increase significantly. The lack of affordability also contributes to overcrowding, and across the Island 3% of households are classified as overcrowded with the greatest number of such households being located in Ryde.
- 2.30** The Council has investigated the reasons why delivery of housing appears to be constrained and analysis of the evidence suggests that there is not one single overriding issue or limiting factor, instead it is a combination of factors acting at the same time, magnified by the physical severance of the Island from the mainland. Some of the current factors identified as contributing to this under delivery are:
- affordability of housing stock to Island residents;
 - limited existing profitability of building at scale on the Island;
 - lack of construction skills;
 - extra cost of importing materials and skills;
 - lower returns on investment and unrealistic land values;
 - higher risk and inability to secure funding;
 - limited appropriate land (over half the Island is designated AONB);
 - limited Island infrastructure;
 - a small standalone housing market area that is very sensitive to changes in supply/demand

Island Planning Strategy Section 2: The Island and the issues we face

- 2.31** Underpinning all the evidence is the simple fact that the Isle of Wight as a place operates in different circumstances to mainland UK and has a unique housing market that requires a bespoke approach to housing need and allocation. The Isle of Wight is recognised as a standalone housing market area by neighbouring authorities in the Partnership for South Hampshire (PfSH). There are no adjacent authorities sharing land boundaries where 'unmet need' could easily be distributed to, there are no strategic sites overlapping administrative boundaries and major national housebuilders do not see the Island as a consistently viable development or land promotion opportunity – The Solent that separates the Isle of Wight from the mainland has a fundamental and demonstrable impact on the level of housing that is delivered on the Island.
- 2.32** The IWC is positive about development, wants to see it happen on the Island in the most sustainable locations and sees the delivery of housing as essential in helping to tackle the lack of truly affordable dwellings. However, this approach requires an appreciation that development won't be at the scale that the government expect through the objectively assessed need derived from the standard methodology as it simply cannot be delivered. The national approach provides the starting point for determining the level of need for the area, and it is only after considering the constraints to achieving this, including the unique housing market faced by the Island, that the decision on how many homes should be planned for is made.
- 2.33** The Island Planning Strategy is therefore planning for less homes than the Government expect, which in simple terms would address one of the key themes raised by Island residents in previous consultations. However, we also know that many Island residents believe there is no need to build any more houses on greenfield land and that there is more than enough brownfield land to build houses on. The simple fact is that this is not the case.
- 2.34** On the Island, there are approximately 60 hectares of brownfield land currently on the brownfield register, with capacity for around 1,500 homes, and over 600 of these already have planning permission. This has to be viewed against the 2,400 individual households in most urgent need of an affordable home on the Island housing register.
- 2.35** The Council also undertook a Brownfield Sites Capacity Study in 2021 to ask members of the public, town and parish councils, agents and landowners to tell us about any brownfield land they know of and think is available for development on the Island. Of the 84 sites submitted during the study, 25 were already on the brownfield register or known to the council through the previous IPS consultation, 45 were too small (under 10 units) or inappropriate for housing due to site specific constraints and of the remaining 14 that were investigated further, 2 sites with a yield of around 75 units have been included in the IPS. Whilst there is a clear national and local preference to use brownfield land for development, and this is set out in policies in this document, some greenfield land is needed for development to help provide enough houses so that affordable housing issues can start to be addressed on the Island.
- 2.36** A good mix of market housing is also needed to meet the aspirations of all residents by providing a variety of sizes, types and locations supporting the provision of quality education and health services. Poor quality services deter higher income groups but delivering attractive housing may encourage professionals working in these sectors to move to and stay on the Island.
- 2.37** As the country starts to move on from the pandemic, working and living patterns may change. The Island has the potential to attract professionals and higher income groups choosing to live on the Island as working patterns become more flexible. Introducing their professional skills and spending power will support the provision of, and improvement to, services and improve the prosperity of the Island. However, in order to encourage residents to move to and stay on the Island we need to improve the supply of aspirational housing. This will not only involve providing sites for larger and/or higher specification dwellings but will also require enhancements to the environmental quality of the area and the provision of good quality services. Achieving this balance of addressing both acute affordable needs and aspirational needs within a housing market that has historic and consistent restricted delivery will be a challenge, whilst still addressing the environmental aims of the plan.

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- 2.38** By reviewing its planning policies and position on housing, the council wishes to give the clearest possible direction to the prime focus of the local plan which is delivery of housing in the right places with the right level of infrastructure to best meet the Island's needs.

Economy

- 2.39** The Isle of Wight's economy has performed reasonably strongly in recent years, including growth in a number of specialist higher value sectors particularly where the Island benefits from the presence of leading international businesses. However, it faces challenges as productivity levels are generally below the mainland, with lower wage levels, lower educational attainment and skills levels. Many employment opportunities are seasonal and there is an over reliance on the public sector as a key supplier of job opportunities. As with the rest of the country, the Island needs to recover from the economic impacts of the pandemic.
- 2.40** The Island population is increasing, mainly amongst older age groups, with the working age population (16-64 years) accounting for 57% of the Island's population and falling. This compares to the Great Britain average of 63%. Economic activity and employment rates are lower than the Great Britain average. Overall, the Island labour market is relatively self-contained with most residents working locally and limited numbers of outbound and inbound commuters to and from the mainland.
- 2.41** Physical separation of the Island from the UK mainland is reported to have a negative effect on the Island's economy, not least through the 'Island premium' which represents the additional cost of conducting business on and with the Isle of Wight. This premium not only encapsulates higher transportation costs, but also the limited opportunities for optimal economies of scale, due to reduced competition and the size of the market.
- 2.42** In 2019 the largest sectors, by employment, were health & social work (17.6%), wholesale & retail (15.7%), food & accommodation (15.7%), manufacturing (8.8%), education (7.8%) and administration (6.9%). Agriculture is one of the smallest sectors (2%) and has been declining in employment. However, the Island has a particularly strong GVA output from the agriculture, utilities and hospitality sectors. The local economy is largely characterised by lower value undertakings, with higher-value sectors such as communication, information technology and financial services being less well represented.
- 2.43** The Regeneration Strategy sets out some key Island responses to some of the challenges faced, including increasing the average wage to £600 per week by 2027, providing access to full fibre gigabit connectivity across the Island and improving the range and quality of business premises making it a place that is attractive to invest in. The Island does have a number of opportunities which it can look to exploit in helping to improve its overall economy and meet these challenges.
- 2.44** It is home to some world class businesses such as Gurit, MHI Vestas, BAE Systems and GKN which have all contributed to the Island's reputation as a centre of excellence for composite technologies and advanced manufacturing, especially in the marine and maritime sectors. The opening of Centre of Excellence for Composites, Advanced Manufacturing and Marine (CECMM) in September 2017 allows young Islanders to develop the relevant skills and educational qualifications to grow the skills base required by these world class organisations.
- 2.45** While the legacy of maritime engineering is strong, there are a number of other key sectors that support the economic engine of the Island. Tourism and all its associated industries account for 20% of the GVA and with an ever-ageing population, the care industry is growing rapidly.
- 2.46** The Island benefits from an entrepreneurial culture with micro businesses (with five or fewer employees) accounting for 82% of local business. Excellent quality of life, good broadband connectivity and easy access to London and the South East means more people are choosing to live on the Island and locate their enterprise here or commute back to the capital and surrounding areas, a pattern that appears more popular as working and social patterns change as a result of the pandemic.

Island Planning Strategy Section 2: The Island and the issues we face

- 2.47** The overall value of the local economy measured in £ per capita, is well below the Solent and UK averages, reflecting the lower proportion of working age residents and the value each job generates as suggested by qualifications, occupation and earnings data. GVA per capita on the IOW stands at £20,000 compared to nearly £25,000 in the Solent area. Average earnings for individuals working on the Island are at a level of 80% of those across the South East. Crossing the Solent is perceived as a barrier to the economic growth and regeneration of the Island.
- 2.48** The Island's employment base has grown over recent years, increasing at a similar rate to the Solent. Employment growth has been driven by a variety of sectors including those that the Island has traditionally been strong in (e.g. accommodation and food services) and others which it is less known for (e.g. real estate). Overall, workforce productivity is lower in comparison to the mainland and needs to be improved.
- 2.49** Forecasts from Oxford Economics (pre-pandemic) indicate that employment on the Isle of Wight is expected to increase by 4,600 jobs between 2015 and 2036, a growth rate of nearly 8% which is broadly similar to the LEP average. Most growth is anticipated in health and social care, admin and support services, construction and recreation, reflecting both the ageing population trend and tourism sectors. More traditional sectors such as manufacturing and agriculture are expected to decline in overall terms.

Transport

- 2.50** The Island is unique within the UK with all mainland links provided by private sector companies, with no public service obligation and/or no community-based service level agreement. The Island is linked to the mainland by six cross-Solent routes, three of which carry both vehicles and foot passengers and three operate only for foot passengers. In 2019, approximately 4 million passengers used ferry services to access the Island, generating an estimated £296m contribution to the local economy. 5.5% of Island residents in employment rely on ferries for daily commuting to the mainland to jobs in London, Portsmouth, Southampton and the surrounds. Conversely only an estimated 3.7% of Island jobs are filled by mainland residents who commute to the Island.
- 2.51** As an island, it benefits from not being driven through as part of a longer, onward journey. This means that there is no through traffic. Instead, the Island experiences seasonal variations due to tourism-related traffic, especially in the summer months.
- 2.52** The location of the major settlements - with Cowes to the north, Ryde to the north-east, Sandown/Shanklin/ Ventnor to the south-east and Freshwater to the west – means the road network resembles the spokes on a wheel, with Newport at its “hub” joined by spokes to each settlement and each settlement in turn linked to one another by the rim, – often a coastal road. The layout and location of the road network brings a range of challenges, particularly at Newport where all roads meet - and on the coast where some sections of road, such as the Military Road on the south-west coast, are under threat from land instability and increasingly from climate change and a resulting rise in sea level.
- 2.53** There are attractive travel routes for walkers and cyclists across the Island. The Island has 517 miles of public rights of way linking towns and other settlements giving access to the countryside and coast. There are over 200 miles of cycle routes with dedicated off-road cycle routes. This is recognised as part of the National Cycle Network with routes linking Cowes and Newport, Newport to Sandown, Ryde to Newport and Yarmouth to Freshwater. There are two small airports at Bembridge and Sandown though these are for light aircraft only.
- 2.54** The Island benefits from the Island Line railway, connecting Shanklin to Ryde Pier and mainland connections beyond. The line is currently in the process of being upgraded with a new passing loop and refurbished rolling stock, together with a number of station upgrades. The bus services on the Island are run by Southern Vectis, with regular services connecting the majority of the settlements and providing key interchanges between modes, for example at Ryde Interchange.
- 2.55** The IPS will work alongside the Local Transport Plan and Climate and Environment Strategy to ensure opportunities to provide a transport network that is linked to achieving greater sustainability and better movement are taken.

Isle of Wight Council Corporate Priorities and Aspirations

3.1 Having provided an overview of the Island and set out the challenges we know the Island faces from talking to residents and gathering evidence, it is important to represent those challenges in a logical and attainable vision. The Isle of Wight Council published a Corporate Plan [Viewing Document: Corporate Plan 2021-2025 \(iow.gov.uk\)](https://www.iow.gov.uk/corporate-plan-2021-2025) in late 2021 that sets out strategic priorities and direction for the Isle of Wight Council as a whole. These strategic priorities are set against the clear aim of working together openly and with communities to support and sustain the island economy, environment and people.

3.2 The Corporate Plan outlines that as a result of the actions of the Council:

'We want the Isle of Wight to be a place where everyone:

- 1. can develop their skills and fulfil their potential;**
- 2. is part of the community and enjoys good health;**
- 3. enjoys the benefits of a green and thriving economy;**
- 4. understands the work of the council and the challenges it faces.'**

3.3 To ensure consistency throughout the council's key plans and strategies, this corporate vision will underpin all Council documents, including the Island Planning Strategy. The Corporate Plan also sets out three key areas of action, together with fifty one specific aspirations spread across all eight portfolio areas. The three key areas of action are:

- Provision of affordable housing for Island residents;**
- Responding to climate change and enhancing the biosphere;**
- Economic recovery**

3.4 Some of the relevant aspirations are reproduced below and in combination with the key areas of action these will help inform a set of strategic policy priorities for the Island Planning Strategy.

- ✓ Embed both the biosphere and the climate change strategy into policy, including the Island plan;**
- ✓ Support and enhance our biosphere and AONB areas. Support the active management and development of biosphere status and secure dark sky status;**
- ✓ Commit to develop sustainable transport options with a focus on infrastructure to encourage active travel;**
- ✓ Promote the building of affordable supported social retirement housing to ensure residents maintain their independence for as long as possible;**
- ✓ Housing that is created must be housing fit for purpose. We will prioritise truly affordable housing for Island residents, meaning housing that is not just affordable to rent or buy but affordable to live in and maintain;**

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- ✓ **Wherever possible bring appropriate empty and derelict buildings back into use for affordable housing;**
- ✓ **Use the recent brownfield site data to identify housing opportunities;**
- ✓ **Only develop greenfield sites when absolutely necessary (in respect of greenfield sites not already allocated in the IPS);**
- ✓ **Complete key regeneration projects to drive employment, skills and inward investment;**
- ✓ **Use available powers to deal with long term empty or derelict buildings that mar our seafront and town centre areas;**
- ✓ **Focus on regenerating our High Street and visitor economy to assist post COVID-19 recovery and growth;**
- ✓ **Promote people-oriented place planning for town centres**

3.5 As a result, three overarching strategic policies have been included in the Island Planning Strategy that reflect the corporate aspirations and also many of the comments received during the two public consultation exercises carried out on draft versions of the IPS in 2018 and 2021. These policies cover **Climate Change (CC1)**, **Affordable Housing (AFF1)** and **Infrastructure (INF1)** and all development coming forward during the plan period will be expected to align with these overarching strategic policies.

Climate Change



3.6 On 24 July 2019 the council declared a climate emergency and committed itself to working towards achieving net-zero carbon status for the Isle of Wight by 2030. Following further work the Climate and Environment Strategy was published in late 2021 and revised these targets to be net-carbon zero as a Council by 2030, across the school estate by 2035 and as an Island by 2040. Each target date must primarily focus on reducing emissions to minimise the amount of offsetting required. An action plan has been prepared to guide the work needed to achieve these targets.

3.7 The targets within the Climate and Environment Strategy will not only help the council to tackle the climate emergency, but also to help in meeting the council's wider priorities of preserving our environment, delivering economic growth, protecting our community, and planning for our future needs as set out in the Corporate Plan. The Climate and Environment Strategy and action plan will be supported by the Mission Zero Hub, which is currently under development. The work of the Mission Zero Hub will be closely integrated with maintaining the Isle of Wight Biosphere status.

3.8 Supporting the biosphere is one of the three key actions set out in the Corporate Plan. 'Biosphere' is the living surface of our planet, made from the land, the sea, the air we breathe and the energy from the Sun. UNESCO Biosphere Reserves are some of the best examples where communities have found ways to resolve the conservation of ecosystems with their ongoing sustainable use. There are over 700 UNESCO Biosphere Reserves in 120 countries

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including 20 transboundary sites

- 3.9** In 2017, working with partner organisations across the Island, the Isle of Wight Area of Outstanding Natural Beauty Partnership led the bid to achieve UNESCO Biosphere Reserve status for the Isle of Wight. After being endorsed by the UK Government and following submission of a nomination to UNESCO in Paris in September 2018, UNESCO designated the Isle of Wight a Biosphere Reserve on 19 June 2019 (www.iwbiosphere.org).
- 3.10** The Corporate Plan sets out that a Biosphere Steering Group is to be created, drawn from all relevant sectors of the Island including representatives of the environment, business, art & cultural and wellbeing communities. The role of the Biosphere Steering Group will be to steer and advise the council in the development of decisions, policies and service plans to translate and embed Biosphere objectives and priorities into the working of the council. This will directly support the Corporate Plan aspiration to embed the Climate and Environment Strategy and IW Biosphere into policy, including the Island Planning Strategy.
- 3.11** The Isle of Wight UNESCO Biosphere Reserve (IW Biosphere) confirms that the Isle of Wight is recognised as an example of where local communities have found a way to live sustainably within their local ecosystems. UNESCO is the United Nations Educational, Scientific and Cultural Organization. This means that the IW Biosphere designation directly connects the Island to the work of the United Nations and crucially to the delivery of the seventeen Global Goals for Sustainable Development by 2030, set out in the diagram below.



- 3.12** Paragraph 7 of the NPPF sets out that one of the key purposes of the planning system is to contribute to achieving sustainable development, which is defined as *'meeting the needs of the present without compromising the ability of future generations to meet their own needs.'* As noted in paragraph 1.1 of the IPS, to achieve sustainable development there are three overarching objectives (economic, social and environmental) that should be delivered through the preparation and implementation of plans. There is clear overlap and synergy between the seventeen Global Goals for Sustainable Development and these three objectives enshrined in national planning policy, demonstrated by paragraph 7 of the NPPF including mention of the Global Goals. The policies and sections of the IPS identify some of the Global Goals that they will try and address.
- 3.13** Given the fundamental importance that the environment will play in the islands ability to tackle climate change and achieve carbon net zero, as well as helping to maintain the IW Biosphere designation that showcases the environmental benefits of the island, strategic policy **CC1** below sets out how climate change must be considered by all development coming forward on the island. The health and wellbeing of our community will be directly affected by how the council and the island responds and adapts to a changing climate.

CC1: Climate Change

Strategic

The Council has committed in the Climate & Environment Strategy to be net-carbon zero as a Council by 2030, across the school estate by 2035 and as an Island by 2040.

To achieve this the Council will support proposals that deliver social, economic, environmental and cultural development in a sustainable way that balances the needs of people and the environment.

Such proposals will help support the Isle of Wight UNESCO Biosphere designation and the policies of the Island Planning Strategy will help to identify, understand, protect and invest in the island's natural and cultural assets.

The Council will actively use these assets to shape a better, healthier, more resilient and more sustainable Island life.



Affordable Housing



3.14 One of the three key areas for action in the Corporate Plan is to provide affordable housing for island residents, and historic delivery (or rather the lack of it) demonstrates that this is an acute issue that needs addressing. The table below shows the number of affordable properties delivered in the last 6 years on the island.

Year	Total new homes completed	Affordable homes (AH) completed	% of completions as AH
2020/21	445	138	31%
2019/20	253	6	2.4%
2018/19	350	0	0%
2017/18	360	18	5%
2016/17	321	34	10.6%

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2015/16	417	35	8.4%
Total	2,146	231	10.8%

Table X: Affordable housing delivery on the island since 2015/16

- 3.15** The latest Housing Needs Assessment (HNA) identifies that 489 dwellings per year should be provided to meet the affordable housing need on the island (which is based on an overall Local Housing Need (LHN) of 665 dwellings per annum using the standard methodology number at the time of the HNA being undertaken). Whilst the IPS is planning for a lower housing requirement than the LHN (see Section 6), the LHN itself is not disputed, and it is this overall level of housing need across the island that informs the amount of affordable housing that is required. Whilst the HNA has identified a significant need for affordable homes (489 per year) relative to the LHN figure of 665 per year, the methods used to derive these two figures are different; a high affordable need figure does not, therefore, necessarily justify a higher LHN than the minimum figure generated by the standard method. This is principally because the affordable need calculation is based on a range of data inputs and includes a proportion of households that are already in housing (i.e. they do not generate a net additional need for housing).
- 3.16** From a purely numbers perspective, 489 affordable dwellings per year for the 6 years shown in the table totals 2,934 homes, and only 231 affordable homes have been completed in that period, leaving a deficit of 2,703, or 450 homes per year. This recent lack of affordable housing delivery is crystallised by currently over 2,400 individual households being identified within the most urgent housing need bands for rented properties on the Island Homefinder list and the table below sets out how that need translates into different dwelling sizes. This number of 2,433 has increased by over 300 households from the figure of 2,104 in March 2021.

Bedroom Need	1 bed	2 bed	3 bed	4+ bed	Total
Band 1	6	1	1	3	11
Band 2	210	80	87	154	531
Band 3	624	340	189	50	1,203
Band 4	276	263	130	19	688
Total	1,116	684	407	226	2,433

Table X: Island Homefinder Band A to Band D statistics, February 2022

- 3.17** The availability of housing for many island residents is a situation that has continually worsened over recent years across both the sale but especially the rental market. Recent trends have seen an 83 per cent loss of availability of Private Rented Sector (PRS) properties since the start of the Covid-19 pandemic - an average of 350 homes per month being available up until December 2019 which rapidly reduced to around 60 homes per month by October 2021 at all rent levels within the housing market.
- 3.18** This continued and worsening lack of availability has a knock on impact on the affordability of homes as the very few Island families that are successful in finding themselves a new rented home each month are facing significant rent increases of around 30 per cent and are in severe competition for every property, including bidding wars as to whom will pay the higher rent as demand is so high and supply so low.
- 3.19** There is also an increasing proportion of Island residents who find that they are unable to purchase a home for the first time, particularly working age islanders, where median annual average earnings are £26,165. Property prices, although cheaper than many areas of the South East remain unaffordable for many local households. The median affordability ratio of average house prices to average earnings on the Island in 2021 is 10.0, based on an average house price of £260,000. This is a sharp increase (24%) from an affordability ration of 8.05

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in 2020 and compares to affordability ratios in Portsmouth and Southampton of 7.54 and 7.33 respectively.

- 3.20** The very definition of affordable housing is therefore fundamental to addressing the acute issue of affordability on the island. The NPPF definition requires a minimum discount of 20% from market value for either rental or discounted market sale housing to qualify as 'affordable', however this simply does not represent what is 'affordable' for many island residents. Detailed work undertaken by the Council in the [Affordable Housing Assessment 2019.pdf](#) demonstrates that appropriate affordable rent levels for the island are actually at higher levels of discount from market value and it is essential that this is reflected strategically in the plan so that affordable housing that is delivered is meeting the needs of island residents.
- 3.21** Given the deeper discounts being required, the council does not wish to be prescriptive on affordable housing tenure and will work to provide up to date information on area based affordable housing tenure needs in a Supplementary Planning Document (SPD) that will be updated on a regular basis. Town, parish and community councils and local ward councillor involvement in the preparation of this SPD will be vital.
- 3.22** Ensuring there is local input into the provision of housing is also vital to help provide as many of the right type of homes for the right people in the right places as possible. Engaging and involving Town, parish and community councils across the island through the preparation of Housing Needs Surveys will be an important factor in helping to deliver this key corporate priority.
- 3.23** Housing Needs Surveys are carried out by town, parish and community councils to identify the housing needs of people in their locality. They are a tool to help determine whether the available or forthcoming housing is suitable for the changing needs of a local community. For example, whether there is provision of sufficient specific housing for families or older people.
- 3.24** The information contained within these surveys will be used when considering planning applications and in the implementation of IPS policies H5 (Delivering Affordable Housing) and H8 (Ensuring the right mix of housing). By carrying out a Housing Needs Survey (HNS) within a parish, the community can ensure that they are able to plan ahead to help shape future housing provision and that any plans proposed are based on accurate information to better meet the needs of the local community. The Council will provide guidance and template documents to ensure these HNS documents are fit for purpose.
- 3.25** Another important corporate aspiration relating to affordable housing is the promotion of homes that are built so that residents can maintain their independence as long as possible. The Island has an ageing population and a high percentage of people with mobility problems, which in turn is placing increased demands on services. The council wants to help people to maintain and improve their wellbeing and to live as independently as possible.
- 3.26** Part M4(2) Category 2 of the Building Regulations sets out design standards for accessible and adaptable dwellings that require a new dwelling to include features that make it suitable for a range of potential occupants, including older people, individuals with reduced mobility and some wheelchair users.
- 3.27** Providing adaptable buildings has many benefits, not just for the occupants but also for the council, registered social landlords (who provide affordable housing) other service providers. Being adaptable means that new homes are either already suitable or can very simply be adapted to meet people's changing needs over time or to suit the needs of different users. The Council believe all affordable housing should be built as accessible and adaptable dwellings to maximise the life cycle of the homes that we do build.
- 3.28** All of the aspects above are brought together in strategic policy **AFF1** that sets the benchmark for the provision of affordable housing on the island.

AFF1 Isle of Wight Affordable Housing

Strategic

The Council recognises that affordable housing as defined in the NPPF is not affordable on the island. To address this, the Council will use the following definition of affordable housing:

- For 1 and 2-bed homes: Up to 70% of market sale/rent value or the Local Housing Allowance, whichever is the lowest;
- For 3-bed homes: Up to 65% market sale/rent or the Local Housing Allowance, whichever is the lowest;
- For 4+-bed homes: Up to 60% market sale/rent or the Local Housing Allowance, whichever is the lowest.

The Council will encourage and support Town and Parish Councils to undertake Local Housing Needs Surveys and using any such completed surveys as a primary information source to help inform the type and mix of affordable homes secured through policies H5 and H8.

The Council will require all new build affordable housing secured through policy H5, whether for sale or rent, to be built in line with the accessible and adaptable standard for homes as set out in Part M4(2) of the Building Regulations ('Category 2 homes').



Infrastructure

- 3.29** Tackling climate change and supporting affordable housing both require necessary development to be located in the most sustainable locations, but that development also needs to be supported by appropriate infrastructure to ensure it can be successfully delivered, long lasting and meet island needs.
- 3.30** Infrastructure can be used to describe a wide range of things that development needs to work in the most sustainable way including water (drinking, disposal of surface and wastewater), utilities (communications, electricity, gas), transport (public transport, pedestrian and cycle links, roads), waste (management and disposal), protection (from flooding and the coast) and education (new and/or improved early years, schools and further education). The list is not exhaustive but provides an indication of the many moving parts necessary to support sustainable development.
- 3.31** The responsibility for the supply and maintenance of existing utility services rests largely with the statutory undertakers, for example Southern Water in relation to foul drainage (sewers). It is often difficult to be certain about what the specific infrastructure requirements will be for the island across the entirety of a 15 year plan period as the exact detail and timing of many development schemes is not currently known. The provision of new and supporting utilities, connections to existing utility infrastructure, exploring space capacity and any required additional capacity are all essential elements of the island's future development needs.

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- 3.32** The IPS is supported by an Infrastructure Delivery Plan (IDP) and an IDP addendum that seek to address what strategic infrastructure may be required as a result of the proposed new growth on the Island. The IDP and the 2022 addendum explain the approach the Council has taken to identifying infrastructure at this moment in time and where possible includes details of the infrastructure identified by the Council and other service providers as being needed to support the delivery of the Island Planning Strategy, or in some cases already committed through investment plans (e.g. between 2020 and 2025 Southern Water have a programme to invest around £56m on the water and wastewater network on the island, including over £16m at the Sandown Wastewater treatment works).
- 3.33** The IDP reflects ongoing discussions with statutory undertakers responsible for delivering infrastructure across the island. It is important to note that the IDP addresses 'strategic' infrastructure priorities rather than very localised infrastructure needs arising from individual planning applications. Many infrastructure requirements are small scale and specifically related to particular sites. These will generally be dealt with on site or by developer contributions rather than being specifically set out in the IDP but are equally important and therefore referenced within strategic policy INF1.
- 3.34** It is also important to note that the IDP does not seek to make up for historic deficits in infrastructure. However, there are instances where supporting growth might most effectively be achieved through the upgrading of existing facilities. This could include, for example, extending existing schools or enhancing current public transport services.
- 3.35** Given the importance of infrastructure to successful development, the IPS includes strategic policy INF1. The purpose of this policy is to ensure that infrastructure provision is supported across the island and that development makes an appropriate contribution (which could be physical or financial, or both) to ensure that new infrastructure is provided or existing is upgraded.
- 3.36** Whilst INF1 is applicable to all utility infrastructure provision (e.g. electricity, gas, telecommunications, wastewater/water), it is particularly applicable to water and wastewater infrastructure provision. All development proposals should ensure suitable access is maintained for water supply and development layouts will be expected to be designed to take drainage infrastructure into account, providing clear separation between surface and foul water and wherever possible slowing the flow of surface water into the public sewer.
- 3.37** In specific relation to water and wastewater infrastructure, the council will generally seek to condition planning permission approvals so that no development will occur until the applicant can demonstrate that a strategy is in place following discussion with Southern Water to provide connections to public utilities infrastructure and/or deliver the required infrastructure to support development. Where Southern Water has identified that network reinforcements are required, there will be a need to ensure that the occupation of development does not occur ahead of the delivery of such reinforcements, and where possible this will be controlled by planning condition or obligation.
- 3.38** Developers are strongly encouraged to work with infrastructure providers and consider opportunities to address infrastructure requirements as part of their proposal. Applicants should demonstrate that engagement has taken place with the required statutory undertakers and infrastructure providers to inform a strategy on how connections will be made to public utilities infrastructure and/or deliver the required new infrastructure to support development.
- 3.39** On larger sites, or where several sites are coming forward together, infrastructure may need to be phased or considered on a cumulative basis. This will enable the infrastructure needed for the site as a whole to be provided in a coherent and comprehensive manner. Where sites are close together or form part of a larger development, work should be undertaken between multiple developers and statutory undertakers to identify joined up solutions.
- 3.40** The IDP is very much a living document and will be updated and monitored over the IPS plan period, particularly as more detail and information on site specific proposals emerge and

infrastructure providers confirm spending and delivery plans.

INF1 Infrastructure **Strategic**

The Council is clear that the planned level of growth on the island needs to be supported by appropriate levels of infrastructure and that this growth should not cause unacceptable adverse impacts to the existing infrastructure network and on residents.

The Council will therefore require applicants to provide, or where appropriate, make a financial contribution to infrastructure which as a minimum is necessary to make the development acceptable in planning terms.

The Council will work closely with all infrastructure providers to continually update the Infrastructure Delivery Plan (IDP) throughout the plan period, and will support proposals for the improvement of existing or delivery of new infrastructure on the island.

- 3.41** As a local planning authority and a council, we recognise that we cannot achieve these strategic priorities on our own and will be developing new partnerships and relationships, nurturing existing ones and when we can't deliver something, enabling or facilitating others to do so. Many policies within the plan set out at the end other relevant information or non-planning documents that provide further context or detail to the policy. The Island Planning Strategy sets out how, in spatial terms, and through the planning system, the council will use land-use planning to contribute to delivering as many of the corporate aspirations as possible.

What the policies of the Island Planning Strategy will do

- 3.42** In line with national policy, the council identifies which policies within the Island Planning Strategy are strategic and these are listed in Appendix 5, including **CC1**, **AFF1** and **INF1**. In addition to the three overarching strategic policies detailed above, the same issue headings from Section 2 have been used to split the IPS into relevant sections. Highlighted below is what each of these sections will try to do through the strategic and detailed policies within them to help address the issues the Island faces and deliver the corporate priorities:



Environment: The Island is a UNESCO Biosphere Reserve and benefits from a high quality and attractive environment. IPS policies will protect, and wherever possible, seek to improve all the positive aspects including the AONB, trees, heritage assets and ecology as well as introducing a new Dark Skies Park in the south west of the

Island. The IPS will also require a biodiversity net gain of 10% from all new development;



Community: As we continue to recover from the impacts of the pandemic, improving the wellbeing of our community is extremely important and IPS policies can help by making sure people have access to open space and community facilities, whilst allowing more health facilities to be built where they are needed. Well-designed new spaces and buildings that are occupied by a range of different ages and people also helps to build strong and healthy communities;



Growth: IPS policies have to plan for sustainable development and growth – the Island population is increasing, and people are living longer, therefore growth is needed, however the additional homes, jobs, services and infrastructure that are required have to be in the right places meaning people are closer to what they need;



Housing: We need to build more houses on the Island for lots of reasons, but mainly to try and make sure people are able to live in a home that is affordable to them. IPS policies will enable different types of home to be built for the different needs of people. We want to make sure as many of the homes as possible are built in areas where people are able to access the services and facilities they need;



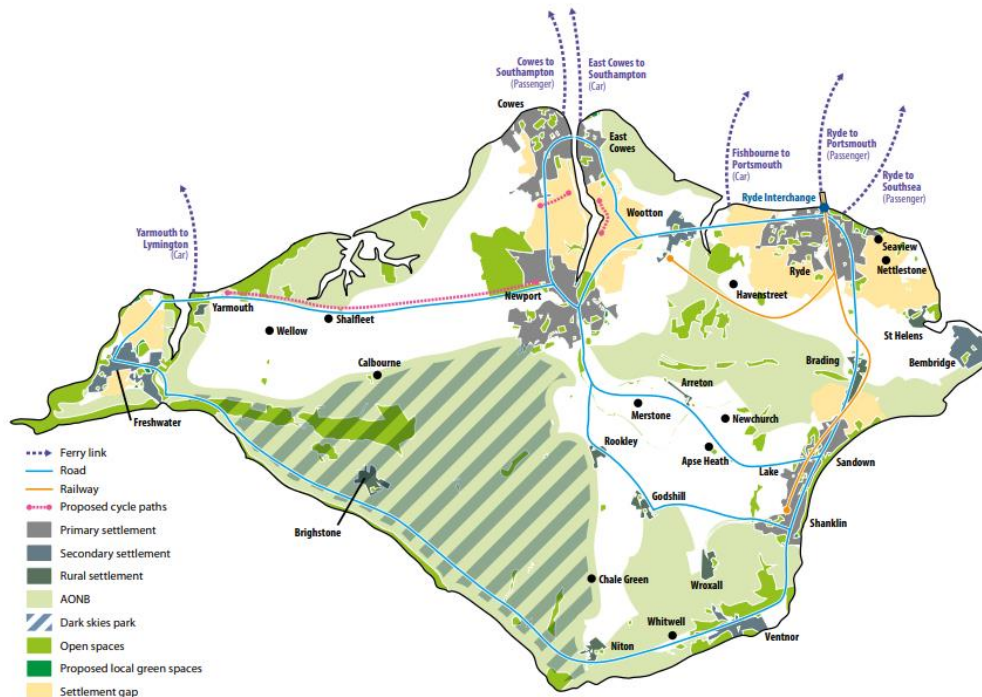
Economy: As well as houses, it is also important to make sure we protect as many existing jobs as possible and also make it easy for new jobs to be created. IPS policies make sure that land is secured and available for a range of businesses to maintain and increase the number of jobs. Our High Streets continue to change, and IPS policies make sure that commercial property and businesses on our High Streets can be as flexible as possible;



Transport: How people move around the Island is also an important issue - and this also has a big impact on climate change. By planning for our growth in locations that are close to services and facilities, we can encourage people to move around as much as possible without using a motor vehicle. IPS policies require new road, footpath and cycle path infrastructure where it is needed and wherever possible, any new development will have to help fund the cost of this.

- 3.43** Under the **Environment** and **Community** topics, the key diagram overleaf demonstrates that a large proportion of the Island is protected as open space / settlement gap or within the Area of Outstanding Natural Beauty (AONB). Whilst these designations do not mean no development at all will happen in these areas, they do provide a clear steer as to the locations that higher levels of **Growth** should be directed away from.

Figure 3.1 – Key environment diagram



3.44 A key issue for the Island Planning Strategy under the **Growth** and **Housing** topics is to set out a framework for the location, mix and type of housing to be provided across the plan period of 15 years, taking into account these protections and designations. The number and size of sites put forward for allocation in this document reflects what we believe is an ‘island realistic’ housing requirement.

3.45 Using the main themes of what the community told us from previous versions of the IPS, a set of guiding principles have been developed to help steer the approach to the allocation of housing sites and policy development within this document. These principles will also help to deliver the corporate priorities and key areas of action for the Island as set out in the Corporate Plan:

- Improve the delivery and affordability of new homes to best meet Island needs, in the most sustainable locations with the right infrastructure (reducing the reliance on private transport);
- Prioritise the use of land within existing settlement boundaries, particularly where the land is brownfield and/or in public sector ownership;
- Reflect the importance of a high quality built and natural environment and the associated positive impacts on wellbeing and contribution to tackling climate change, achieving net zero and maintaining our UNESCO Biosphere Reserve status;
- Create certainty through the adoption of a local plan over what is expected of development proposals and how places are likely to change as a result of the plan.

3.46 Using these principles, the IPS is planning to build the right homes in the right places and some of the key benefits of the plan are:

- **95%** of the total homes allocated are within the adjusted settlement boundaries of primary and secondary settlements (87% are in primary settlements and 8% within secondary settlements);

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- **50%** of the homes allocated are on sites that contain brownfield land, including two Key Priority Sites at Camp Hill & Newport Harbour, both in public sector ownership. The plan also includes a new brownfield sites policy that supports and encourages development on previously developed land to come forward;
- **78%** of the homes allocated on greenfield land are already in the planning application or pre-application process;
- **30%** of the total homes needed until 2037 already have planning permission;

3.47 The Isle of Wight is a diverse Island, and it is often challenging to reflect its many differences. The Regeneration Strategy recognises this and identifies five areas with broadly similar populations and characteristics across the Island, and these are listed below. Further information about each area can be found in the Regeneration Strategy. The role of Newport as the Island's commercial, business and civic hub and the range of development opportunities in and around the county town affords it special attention as a distinct area overlaying the southern ends of both West and East Medina. Therefore, a sixth area is added for the purposes of this overview:

- **West Wight Area** - mainly rural but with Freshwater and Yarmouth as the main settlements
- **West Medina** - Cowes, Gurnard and Northwood and settlements in and to the West of Newport
- **Newport** - the area broadly following the community council boundary of Newport and Carisbrooke
- **East Medina** - East Cowes and settlements in and to the East of Newport including Wootton
- **Ryde** - and its wider immediate area including settlements such as Bembridge, St. Helens, Seaview and Brading
- **The Bay** - Sandown, Shanklin, Lake, Ventnor and adjacent villages

3.48 To help the communities of these areas understand how the planned **Growth** and **Housing** will affect the area that they live in, Appendices 1 and 2 of the IPS clearly list both the large sites with planning permission (Appendix 1) and allocations (Appendix 2) that are projected to come forward within the plan period from 2022 to 2037. The table below provides a summary of this information by regeneration area. Whilst the Island Planning Strategy has to plan at an Island level, providing more localised information can help to assist place making and growth aspirations within an area that can often be taken forward through neighbourhood or place plans at a parish level.

Regeneration Area	Homes with planning permission	Homes allocated without permission	Total	%
West Wight Regeneration Area	141	180	321	6%
West Medina Regeneration Area	641	321	962	17%
Newport Regeneration Area	31	1975	2,006	35%
East Medina Regeneration Area	421	125	546	10%
Ryde Regeneration Area	832	665	1,497	26%
The Bay Regeneration Area	69	284	353	6%
TOTAL WITHIN THE PLAN PERIOD	2,135	3,550	5,685	

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- 3.49** An important issue to many residents is when the planned growth will take place. The responsibility for submitting planning applications and building out planning permissions that are granted does not lie with the Local Planning Authority, therefore it can be challenging to provide an accurate picture. However Table 7.1 and Appendix 4 of the IPS provide indicative delivery trajectories which help demonstrate that the planned growth will be spread out across the plan period, rather than all happening at once. Policy G5 also seeks to ensure that planning permissions granted are built out in line with a delivery timetable secured as part of any permission.
- 3.50** This section has briefly highlighted the key corporate actions for the island and three strategic policies to ensure that these actions are delivered through land use planning. The remainder of the Island Planning Strategy contains detailed policies that will be used to help deliver the right homes in the right places, as well as provide the detailed framework from which we will determine planning applications that are submitted.



- 4.1** The importance to the Island of its historic and natural environment cannot be understated and as set out in strategic policy CC1 and Section 3 of the IPS, in June 2019 the Island was granted Biosphere Reserve status by UNESCO (United Nations Environment, Science and Cultural Organisation), only the third location within England to benefit from such a designation.
- 4.2** The designation shows the world that the Isle of Wight is an important area for wildlife and that this is due, in part, to the continuing commitment the local community have to its conservation and enhancement. Since the designation, the Biosphere status is now referenced in multiple council documents and strategies together with nature and landscape conservation initiatives. It has helped to give the Isle of Wight a distinctive and unique identity with global recognition. This is now recognised by the inclusion of strategic policy CC1 within the IPS.
- 4.3** Land is increasingly at a premium to try and meet all of the needs of the island, whether they be additional housing, economic development, sustainable transport, climate change mitigation or food production. All these needs benefit from the conservation and enhancement of our natural assets and the ecosystem services they provide and implementation of the policies in the Island Planning Strategy will play a fundamental role in helping to maintain the Isle of Wight UNESCO Biosphere Reserve ethos and designation in the future.
- 4.4** The suite of policies in the Environment section are designed to recognise and support this designation, and to ensure that development proposals deal with environmental issues appropriately. **'Conserving and Enhancing Our Historic Environment'** deals with the historic environment, and **'Ecological Assets and Opportunities for Enhancement'** provides the strategic policy context relating to ecological assets. This is followed with further, specific policies relating to **'Solent Recreation Mitigation Strategy'**, **'Water Quality Impact on Solent European Sites (Nitrates)'**, **'Trees, Woodland and Hedgerows'**, **'Protecting and Providing Green and Open Spaces'** and **'Protecting Our Landscapes and Seascapes'**.
- 4.5** The importance of settlement identity is recognised in the policy **'Preserving Settlement Identity'**, along with significance of the Island's Area of Outstanding Natural Beauty in **'Isle of Wight AONB'**. Linked to the Area of Outstanding Natural Beauty and tranquillity is **'Dark Skies'**.
- 4.6** The role of water and how it is managed is crucial to the Island. Therefore, there are a number of policies targeting the component parts of this issue: **'Managing Our Water Resources'**, **'Managing Flood Risk in New Development'**, **'Monkton Mead Catchment Area'**, **'Managing our Coast'**, **'Facilitating Relocation from Coastal Change Management Areas'**, **'Improving Resilience from Coastal Flooding'** and **'Managing Ground Instability in New Development'**.



Conserving and Enhancing our Historic Environment

EV1 Conserving and Enhancing our Historic Environment

Strategic

The council will support proposals that positively conserve and enhance the significance and special character of the Island's historic environment and heritage assets. Development proposals will be expected to:

- a) incorporate the continued use, maintenance, rescue/ refurbishment/ repair/reinstatement and re-use of heritage assets and historic places, especially where they are identified as being at risk or likely to become at risk;
- b) consider and balance the relationship between the sense of place, economic, social (including safety and antisocial behaviour), regeneration, cultural and environmental characteristics;
- c) demonstrate how they have been informed by sufficient evidence to fully assess impacts upon the significance of heritage assets and their settings (including any heritage assets that have yet to be identified). Proposals should also demonstrate how they have avoided, minimised and mitigated (in that order) any harm to heritage assets;
- d) make a positive contribution to local character and distinctiveness.

Substantial harm to, or loss of grade II listed buildings or grade II registered parks and gardens will only be permitted in exceptional circumstances.

Substantial harm to, or loss of scheduled monuments, protected wreck sites, grade I and II* listed buildings and grade I and II* registered parks and gardens will only be permitted in wholly exceptional circumstances.

Development proposals that would result in substantial harm or total loss of significance will be refused, unless it can be demonstrated that:

- e) Substantial public benefits would outweigh the substantial harm or total loss of significance; or all of the following:
- f) the nature of the heritage asset prevents all reasonable uses of the site; and
- g) no viable use of the heritage asset itself can be found in the medium term that will enable its conservation; and
- h) conservation through grant-funding or some form of charitable or public ownership is not possible; and
- i) the harm or loss is outweighed by the benefits of bringing the site back into use.

Where a proposal would cause less than substantial harm to the significance of a designated heritage asset (including any contribution made by its setting) a balanced judgement will be required having regard to the scale of any harm, the significance of the heritage asset and the public benefits of the proposal.

Where a proposal would cause substantial harm or less than substantial harm to the significance of a non-designated heritage asset (including any contribution made by its setting), a balanced judgement will be required having regard to the scale of any harm, the significance of the heritage asset and its contribution to the special character/local identity of an area and the public benefits of the proposal.

Where harm or loss to a heritage asset is unavoidable, the asset should be recorded in a manner proportionate to its importance and the impact and the record should be made publicly accessible. Copies of evidence should be deposited with the Historic Environment Record and local museum.



- 4.7** Policy EV1 is designed to afford an appropriate level of protection to heritage assets, whilst recognising that there may be some circumstances where the loss may be considered acceptable when balanced against the public benefits of a proposal, in which case appropriate mitigation should be put in place.
- 4.8** The historic environment encompasses all aspects resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped with planted or managed flora. These surviving physical remains are referred to as heritage assets.
- 4.9** Heritage assets both within and outside of settlements are invariably important in their own right, but also form an important context which should be respected when new development is being considered. Designated heritage assets will be afforded the highest protection in line with the relevant legislation, national policy and guidance. Non-designated heritage assets of archaeological interest, which are demonstrably of equivalent significance to scheduled monuments, should be considered subject to the policies for designated heritage assets. Bringing heritage to life for greater knowledge sharing, and to motivate people to appreciate, support and look after their historic environment is fundamental. People are increasingly looking for experiences that bring history to life in an engaging way a both of these points will be key factors contributing to the preservation of Biosphere status on the island.
- 4.10** The Island's historic environment provides a wealth of these distinctive features, that either individually or collectively help to define their surrounding area. It is these characteristics that create such a strong sense of place, which is valued by the council, communities and visitors alike. When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation, irrespective of the degree of potential harm to its significance. The more important the asset the greater the weight should be.
- 4.11** The Isle of Wight benefits from the following, the location of these can be seen in greater detail on the Policies Map, except for the non-designated sites, on the Historic Environment Record and the protected wreck sites:
- **1973** listed building entries, of which **29** are grade I listed, **68** are grade II* listed and **1876** are grade II listed
 - **122** scheduled monuments
 - **9** registered historic parks and gardens
 - **3** protected wreck sites
 - **36** conservation areas
 - **175** locally listed buildings, structures and parks and gardens
 - **13,501** non-designated sites on the Historic Environment Record
- 4.12** Managing change to a heritage asset in a positive way can take many forms, for example securing the longevity of heritage assets that contribute positively to local character and provide places of interest for visitors to the Island, or the suitable re-use or reinstatement of heritage assets to provide tourism accommodation or workspace for employment uses. The historic environment is a fragile and finite resource which can easily be damaged beyond repair or lost forever. Features such as historic parks and gardens are part of the island's heritage assets and the impact of proposed development on the special character of the historic landscape must be considered.



- 4.13** Applications which affect or have the potential to affect heritage assets will be expected to prepare a Heritage Statement that will:
- i) describe the significance of the asset including any contribution from its setting, using appropriate expertise, at a level of detail proportionate to its significance and sufficient to understand the potential impact of the proposal; demonstrate as a minimum appropriate review/consultation with references such as Conservation Area Appraisals and the Historic Environment Record and, if necessary, original survey (including, for assets of archaeological interest, an appropriate desk-based assessment and, where necessary, a field evaluation); and
 - ii) to set out the impact of the development on the heritage assets and a suggested mitigation that is proportionate to the impact and the significance of the heritage asset, including where possible positive opportunities to conserve and enjoy heritage assets as well as recording loss and advancing knowledge.
- 4.14** Using this approach should result in proposals which emerge from a robust design process that requires an understanding of significance and local context. For designated and non-designated heritage assets this will also mean the submission of appropriately detailed information to help demonstrate the potential impact upon significance. The level of detail required will depend upon the nature of the asset and the proposal affecting the asset and will potentially reduce the number of conditions that could otherwise be required. The Local List and Conservation Area Appraisals will be subject to review and updated depending on the availability of resources whilst the Historic Environment Record is constantly evolving.
- 4.15** In new development, it is important to retain historic reference points which create a sense of local identity and distinctiveness. This includes historic features such as ancient roads, green lanes and byways and settlement patterns. It is important to remember that it is not only the historic buildings and features that are important but also the spaces between and within these assets. Historic Landscape Characterisation is an important tool for managing the historic environment and conserving important landscapes. Proposals need to take account of these characteristics to ensure that they respect the context within which they sit, be it a historic monument, building, streetscape or landscape. The insensitive development of a heritage asset, or land surrounding it, can have negative consequences, such as loss of local identity and even, in extreme circumstances, the loss of the asset altogether.
- 4.16** The council welcomes pre-application discussions with applicants that can help identify opportunities and constraints prior to submission of an application and these discussions can include specific consultation with IWC Archaeology & Historic Environment Service. Furthermore, the use of national guidance documents like the Government's Planning Practice Guidance and Historic England's Good Practice Guidance and Advice Notes and Historic England Advice Notes will assist in the assessment and outcome of development proposals.
- 4.17** Heritage values are the framework for assessing an asset's importance on many levels and an understanding of the fabric, values and significance of the place determines what change is harmful, what can be mitigated and what is beneficial. This value approach goes beyond consideration of the level of statutory designation, so the fact that a place does not meet certain criteria for statutory designation does not negate the value that it may hold in its local community.
- 4.18** The Council will monitor buildings or other heritage assets at risk through neglect, decay or other threats, proactively seeking solutions for assets at risk through discussions with owners, related charities and local community groups and a willingness to consider positively development schemes that would ensure the repair, reinstatement and maintenance of the asset, and, as a last resort, using its statutory powers.

Other relevant documents and information:

- Historic England's Heritage at Risk register
- Isle of Wight Council Conservation Area Appraisals
- Isle of Wight Council Local List
- Newport and Ryde HAZ Commercial frontages Design Guide



Ecological Assets and Opportunities for Enhancement

EV2 Ecological Assets and Opportunities for Enhancement

Strategic

Development proposals will be required to protect and enhance the integrity of habitats and species important to biodiversity or of geological value.

Development should not have an impact on the most sensitive locations in accordance with the following hierarchy of nature conservation designations (as shown on the Policies Map):

- International
- National
- Local

Development proposals will only be permitted in the most sensitive locations in accordance with the hierarchy if it can be clearly demonstrated that the integrity of the national site network will not be adversely affected, other than in exceptional circumstances relating to overriding public interest.

Applications for development should include adequate and proportionate information to enable a proper assessment of ecological considerations by:

- a) completing and submitting protected habitat and species surveys where required;
- b) submitting a Biodiversity Mitigation Plan which sets out any avoidance, mitigation and any compensatory measures;
- c) using the latest Defra Biodiversity Metric calculator to demonstrate how net gain of at least 10% for biodiversity will be achieved.

The loss or deterioration of irreplaceable habitats will not be permitted except in wholly exceptional cases and then only when a suitable compensation strategy is provided.

There are a number of habitats and features outside of designated sites that make a significant contribution to local biodiversity. Development proposals are expected to promote the maintenance and enhancement of the links between designated sites and to positively contribute to the aims and objectives of the Biodiversity Action Plan.

Development proposals should demonstrate how they have considered the ecological network on the Island (as shown on the Policies Map) and have responded to the Local Nature Recovery Strategy (LNRS).

Development proposals will only be permitted where any impacts on watercourses have been mitigated, including consideration of appropriate buffer zones in relation to the affected watercourse. Proposals should demonstrate how the enhancement and maintenance of river corridors, including any buffer zones, will be secured for the lifetime of development.

4.19 The aim of this policy is to conserve designated sites and protected species whilst ensuring a net gain for biodiversity is achieved. There are three elements to this policy; identifying environmental assets, the assessment of impacts on these and the measures to mitigate or compensate for any harm.

4.20 All designated sites form some of the Island's environmental assets and are shown individually on the Policies Map. These comprise of SPAs, SACs, Ramsar sites, SSSIs, National Nature Reserves, MCZs, LNRs, SINC, RIGGs, ancient woodland and also include the core areas identified in the Solent Waders and Brent Goose Strategy 2020. Development will be steered away from these locations to ensure the most environmentally sensitive areas are protected. The whole island has been recognised as part of UNESCO's worldwide network of Biosphere Reserves for its environmental significance and this policy will play a key role in maintaining and enhancing this Biosphere Reserve designation.



- 4.21** Any plan or development which is considered to have a likely significant effect upon a European and/or Ramsar site will be subject to an Appropriate Assessment under the Habitats Regulations in order to ascertain whether an adverse effect on the site integrity can be excluded. Such development may be required to demonstrate no adverse effect on integrity through a project level Habitat Regulations Assessment (HRA) considering any avoidance, mitigation or compensatory measures. For the avoidance of doubt, project-level HRA will not be required for issues relating solely to recreational disturbance that are covered by policy EV3 and the Solent Recreation Mitigation Strategy.
- 4.22** There are a number of habitats and features outside of designated sites that make a significant contribution to local biodiversity, including for example, ancient and veteran trees. The Isle of Wight Biodiversity Action Plan (BAP) (<http://www.wildonwight.co.uk/haps.php>) is made up of a suite of habitat and species action plans. These include features such as woodlands, lowland meadows, coasts, estuaries and other important local habitats. There are also species action plans for red squirrels and woodland bats. Development is expected to positively contribute to the aims and objectives of these plans which will be updated before the Plan is adopted. There are many different organisations working in partnership in the conservation of the Island's biodiversity and the IOW BAP is recognised as a key document.
- 4.23** The Isle of Wight Council are the responsible authority for preparing the Local Nature Recovery Strategy (LNRS), a requirement for all areas of England set out in The Environment Act. The LNRS will become a vital document in identifying areas of positive action to assist with not only the recovery of nature, but also the enhancement. The LNRS will also consider whether there are opportunities to designate land for strategic offsetting purposes to deliver higher ecological benefits to the island. These could relate to carbon, biodiversity, nitrate and phosphate offsetting. The Council will consider adopting the LNRS as an SPD to provide clarity on the positive role the document will play in the planning and development process.
- 4.24** Completion of the biodiversity checklist by a competent person will show how biodiversity has been considered at the earliest possible stage, and this will indicate which sites require an ecological assessment. Appropriate levels of ecological surveys and assessment work should be submitted with each application. Any impacts should first be avoided, and if not possible mitigated for. Where this cannot be achieved compensatory measures will need to be agreed with the council.
- 4.25** The Government are consulting on the transition arrangements that will see biodiversity net gain become mandatory in 2023 for qualifying development. It is expected that the latest version of Defra's Biodiversity Metric calculator should be completed for all qualifying development to demonstrate how a minimum net gain of 10% for biodiversity will be achieved, in addition to any required mitigation/compensation.
- 4.26** Where protected species are identified developments will be expected to conserve and enhance these. Where it can clearly be demonstrated that there is an overriding need for the development that outweighs the significance of the nature conservation feature(s) supporting the protected species, the planning authority will impose conditions on the planning permission or require a planning obligation to:
- a. facilitate the survival of individual members of the species;
 - b. reduce disturbance to a minimum;
 - c. provide alternative habitats to sustain at least the current levels of population of the species; and
 - d. take opportunities to enhance their habitat.
- 4.27** Where harm that cannot be mitigated has been identified, the application will be refused. The ecological network map can be used to help identify concentrations of good quality habitat as well as those which are isolated at a landscape scale. This can then be used to focus effort and target resources to restore areas and corridors where conservation will make the most difference. This means that off-site compensatory measures can be secured to provide a contribution to the enhancement of the network where appropriate.



- 4.28** Planning applications are required to clearly set out any impacts associated with the proposals and the mitigation or compensation measures that make the development acceptable. This could be set out within a separate Biodiversity Mitigation Plan. A natural capital approach will be used to monitor the levels of protection and enhancement of environment.
- 4.29** River corridors also provide vital ecological functions for a variety of species. Even in urban areas, where watercourses have been modified, aquatic species will often use watercourses as a direct route or, for example, to disperse seed. Therefore it is important that proposals for new development consider any impacts. To ensure protection of these features the council would expect the following minimum buffer zones around watercourses to be considered in the design of development, considering local riverbank topography:
- 8m wide buffers either side of Main Rivers (non-tidal);
 - 16m wide buffers either side of Main Rivers (tidal);
 - 8m wide buffers either side of Ordinary Watercourses for minor development;
 - 16m wide buffers either side of Ordinary Watercourses for major development;
- 4.30** Newly created individual curtilages (e.g. private gardens for residential development) should not be located within watercourse buffers, however, where appropriate space within buffers can also serve an amenity function. All development proposals that have an area within one of the identified buffers will need to demonstrate how the following have been taken into account or mitigated in the design of a scheme:
- Identification of impacts associated with new development, either directly or indirectly, for example through loss of habitat, disturbance, or pollution;
 - Where impacts are identified proposals should set out the measures to address these and should first seek to avoid any impacts, if this isn't possible mitigation is required and in some cases compensation will be sought. Proposals should demonstrate how the enhancement and maintenance of river corridors, including buffer zones, will be secured for the lifetime of development;
 - The 8m buffers should prioritise protection and enhancement of nature conservation assets;
 - The 16m buffers should include provision for public access in addition to nature conservation where any catchment guidance deems this appropriate;
 - The buffer should include a mix of open land and scrub at different ages for structural diversity; riverside lawns connected by denser cover, giving the river patchy and dappled light;
 - For all riverine properties, including single dwellings, riverside lawns should be connected by denser cover at the water's edge;
 - Buffers should prioritise the protection and enhancement of nature conservation assets including existing trees and hedgerows;;
 - Some tree and scrub removal may be permitted to allow for dappling of the water-course;
 - Bank-sides and riverbeds should not be modified with piling, jetties or other structures. Where these modifications are already in-place, unless they are providing a flood protection or are a heritage asset, they should ideally be removed or adapted, and more natural features created that are sympathetic to river life. These include clean gravels and stones, sinuous channel-form, riffles, pools that provide varied flow for diverse river-life;
 - Remove in channel and bankside modifications and restore the river to natural flows where this is deemed appropriate by the Environment Agency or Lead Local Flood Authority;
 - Non-native invasive species are to be eradicated in accordance with the relevant regulations and guidance and should not be planted within the buffer zone.
- 4.31** The Council have been working alongside the Newport Rivers Group and more widely with the Island Rivers Partnership, which includes the Environment Agency, to identify and produce guidance on a catchment scale approach.
- 4.32** Catchments that are particularly susceptible to development pressure include Gunville Stream and Lukely Brook in Newport, Monktonmead Brook in Ryde and Scotchells Brook in The Bay



area. Future guidance will be developed to focus on these areas and applications will be required to demonstrate how they have taken the relevant guidance into account.

- 4.33 Housing allocation HA033 ‘Land West of Sylvan Drive’ will be expected to include appropriate buffers to the Gunville Stream. The buffers and any features within should be designed in consultation with the Island Rivers Partnership and any ecological enhancements should be secured in perpetuity via a legal agreement.

Other relevant documents and information:

- Isle of Wight Local Nature Recovery Strategy (LNRS)
- Isle of Wight Biodiversity Action Plan (BAP)
- Solent Waders and Brent Goose Strategy 2020

Recreation Impact on the Solent Marine Sites

EV3 Recreation Impact on the Solent Marine Sites **Strategic**

Development proposals located within 5.6km of the Solent Special Protection Areas (SPAs) that include a net increase of residential dwellings will be required to provide mitigation for the likely significant effects on the Solent Marine Sites. Mitigation can be provided through either:

- a) a financial contribution in accordance with the ‘Bird Aware’ Solent Recreation Mitigation Strategy (SRMS); or
- b) a developer-led mitigation scheme that achieves the requirements of the Bird Aware Solent Recreation Mitigation Strategy; or
- c) a combination of the above.

If appropriate mitigation is not proposed the application will be refused.

- 4.34 The Solent is internationally important for its wildlife and has a number of European and international designations. Each winter, the Solent hosts over 90,000 waders and wildfowl including 10 to 30 per cent of the global population of Brent Geese. The three Solent Special Protection Areas (SPAs) were designated by the Government predominantly to protect these over wintering geese and breeding tern.

- 4.35 An acknowledged issue for any new residential development within 5.6 km of the Solent coast is the impact which disturbance, much of which is caused by recreation, can have on the protected species which use the Solent Marine Sites. This zone of influence includes the vast majority of the Isle of Wight and is shown on the Policies Map. Development can increase the human population near the coast and thus increase the level of recreation and disturbance. This means that birds are not able to feed as effectively and spend more energy avoiding the disturbances.



4.36 A mitigation framework across the Solent, including the Isle of Wight, has been in place since 2014. The Solent Recreation Mitigation Strategy (SRMS) scheme is implemented through Bird Aware Solent and allows development to take place whilst fulfilling its statutory requirement to prevent a significant effect on the SPAs. Therefore, mitigation for new residential development can be provided by making financial contributions towards a strategic approach as set out in the SRMS. It is expected that the majority of schemes will provide mitigation packages in this way. The scale of the financial contribution is based on the number of net additional dwellings, varied by the number of bedrooms per dwelling. These figures will be increased on 1st April each year in line with the Retail Price Index. Further information is contained in the SRMS itself ([Solent Recreation Mitigation Strategy.pdf \(birdaware.org\)](#)). Alternatively, and often for larger development sites, mitigation can be provided through a bespoke package of measures agreed with Natural England that may include the delivery of suitable alternative natural greenspace (SANG). Such schemes should engage Natural England's Discretionary Advice Service (DAS) at the pre-application stage.

4.37 In addition, a conservation partnership project 'The Solent Waders and Brent Goose Strategy' has been set up to conserve the internationally important Brent goose and wading bird populations within and around the Special Protection Areas and Ramsar wetlands of the Solent coast. The Strategy highlights the sites which are used by overwintering birds which lie outside the SPA designation and these areas are identified on the IPS Policies Map. Development that has the potential to directly affect these areas (i.e. not through recreational disturbance) will be required to demonstrate no adverse effect on the integrity of the SPA. Any development resulting in the loss of areas identified in the Solent Waders and Brent Goose Strategy will be required to deliver appropriate alternative areas with sufficient funding in place to secure and maintain these alternative areas in perpetuity.

Suitable alternative natural greenspace (SANG)

4.38 Mitigation for recreational impacts can take the form of access management within the Solent Marine Sites, or provision of alternative recreation locations to draw users away from the European sites. Alternative natural greenspaces can function as suitable substitutes to reduce visitor pressure on the Solent SPAs.

4.39 Whilst financial contributions in line with the Bird Aware SRMS can provide mitigation, it may also be necessary for site specific mitigation to be provided, or even desired. This should ideally take the form of suitable alternative natural greenspace (SANG) which provides recreational space. Onsite SANG that is tangible and integrated to the development will mean that residents have access to local provision away from the coast.

4.40 SANG can be created by opening up existing green space that is currently inaccessible by the public, modifying existing green space to make it more attractive to potential visitors to the SPA or converting land that is not currently green space. The requirement for and size of SANGs per person or development will be considered on a site by site basis. The Council encourage the use of Natural England's Discretionary Advice Service for developments of over 75 dwellings to ascertain whether SANG is required.

4.41 If a particular development triggers the need for a SANG the council will look to review existing open space within the 5.6km of the Solent SPA to determine if it could be enhanced to meet the SANG criteria of being suitable, natural and accessible. A SANG needs to serve its intended purpose by providing an alternative accessible area that is:

- Coherent
- Integrated within the development
- Links with existing facilities/ public rights of ways

4.42 The size of the SANGs will be dependent on the above factors. However, a SANG has a generally agreed minimum size of 2.2ha and a 2.3-2.5km circular walk across the land which is deemed as the minimum size to be functional. Smaller SANGs can still be appropriate providing



they are of good quality and where possible incorporate the above principles.

- 4.43** Where a development is deemed to require SANG but this cannot be provided onsite, an off-site contribution towards the upgrading or maintenance of a nearby existing provision may be acceptable. This should increase the capacity of the landscape by an equivalent amount to that of the expected development occupancy and will be no less than the expected undeliverable SANG. Off site, strategic SANG may be identified in the Isle of Wight Local Nature Recovery Strategy.

Other relevant documents and information:

- Bird Aware Solent Recreation Mitigation Strategy
- Solent Waders and Brent Goose Strategy 2020

Water Quality Impact on the Solent Marine Sites (Nitrates)

<p>EV4 Water Quality Impact on Solent Marine Sites (Nitrates)</p> <p>For all planning applications that involve a net increase of residential units or a net increase in guests at tourist accommodation it must be demonstrated that the development would not cause harm to the Solent Marine Sites as a result of drainage that would result in a net increase in nutrients. Development proposals should demonstrate how nutrient neutrality has been achieved by:</p> <ol style="list-style-type: none"> Confirming that the development will connect to the public sewer system and if so, gain written confirmation from Southern Water that it would drain to Sandown, Brighstone, Shorwell or St Lawrence Wastewater Treatment Works (WwTW). If this is the case, then the IWC will impose a planning condition on any grant of planning permission that secures the drainage solution in perpetuity; If the proposed development would not drain to Sandown, Brighstone, Shorwell or St Lawrence WwTW, then details of the drainage solution for the development and an accompanying nitrogen budget must be provided together with any required mitigation in agreement with Natural England. <p>All development should be in accordance with the Council’s Position Statement on this issue that will be reviewed and updated on a regular basis.</p>	<p><input checked="" type="checkbox"/> Strategic</p>
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- 4.44** Natural England (NE) have raised the issue of a likely significant effect on several internationally designated sites (Special Protection Areas [SPA], Special Areas of Conservation [SAC] and Ramsar sites) due to the increase in wastewater from the new developments coming forward. The Solent has recognised problems from nitrate enrichment; high levels of nitrogen from human activity and agricultural sources in the catchment have caused excessive growth of green algae which is having a detrimental impact upon protected habitats and bird species.

- 4.45** NE’s advice to all Planning Authorities within the Solent basin, including the Isle of Wight Council (IWC), is that achieving nutrient neutrality is one way to address the existing uncertainty surrounding the impact of new residential development on designated sites. As a result, development that results in a net increase in housing or a net increase of guests at tourist accommodation must demonstrate that it would not result in a net increase in nitrates within the Solent protected sites (i.e. the development would be ‘nitrogen neutral’) and mitigation measures may be required to achieve this.

- 4.46** NE have also advised the IWC that the nutrient neutrality approach only applies to developments where treated effluent discharges into any Solent International Sites (Solent Maritime SAC, Solent and Southampton Water SPA and Ramsar, Portsmouth Harbour SPA and Ramsar, Chichester and Langstone Harbours SPA and Ramsar), or any water body (surface or groundwater) that subsequently discharges into such a site.



- 4.47 Sandown, Brighstone, Shorwell and St Lawrence Wastewater Treatment Works (WwTW) all outfall into the English Channel and are therefore **excluded on that basis** and developments that will connect to these four WwTW do not have to demonstrate nutrient neutrality. This position will be kept under review and may be subject to change at which point the Council will update the position statement ([2981-IWC-Position-Statement-Nitrates.pdf \(iow.gov.uk\)](#)) that has been prepared on this issue.
- 4.48 If the proposed development would not drain to Sandown, Brighstone, Shorwell or St Lawrence WwTW, then the applicant will need to provide details of the drainage solution and provide a nitrogen budget (<https://www.push.gov.uk/2020/06/11/natural-england-published-nutrient-calculator-and-updated-guidance-on-achieving-nutrient-neutral-housing-development/>) alongside any required mitigation in agreement with Natural England.
- 4.49 The Council would recommend that Natural England are engaged through their 'Discretionary Advice Service (DAS)', a service offered to provide pre-application and post-consent advice in relation to development (<https://www.gov.uk/guidance/developers-get-environmental-advice-on-your-planning-proposals>) to help shape appropriate mitigation packages where the nutrient calculator demonstrates it is required.
- 4.50 The Environment Agency (EA) have a presumption against private sewage treatment works in sewered areas and will always seek connection to the mains sewer where possible and practicable. Where development proposals include use of package treatment plants (PTP), or similar, a separate application to the EA may also be necessary. Any such planning application using a PTP will need to include a nitrate budget calculation and include product specifications of the PTP used. Appropriate mitigation may need to be included as part of the proposed development. If Natural England agree the nitrate budget demonstrates a negative nitrate load, then mitigation is not required, and the project can also be screened out of HRA.
- 4.51 Developments where the only waste management option is to connect to existing or new cess pits will not need to demonstrate nutrient neutrality. Southern Water have confirmed that the Sandown treatment plant is the only site on the Island accepting this type of waste and therefore does not need to be subject to any Habitat Regulations Assessment (HRA).
- 4.52 The HRA Appropriate Assessment supporting the Island Planning Strategy screens all of the allocations for the need to demonstrate nutrient neutrality. This process has shown that only one allocated site would be required to agree nutrient neutrality mitigation. The approximate nutrient budget could be mitigated on site or alternatively via a number of strategic mitigation options for development that are coming forward on the island.
- 4.53 The availability of mitigation schemes coming forward is expected to continue and should be able to meet future demand within the plan from windfall development. PfSH have recently completed a [Nutrient Mitigation Supply and Demand Analysis](#) (February 2022) which shows a sufficient supply of 'strategic' nutrient neutrality mitigation options to aid the delivery of growth in the Solent region. There are currently ten strategic mitigation sites listed on the PfSH website to guide developers to potential mitigation schemes.
- 4.54 The HRA concludes that sufficient nutrient mitigation credits will be available to satisfy the development needs of the Island Planning Strategy over the plan period.



Trees, Woodland and Hedgerows

EV5 Trees, Woodland and Hedgerows

The council recognises the wider benefits of trees, woodlands and hedgerows and therefore development proposals will be supported where they:

- a) propose on or off-site tree planting, using the Council Tree Planting and Management Strategy as a guide to planting the right type of tree in the right place;
- b) retain trees, woodlands and hedges on site wherever possible, especially where they are of high amenity;
- c) avoid direct and indirect harmful impacts on trees, woodlands and hedges, and where this is not possible adequate mitigation must be provided;
- d) provide at least a 15 metre buffer between new development and ancient woodland. Where assessment shows impacts will extend beyond 15 metres, larger buffers will be required, and any buffer should contribute to wider ecological networks and become part of the green infrastructure for the area.

Tree and hedgerow planting can play a key role in supporting biodiversity net gain therefore development proposals are required to use the Isle of Wight Local Nature Recovery Strategy to inform planting.

Development proposals that include the loss or deterioration of ancient woodland and ancient or veteran trees will be refused, other than in wholly exceptional circumstances and where a suitable compensation strategy is proposed. Where new or replacement planting is proposed, appropriate native species should be used that reflect or add to the setting of the surrounding area.

- 4.55** This policy seeks to protect the landscape character and amenity value afforded by trees, woodlands and hedges on the Island. Trees provide an important green infrastructure function and contribute significantly to the health of the environment and people.
- 4.56** In terms of trees, amenity is considered to be the wider benefits that a treed environment may give to an area. These benefits being the environmental, economic and social aspects a sylvan setting offers. Trees provide habitat connectivity through development areas and should be carefully considered in the overall development design layout. It is not necessary for the public to have access to the trees to benefit from them; the public benefit can also be realised if the trees can be viewed from a public place.
- 4.57** All trees that may be impacted by a development proposal should be considered and any adverse impacts ruled out. Development proposals should be supported, when necessary, with documentation that identifies the constraints trees might present and how the development will address these through design.
- 4.58** There is no 'one size fits all' with buffer design, each one should be designed to fulfil the specific requirements of its location and the type of proposed development. The council will expect that as a minimum, a buffer of at least 15 metres should be provided between new development and ancient woodland, however larger buffers will be required if assessment shows impacts would extend beyond 15 metres. It is also recognised that a larger buffer may be required for particularly significant engineering operations, larger scale developments or for after-uses that generate significant disturbance.
- 4.59** Where the benefit of development is considered to outweigh the benefit of preserving these features, development will be permitted subject to adequate compensatory provision being made. Where the loss of trees, woodlands and hedges is unavoidable, replacement provision should be of a commensurate arboricultural value to that which is lost.



- 4.60 Where it is deemed that there is going to be unavoidable residual damage or loss to ancient woodland, the measures taken to compensate for this must be of a scale and quality commensurate with loss of irreplaceable habitat. Where ancient woodland is to be replaced by new woodland, this should aim to create 30 hectares of new woodland for every hectare lost.
- 4.61 The council will expect applicants to follow the best practice detailed in BS 5837 (2012) “Trees in relation to design, demolition and construction”, and BS 8545:2014 “Trees: from nursery to independence in the landscape or the most up-to-date equivalent. Established inventories of ancient woodland and veteran trees should be consulted and arboricultural surveys undertaken where appropriate.

Other relevant documents and information:

- Isle of Wight Local Nature Recovery Strategy
- Isle of Wight Council Tree Planting and Management Strategy

Protecting and Providing Green and Open Spaces

EV6 Protecting and Providing Green and Open Spaces

Development proposals are required to provide and enhance green and open space in line with the standards set out in the Isle of Wight Open Space Assessment and Playing Pitch Strategy. Development proposals will be expected to demonstrate how they:

- a) avoid the loss of identified open space, as shown on the Policies Map;
- b) ensure the deficiencies identified within the councils Open Space Assessment and Playing Pitch Strategy are being addressed;
- c) where relevant, make provision for public green, open and recreational space through on site or off site provision considering proposals within the Isle of Wight Local Nature Recovery Strategy (LNRS).

- 4.62 This policy recognises that open, green and recreational spaces make an important contribution to improving the health and wellbeing of communities. Parks and accessible greenspace provide opportunities for exercise such as walking and cycling. Community spaces can also be used for cultural engagement by providing a valuable resource for learning about local history and nature. Natural green spaces support the environmental capacity to counter effects of pollution and can improve sites for wildlife.
- 4.63 All of these spaces are important and as such the policy ensures that new development takes account of this and provides and/ or contributes to a variety of open, green, natural and recreational spaces where relevant.
- 4.64 The Government has set out policy aims and objectives for the protection and provision of open space and a strategy is required for the Island. The **Isle of Wight Open Space Assessment** sets local standards based on assessment of local needs, demographics and audits of existing open spaces. It is the basis for addressing quantitative and qualitative deficiencies.
- 4.65 In addition to the Open Space Assessment, The Playing Pitch Strategy provides the evidence base and guides future provision and management of new sports pitches and outdoor sports facilities on the Island. The Strategy focuses on facilities used by sports including football, cricket, rugby union, hockey, tennis, netball and bowls with the focus being on a need basis for sports. The Open Space Assessment includes Outdoor Sports Facilities from the perspective of meeting recreational needs.



- 4.66 Publicly accessible open spaces have been identified and mapped. The loss of these sites should be avoided, and sites of high usage and quality are afforded maximum protection. Proposals to modify identified spaces (either through loss or type) will need to consider the deficiencies and types in the context of the surrounding area. Where evidence shows no deficiency, an assessment of the open space’s historical, cultural and ecological value should be undertaken to understand the full ramifications of its loss. The loss of outdoor recreation facilities including playing fields is only permitted in limited circumstances as set out in policy C14. Additional open spaces will need realistic plans for implementing and resourcing any maintenance agreements to provide and maintain the required quality. Playing fields should be protected through consultation with Sport England.
- 4.67 Open space typologies include parks and gardens, natural and semi-natural areas, green corridors, amenity green space, provision for children and young people, outdoor sports facilities, allotments, cemeteries and churchyards and civic spaces. It is accepted that there may be occasions when limited works on some open space will be required to support its ongoing management to conserve and enhance the open space or to improve accessibility of the open space, particularly the natural and semi-natural categories, and in these circumstances such works would be supported.
- 4.68 The Open Space Assessment identified that the Island has predominantly high quality open spaces that have a high level of accessibility. However, there are some deficiencies in both the urban and rural areas and very few areas have a surplus of provision, particularly when undertaking a more local area needs analysis that doesn’t consider more Island-wide provision.
- 4.69 To ensure new development does not put pressure on existing assets the Open Space Assessment reviewed the quality, quantity and accessibility of various open space types across the island including parks and gardens, local amenity space, natural and semi-natural greenspace, provision for children and young people, outdoor sports facilities and allotments and community gardens. The standards for the Medium Growth Scenario within Appendix D of the Open Space Assessment have been set to address any deficiencies that would result from development within the plan period therefore these standards and areas of deficiency should be used to inform open space provision for all new development.
- 4.70 As part of wider agendas on health and wellbeing and climate change mitigation and adaptation, development where possible should help deliver multiple functions. This could include recreation, green travel routes, noise absorption, habitat and connectivity for wildlife, heritage, carbon storage, water storage and water infiltration and interception.

Other relevant documents and information:

- Isle of Wight Open Space Assessment
- Isle of Wight Playing Pitch Strategy
- Natural England Green Space Standard

Local Green Spaces

EV7 Local Green Spaces

Sites shown as Local Green Space on the Policies Map are designated as such and development involving the loss of a Local Green Space will not be permitted, other than in very special circumstances.

- 4.71 The sites identified on the Policies Map as local green space have either already been designated through neighbourhood development plans or identified to the council through consultation responses from the public and representative bodies from other planning and community supplementary planning documents.



- 4.72** In line with national policy the council supports communities identifying local green spaces that are demonstrably special to them and holds a particular local significance. By designating such sites new development is ruled out, other than in very special circumstances. The land designated as local green space must be:
- in reasonably close proximity to the community it serves;
 - demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and
 - local in character and is not an extensive tract of land.
- 4.73** Designating land as local green space should be consistent with the local planning of sustainable development and complement investment in sufficient homes, jobs and other essential services.
- 4.74** A local green space designation can be made through the Island Planning Strategy or neighbourhood development plans. The designation gives the same level of protection given in national policy to green belt land and therefore development will only be approved in very special circumstances, which are likely only to be where proposals result in a significant Island-wide economic benefit.

Protecting High Grade Agricultural Land

EV8 Protecting High Grade Agricultural Land

The best and most versatile agricultural land will be protected from development not associated with agriculture or forestry except where: -

- a) development is small scale; and
- b) the need for and the benefit of development in achieving the long term viability of a farm justifies the scale and nature of the loss.

Development which is likely to affect the best and most versatile agricultural land, should produce an agricultural land classification survey to determine the quality, quantity and accurate location of agricultural land in grades 1, 2 and 3a. Planning permission for development resulting in the loss of Grade 1, 2 and 3a land will only be granted if;

- c) sufficient land of a lower grade is unavailable or available lower grade land has an environmental value recognised by a statutory wildlife, historic landscape or archaeological designation and outweighs the agricultural considerations; or
- d) the benefits of the development justify the loss of high grade agricultural land; or
- e) the development supports farm diversification and the rural economy in line with Policy E4.

If the best and most versatile land needs to be developed and there is a choice between sites in different grades, land of the lowest grade must be used except where other sustainability considerations outweigh land quality issues. Proposals for development should demonstrate that soil resources have been protected and used sustainably in line with best practice.

- 4.75** The highest grades of agricultural land are a scarce resource on the island with most land classed as Grade 3 which mostly supports pasture. However, light sandy soils in the southern part of the island provide some of the best arable land. Horticulture is largely concentrated in the eastern part of the island producing vegetables and flowers with a number of orchards. These are an important contributor to the Island's economy and food security.



Protecting Our Landscapes and Seascapes

EV9 Protecting our Landscapes and Seascapes

The council will support proposals that conserve, enhance and promote the seascapes and landscapes of the Island. Development proposals will be required to:

- a) ensure new development avoids both direct and indirect adverse effects or cumulative impacts upon the integrity of landscapes and seascapes;
- b) protect important vistas and character, from and to the land and sea;
- c) promote the maintenance and enhancement of the links between designated sites, especially through the provision of, and/ or enhancement to, green infrastructure and appropriate local designations;
- d) reflect the aims and objectives of the West Wight and East Wight Landscape Character Assessments, Historic Landscape Characterisation, Historic Environment Action Plan and any further relevant landscape assessment;
- e) positively contribute to meeting the aims and objectives of the Isle of Wight's Local Biodiversity Action Plan, Local Geodiversity Action Plan and Local Nature Recovery Strategy;

- 4.76** People value their local landscape and seascape. This landscape and seascape are vital not only for visual beauty, natural and historic character, but also for their contribution to the local economy including agriculture and tourism as well as its community value in terms of well-being and leisure. The planning process has an important role in ensuring that landscape quality and local distinctiveness are maintained and enhanced across the Island.
- 4.77** The Island is a coastal authority separated from the mainland by the Solent. It is unique in England as its entire authority boundary is coastline. This has had a profound influence on the Island, physically shaping it and how it is seen, providing a requirement for the consideration of seascape. Two areas of Heritage Coast have been defined on the Isle of Wight, covering half the Island's coastline including Hamstead and Tennyson.
- 4.78** Seascape as a concept should be thought of as "the coastal landscape and adjoining areas of open water, including views from land to sea, from sea to land and along the coastline and describes the effect on landscape at the confluence of sea and land. Therefore, for the purpose of this policy, seascape is defined as a discrete area within which there is shared inter-visibility between land and sea (a single visual envelope).
- 4.79** Every seascape therefore has three defined components:
- an area of sea (the visible seaward component);
 - a length of coastline (the visible coastline component, normally defined by prominent physical features such as headlands or other promontories); and
 - an area of land (the visible landward component, based on either or a combination of visibility from the above two points).
- 4.80** By contrast, landscape starts at the coastline, and includes all areas inland, even where there are no views or direct experience of the sea. In most situations, the landward component of a seascape will play a significant part in seascapes and it is largely the character of the land and coastline, rather than the sea itself, which defines the basic character of seascapes. Seascape is defined by using visibility analysis in conjunction with character assessment.
- 4.81** Seascape effects are the changes in the character and quality of the seascape as a result of development. Hence, seascape assessment is concerned with direct and indirect effects upon specific seascape elements and features; more subtle effects on seascape character; and effects



upon acknowledged special interests such as designated landscapes, historic setting, wildness or tranquillity.

- 4.82** Small changes from development can over time have a cumulative impact on seascape and landscape features, character and integrity and this should be carefully considered. Frequently the value of a designated site is significantly increased when it is considered as part of a wider green infrastructure. Thus, importance lies in the spatial relationship between these wider, non-designated sites, either as ecological stepping stones, or sites connected by a network of green corridors. Therefore, consideration needs to be given to the green spaces in between designated sites, where they hold an ecological value, either as a link, or by having interesting features of significance themselves (for example brownfield sites often contain unusual or valuable species).
- 4.83** Within the West Wight Landscape Character Assessment, the East Wight Landscape Character Assessment and the Historic Environment Action Plan, a range of landscapes and settlement patterns are identified. The council will use these assessments to identify how development is likely to impact on the landscape's character and how this may be avoided or mitigated and how development could bring about improvements to the landscape. These documents should be used to inform any Landscape Visual Impact Assessments (LVIA) being undertaken to support a development proposal. Proposals within the AONB and Heritage Coast will also need to consider these designations in line with policy EV11. Consideration should be given to whether development proposals have an impact on the aims and objectives of the New Forest National Park if relevant.
- 4.84** The Isle of Wight's Local Biodiversity Action Plan, Local Geodiversity Action Plan and emerging Local Nature Recovery Strategy have aims and objectives that are reviewed regularly.. Relevant development proposals will be expected to demonstrate how these aims and objectives have been considered where appropriate and how the proposal will make positive contributions towards them.

Other relevant documents and information:

- Marine Management Organisation Seascape Assessment for the South Marine Plan Area



Preserving Settlement Identity

EV10 Preserving Settlement Identity

In order to maintain the separate identities of settlements and prevent their coalescence, the generally open and undeveloped nature of the following gaps, as identified on the Policies Map, will be protected:

- Cowes – Newport
- Cowes – Gurnard
- Cowes – Northwood
- Northwood - Newport
- East Cowes – Whippingham
- Ryde – settlements to the south
- Ryde – Nettlestone – Seaview
- Nettlestone – St Helens
- Brading – Sandown – Yaverland
- Sandown – Lake – Shanklin
- Freshwater – Norton Green – Norton
- Freshwater – Totland

Development in settlement gaps will only be permitted if it can be demonstrated that there is no significant adverse impact on the physical or perceived separation between settlements, either individually or cumulatively with other existing or proposed development.

4.85 The council wishes to manage development in a way that delivers the growth that meets its requirements, but that also maintains the separate identities of communities by avoiding increasing settlement coalescence to unacceptable levels on the Island. Some settlement boundaries have been re-drawn on the Policies Map to include proposed housing and employment allocations, or to reflect the passage of time and development since the adoption of the Core Strategy in 2012.

4.86 Where development proposals are located within the areas identified in the policy, and shown on the policies map, the council will assess whether it would have a significant adverse impact by considering issues such as:

- the sense of openness or enclosure;
- the pattern and complexity of settlements and the landscape;
- the experience derived from a particular settlement and/ or landscape character;
- the relationship to existing settlement edges and the cultural pattern;
- the visual sensitivities and intervisibility of settlements and/ or the landscape.

4.87 This is not an exhaustive list, and the assessment of such impacts will be made in relation to the 'guidelines for maintenance' of the relevant gap, as set out in the Isle of Wight Settlement Coalescence Study. If it is relevant the council will assess the cumulative impacts in conjunction with existing and proposed development. Whilst an individual impact may be considered acceptable, the cumulative impacts may be significantly adverse and therefore unacceptable.

4.88 The assessment undertaken by the council will be proportionate to the proposal, although it should be recognised that the impact is not necessarily directly commensurate to the scale of the proposal. As the determination of relevant applications will include an assessment of impacts, only development where there is no significant adverse impact will be permitted, unless other material considerations influence the planning judgement.

Other relevant documents and information:

- Isle of Wight Settlement Coalescence Study



Isle of Wight AONB

EV11 Isle of Wight AONB

Strategic

Planning applications for major development within the AONB will be refused other than in exceptional circumstances or where there is overriding public interest. Development proposals should demonstrate how they:

- a) conserve and enhance the natural beauty and locally distinctive features of the AONB; and
- b) reinforce and respond to, rather than detract from, the distinctive character, setting and special qualities of the AONB; and
- c) would not, either individually or cumulatively, undermine the integrity or the predominantly open and undeveloped, special scenic and rural character of the AONB; and
- d) would be appropriate to the economic, social and environmental wellbeing of the area or is desirable for the understanding and enjoyment of the area (where this is consistent with the primary purpose of conserving and enhancing natural beauty); and
- e) contribute to the achieving the aims and delivery of the Isle of Wight AONB Management Plan
- f) consider the conservation and enhancement of wildlife and cultural heritage;

Where in exceptional circumstances and for wider planning reasons, planning permission is approved without the above criteria being met, then compensation for remediation and improvement of damaged designated landscapes will be sought to the features that form the special character of the Isle of Wight AONB.

- 4.89** The Isle of Wight AONB covers approximately half of the Island (191 square km). AONBs are nationally designated landscapes and afforded the highest status of protection, with great weight given to the need to conserve and enhance landscape and scenic beauty.
- 4.90** The Isle of Wight AONB is complex and comprises a range of landscape types, as defined by the West Wight and East Wight Landscape Character Assessments and the AONB Management Plan. The AONB includes undeveloped coastlines, chalk downs and hills, harbours and creeks, areas of ancient woodland, dark sky areas and farmland along with a range of villages and other rural development. The AONB is a finite landscape resource and new developments of all types have the potential to detract from the special qualities of the designation.
- 4.91** The council expects all developments within the AONB to conserve and enhance its landscape and scenic beauty. Therefore, development proposals should be carefully designed to respond positively to the special qualities of the AONB landscape and the particular characteristics of the locality in which development is proposed. In particular, proposals should demonstrate how developments have been designed to take account of locally distinctive features such as building types, materials and landscape character.
- 4.92** Development proposals which lie outside the Area of Outstanding Natural Beauty but within its setting can also have an impact. For example, views out of the Area of Outstanding Natural Beauty from key visitor viewpoints into surrounding areas. This area does not have a defined geographical boundary, but is the area within which developments, by their nature, size, scale, siting, materials or design could be considered to have an impact, either positive or negative, on the natural beauty and special qualities of the Wight AONB.



4.93 The AONB Partnership has produced the Isle of Wight AONB Management Plan which has been adopted by the council and this sets out the objectives for protecting, conserving and enhancing the special qualities and locally distinctive features of the AONB. The Management Plan is an important resource for all development proposals and should be used to inform their location, design, layout, scale and landscaping, including any agricultural development that may be proposed within the Isle of Wight AONB.

4.94 The council acknowledges that in some situations, development proposals that would fail to conserve and enhance the AONB may be granted planning permission, where there are exceptional circumstances that would outweigh identified harm to the landscape. In such situations the council will seek either on-site or off-site mitigation, which may include contributions towards projects to deliver improvements to the AONB landscape.

Other relevant documents and information:

- Isle of Wight AONB Management Plan
- Landscape Review (The Glover Report) September 2019

Dark Skies

EV12 Dark Skies

The council supports the creation of a Dark Skies Park in the south west of the Island. Development proposals will be supported within the proposed Dark Skies Park (as shown on the Policies Map) where they have demonstrated that all reasonable and proportionate opportunities to reduce light pollution have been explored and incorporated.

Development proposals that include roof glazing and large expanses of glazing will not be supported, unless through appropriate design the impacts can be mitigated.

If external lighting cannot be avoided the colour temperature of lighting should not exceed 2700K and be downlit.

4.95 The council wishes to see an International Dark Skies Association designation of a Dark Skies Park on the Island, recognising the high quality of the night-time skies. It is anticipated that such a designation will also be beneficial to wildlife, provide improved amenity and tranquillity and enhance the Island's tourism offer.

4.96 To achieve the designation, it is important to have a clear planning policy approach in place to managing lighting in new developments. It is recognised that light itself and minor domestic light fittings are not subject to planning controls, however through planning policy good lighting practice will be encouraged and guidance given on how to achieve this. Approaches outside of the planning system will be required to encourage good lighting practice.

4.97 It is acknowledged that lighting is part of modern life and can be necessary for safety, security and farming operations. The requirements of this policy will be applied proportionately to all proposals which require planning permission within the Dark Skies Park designation, as shown on the Policies Map. In order for the council to properly assess the likely impacts of proposals on the dark skies, it will consider the following questions to establish whether light pollution is likely to occur:

- Does a new development proposal, or a major change to an existing one, materially alter light levels outside the development and/or have the potential to adversely affect the use or enjoyment of nearby buildings or open spaces?
- Does an existing lighting installation make the proposed location for a development unsuitable? For example, this might be because:
 - the artificial light has a significant effect on the locality;



- users of the proposed development (e.g. a hospital) may be particularly sensitive to light intrusion from the existing light source.
- Does a proposal have a significant impact on a protected site or species e.g. located on, or adjacent to, a designated European site or where there are designated European protected species that may be affected?
- Is the development in or near a protected area of dark sky or an intrinsically dark landscape where it may be desirable to minimise new light sources
- Does the proposed development include smooth, reflective building materials, including large horizontal expanses of glass, particularly near water bodies (because it may change natural light, creating polarised light pollution that can affect wildlife behaviour)?
- Are forms of artificial light with a potentially high impact on wildlife (e.g. white or ultraviolet light) being proposed close to sensitive wildlife receptors or areas, including where the light shines on water?

Managing Our Water Resources

EV13 Managing our Water Resources

Strategic

Development must not adversely affect the quality, quantity and flow of ground and surface water. All development proposals should be able to demonstrate how they have considered the most sustainable options for the handling of water.

Development proposals will be required to conserve and manage water resources by:

- a) implementing measures to restrict predicted internal potable water consumption to 100 litres per person per day;
- b) providing on-site recycling measures, where appropriate, to include, but not limited to, rainwater harvesting, greywater recycling and the use of flood mitigation measures such as attenuation to augment supply;
- c) ensuring no negative impact upon the Island's watercourses and providing environmental enhancements wherever possible;
- d) ensuring no risk to the Island's aquifers, including through the appropriate provision of sustainable drainage systems;
- e) ensuring no net increase in surface water run-off, compared with the pre-development rate and for development on greenfield sites reduce run-off rates to below the greenfield run-off rates by at least 20%;
- f) ensuring drainage systems meet the drainage needs of the development in full over the lifetime of the development and do not increase flood risk elsewhere;
- g) where sewers have limited capacity, site promoters need to work with Southern Water to ensure delivery of the network aligns with occupation of the development. A condition may be required;
- h) when planning site layout, taking into account any existing water and/or sewerage infrastructure, to safeguard future access for maintenance and upsizing purposes.



- 4.98** Water is a precious resource, with the Island reliant on imports from the mainland to supplement supply. The Island will seek all reasonable measures to move towards a more self-sufficient status in the use of water. Due to the significance of water as an environmental resource on the Island, the council will support applications that manage water resources by the most sustainable methods possible.
- 4.99** The Partnership for South Hampshire produced the South Hampshire Integrated Water Management Strategy. This provides a framework to guide local plans, although there remain uncertainties regarding the potential need for further mitigation of the impact of development after 2020 on water quality, water resources and to satisfy the Habitats Regulations. Therefore, the council has built in a further commitment for water efficiency from new development from this point in the lifetime of the plan onward. This will apply to all development providing additional residential accommodation.
- 4.100** Water efficiency standards can also help deliver objectives set out in River Basin Management Plans (RBMP). The council has a duty to have regard to RBMP and seek to ensure that decisions do not compromise those objectives. The relevant South East River Basin Management Plan approved by the DEFRA Secretary of State contains an action that requires local authorities to 'seek' the use of water efficiency standards that exceed building regulations, where local evidence supports that need.
- 4.101** The need to import water to the Island and the fact that the sources from which this supply originates is restricted due to the potential impacts on European nature conservation designations associated with the mainland watercourses is, sufficient evidence for the requirement for more efficient use of water. An increasing population, a warming climate and an already limited resource leave no sensible, responsible option other than to seek better use of this resource.
- 4.102** Efficiency is important not only from a water resource perspective, but also because of the link with water quality and disposal of foul water. There are real benefits in keeping down the capital cost of new water supply and wastewater infrastructure, maintaining ecosystems and protecting landscapes. Reducing the amount of water entering wastewater treatment works is also a key way of helping to mitigate issues around the capacity of the works and the receiving environment.
- 4.103** Water use in the home also has an impact on greenhouse gas emissions. Domestic water heating is responsible for 5% of UK CO₂ emissions and for 10 – 15% of the household energy bill. Simple demand management measures, particularly those which reduce the amount of hot water in the home, have huge potential not only to promote water and energy efficiency, but also to reduce the carbon footprint.

Other relevant documents and information:

- South East River Basin Management Plan



Managing Flood Risk in New Development

EV14 Managing Flood Risk in New Development

Strategic

The Council will require all development proposals to reduce on-site and off-site risk of flooding on the Island. Development proposals will be required to:

- a) be safe from flooding and not increase the risk of flooding elsewhere;
- b) apply the sequential test and then, if necessary, the exception test when in flood zones 2 and/ or 3;
- c) use opportunities provided by new development to reduce the causes and impacts of flooding and manage residual risk;
- d) provide appropriate on-site sustainable drainage systems for the disposal of surface water in order to ensure there is no net loss of flood storage capacity or impact on water quality;
- e) where located within an area at risk from flooding or future risk of flooding, undertake a site-specific flood risk assessment and comply with national planning requirements; and
- f) safeguard land required for current and future flood risk management.

- 4.104** All new development should be safe and, wherever possible, reduce the risk of flooding to others. This means that inappropriate development in areas at risk of flooding should be avoided by locating such vulnerable uses away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.
- 4.105** Development will only be allowed in areas at risk of flooding where, taking into account the requirements of the policy, it can be demonstrated that:
- i. within the site, the most vulnerable development is located in areas of lowest flood risk, applying a site-based sequential approach to the risk;
 - ii. the development is appropriately flood resistant and resilient;
 - iii. it incorporates sustainable drainage systems (unless there is clear evidence that this would be inappropriate);
 - iv. any residual risk can be safely managed; and
 - v. safe access and escape routes are included where appropriate, as part of the flood warning and evacuation plan.
- 4.106** The Isle of Wight Local Flood Risk Management Strategy provides a high-level overview of the potential flood hazard from all sources of flooding (tidal, river, surface water, sewer and groundwater), and identifies a co-ordinated approach to managing these hazards where the greatest impacts are likely to occur. The aim of the strategy is to better understand, communicate and manage the risk of flooding on the Island through viable, sustainable and co-ordinated approaches for the benefit of local communities, property, land and the environment, both now and in the future. It should be considered together with any relevant local flood investigation reports.
- 4.107** The Isle of Wight Council and Isle of Wight Fire and Rescue Service have produced a guidance document to support developers and applicants who are required to produce and submit a Flood Warning and Evacuation Plan as part of an application. Such plans should take account of those with reduced mobility or other access needs.



- 4.108** Where an application comes forward for a site allocated in the Island Planning Strategy, applicants need not apply the sequential test. However, where an SFRA Level 2 Factsheet has been prepared by the council, it should be followed to provide the council with an evidenced assessment on how the site can be safely developed within the requirements of this policy and the NPPF.
- 4.109** In terms of flood risk the council defines 'safe' as dry, with no residual risk and low risk of flooding as per the National Planning Policy Guidance definition of Flood Zone 1 including mitigation of any residual risk to an acceptable level. Flood risk means all potential sources of flooding, including but not limited to tidal, fluvial, surface and groundwater. Mitigation measures (such as resistance and resilience) should not be applied prior to applying the Sequential Test.
- 4.110** When seeking to establish safe floor levels the Environment Agency Standing Advice on flood risk should be consulted to understand the appropriate freeboard allowance to be applied. This should be done as early in the consideration of the proposal as possible as it may affect overall building heights, floor area and subsequently viability.
- 4.111** The assessment of flood risk should take into account the most up-to-date information on flooding available from the Environment Agency, together with the information in the council's current Strategic Flood Risk Assessment. Whichever source of flood risk information is the furthest predicted extent should be used for the assessment of risk. In some cases, development of flood risk management may require a Marine licence.

Other relevant documents and information:

- Isle of Wight Local Flood Risk Management Strategy
- Isle of Wight SFRA & Level 2 Fact Sheets

Monkton Mead Catchment Area

EV15 Monktonmead Catchment Area

Development proposals within the Monktonmead Catchment Area (as identified on the Policies Map) will be required to demonstrate how:

- a) post development runoff has been reduced by the greatest percentage rates and volumes that are possible in the context of cost, technical feasibility and viability, in relation to new dwellings, buildings and impermeable surfaces;
- b) large areas traditionally associated with runoff (including car parking and other impermeable surfaces associated with major applications such as roofs) have been disconnected from direct discharge into the catchment;
- c) watercourses are deculverted when it is practically possible;
- d) watercourses and drainage channels are maintained above ground;
- e) the SuDS management train has been applied, with justification for why the approach within the SuDS management hierarchy has been taken;
- f) the risk of sewer flooding has been reduced;
- g) wherever possible ensure priority habitat creation is integrated as part of the proposal;
- h) on sites greater than 1 hectare, on-site sustainable drainage systems will be provided except in areas subject to inundation from fluvial or tidal flood risk.

New developments that have an impact on flood risk within the catchment boundary may be required to make a financial contribution towards flood alleviation projects identified through any Section 19 investigations undertaken by the Local Lead Flood Authority.



- 4.112** The Strategic Flood Risk Assessment (SFRA) of the Island determined there was significant flood risk within the Ryde area, with a history of flooding from ordinary watercourses and overloaded combined drainage system. By managing development in certain ways within the whole catchment area, instances of flooding in developed parts of Ryde around Monktonmead Brook can be minimised. The following are measures identified in the Ryde Surface Water Management Plan specific to spatial planning which could offer benefit to flood risk management in the longer term and are therefore supported by this policy:
- restrict runoff from brownfield sites
 - presumption against culverting
 - raise awareness and enforcement of paving front gardens
 - drainage of new developments/SuDS
- 4.113** Objectives 3 and 4 of the Monktonmead Ryde Flood Risk Management Plan, that this policy is also seeking to implement are:
- Objective 3: To ensure Water Framework Directive outcomes and priority habitat creation and integrated; and
 - Objective 4: To assist in the reduction of sewer flooding to properties in Ryde.
- 4.114** Surface water runoff describes flooding from sewers, drains, groundwater, and runoff from land, small water courses and ditches that occurs as a result of heavy rainfall. Development proposals seeking to comply with this policy should be in line with sustainable drainage principles (SuDS) and follow the SuDS management train (prevention, source control, site control and regional control) to reduce pressure on the existing drainage regime and aim to improve the existing standard of protection. Culverting (enclosing) a watercourse is not advised unless there is no alternative. The resulting reduction in storage volume, flow capacity and habitat potential would be unacceptable. Culverted watercourses are also more difficult to maintain due to the limited accessibility.
- 4.115** Planning applications for new development are therefore required to demonstrate how post development runoff has been reduced and will be managed. This evidence should be set out in a drainage and/ or flood risk statement, where the development is of less than 1 hectare. This statement should be proportionate in scale and detail to the planning application and should also demonstrate that the development does not have a negative effect on the watercourse, groundwater and/ or sewerage. Planning applications for development of 1 hectare or more and those in Flood Zones 2 and 3 should be supported by a flood risk assessment incorporating a drainage strategy, which should, in addition, demonstrate how the sustainable drainage system will operate on-site and will reduce the existing greenfield and brownfield runoff rates and volumes. Further details on the information required for an assessment of flood risk is contained in the government publication called Technical Guidance to the National Planning Policy Framework (NPPF).
- 4.116** There are a range of design manuals to help ensure that designs are suitable and that the SuDS drainage principles are applied appropriately. The SuDS Manual (CIRIA publication C697) provides a guide through the design process and may be referred to by the council when checking designs and calculations to ensure that sustainable drainage principles have been applied. Water as a resource on the Island is scarce and SuDS can make a significant contribution to addressing the water demands associated with a development. For example, implementing sustainable supply measures for external potable water consumption by providing a system to collect rainwater for use in external irrigation/watering, will help reduce water demands.
- 4.117** When designing and delivering SuDS, consideration will need to be demonstrated on their long term management and maintenance so that no undue burden is placed on future users/occupants of the development, the council or the statutory wastewater undertaker. Land drainage consent must be sought from the lead local flood authority prior to starting any works (temporary or permanent) that affect the flow of water in the watercourse. Such works may include culverting, channel diversion and the installation of trash screens.



- 4.118** The Isle of Wight Council, in its role as Local Lead Flood Authority, may publish Section 19 investigations into particular instances of flooding within the Monktonmead area. These investigations may identify flood alleviation measures that would benefit development and in these instances, financial contributions may be sought.

Managing our Coast

EV16 Managing our Coast

Strategic

To avoid inappropriate and/or vulnerable development within the Coastal Change Management Areas (CCMAs), as shown on the Policies Map, development proposals will be expected to be limited to:

- a) development directly linked to the coastal strip when within short-term risk areas;
- b) development more widely requiring a coastal location and providing substantial demonstrable economic and social benefits within medium and long-term risk areas;
- c) essential infrastructure, including Ministry of Defence installations.

All development proposals within a CCMA will be expected to undertake a coastal erosion vulnerability assessment to demonstrate that it will be safe over its planned lifetime and will not have an unacceptable impact.

Permissions granted within CCMAs will usually be time limited.

Proposals for new residential development will not be supported within CCMAs.

- 4.119** To enable the council to manage development in coastal areas affected by coastal change, development proposals will be expected to demonstrate how they have taken a sustainable and practicable approach to coastal erosion and flood risk management.
- 4.120** As a first principle, new development should be directed away from areas vulnerable to coastal change, to avoid putting people at risk. Where there is development close to the coast in areas where there is a risk, a sustainable and well-informed approach will be taken.
- 4.121** CCMAs are areas likely to be affected by coastal change over the next 100 years. For the purpose of this policy, coastal change means physical change to the shoreline through erosion, coastal landslip, permanent inundation and coastal accretion.
- 4.122** The CCMA is defined based on the policies and principles of the adopted Isle of Wight Shoreline Management Plan 2011 and adopted West Wight Coastal Flood and Erosion Risk Management Strategy 2016 and the latest coastal Studies into future coastal risks and defence requirements.
- 4.123** Ministry of Defence installations that require a coastal location can be permitted within a coastal change management area, provided there are clear plans to manage the impacts of coastal change. Where the installation will have a material impact on coastal processes, this must be managed to minimise adverse impacts on other parts of the coast.
- 4.124** In relation to points one and two of the policy, short-term risk areas are considered to be a 20 year time horizon from the time of development being permitted. The types of development that would be considered as being appropriate here include (but are not necessarily limited to) beach huts, cafes/tea rooms, car parks and sites used for holiday or short-let caravans and camping. Developers would have to refer to supporting evidence on future erosion rates for different epochs (see background evidence document).
- 4.125** Medium-term is considered to be a 20 to 50-year time horizon and long-term is up to 100-year from the time of the development being permitted. The types of development the council expects



to see in these areas would be time-limited development, and could include uses such as hotels, shops, office or leisure activities requiring a coastal location and providing economic and social benefits to the community.

4.126 Other significant development, such as key community infrastructure, is unlikely to be appropriate unless it has to be sited within the coastal change management area to provide the intended benefit to the wider community and there are clear, costed plans to manage the impact of coastal change on it and the service it provides.

4.127 Proposals within the CCMA must be accompanied by a coastal erosion vulnerability assessment that assesses the degree of risk and the scale, nature and location of the development. The applicant will be expected to prepare this in advance in consultation with the Council, the Environment Agency and any other relevant stakeholders. The assessment must demonstrate that the development:

- Would not impair the ability of communities and the natural environment to adapt sustainably to the impacts of a changing climate;
- will be safe through its planned lifetime, without increasing risk to life or property, or requiring new or improved coastal defences;
- would not affect the natural balance and stability of the coastline or exacerbate the rate of shoreline change to the extent that changes to the coastline are increased nearby or elsewhere.
- demonstrate how water can be discharged without exacerbating erosion and/or having an adverse effect upon the stability of nearby cliffs. This would typically preclude the use of soakaways.
- consider whether any essential infrastructure which will support the proposed development (including its access routes) is at risk from being lost to coastal change and demonstrate the proposal is sustainable over its planned lifetime.
- consider the management of the development at the end of its planned life, including proposals for the removal of the development before the site is immediately threatened by shoreline change.

Facilitating Relocation from Coastal Change Management Areas

EV17 Facilitating Relocation from Coastal Change Management Areas

Proposals to relocate existing development and infrastructure away from the Coastal Change Management Areas (CCMAs), where it is forecast to be affected by erosion or permanent inundation within twenty years, will be supported subject to it being:

- a) the same lawful use being proposed; and
- b) similar in scale and character to the development it is replacing; and
- c) located at an appropriate location inland from the CCMA and, where possible, remains close to the coastal community from which it was displaced; and
- d) not having any significant adverse impacts that would be contrary to other policies of the plan, including on the AONB and Heritage Coast.

All proposals will need to ensure that the site from which the development is relocated is cleared and made safe.



- 4.128 Where properties within the CCMA are at risk from coastal erosion within the next 20 years, this policy allows for the relocation of residential, community and commercial properties to areas inland. This enables property owners to take a pro-active approach to relocate to an alternative location well before erosion becomes an imminent threat.
- 4.129 The policy facilitates the relocation and re-provision of structures at imminent risk of coastal erosion. An appropriate location inland is generally considered to be associated with the nearest community.
- 4.130 Changes of use from permanent residential to other strictly limited temporary uses (including change of use to agricultural or tourism), may be appropriate within the CCMA, where also in accordance with the short, medium and long term uses outlined in the 'Managing our Coast' policy.

Improving Resilience to Coastal Flooding

EV18 Improving Resilience to Coastal Flooding and Coastal Risks

Development proposals located on waterfronts that have a 'Hold the Line' policy in the Isle of Wight Shoreline Management Plan should provide and maintain on-site coastal defences or, where appropriate, land raising, to a height consistent with mitigating the impacts of predicted sea level rise over the lifetime of the development.

Developer contributions from major development may also be required towards future coastal flood and erosion risk reduction schemes, in areas benefitting directly or indirectly from existing coastal defences and/ or requiring future improvements in defences. Such contributions will be determined on a case by case basis using the Isle of Wight Shoreline Management Plan, Coastal Strategy and Studies and any identified coastal defence projects to inform the particular areas and level of contribution. Pre-application discussions are encouraged and should ensure that such requirements are identified and considered at the earliest stages.

Proposals for new or replacement coastal defence schemes will only be permitted where it can be demonstrated that the works are consistent with the management approach for the frontage presented in the most up to date Shoreline Management Plan and Coastal Strategy and Studies.

- 4.131 Development and redevelopment will play an integral role in delivering sustainable longer term flood and coastal risk management to ensure the continued prosperity of the coastal towns and villages on the Island, including through the provision of new coastal defences which can be incorporated into future wider strategic defence schemes.
- 4.132 The *Isle of Wight Shoreline Management Plan (SMP)* covers the coast around the Island and identifies shoreline management approaches and policies over the next 100 years and provides a strategic approach to the management of the coast.
- 4.133 The SMP is supported by more detailed Coastal Strategies and Studies (including the *West Wight Coastal Flood and Erosion Risk Management Strategy (2016)*, for the coast from East Cowes to Freshwater) which identify how future coastal defence improvements could be delivered, including areas where contributions are required to construct new defences, and priority areas.
- 4.134 Properties and development in areas currently benefitting from existing coastal defences should be aware of the potential for coastal change to occur in the future, and that any proposals for replacement and or improvement of existing ageing coastal defences (where funding permits) are expected to require financial contributions from those benefitting from the defences, including private contributions



- 4.135** Where new coastal defences are needed to protect new development, developers will be expected to provide them. Where new development will benefit either directly or indirectly from existing coastal and flood risk management infrastructure (e.g. seawalls and flood defences), the developer will be expected to contribute to the costs of maintaining and improving that infrastructure, and where practical, deliver any improvements. Pre-application discussions should ensure that such requirements are identified and considered at the earliest stages.

Managing Ground Instability in New Development

EV19 Managing Ground Instability in New Development

To prevent unacceptable risks from land instability the council will ensure that new development is appropriate for its location. Where development proposals are located within areas identified as being at potential risk from future ground instability and landsliding (as shown on the Policies Map), they will be expected to demonstrate that:

- a) the site is suitable for its proposed use, taking account of the ground conditions and land instability, including from natural hazards;
- b) the use proposed is suitable for the ground conditions;
- c) measures have been taken to minimise the amount of water entering the ground;
- d) surface water run-off is accommodated within existing, fully-functioning piped water disposal systems.

- 4.136** The policy seeks to minimise the risks and effects of land instability on property, infrastructure and the public by helping to ensure that various types of development are not located in unstable locations, or without appropriate precautions.
- 4.137** While much of the Island can be considered stable in terms of land movement, there are localised areas that are susceptible to ground movement including landslides. This is due to a combination of the Island's geology, coastal processes, rainfall and human influence. The impacts of climate change are expected to increase these risks. Where a site is affected by land instability issues, responsibility for securing a safe development rests with the developer and/or landowner, and this policy approach provides clarity over what the council will expect to see.
- 4.138** Applications for development will generally need to be accompanied by a ground stability report prepared by a competent person. The detail required within the report will vary depending upon many factors, including type/scale of development and location of the development within a geotechnical context.
- 4.139** This policy will be applied in the specific areas identified on the Policies Map, which can be described as the Ventnor Undercliff (from Bonchurch to Blackgang) and parts of the Cowes to Gurnard coastal slopes. Further technical information on ground stability in these locations can be found on the council's website. The South Marine Plan (prepared by the MMO) should also be used to inform proposals.
- 4.140** Installing SuDS is not appropriate in all geological conditions. Within known areas of potential ground instability and coastal landslide risk, use of SuDS is not appropriate, because groundwater has a significant influence on ground stability. This policy is intended to restrict use of new soakaway systems accompanying new development within the zones defined on the Proposals Map, and thereby contribute to reducing the impact of groundwater on potential ground movement.
- 4.141** The requirements of the policy are applicable to all development proposals located within areas at potential risk from future ground instability. However, it is recognised that the level of information required should be commensurate to the scale and location of the development proposed.



- 4.142** Properties and development in areas currently benefitting from existing coastal defences should be aware of the potential for coastal change to occur in the future, and that any proposals for replacement and or improvement of existing ageing coastal defences (where funding permits) are expected to require financial contributions from those benefitting from the defences, including private contributions.

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- 5.0** The council is committed to creating sustainable, strong and healthy communities and this policy family is designed to contribute to achieving this. The design of new development is crucial, and 'High Quality Design For New Development' recognises this, and in the same vein the council's approach to 'Improving Our Public Realm' is established. There is a wider commitment to 'Improving Our Health and Wellbeing', which also links to the requirements set out for a 'Health Hub' at St Mary's Hospital.
- 5.1** In order to enable people to stay as independent as possible for as long as possible, there are policies covering 'Facilitating Independent Living' and 'Providing Annexe Accommodation'. Contributing to the provision of public services there is support for 'Delivering Locality Hubs' and 'Facilitating a Blue Light Hub'.
- 5.2** Setting out the council's commitment to renewable energy and lowering carbon emissions are policies 'Renewable Energy and Low Carbon Technologies' and 'Net Zero Carbon and Lowering Energy Consumption in New Development'. Infrastructure is critical, both in terms of 'Maintaining Key Utility Infrastructure' and 'Providing Social and Community Infrastructure'. Finally, the contribution non-formal planning documents can make is recognised through policy 'Community-led Planning'.

High Quality Design for New Development

C1 High Quality Design for New Development

Strategic

Development proposals will be required to:

- a) provide an attractive, functional, health promoting, accessible, inclusive, legible, safe and adaptable built environment, with the incorporation of soft landscaping wherever possible and appropriate to provide a sense of place;
- b) maximise the potential of the site through appropriate density that has regard to existing constraints, such as adjacent buildings and topography and takes account of and protects and enhances where appropriate views, water courses, hedgerows, trees, incidental green space, wildlife corridors or other features which significantly contribute to the character of the area;
- c) respect the character of the area, particularly in Conservation Areas and the AONB;
- d) incorporate appropriate amenity/ living space relative to the nature of accommodation being proposed and adhering to national prescribed space standards;
- e) protect the living conditions of existing and resultant residents, by ensuring appropriate outlook and natural light is maintained/ provided. Basement accommodation where limited natural light or outlook would be available to habitable rooms will not be supported;
- f) respect the diverse character and appearance of an area through their layout and design, especially in larger scale housing developments;
- g) incorporate areas of green infrastructure and incidental greenspace within housing developments to encourage healthy and active lifestyles, provide wildlife corridors and help reduce surface water run-off;
- h) preserve the integrity of traditional shop front or building detailing;
- i) ensure advertisement respect the amenity of the area, with appropriate levels of illumination to avoid unacceptable levels of light pollution, especially in conservation areas;
- j) reduce opportunities for crime and disorder through the design and layout of the development and incorporate measures considering wider safety, security and defence requirements;
- k) development affecting existing public rights of way (PROW) will only be permitted where their recreational and amenity value is protected, or the route can be satisfactorily diverted. Diversions must deliver a recreational and amenity value at least as good as the route being replaced. Enhancement of PROW through new links to the existing network and the provision of improved facilities must be taken up where appropriate and viable;
- l) minimise pollution and where possible contribute to protecting and improving air, land and water quality;
- m) wherever possible, incorporate rainwater harvesting and / or grey water recycling measures to reduce surface water run-off and allow an appropriate re-use of water;
- n) Incorporate the design principles of '20 minute neighbourhoods'

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- 5.3 There is a requirement for the local planning authority to support sustainable development. Good design is considered to be a key element to achieving this. Many of the towns and villages on the island have an existing strong sense of place and cultural history with early twentieth century design being evident in many places. It is important that any new development within these respects this, working with the existing character and constraints to enhance the identity of the communities living, working and visiting, for the lifetime of the development.
- 5.4 The council wishes to move away from larger scale housing development comprising of buildings which have a generic external appearance, poor layouts and road networks that do not respect the varied and organic characteristics of towns and villages across the Island. The council expects that principles within the National Model Design Code will be used as tools to help steer the design of new development.
- 5.5 In areas where available, community-led design codes, landscape character assessments and characterisation studies should be used to further inform the design and layout of new development.
- 5.6 The council will refuse applications for poor design that fail to take the opportunities available for improving the character and quality of an area. The council expect applications to demonstrate high quality design, delivering multiple benefits in terms of sustainable management of water, green space and ecological enhancements from a proposal thereby limiting development impacts and maximising environmental performance.
- 5.7 In line with national policy the council will support proposals with outstanding or innovative designs which promote high quality sustainability, so long as they fit in with the overall form and layout of their surroundings. It is also considered essential that environments are created that are accessible and legible to all generations. Permeable layouts should support active travel through walking, cycling and public transport in order to promote both environmental sustainability and human health.
- 5.8 The council expects nationally prescribed space standards for residential development in respect of room sizes and amenity space, to be met. A habitable room for the purpose of applying this policy is defined as a room used or intended to be used for living, sleeping, cooking or eating purposes, excluding bathrooms, circulation spaces etc.
- 5.9 It is considered that open space plays a vital role in high quality design due to its importance to health and wellbeing. The necessity and importance for people to be able to access areas for activity that are in close proximity and easily accessible from their home was highlighted during the pandemic. Development should therefore provide open space to maximise opportunities for physical activity, visual amenity and biodiversity enhancements. Sport England's `Active Design` should be used when designing places and spaces to create opportunities for all types of physical activity. The council will encourage nature conservation and biodiversity enhancements. The Town and Country Planning Association and The Wildlife Trust's *Planning for a Healthy Environment - Good Practice Guidance for Green Infrastructure and Biodiversity (2012)* has a wide range of best practice design options for biodiversity. The ecological network shown on the Policies Map, identifies features of ecological importance so they can be considered in development proposals, protected and in appropriate cases enhanced.
- 5.10 Schemes should consider the features which are prevalent in the area, whether this be window proportions, detailing, materials or scale or in the case of a householder application; the existing property itself and demonstrate how the design of the proposed scheme has taken these into account.
- 5.11 Buildings should be designed to be adaptable to the needs for future users or residents, to ensure that the most viable use could be sought for the building with changes in circumstances and occupants can stay in their homes longer, as mobility needs change and allowing for 'right sizing'. Consideration should be given to documents such as Building for

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a Healthy Life ([14JULY20 BFL 2020 Brochure_3.pdf \(udg.org.uk\)](#)).

- 5.12** The design of areas where large numbers of people may be expected to congregate should be considered early in the process together with any measures to reduce the vulnerability to malicious threats, crime and disorder. Where it is appropriate because of the scale or nature of development, further advice can be sought from the police and other agencies. A Security Considerations Assessment should be considered in relevant cases.
- 5.13** Hard and soft landscaping is critical to the high-quality design of any development. Landscape design needs to be an integral part of design development from the outset. Landscaping should also be used, where possible to provide biodiversity enhancements to an area providing a dual function. Applications should clearly outline how these areas will be maintained to ensure that they provide the same level of amenity in perpetuity.
- 5.14** A number of the town centres across the Island contain listed buildings or are within conservation areas. In acknowledgement of this the council wish to preserve the character of these areas and historic shop fronts. It is therefore essential that the size, design and illumination of advertisements respect the form of the shop fronts, the general character of the building and wider street scene. Light spillage can be a significant problem, changing the character of our town centres if multiple shops have highly illuminated advertisements. It is therefore considered necessary for this to be appropriately controlled to ensure the character of areas are protected.
- 5.15** Any external lighting of advertisements should be down lighting and of a warm white light, to reduce light pollution and protect the visual amenity of town centres and street scenes. Within Conservation Areas the preference will be for projecting signs to be hung from traditional wrought iron brackets as opposed to projecting straight out from the fascia.
- 5.16** Early engagement through pre-application discussions is encouraged in order to positively respond to constraints and opportunities sites present. Applications will need to demonstrate that the submission has taken into consideration the local vernacular, included key design features, materials and proportions, where they are important to the character of the area and its sense of place.
- 5.17** Design and Access Statements are only required for certain types of development. However, they can be a useful tool to assist in explaining the design development of a scheme and how it has responded to the local context.
- 5.18** The public rights of way network is a vital and highly valued resource and includes footpaths, bridleways, byways and cycle routes. They have a range of uses and benefits; providing shortcuts within settlements, connecting settlements to the wider countryside and can be practical in getting from one place to another without having to drive, encouraging modal shift. They can also give access to beautiful views and/or landscapes. Protecting and seeking to enhance the public rights of way network benefits the local environment, quality of life and the rural economy through reducing car dependence, improving health and wellbeing and promoting tourism and recreation. Satisfactory diversion includes the avoidance in the first instance of the best and most versatile agricultural land when considering diversions and new routes. The council will seek to protect and enhance these amenities and grow their extent and improve their quality where possible.
- 5.19** The council will prepare an Isle of Wight Model Design Code, in line with National Design Code guidance and Manual for Streets, as a Supplementary Planning Document to provide further guidance on achieving high quality design in all new development. The council will also support town, parish and community councils in preparing local design codes as part of any neighbourhood plan.

Improving Our Public Realm

C2 Improving our Public Realm

All proposals for major development must ensure that existing and new public realm is well integrated into the design, with street layouts and public spaces allowing for easy, clear and legible pedestrian and cycle connections, high quality public spaces and green infrastructure or access to it.

Development proposals that enhance the public realm to improve soft landscaping, visual amenity and pedestrian connectivity will be supported.

- 5.20 Good quality design of the public realm and the provision of green infrastructure is an essential component to the environmental aspect of sustainable development and ensuring healthy and safe communities.
- 5.21 Towns and villages on the Island have a distinctive character and appearance and when developing these areas it is essential that these are not only protected but enhanced where possible. Development should be about more than just the buildings within the application boundary. Consideration also needs to be given to how these buildings, including curtilage and boundaries address the existing street scenes and surroundings. It is felt that this has been overlooked in past development and public realm, both within and out from the site has not been given sufficient consideration.
- 5.22 This policy seeks to ensure that development has a positive relationship with its surroundings and provides space to allow for layouts to breathe and free movement, to encourage sustainable routes and alternative means of travel to the private car where practicable. Applications will be expected to demonstrate that they have provided sufficient space for the end users wellbeing, the character of the area including existing streets and context and that best practice is considered. The level of provision will be wholly dependent on the location of the site and the nature of the development. The context of the area should be used as a starting point, but a key consideration of this policy is enhancement and therefore if the context is dense, this should not set a precedent to repeat this at the expense of resultant residents or users.

Improving Our Health and Wellbeing

C3 Improving our Health and Wellbeing

To contribute to improving the health and wellbeing of Island residents major development proposals should include a Health Impact Assessment (HIA) proportionate to the scale of development. All development proposals should demonstrate how the outcomes of the HIA have been incorporated into the design of the development, which could include:

- a) provision of flexible community open spaces that can be adapted to the health needs of the community and encourage social interaction taking due regard of the Isle of Wight Joint Strategic Needs Assessment;
- b) maximising the opportunity for physical activity and social interaction either on site or off site through the use of open space, indoor and outdoor sports and leisure facilities and providing or enhancing permeable active travel networks in locations that are inclusive and cater for residents of all ages;
- c) provision of safe and legible age and mobility friendly access within and between development and the surrounding area.

Development proposals that contribute to achieving place based initiatives championed by the Island's Health and Wellbeing board will be supported in principle.

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- 5.23** The Isle of Wight's Health and Wellbeing Board has produced a strategy that takes a life course approach of 'start well, live well, age well'. Its vision for health and wellbeing is for an Island where "People live healthy and independent lives, supported by thriving and connected communities with timely and easy access to high-quality and integrated public services when they need them". The strategy is currently being updated which is likely to focus on certain key priorities for the island which impact on health, including housing and mental health. The Island Planning Strategy can contribute to achieving the outcomes of the Health and Wellbeing Board's strategy action plan through land use policies.
- 5.24** Providing community open space provides opportunities for physical activity accessible to all, with associated health benefits. The provision of open space, sports and recreation facilities in new development should be based on the most up to date standards within the Open Space Assessment.
- 5.25** Open spaces should be inclusive, accessible, high quality and integrated into the local environment. Where feasible, they should cater for residents of all ages and incidental green space should also be incorporated or enhanced. Alternative provision to that set out in the Open Space Assessment would be considered when sufficient information is provided by the applicant.
- 5.26** The built environment can reduce issues associated with ageing and mobility by enabling social interaction and connecting people with places and other people. The provision of accessible open spaces and walkable neighbourhoods can also encourage and facilitate increased physical activity as residents age. It is crucial that these spaces and routes are safe, well-maintained and link to the surrounding area.
- 5.27** Safe, legible, age inclusive and mobility friendly environments should ensure that issues such as, but not limited to, the following are addressed:
- neighbourhoods should be walkable and permeable between different areas;
 - public footpaths are well-lit and evenly surfaced;
 - the transition between changing ground levels are gradual;
 - the provision of railings where steps are unavoidable;
 - accessible public transport links, such as bus stops within walking distance from people's homes, are also crucial in maintaining independence and for providing an incentive for using active modes of transport for all;
 - the ability to rest between key places (for example between a bus stop and a library), although this doesn't necessarily need to be through 'traditional' public benches
- 5.28** Health Impact Assessment (HIA) ensures that the effects of development on both health and health inequalities are considered and addressed during the planning process. Land use planning and development can shape a wide range of social, environmental and economic factors that have an impact on human health and wellbeing. Ensuring these issues are considered at the planning and design stage can improve both the physical and mental health of the population and contribute to reducing health inequalities.
- 5.29** The HIA could be submitted to the council as a stand-alone assessment or as a part of an existing supporting document such as an Equality Impact Assessment or Design and Access Statement. The exact format is not prescribed, however the HIA should be proportionate to the scale of the development considering all of the appropriate issues. Template HIA documents for will be available on the council's website.

Health Hub at St Mary's Hospital

C4 Health Hub at St Mary's Hospital

The council supports the effective and efficient provision of NHS services to meet the future needs of the Island's population. Land is allocated (as shown on the Policies Map) for development proposals that deliver:

- a) the alignment of the estate with the future clinical strategy.
- b) health-care and care-related employment.
- c) a step-down (or sub-acute) facility, if required.
- d) extra care village incorporating dementia care, assisted living complex, independent living lodges.
- e) a justified level of residential development that includes key worker, affordable and open market housing.

The council will work with the relevant partners to develop a masterplan for this part of the hospital estate and surrounding land under the council's ownership. The masterplan should consider possible links to housing allocations HA032 (Land at Horsebridge Hill & Acorn Farm) and HA037 (Land at Former Library HQ).

- 5.30** The outcomes of applying this policy will contribute to service provision and commissioning being delivered in the most efficient and cost-effective way across the whole system. The council is working with the NHS Hampshire, Southampton and Isle of Wight Clinical Commissioning Group and local NHS Trusts and health and care providers to improve the health and wellbeing of the Island's residents by delivering care at the right time and in the right place, and to ensure that people receive co-ordinated care that is appropriate to their needs.
- 5.31** Under the Island Plan Core Strategy this site was allocated for employment uses. The allocated development has not happened and following consideration of service user and provider needs and changes in market conditions a different approach is required to bring the site forward and contribute to sustaining health care provision.
- 5.32** A step-down (or sub-acute) facility provides an intermediate level of care for patients who are able to step down from an acute care setting. Such a facility can play an important role in patient care through the healthcare system and can be tailored to meet a range of patients and their needs to give better patient outcomes.
- 5.33** It is recognised that to help bring the development forward an element of residential development is likely to be required. There are opportunities to provide a range of types and tenures, particularly key worker and affordable housing. Market housing could also be provided. Development proposals should demonstrate why the level of residential development proposed is necessary.
- 5.34** There is an opportunity to explore links with surrounding sites allocated for residential development to look at whether a comprehensive development package for the area can be brought forward, particularly thinking about how access could be achieved.

Facilitating Independent Living

C5 Facilitating Independent Living

Strategic

The council will support the delivery of a range of accommodation types and tenures that enable people to live as independently as possible. Development proposals will be supported where they:

- a) contribute to the delivery of the Island's Independent Living Strategy; and/ or
- b) provide buildings that can be adapted over time; and
- c) provide high quality accessible external environments; and
- d) include provision for the safe storage and charging of mobility aids.

Proposals for major residential development will be required to provide at least 20% of the total dwellings for private market sale built to meet Part M4(2) of the Building Regulations to ensure suitability for older people and/ or those with mobility problems.

- 5.35 The Island has an ageing population and as people age the proportion of people with health conditions and disabilities that affect their daily activities increases. Maintaining mobility is key to maintaining our residents' health and wellbeing as they age. Through its policies the council wants to ensure that future development contributes to creating high quality environments that are accessible to all generations (and people with physical disabilities and health conditions that limit mobility) and which reduce social isolation.
- 5.36 The council aims to help people to maintain and improve their wellbeing and to live as independently as possible. We recognise that Independent Island Living, which is the name given to extra care housing by the council, provides an important alternative for those who rely on care and support and would otherwise be placed in residential care if suitable accommodation were not available.
- 5.37 There are many ways of providing adaptable buildings, and the council does not wish to be prescriptive or stifle innovation on how to do this. However, the council recognises the benefits of meeting Part M4(2) of the Building Regulations and expects developments to ensure that design maximises utility, independence and quality of life, whilst not compromising other design issues such as aesthetics or cost effectiveness.
- 5.38 Inclusive design should aim to give the widest range of people, including those with physical and/ or sensory impairments, older people and children, convenient and independent access into and around the built environment (externally and internally) and also equal access to services. Particular attention should be given to circulation within the home and external routes to transport infrastructure. Pathways, hallways, stairways and access to floors above, doorways and spaces to approach and reach essential facilities and controls in the home should be taken into consideration.
- 5.39 Providing adaptable buildings has many benefits, not just for the occupants but also for the council and other service providers. Being adaptable means that a building can be simply adapted to meet people's changing needs over time or to suit the needs of different users, for example, account should be taken of the need to store and charge mobility scooters. Any subsequent adaptations should be more cost-effective because the original design accommodates their future provision from the outset.
- 5.40 Non-apparent integral design features should be integrated ready to assist adaptation. For example, a building could be designed to allow a member of the household, or a visitor, to live, sleep and bath solely on the entrance level for a short period, or to benefit from step-free access to upper floor facilities. Where a household that has a family member with a temporary or permanent disability or a progressive condition that is making movement around the home or between floors difficult this could make a real difference.

Providing Annexe Accommodation

C6 Providing Annexe Accommodation

The council will support the provision of a single domestic annexe related to existing dwelling houses whether within or outside of the defined settlement boundaries where it would comply with the following criteria:

- a) the footprint and scale of the annexe would be subservient to the main dwelling;
- b) the annexe would be occupied by dependent relatives of the occupants of the main dwelling, or their carer;
- c) at all times, the annexe would be retained within the same ownership as the main dwelling and would not result in the sub-division of the curtilage of the main dwelling.

Where planning permission is granted, the council will impose planning conditions to control occupancy, ownership and sub-division of curtilage.

- 5.41 Providing a residential annexe to an existing dwelling can help families to provide the independence and support that relatives need. Annexes can allow a more flexible way of living while reducing the need for further dwellings or external healthcare. Applications would be expected to provide information on which dependant relative or carer would be occupying the annex. Annexed accommodation can also result in increasing the supply of existing housing, by freeing up properties.
- 5.42 To allow genuine support to be provided, or a suitable level of independence being achieved, it is preferable if a proposed annex is connected to the main dwelling with the ability to be absorbed into the dwelling if necessary, in the future. Thus, annex accommodation and the related main dwelling should be, or have the potential to be connected by an internal link or otherwise have a close relationship with shared facilities and space where possible.
- 5.43 The council will not support annexes that would be unduly large, given the potential to impact on the appearance of the surrounding area and to create an economic burden. This could create pressure to sever an annex and main dwelling and result in a new dwelling with poor means of access, a lack of suitable amenity space and a poor relationship with the main dwelling. Therefore, annexes should be subservient to the main dwelling.

Delivering Locality Hubs

C7 Delivering Locality Hubs

The council supports the creation of locality hubs across the Island and will work with its partners to deliver. Land is allocated for such uses at the following locations (as shown on the Policies Map):

- a) a Bay Locality Hub, which incorporates a range of leisure, public health and wellbeing support services.
- b) a Central Locality Hub, which incorporates an element of housing.

- 5.44 The council wishes to see the delivery of integrated locality hubs. A locality hub brings together health and wellbeing services in fit-for-purpose buildings, bringing services closer to local communities. They significantly improve the patient/ customer experience and

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maintain a good service provision both in quality (retaining NHS community services) and capacity (increasing the size of the GP practice to accommodate the demand and size of the current patients' list). Land has been allocated at Pyle Street Community Hub, Newport and The Heights/Barracks Community Hub, Sandown.

- 5.45 While the principle of the locality hubs is supported, the final proposals for these locations will still need to demonstrate compliance with the other relevant policies of the Island Planning Strategy. It is anticipated that providing safe and legible access to both pedestrians, cyclists and all forms of vehicles will be important to the success of both schemes, and if required information submitted as part of a planning application will need to demonstrate how this is achieved.

Facilitating a Blue Light Hub

C8 Facilitating a Blue Light Hub

The council supports the delivery of a suitably located shared Blue Light Hub in the Newport area. It will work with partners to establish whether such a facility is required and if so the best location for it.

- 5.46 The council and partners are working together through the One Public Service programme to understand whether a 'blue light' hub, shared between the ambulance, fire and police services is feasible. This work is complex and has many different elements that are still to be resolved. This policy does not pre-determine the outcomes of this work but provides a reference point in a land-use plan so that the principle is established. Because of the cycle of plan production and the timescales involved, the opportunity to embed this policy has been taken in advance of the background work being completed.
- 5.47 The local planning authority will work with the various partners at the earliest possible stage to establish, from a planning perspective, the suitability of any proposed locations.

Education Provision

C9 Education Provision

Proposals for the provision of new, replacement and extended or altered education facilities will be supported where the scale is in keeping with the location, the location is accessible and where it accords with other local plan policies.

- 5.48 National planning policy, requires weight to be given to the need to create, expand or alter schools to meet the needs of existing and proposed communities. The council has a statutory duty to ensure that sufficient school places are available within the area for every child of school age whose parents wish them to have one.
- 5.49 Approximately 20,000 students are educated in Isle of Wight schools and colleges, through provision at a number of primary schools, secondary schools, special schools, nurseries and an education centre. There are also three independent schools.
- 5.50 School places are no longer, solely provided by the Council. Since 2011, new providers of school places have been able to establish state funded Free Schools. There are also academies, which are independent of local authority control. Work must be therefore undertaken with other education providers to ensure that need for school places is met.

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- 5.51 The local plan mechanisms for enabling new schools and school extensions to be built and for the provision of new school places in association with residential development are:
- safeguarding land for education purposes where required;
 - collecting developer contributions via Section 106 agreements from residential developments which are likely to increase pressure on school capacity;
 - striving to create sites which allow students and staff to thrive physically and mentally through strategic placement and high quality design.
- 5.52 The council prefers new provision to be provided by extending existing school premises. However, where a new school is to be provided it should be a maximum of 2FE in size to reflect the nature of the island and to support financial stability.
- 5.53 The Council has undertaken building feasibility work to understand the potential of existing schools on the Island to expand and where new school provision is required when expansion is not possible or desirable to serve new residential development.
- 5.54 The School Capacity Survey (2022) indicated demand from development can be accommodated by improving existing facilities.
- 5.55 Additional likely need generated from new development for primary education will be in the areas of potential deficiency at Cowes, Newport and Ryde with pressure on secondary provision at Newport and West Wight.
- 5.56 Post 16 education provision must meet all demand on the Isle of Wight. The council may require a developer to make a capital contribution towards the development of additional post 16 years education and skills provision.
- 5.57 A high proportion of Early Years education provision is run by third party providers using schools and community centres as venues. There is a potential requirement to increase childcare places within the areas of Cowes, East Cowes, Newport, Ryde, Sandown and Shanklin to support the local community.

Renewable Energy and Low Carbon Technologies

C10 Supporting Renewable Energy and Low Carbon Technologies Strategic

In line with the targets and objectives of the Isle of Wight Climate & Environment Strategy, the council will support proposals for:

- a) major development of renewable energy schemes in appropriate locations where there is appropriate grid capacity and/or storage;
- b) the provision of infrastructure for the connection of projects to electricity and heat networks (including, but not limited to sub-stations and heating mains);
- c) smart grid infrastructure;
- d) energy storage systems, such as battery storage and hydrogen production facilities;
- e) energy centres for the provision of heat and/ or power to local communities;
- f) community led initiatives.

Within areas of protected and sensitive landscapes and townscapes, development should generally be small scale or community based. It is expected that major wind and photovoltaic schemes will be located outside of the AONB and designated areas, and grade 1-3a agricultural land (for photovoltaics). Schemes within the AONB will be considered when there are no alternative sites outside of the AONB and where a considerable community benefit is demonstrated and considered to outweigh the landscape impact.

Proposals outside the settlement boundaries or site allocations should demonstrate they have taken account of:

- g) the visual impact on the character of the area
- h) the consistency of the proposal with nature conservation and heritage asset objectives

It is accepted that a range of new technologies, other than those above are likely to emerge and these will be considered on their own merits against the policies of the Island Planning Strategy.

- 5.58 In July 2019, the Isle of Wight Council declared a climate emergency and stated an aim to achieve net zero emissions across the Island by 2030. The council's Climate and Environment Strategy outlines the Isle of Wight's aim for a pathway to net zero emissions and proposals should make a positive contribution to this aim. This policy provides a framework for appropriate renewable energy and low carbon technologies to facilitate opportunities to achieve the ambition of becoming self-sufficient in renewable electricity production. In short, this means generating enough electricity from renewable sources on the Island to meet our annual electricity consumption.
- 5.59 The policy provides flexibility to meet future energy demands and incorporate new generation systems as advances are made to technologies and new ones are designed. In doing this, the policy provides a strategy for increased energy security and resilience; thereby reducing the need for reinforcement of grid infrastructure, addressing future global energy supply constraints and developing the energy system for future needs. Not only this, but it also provides opportunities for inward investment and jobs and for the Island community to benefit from the energy spend by having a more localised energy system.
- 5.60 The policy also seeks to facilitate a continuation in the year on year carbon dioxide emissions reduction that is required to hit the council's net zero targets. The policy also supports associated infrastructure relating to renewable energy and low carbon technologies and community level schemes. Where schemes require a fuel source, for

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example, wood fuel and waste, the council expects the source to be from Island resources and able to be provided on a long-term basis. Where this is not possible, evidence will be required to demonstrate why and provide information on where the renewable fuel sources originate.

- 5.61 Proposals intending to use waste as a fuel source will need to comply with other areas of the Island Planning Strategy and also consider the current and relevant adopted waste policy. Proposals should demonstrate how the proposal supports and does not undermine the waste hierarchy.
- 5.62 Proposals that make a contribution to increasing the installed capacity on the island will be supported where they comply with other policies within the Island Planning Strategy. Proposals should include commentary on the environmental and economic benefits of the scheme. This supporting information should be commensurate to the scale of the proposal and could for example include reference to community benefits, local supply chains, job creation, and the sustainability of Island businesses. Supporting information should demonstrate and set out how the energy generated will be distributed to nearby development, the grid or to storage. Applications should also demonstrate the degree to which the proposal will facilitate other projects especially low carbon projects or be part of a whole system approach. For example, a solar farm with battery storage that could feed charging points/heating at a nearby development.
- 5.63 Planning can provide opportunities for, and encourage energy development which will produce waste heat, to be located close to existing or potential users of the heat. Planning can also help provide the new customers for the heat by encouraging development which could make use of the heat.
- 5.64 Where proposals are outside of settlement boundaries consideration will be given to the technology and associated infrastructure on the visual impact and character of the area as well as local amenity. It is important that new renewable energy and low carbon technologies proposals do not result in unacceptable impacts on the area by virtue of the technology or as a result of the infrastructure needing to store energy or to connect to the grid. Furthermore, they must not cause unacceptable harm to the area's nature conservation interests or heritage assets.
- 5.65 Applicants will be expected to undertake appropriate surveys and/ or site investigations as required taking account of site specific characteristics in relation to the technology being applied for. These will be expected to be undertaken in advance of and submitted with an application. Depending on the technology being applied for, localised air quality impacts and mitigation aspects may need to be considered. Appropriate liaison with council officers and specialists is expected in advance where relevant.
- 5.66 Consideration will be given to any cumulative impacts on the landscape and local amenity in relation to renewable energy and low carbon technologies, particularly for wind turbines and large scale solar installations.

Other information / relevant documents

- Climate and Environment Strategy

Net Zero Carbon and Lowering Energy Consumption in New Development

C11 Net Zero Carbon and Lowering Energy Consumption in New Development

Strategic

The council will require all new residential homes to be net zero carbon and meet the following thresholds:

1. Space heating demand

All housing should achieve a space heating demand of **15-20 kWh/m²/yr**. Bungalows should achieve a space heating demand of **20-30 kWh/m²/yr**.

2. Energy Use Intensity (EUI) targets

All housing should achieve an Energy Use Intensity (EUI) of no more than **35 kWh/m²/yr**. Bungalows should achieve an EUI of no more than **40 kWh/m²/yr**.

To ensure best practice, predictive energy modelling (e.g. using PHPP or CIBSE TM54 or equivalent) should be carried out showing that the proposed development will meet the space heating demand and EUI targets. Modelling should be included as part of any detailed planning application. Planning conditions will require confirmation at pre-commencement, pre-occupation and post completion.

3. Renewable energy

Renewable energy should be generated on-site for all new developments. The amount of energy generated in a year should ideally match the predicted annual energy demand of the building, i.e. renewable energy generation (kWh/m²/yr) = EUI (kWh/m²/yr).

4. Embodied carbon

An upfront embodied carbon target must be met of **< 300kgCO₂/m²**.

Upfront embodied carbon emissions from Building Life Cycle Stages A1-A5 include Substructure, Superstructure, MEP, Facade & Internal Finishes. To ensure best practice an embodied carbon assessment should be carried out, showing that the development meets the upfront embodied carbon target. Evidence should be included as part of any detailed planning application, be reconfirmed pre-commencement, validated preoccupation and monitored post-completion.

All applicants must demonstrate use of an assured performance method in order to ensure that the buildings' operational energy performance reflects design intentions.

The Council will prepare a Supplementary Planning Document to provide further guidance on achieving net zero and the thresholds set out above in new development including the use of carbon offsetting and also set out what documentation will be required to support planning applications.

Proposals for non-residential development should exceed wherever possible the minimum required level of 'Excellent' standard for BREEAM or equivalent.

5.67 The Isle of Wight Mission Zero: Climate and Environment Strategy 2021-2040 sets out the carbon reduction and proposed decarbonisation strategy for the Isle of Wight. The key overarching target is to achieve Net Zero carbon across the Island by 2040.

5.68 To see how planning policy could play a role on helping to achieve this, the council commissioned a study entitled 'The Isle of Wight Guide to Deliver Net Zero Homes' with support from the LGA. The purpose of the study was to understand the technical and cost implications of delivering Net Zero new homes in the Island, to understand the implications for owners and occupiers and to inform policy in the Island Planning Strategy. The work

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looks at delivering net zero on five different locally relevant housing typologies. Analysis was carried out taking into account the Building Regulations (Part L 2021), the Government's Future Homes Standard and three different options to achieve an on-site Net Zero energy balance, 'Technology First', 'Fabric First' and 'Comprehensive'.

- 5.69 The study concluded that when considering the energy and cost analysis the 'comprehensive' specification was the recommended approach for delivering Net Zero carbon homes on the Island. The 'comprehensive' specification is likely to include ultra-low energy-fabric, a heat pump and PV panels to help achieve an energy balance i.e. a balance between the total energy the building uses with the amount of renewable energy generated each year.
- 5.70 The policy sets out four thresholds, or Key Performance Indicators (KPIs), to target best practice and signify if a building is achieving Net Zero Carbon. These thresholds are considered to be more appropriate for the plan period than setting out carbon reductions.
- **Space heating demand** - which is the amount of heat energy needed to heat a home over a year (per square metre). It is a measure of the thermal efficiency of the building (kWh/m²/yr). Various design and specification decisions affect space heating demand including building form and orientation, insulation, airtightness, windows and doors and the type of ventilation system;
 - **Energy Use Intensity (EUI)** - or metered energy use, is the total energy needed to run a home over a year (per square metre). It is a measure of the total energy consumption of the building (kWh/m²/yr). The EUI of a building covers all energy uses: space heating, domestic hot water, ventilation, lighting, cooking and appliances;
 - **Renewable energy generation** – this offers many benefits as generating electricity at the point of use offers several advantages including the provision of cheap electricity close to demand that can offset electricity consumption at full retail price, the ability to directly power building systems or charge electric vehicles from rooftop solar energy, and an immediate decarbonisation of electricity supplies (rather than waiting for the UK grid to decarbonise);
 - **Embodied carbon reductions** - embodied carbon refers to the greenhouse gas emissions associated with the manufacture, transport, construction, repair, maintenance, replacement and deconstruction of all building elements. Embodied carbon should be drastically curtailed throughout the building life cycle.
- 5.71 Within The Isle of Wight Guide to Deliver Net Zero Homes, a series of recommended design specifications have been compiled for all of the different housing typologies in order to demonstrate a good starting point for meeting each of the thresholds set out in the policy. The document also provides best practice guidance based on ten focus points. This should be used by design teams to target the Net Zero Carbon thresholds across all housing typologies and will help inform a future Supplementary Planning Document on this topic.
- 5.72 It is recognised that each site will have its own unique set of opportunities and constraints when it comes to obtaining net zero carbon, which must be investigated and used to inform the best way of meeting the thresholds in policy. For example, a site may only allow for a suboptimal orientation, meaning that considerable solar gain cannot be attained and that other measures must be strengthened to compensate.
- 5.73 To demonstrate compliance with the policy, applicants should carry out a predictive energy modelling exercise (e.g. PHPP or CIBSE TM54 or equivalent) to show that the proposed development will meet the space heating demand and EUI targets. The PHPP methodology and tool has been shown to predict energy use much more accurately and the council encourages the use of PHPP on residential new build projects.

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- 5.74** Where there is difficulty in providing on-site renewable energy generation, the council will consider proposals for nearby off-site solutions on the island, funded by the developer, which generate an equivalent amount of renewable energy. Off-site solutions should not take land out of high grade agricultural use in line with policy EV8.
- 5.75** There may be times where the viability or feasibility of meeting the policy may impact the delivery of a proposal and in these instances the energy statement should set these out. It should include what measures have been taken to ensure the thresholds can be met. Where they cannot be it should set out the aspects where a proposal can comply, and what alternative solutions are proposed to achieve the highest possible standards.
- 5.76** It is acknowledged that Part L of the Building Regulations has increasing sustainability targets for both residential and commercial buildings, whilst the 'Future Homes Standard (FHS) is also likely to be introduced by the Government in 2025; however, the exact timescale and indeed content of the FHS may be revised therefore it was not considered appropriate to fix in policy. Taking this into account and with the need to reduce carbon emissions to help meet the Council's net zero ambitions, the falling costs of many low carbon technologies and the ambition to become self-sufficient and reduce fuel poverty, it is considered that this policy approach is appropriate.
- 5.77** The council will expect all applications for major development to be accompanied by an energy statement, proportionate to the proposal, to demonstrate the measures taken to meet the policy criteria, including predictive energy modelling. For smaller schemes, the energy statement can form part of a larger document e.g. design and access statement or environmental statement and should not be overly complex. It could include discussion on some or all of the following aspects:
- energy efficiency by siting, design, layout and buildings' orientation to maximise sunlight and daylight, avoidance of overshadowing, passive ventilation;
 - grouped building forms in order to minimise external wall surface extent and exposure;
 - landscape or planting design to optimise screening and individual building's thermal performance;
 - renewable energy production e.g. external solar collectors, wind turbines or photovoltaic devices;
 - sustainable urban drainage systems, including rainwater and waste water collection and recycling;
 - significant use of building materials that are renewable or recycled or locally sourced;
 - waste reduction and recycling measures.
- 5.78** For non-residential development, BREEAM is a methodology for validating the sustainability performance of commercial buildings. It is a tried and tested system which helps to lower running costs of buildings and there is evidence that it can increase the market value of buildings and attract and retain tenants. As well as improving resource (energy and water) efficiency in buildings, higher BREEAM standards produce healthy workplaces, improving the quality of life of the workforce.
- 5.79** BREEAM certification is based on a set of quality and performance standards. The BREEAM rating reflects the performance achieved by the project, as verified by an independent, third party assessor. Within the framework, developers have considerable flexibility to determine how they will achieve the required performance and can therefore choose which categories to focus on. BREEAM's standards strongly incentivise carbon emission reduction, with flexible benchmarks relating to operational and embodied performance. BREEAM's assessment methodologies continually evolve and adapt to react to the latest scientific, technological or industry developments, therefore any future BREEAM assessment related directly to net zero carbon should be met.
- 5.80** The Isle of Wight has extensive opportunities to reduce energy and water demand as well as increasing energy generation from low carbon sources. This policy seeks to facilitate this by adopting a proactive approach to net zero development. The policy will also assist in the

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Island's ambition of becoming self-sufficient in renewable energy production as well as tackle fuel poverty by reducing future energy costs by promoting a higher standard of building for the end user.

- 5.81 In general, travel is a key emitter of carbon dioxide, the main greenhouse gas. The concentration of development in mostly larger settlements or where settlements have a number of facilities or concentration of people helps reduce the need to travel by private vehicle and subsequently helps reduce carbon emissions. This forms a key element in the sustainable development aspect of the Island Planning Strategy which is supported by the provision of improved infrastructure, sustainable transport and employment opportunities in the growth locations.

Other information and relevant documents:

- The Isle of Wight Guide to Deliver Net Zero Carbon Homes

Utility Infrastructure Requirements for New Development

C12 Utility Infrastructure Requirements for New Development

Strategic

The council will support proposals for improvements in the provision of the Island's utility infrastructure to meet identified needs and that would not adversely impact on the ability and/or capacity of the Island's utility infrastructure to function.

Development proposals will be required to provide, or where appropriate, make a financial contribution to, infrastructure which as a minimum is necessary to make the development acceptable in planning terms. This may include financial contributions to strategic infrastructure as identified by infrastructure providers and/or in the Infrastructure Delivery Plan (IDP) and subsequent addendums.

As part of their planning application, applicants will be expected to demonstrate due consideration of all the utility infrastructure needs arising from their development including the cumulative effects of other allocated sites.

- 5.82 Detailed proposals for development will need to ensure that through either their location or design, they do not adversely impact on existing utility infrastructure's ability and/or capacity to function.
- 5.83 Whilst this policy is applicable to all utility infrastructure provision (electricity, gas, telecommunications, wastewater/water), it is particularly applicable to water and wastewater infrastructure provision. All development proposals should ensure suitable access is maintained for water supply and drainage infrastructure and development layouts will be expected to be designed to take these into account.
- 5.84 In specific relation to water and wastewater infrastructure, the council will generally condition planning permission approvals that no development will occur until the applicant can demonstrate that a strategy is in place following discussion with Southern Water to provide connections to public utilities infrastructure and/or deliver the required infrastructure to support development.
- 5.85 To secure permission without such a condition, then a range of information will be required as part of any planning application, including capacity calculations (from Southern Water), a plan indicating intended connection points, connection routes (from the development to the proposed connection point) together with how this will be achieved and, where necessary, soakaways, attenuation and overland routes of surface water.

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- 5.86 Developers are strongly encouraged to work with infrastructure providers and consider opportunities to address infrastructure requirements as part of their proposal. Applicants should demonstrate that engagement has taken place with the required statutory undertakers and infrastructure providers to provide a strategy on how connections will be made to public utilities infrastructure and/or deliver the required infrastructure to support development.
- 5.87 On larger sites, or where several sites are coming forward together, infrastructure may need to be phased. This will enable the infrastructure needed for the site as a whole to be provided in a coherent and comprehensive manner. Where sites are close together or form part of a larger development, work should be undertaken between multiple developers to identify joined up solutions.

Maintaining Key Utility Infrastructure

C13 Maintaining Key Utility Infrastructure	<input checked="" type="checkbox"/> Strategic
<p>The council recognises the importance of key pieces of infrastructure to the Island, and will support the principle of development that maintains and/or improves the current provision particularly at the following locations (as shown on the Policies Map):</p> <ul style="list-style-type: none">a) Wastewater Treatment Works, Sandownb) Water Supply Treatment Works, Golf Links Road, Sandownc) Cross-Solent water connection, Gurnardd) Cross-Solent electricity connection, Thorness Baye) Cross-Solent gas connection and regulator station, Gurnard <p>Development proposals in the surrounding areas should adequately consider the existing facilities and should not prejudice their future operation and/ or expansion.</p> <p>The council will support the provision of storage options for gas, electricity and water that contribute to maintaining supplies and increasing resilience.</p>	

- 5.88 Being an Island has implications for utility provision and management. It is critical that providers have the confidence to invest in improving the facilities, and the policy gives clear support to such an approach. There are also issues relating to reliance on the cross Solent utility pipelines and implications on the Island's resilience when it comes to the provision of utilities
- 5.89 Sandown wastewater treatment works (WWTW) is the largest WWTW facility on the Island and is an essential infrastructure facility for the Bay, which also serves a large percentage of the Island's population.
- 5.90 Approximately 30% of the Isle of Wight's current water supply is provided by the cross-Solent main, a freshwater pipeline connection between Gurnard and Lepe on the mainland which has capacity for 20 million litres per day.
- 5.91 The Island currently relies upon importing electrical power from the mainland via a series of three high voltage undersea interconnectors, which land at Thorness, and all of which are reported to be operating at maximum capacity. The Island's demand typically varies between a minimum of approximately 40MVA (mega volt amps) and a maximum of approximately 130MVA, which normally results in the Isle of Wight importing electrical power from the mainland.
- 5.92 The high-pressure twin gas pipelines under the Solent connect the mainland in New Forest District and the Isle of Wight at Gurnard, where there is a gas pressure regulation station that distributes gas further through an intermediate and medium pressure network.

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- 5.93 There may be the need to undertake development to improve or expand the existing infrastructure to accommodate the level of growth planned on the Island or, where relevant, to take into account stricter environmental standards (which are covered by a separate consenting regime to planning).
- 5.94 To prevent unacceptable risks from pollution the council will ensure that new development is appropriate for its location. The effects (including cumulative effects) of pollution on health, the natural environment or general amenity, and the potential sensitivity of the area or proposed development to adverse effects from pollution, will be considered.
- 5.95 By ensuring that provision is made on the Island for storage options for gas, electricity and water we can maintain supplies and be more resilient. Such an approach will also support new technologies and enable renewable energy generated on the Island to be captured and stored. It is recognised that the provision of such facilities is likely to need to be located near their source or to the on-Island connection points for cross-Solent infrastructure.

Providing Social and Community Infrastructure

C14 Providing Social and Community Infrastructure

The council will support sustainably located development proposals that provide or improve cultural, educational, leisure and community facilities.

Development proposals will be expected to:

- a) consider the needs and requirements of all people in the community (both immediate and wider) it will serve;
- b) provide opportunities for multi-functional facilities;
- c) create opportunities for residents of all ages to improve their physical and mental health;
- d) ensure that any provision of social and community infrastructure is easily accessible by cycling and walking and, wherever possible, public transport.;
- e) be delivered to agreed timescales to ensure the needs of the community are met in a timely manner.

The council will only permit the loss of existing social and community infrastructure facilities, when it can be demonstrated that:

- f) the facility is no longer needed for its original purpose, or viable for any other community use; or
- g) a proposed alternative use would be of equal or greater quality and would provide equal or greater benefits for the local community or economy; or
- h) if appropriate, an alternative facility will be provided in a location with at least an equal level of accessibility for the community it is intended to serve.

The council will work positively with Island communities and support proposals to develop, retain, improve or re-use essential facilities, including those identified in Neighbourhood Development Plans or Orders (including Community Right to Build Orders), along with suitable supporting development which may make provision economically viable.

- 5.96 The policy sets out the approach that the council will take in respect of the provision and loss of social and community infrastructure on the Island and gives specific guidance for planning applications. This policy approach will be applied through the Island Planning Strategy to ensure that the Island maintains a level of social and community infrastructure to serve the needs of its residents.

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- 5.97** For the purpose of this policy, the definition of social and community infrastructure includes (but is not limited to):
- Schools and other education facilities, including libraries and childcare premises;
 - Health care facilities, including healthcare centres, GP surgeries and dentist;
 - Local shop;
 - Post offices;
 - Pubs;
 - Places of worship;
 - Community buildings including community centres and village halls;
 - Indoor and outdoor recreation and sports facilities including playing fields, indoor sports facilities and leisure centres, swimming pools, tennis and netball courts, bowling greens, golf courses/driving ranges, multi-use games areas, grass pitches and water based facilities e.g. canoeing and other outdoor sports space;
 - Youth facilities including indoor and outdoor facilities for children and young people
- 5.98** Facilities can provide a focus for activities and foster community spirit and, more importantly, can provide essential services to local communities. In respect of this policy, the term community means the wider community and needs to consider areas outside of defined settlement boundaries and across parish boundaries as to the users of such services and facilities.
- 5.99** Developers should consider identified local needs within Neighbourhood Development Plans or Community led supplementary planning documents where, for example, any deficiencies in services and/or facilities are identified. Developers should also work closely with the community to consider any further needs that have not been identified within Neighbourhood Development Plans or Community led supplementary planning documents.
- 5.100** Planning applications that would result in the loss of social and community infrastructure facilities must show evidence of alternative provision, financial viability, or that the proposed alternative use would provide equal or greater benefits for the local community or economy. Applications should evidence that community engagement has taken place and that the proposal will address any identified deficiency in provision. Developers should also consider the provision of these types of facilities (where sports and leisure facilities are being provided) in conjunction with other relevant policies in this document.
- 5.101** This policy also seeks to support proposals for new essential facilities that would meet identified local needs. The focus for new social and community infrastructure will be within defined settlement boundaries where the majority of the Island's growth will be accommodated over the plan period. Development located outside of defined settlement boundaries will only be accepted where there is evidence that this type of facility is required to be in a rural location due to the type of service or facility, or is required to meet a local need and this would result in a more sustainable and accessible location. Any application for new development outside of, defined settlement boundaries should be supported by evidence of a local need or through its identification in other plans (such as neighbourhood development plans).
- 5.102** In terms of new residential development, the council will expect that, in the first instance, accommodation of social and community infrastructure is on-site where possible. If on-site provision is not achievable, any social and community infrastructure needs generated from new development should be met through the provision of financial contributions. Policy G3 'Developer Contributions' outlines how the council will secure financial contributions from developers that will contribute to the delivery and maintenance of social and community infrastructure.
- 5.103** When proposing new social and community infrastructure, developers should design the facility so that it is capable of being flexible in the way(s) that it is used and to accommodate a variety of community needs e.g. healthcare centre, clubs, societies etc. The types of uses

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that the proposal will need to accommodate and its location and design will be informed by the developer's engagement with the community.

- 5.104** In addition to this policy, the council will work proactively with local communities including through neighbourhood planning and the Community Right to Build, to help communities plan for and deliver facilities that meet local needs where there is the required level of support from local neighbourhoods.
- 5.105** Implementation will be through development management and planning application decisions. Neighbourhood planning could also bring forward local facilities and services where there is an identified need and community support

Community-led planning

C15 Community led planning

The council will support town, parish and community councils in bringing forward Neighbourhood Plans that could provide localised policy on a number of issues, which could include:

- a) location of development to meet the housing requirement within a designated neighbourhood area;
- b) second home ownership;
- c) sites for self and custom build serviced plots;
- d) local Design Code / Guide;
- e) identification and allocation of previously developed land for residential, commercial or social purposes;
- f) location of social and community infrastructure.

Where town, parish and community councils have undertaken place plans and/ or masterplanning work that has been endorsed by the council, development proposals should demonstrate how they contribute to achieving the aims of the community-led plan.

Major development proposals will be required to submit a statement setting out the type, scale and results of public consultation carried out in advance of application submission, demonstrating how the proposal has been shaped by local community views.

- 5.106** The council believes that representative community engagement often benefits from starting with what people and communities (especially under-served communities) are interested in and what their concerns are, not the statutory duties and programmes of public authorities.
- 5.107** There are a number of routes for community-led work to be formalised into planning policy, particularly neighbourhood development plans, that when adopted form part of the development plan together with the NPPF and Island Planning Strategy. The council has also adopted a number of community-led documents as supplementary planning documents. The processes for adopting neighbourhood development plans and supplementary planning documents are regulated, which often puts communities off engaging in community-led planning
- 5.108** Community-led place plans, masterplans and Local Cycling and Walking Infrastructure Plans can provide a better understanding of local issues to help shape future service delivery and a more co-ordinated way of working with the resources available. The council, through its regeneration team, has engaged with a number of communities to raise public awareness of the regeneration programme and its aims
- 5.109** The council will work with and/ or support communities undertaking place plans or masterplans. In order to formalise such documents within the planning process the council will need to ensure that community aspirations are in general conformity with the vision and objectives of this plan and contribute to the delivery of its vision and objectives. This is not

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to say that the council will be unnecessarily prescriptive in this process, but it will need to be comfortable with the outcome. Community-led place plans or masterplans could be endorsed through a formal council-led process, such as a supplementary planning document.

- 5.110** Community engagement is an essential part of informing development schemes and applicants will be expected to engage with local communities, using town, parish and community councils.

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- 6.1 Planning plays a major role in enabling sustainable development, which is the central pillar of the National Planning Policy Framework (NPPF). This is development that meets the needs of the present without compromising the ability of future generations to meet their own needs.
- 6.2 The Government expects the planning system to actively encourage growth, giving local people the opportunity to shape communities whilst providing sufficient housing to meet local need and supporting economic activity. This approach is entirely consistent with the council's vision and aspirations for the Island. In this context, it is important that the planning system does everything possible to support economic growth and sustainable development, an issue heightened by the recent Covid-19 pandemic and the need for businesses to be supported during the recovery period.
- 6.3 Ensuring that all development on the Island is sustainable and delivers what we need and where we need it is crucially important to everyone on the Isle of Wight. The policies in this part of the plan are designed to give clear direction on how the council intends to achieve this.
- 6.4 'Our Approach Towards Sustainable Development and Growth' is complemented by the nationally established presumption in favour of sustainable development that is set out in the NPPF and gives a clear commitment to sustainable development. What this means in terms of where development will be located on the island is set out in 'Priority Locations for Development and Growth'.
- 6.5 There is also a responsibility to ensuring that development is viable and can deliver what is required by the policies of this plan. The approach is explained in 'Developer Contributions' and 'Managing Viability'. If planning permission is granted, the council want to see it delivered. Council powers are limited on this front, but 'Ensuring Planning Permissions are Delivered' provides a clear message to the development community over what is expected in terms of delivery.
- 6.6 The policies confirm that the council will take a positive approach that reflects the presumption in favour of sustainable development, as set out in the NPPF. The Island Planning Strategy, when read as a whole, includes policies that provide an interpretation of what sustainable development means for the Isle of Wight. This includes policies that indicate where development would be restricted, for example relating to protected sites, designated heritage assets and locations at risk of flooding or coastal erosion.



Our Approach Towards Sustainable Development and Growth

G1 Our Approach Towards Sustainable Development and Growth Strategic

To contribute to achieving the council's vision for the Island, new development will be of the highest possible design quality that contributes to a strong sense of place. It will be located in the most sustainable settlements on the Island, and through managed growth a number of settlements will see their sustainability improve.

Planning applications that accord with the policies in the Island Planning Strategy (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise. Once granted, planning permissions are expected to be delivered in a timely fashion.

The council will seek to deliver the island realistic housing requirement over the plan period to 2037, through allocated housing sites, windfall sites and those already with planning permission with the majority being built on previously developed land. The allocations offer a range of sites of differing scales and delivery rates, with a focus on smaller and medium sized developments. These will be complemented by Key Priority Sites allocated at Camp Hill and Newport Harbour.

Job creation opportunities will be provided through employment site allocations, support for intensification and expansion of existing industrial estates and by facilitating home working. The role of town centres will be strengthened through the provision of appropriate retail and commercial floorspace and support for businesses to be flexible and agile. By locating development in the most sustainable locations the need to travel will be reduced.

To facilitate travel on the Island, the provision of a multi-user route between the West Wight and Newport and the completion of the East Cowes to Newport multi-user route will help more journeys to occur by sustainable modes of transport, together with other proposals from the Local Cycling and Walking Infrastructure Plan. Improvements to the existing highway network, particularly in Newport and Ryde, are also planned.

The health and wellbeing needs of Island residents are recognised through the planning system. People are able to live independently for as long as possible, with appropriate access to medical facilities and the ability to live a healthy and active lifestyle.

The high-quality environment and natural resources are assets that will be protected, enhanced where appropriate and celebrated, by locating development away from the most sensitive and important features and areas. If required appropriate mitigation should be provided.

- 6.7** The policy sets out a clear statement of what the council considers sustainable development and growth will look like on the Island over the plan period. It takes its cue from national policies and the presumption in favour of sustainable development, and couples these with the local issues that have been identified by evidence collecting and through public consultation and engagement.
- 6.8** The prime focus of the Plan is on delivery and what is achievable and practicable given the island's detachment from the mainland and the additional costs and uncertainties that come with this. There is a focus on meeting island needs, particularly housing, using previously developed land and on seeking development that is realistically achievable. It is also essential for the policies of the Plan to provide a flexible environment that allows both the community and businesses to recover from the Covid-19 pandemic, and also to respond to some of the social changes that will occur as a result of this period.



- 6.9** Where solutions cannot be achieved through negotiation planning applications will be refused. The use of pre application advice is encouraged in the case of large or complex applications, Planning Performance Agreements may be considered.
- 6.10** The council will engage positively with statutory consultees and infrastructure providers to identify ways to support the delivery of sustainable development. To support this process, applications should be accompanied by appropriate supporting information to enable a positive and timely determination. This will be greatly assisted where applicants actively engage in pre-application discussions with the local community, the council and other consultees.
- 6.11** Where there are breaches of planning control, enforcement action will be taken where justified following the guidelines set out in the council's Planning Enforcement Policy Plan.
- 6.12** The policies of the plan, either individually or as a whole, will contribute to achieving sustainable development, and the spatial elements of the approach set out in the above policy are summarised on the Key Environment Diagram in Section 3.

Priority Locations for Housing Development and Growth

G2 Priority Locations for Housing Development and Growth

Strategic

The focus for sustainable housing growth is within the settlement boundaries of the island's Primary and Secondary settlements and the Rural Service Centres:

Primary Settlements: Cowes (including Gurnard & Northwood), East Cowes, Newport, The Bay (Sandown, Lake and Shanklin) and Ryde.

Secondary Settlements: Bembridge, The West Wight (Freshwater and Totland), Wootton and Ventnor

Rural Service Centres: Arreton, Brading, Brighstone, Godshill, Niton, Rookley, St Helens, Wroxall and Yarmouth

Housing development at Sustainable Rural Settlements will be carefully managed and will only take place where it represents infill development (policy H4) or addresses local community need through either Exception Sites (policy H7) or on previously developed land (H9):

Sustainable Rural Settlements: Calbourne, Chale Green, Havenstreet, Nettlestone, Newchurch, Seaview, Shalfleet, Wellow and Whitwell

Outside the defined settlement boundaries, proposals for housing development will only be supported if they accord with H4 - Infill Opportunities outside Settlement Boundaries, H6 Housing in the Countryside, H7 Rural & First Home Exception Sites and H9 New Housing on Previously Developed Land.

Development proposals for non-allocated sites will be expected to:

1. Be located within the settlement boundaries of the Primary Settlements, Secondary Settlements and Rural Service Centres (as shown on the Policies Map); and
2. Clearly contribute to delivering the Island's identified housing need, economic aspirations or achieving Island-wide regeneration aspirations; and
3. Make as much use as possible of previously developed land in line with H9; and
4. Deliver all policy requirements of the Island Planning Strategy.



- 6.13** This approach is about ensuring the right level of development takes place in the right places. The policy seeks to direct new development to settlements that are already considered sustainable (where there are services, facilities, homes and jobs, and where there are the most sustainable modes of transport), or settlements where planned growth will enable them to become more sustainable through improved or new services and facilities.
- 6.14** The settlements identified as Primary Settlements, Secondary Settlements and Rural Service Centres all have settlement boundaries, and development located within these will be prioritised. Amendments have been made to some of the settlement boundaries to incorporate allocated sites and existing development, and these can be viewed on the Policies Map. The classification of settlements is based on a number of factors including availability of services and facilities, proximity and accessibility via different modes of transport and population size. Two settlements, Bembridge and Wootton, are now classified as secondary settlements due to being the two settlements with the highest populations that were in the highest scoring bracket in the Rural Sustainability Matrix work.
- 6.15** The location of a potential development site within a settlement boundary is the first test in establishing the suitability of a site, in principle, for development. Once this principle is established more detailed issues covered by other policies in the Island Planning Strategy such as design, density and potential impact on the surrounding area and the environment are considered. If, on the planning balance, the development proposal is unacceptable in relation to these detailed issues it will be refused.
- 6.16** The council has proposed allocating sites for housing, employment and mixed-use schemes. Through this plan-led approach sites have been identified which are known to be available and deliverable within the plan period (i.e. up to 2037). By growing settlements in this way, growth can be managed, and the proposed allocations help to provide certainty to all. However, the policy approach allows non-allocated sites to be considered. This ensures that there is a continuous and deliverable pipeline of developments to meet the island's housing needs and reflects the fact that the housing number in the plan is not a target or ceiling in line with the NPPF.
- 6.17** Sustainable Rural Settlements will not have settlement boundaries, as the council wishes to improve their sustainability through carefully managed growth focused on infill development in line with H4, exception sites in line with H7 or on previously developed land in line with H9 rather than through speculative development. No site allocations are made for these settlements.
- 6.18** Proposals for residential development on non-allocated sites should demonstrate how they meet the criteria in Policy H3, together with other policy requirements of the plan. It is important that such proposals provide the right type, size, mix and tenure of housing in line with policies H5 & H8. This can be identified through a variety of sources, particularly the most recent Housing Needs Assessment and local Housing Needs Surveys. Evidence can also be supplied by the applicant, relating to localised issues that may not be picked up in the Housing Needs Assessment and local Housing Needs Surveys.
- 6.19** The council recognises the importance of providing housing for all, including both affordable and private market housing to ensure the island retains the ability to retain its younger demographic, attract professional workers and higher income groups and meet the needs of the older demographic. This will see housing delivered at a variety of dwelling sizes and costs, but factors such as the physical environment of the area and the availability of good schools are attractive.
- 6.20** The council wishes to use land effectively and development proposals should make as much use as possible of previously developed land. The council will use the definition of previously developed land set out in the glossary of this document unless the definition is updated at a national level.



Developer Contributions

G3 Developer Contributions

Strategic

The council will work in partnership with other public sector providers, utility companies and developers to ensure that development provides high quality infrastructure commensurate with the scale of the development and the needs of different communities across the Island in line with policy INF1.

The council will support development proposals which secure the necessary related infrastructure to make the development acceptable in planning terms, are directly related to the development and are fairly and reasonably related in scale and kind.

The council will therefore require provision of or contributions towards the following infrastructure where necessary:

- a) Affordable Housing in line with AFF1 and H5;
- b) Provision of or contribution to transport infrastructure, including the provision of sustainable transport routes and facilities. Where relevant, contributions or provision shall relate to projects that have been identified through the Council's Infrastructure Delivery Plan, Local Transport Plan and Local Cycling and Walking Infrastructure Plans;
- c) Ecological/ environmental mitigation and/ or compensation including, but not restricted to, the Solent Special Protection Area (SPA) Solent Recreation Mitigation Strategy, demonstration of nitrogen neutrality and Biodiversity Net Gain of at least 10%;
- d) Provision of or contribution to educational infrastructure. This requirement applies to housing developments of 10 dwellings or more;
- e) Provision of or contribution to health infrastructure. This requirement applies to developments of 10 dwellings or more;
- f) Coastal and flood risk reduction, water management;
- g) Provision of digital infrastructure;
- h) On site open space and/or SANGs (where relevant) or contributions to off-site strategic schemes;
- i) Cultural, public realm provision, community and sports infrastructure/ facilities.

Development capacity of sites is expected to be optimised. Where additional phases are deemed likely but are not part of the planning application, development contributions and affordable housing provision must take this into account.

The above infrastructure will be secured through planning conditions, planning obligations or on-site delivery.

- 6.21** The delivery of good quality infrastructure underpins the social, economic and environmental regeneration envisaged by the council over the plan period. It is essential for the Island's population to have confidence in the key infrastructure needed, such as safe and sustainable means of transport, access to housing for all, high quality areas for recreation and relaxation, ecological mitigation and other infrastructure required to support sustainable development.



- 6.22 New development can place additional burdens on existing infrastructure or create a requirement for wholly new infrastructure. Therefore, developments will be expected to provide or contribute towards the provision of the infrastructure needed to support growth on the Island, as required by the relevant policies within the Island Planning Strategy.
- 6.23 The types and amount of contribution (either financial or actual) that may be required for development may vary, depending on the location, type or constraints to proposed development. Where it can, the Council will set out in a new Developer Contributions SPD the expected levels of contribution for different types of infrastructure, informed by both the Infrastructure Delivery Plan and Viability Report that underpin the Island Planning Strategy.
- 6.24 The council will explore all the mechanisms available to ensure delivery of infrastructure but because of potential national changes expected to the collection of developer contributions the council has no current plans to introduce CIL.

Other relevant documents and information:

- Affordable Housing Contributions SPD
- Developer Contributions SPD

Managing Viability

<p>G4 Managing Viability</p> <p>In the rare circumstances when an open book viability assessment demonstrates that a proposal cannot provide the requirements of this plan, the council will work with applicants to understand whether any of the following approaches would be appropriate to facilitate the delivery of the site:</p> <ul style="list-style-type: none">a) securing public subsidy;b) flexibility in the affordable housing tenure, type and size mixc) changes to the density of the proposal;d) re-phasing the proposal;e) deferment of the delivery of the plan requirements;f) reducing the policy requirements. <p>If none of the above are considered appropriate the council will refuse the application. Where the local planning authority requires the input of independent viability consultants to review the submitted assessment, these costs will be met by the applicant or the application will be refused.</p> <p>Any viability assessments submitted to the local planning authority, and the findings of any review of these will be made publicly available.</p>	<p><input checked="" type="checkbox"/> Strategic</p>
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- 6.25 Through the policies of this plan the council is clear about what development will be expected to deliver, and it is reasonable to expect that those buying and selling land will take into account the requirements of this plan when undertaking valuations / land transactions. However, it is also recognised that it may not always be possible to deliver the full requirements of the plan, for a number of reasons, for example, where previously unidentified land contamination is identified.
- 6.26 The council are fully committed to ensuring the delivery of housing and supports the delivery of development proposals that meet the requirements of this plan. Whilst it will consider alternative approaches, should a scheme be clearly evidenced as not being viable, and the proposals to overcome this issue dilute the plan requirements to such an extent the proposal is unacceptable, it will be refused.



- 6.27** It is recognised that the assessment of viability on a site-by-site basis can cause uncertainty and delay, increasing land prices and undermine the delivery of this plan and the council's objectives. There are inherent difficulties in the assessment of viability at the application stage given input uncertainty and the sensitivity of viability appraisals to small changes in assumptions. Proposals requiring a viability appraisal will be carefully examined to ensure genuine barriers to delivery exist.
- 6.28** It is expected that the viability testing of a specific scheme should only be necessary where there are clear barriers to delivery that would make the delivery of obligations unviable. This will speed up the planning process and increase certainty for applicants and planning authorities, whilst supporting the implementation of planning policies and the delivery of sustainable development.
- 6.29** The council has undertaken a whole plan viability assessment for the development envisaged over the plan period. The assessment was originally undertaken in 2018 and updated in 2021 and 2022, therefore land values and development costs are based on the rates available at that time. The viability assessment provides a high-level overview that allows the council to set realistic requirements for developer contributions and expectations for infrastructure. This work will form the basis of negotiations with developers and landowners and help to inform the aforementioned Developer Contributions SPD.
- 6.30** If an applicant wishes to make the case that viability should be considered on a site-specific basis, they should provide clear evidence of the specific issues that would prevent delivery, in line with relevant policies of this plan. Such issues should be raised through the council's pre-application advice service, prior to the submission of an application.
- 6.31** Where it is accepted that viability of a specific site should be considered as part of an application, the council will determine the weight to be given to a viability assessment alongside other material considerations, in order to ensure that the development remains acceptable in planning terms. Any such viability assessments will be carried out by an independent third party and the costs shall be borne in full by the applicant otherwise the application will be refused. Any reports or findings will be part of the public planning file.



Ensuring Planning Permissions are Delivered

G5 Ensuring Planning Permissions are Delivered

Given the separate housing market that the island operates in and a necessity to see the homes permitted and allocated to come forward to help meet the housing requirement, the council expects to see residential development starting as soon as practically possible, once planning permission has been granted.

When dealing with applications where planning permission for homes has previously been granted but has expired, or is soon to expire, the council will not approve the application unless sufficient evidence is provided that the site is deliverable, and an explicit start date is provided. In most circumstances if a further permission is granted the consent will only be valid for a further year.

For all major residential development proposals, the council will:

- a) require a delivery timetable to be provided as part of the planning application;
- b) impose a planning condition or legal agreement clause when issuing full planning permission or reserved matters planning permission requiring development to be delivered in line with the submitted delivery timetable;
- c) continually review how it might work with applicants, landowners and developers to ensure the delivery of the site;
- d) require evidence to demonstrate that different housing products on a site can compete in the market, at the same time, in the same location to maximise delivery;

Where all reasonable efforts have been made to ensure the build-out on stalled sites, the council will consider actively using its compulsory purchase powers to support delivery.

- 6.32** There are over 2,000 dwellings consented across the Island which are yet to be commenced, albeit this is not a situation that is unique to the Isle of Wight nor significantly worse than authorities of a similar size. Given our delivery focus in the Plan and the separate housing market area that we operate in, it is however considered necessary to have a policy in place to strongly encourage the implementation of those permissions that have been granted. The council wants to discourage proposals where the failure to implement previous permissions suggests that there is no intention to build, or where there are insurmountable barriers to delivery on the site.
- 6.33** When considering further applications following the expiry, or impending expiry of planning permission for housing developments, it will be necessary for evidence to be submitted demonstrating the reason why the consent has not been implemented within the three years of the conditions of the permission.
- 6.34** Where full planning permission is granted, the council expects to see development starting as soon as possible in line with a delivery timetable submitted as part of any application. The NPPF defines that for a site to be considered deliverable, they should be available now. If a site has not come forward in a three-year period it must be questioned whether it is deliverable. An exception to this may be if the delay in delivery has been down to a civil matter or consenting regime outside of the applicant's control, which at the time of the re-submission has been resolved.
- 6.35** A further consent, if granted would have a shorter time period to expedite the development. If it does not commence and meet an agreed delivery timetable within this period, a further



permission should not be granted, unless circumstances change.

- 6.36** When reviewing the content of delivery timetables, the Council will consider the track record of the applicant and/or landowner on similar schemes they have submitted and/ or gained consent for, particularly on the Island. This is not about deterring new entrants to the housing market, but about understanding whether an applicant and/ or landowners track record of strong or poor delivery may be relevant when considering the reliability of the delivery timetable.
- 6.37** To help ensure that proposals for development are implemented in a timely manner, the council will consider imposing a planning condition providing that development must begin within a timescale shorter than the relevant default period, where this would expedite the development without threatening its deliverability or viability. Any delays will take account of the preparation of S106 legal agreements.
- 6.38** The council will look to work with developers in a pro-active and positive manner to facilitate and support the delivery of sites with planning permission and site allocations in the Plan. This could range from help with unlocking infrastructure challenges through to innovative approaches such as land swap deals and could be provided by a range of council departments.
- 6.39** To ensure stalled sites are built, once all other reasonable avenues for the delivery of sites have been explored, including taking any enforcement action following the guidelines set out in the council's Planning Enforcement Policy Plan (for example including the use of Section 94 of the Town & Country Planning Act 1990), the council may actively use its compulsory purchase powers to intervene to support the delivery of the site.



- 7.1** The policies in this section are designed to support the delivery of housing that is needed on the Island. To provide certainty to residents and the development sector, land is allocated for housing and the expectations for each allocated site are clearly set out in **'Sites Allocated for Housing', 'Key Priority Sites' & 'Housing Development General Requirements'**. Windfall sites and infill development opportunities are subject to design considerations and should have a positive impact on the character of the area, **'Infill Opportunities outside Settlement Boundaries'**.
- 7.2** Ensuring the delivery of affordable housing for Island residents is challenging, reflected in the low levels of affordable housing delivery in the last few years. Delivery of affordable housing is therefore a priority of this plan. In combination with policy AFF1, the council has set out its requirements in policy **'Delivering Affordable Housing'**, and this approach is further strengthened and supported by Rural and First Homes exception sites being delivered (**'Rural & First Homes Exceptions Sites'**).
- 7.3** The types and tenures of housing are really important on the Island too, so policy **'Ensuring the Right Mix of Housing'** establishes target development mixes for both private and different types of affordable dwellings. Alternative methods of delivery through self and custom build can also contribute to achieving this (**'Self and Custom Build'**). As required, the provision of sites for gypsy, traveller and travelling showpeople is covered through **'Planning for Gypsy, Traveller and Travelling Showpeople Provision'**.



Delivering the Housing We Need

H1 Planning for Housing Delivery

Strategic

The council is planning for a housing requirement of **7,185 net additional dwellings** over the plan period (2022-37), at average of **479 dwellings per year**.

The supply of new homes will come from the following sources:

From large sites with planning permission:	2,135 dwellings
From sites allocated in policy H2:	3,550 dwellings
From windfall sites*:	1,500 dwellings
TOTAL:	7,185 dwellings

** Windfall sites are dwellings delivered on sites with a net gain of less than 10 dwellings and the council believes at least 100 dwellings per year will be delivered on such sites*

To achieve the above the council will:

- a) Seek to ensure sites with planning permission are delivered in a timely manner (see policy G5);
- b) Allocate sites to deliver housing (see policy H2);
- c) Support infill development outside of settlement boundaries (see policy H4);
- d) Support Rural and First Homes exception sites that meet locally identified housing needs (H7);
- e) Support sustainable development proposals that optimise the use of previously developed land (see policy H9).

There are five designated Neighbourhood Areas on the island in line with the NPPF the IPS must set out the housing requirement for each over the 15 year plan period (2022-2037), shown in the table below:

	Large sites with planning permission	Allocated sites	Windfall	Total
Bembridge	13	146	30	189
Brading	0	0	30	30
Brighstone	55	0	30	85
Freshwater	44	180	30	252
Gurnard	12	0	30	42

Should it be demonstrated that the Council does not have a 5-year supply of land for housing against the requirements of policy H1, additional housing sites may be supported where the following criteria are met:

- 1. the yield of the proposal is relative to the demonstrated shortfall in 5-year housing land supply;
- 2. the site is sustainably located in close proximity to services, facilities and public transport links;
- 3. the proposal is sensitively designed in relation to the character of its location and any surrounding development;
- 4. the proposal meets all other relevant policy requirements set out in this plan;
- 5. the proposal is accompanied by a clear delivery timetable demonstrating that the homes will be delivered to help address the identified 5-year housing land supply shortfall.



- 7.4 This policy seeks to provide certainty on housing delivery across the island by setting out the overarching housing delivery approach and sources of supply, with more detailed policies contained elsewhere in the Island Planning Strategy.
- 7.5 The council recognises its objectively assessed housing need figure based on the nationally prescribed standard methodology but believes it is undeliverable by the island housing market, as set out in evidence papers supporting the local plan. The plan therefore identifies a more island realistic housing requirement of 479 dwellings per annum which it believes is at the upper limits of what is deliverable by the island housing market across the whole plan period.
- 7.6 In line with the NPPF, the development of 7,185 dwellings is not a ‘target to aim for’ or a ceiling on development, rather the plan still allows for other sites to come forward providing they adhere to the policies (including G2, H4, H7 and H9) and represent sustainable development. This also means that additional housing can come forward if mechanisms for increasing delivery are found over the Plan period, including significant public sector intervention.
- 7.7 An indicative trajectory of the overall supply of housing that is expected to come forward is set out in Table 7.1 The table indicates that Years 1 to 5 of the plan are likely to have a sufficient supply of sites totalling 2,973 units, at an average of 578 dwellings per annum. Using the local plan housing number of 479 dwellings per annum, the 5-year requirement is 2,395 dwellings, meaning a 24% buffer is included within the delivery trajectory for years 1 to 5 of the plan period. This is reflective of the fact that 30% of the housing number within the IPS will be delivered from sites that already have planning permission.

Source of supply	Year 1	Year 2	Year 3	Year 4	Year 5	Years 6-10	Years 11-15	Total
Large sites with permission	265	151	112	259	211	712	425	2135
Allocated sites	187	342	376	327	243	1555	520	3550
Windfall	100	100	100	100	100	500	500	1500
Total	552	593	588	686	554	2767	1445	7185

Table 7.1 Island Planning Strategy Indicative Housing Trajectory

- 7.8 Appendix 4 includes further details on the indicative housing trajectory of the plan that demonstrates there will be a spread of development coming forward across the island throughout the plan period. There is a mix of size and location of the proposed allocations and existing permissions with the focus of growth on the primary settlements of Newport, Ryde and Cowes.
- 7.9 To ensure housing allocations come forward in a timely manner to help meet the requirements of the Housing Delivery Test, address housing needs and to maintain a five year land supply of deliverable sites, the council will actively work with landowners and developers to establish the likely phasing and delivery of sites.
- 7.10 'Windfall' sites (those with a net gain of less than 10 dwellings) have been factored into the council's housing supply. These are sites considered too small for allocation, but they have been a consistent source of supply within the island housing market for many years. In the 5 years from 2016/17 – 2020/21, completions on sites between 5 and 9 dwellings totalled 183 dwellings, or 37 per annum, whilst completions from sites of 4 dwellings or less in the same period totalled 522 dwellings, or 104 per annum. The council has taken a conservative approach of including 100dpa from windfall sites, which represents 70% of the recent supply from these sites that provide a realistic and robust source of supply, appreciating that windfall opportunities will reduce over time and also the more restrictive settlement boundary approach within the IPS.
- 7.11 Some windfall sites may have been identified as suitable in the council's strategic housing land availability assessment (SHLAA), appear on Part 1 of the Brownfield Register, have been put forward as part of the Council's Call for Brownfield Sites exercise or proposed for allocation in



the last version of the Draft Island Planning Strategy. However due to their small size, existing use or a requirement for further information and assessment to understand on-site aspects that may constrain delivery, these sites would be expected to come forward as windfall in line with policies G2, H4, H7 and/or H9. The SHLAA is a good source of information relating to site specific issues and constraints that are apparent.

- 7.12** Other development proposals may come forward and be acceptable subject to conformity with the policies within the Island Planning Strategy. Pre-application advice should be sought in these instances in particular where sites are for major development schemes. Applications should be submitted with all relevant details and having undertaken any relevant studies or investigations.
- 7.13** The council will monitor the outcomes of the policy through the following measures:
- a) The Authority Monitoring Report (AMR). This will record permissions granted as well as developments under construction;
 - b) The five-year land supply report. This will set out what sites are considered to be suitable and deliverable in a five-year period; and
 - c) Performance against the Housing Delivery Test.
- 7.14** With any planning process it is necessary to include a degree of flexibility to allow for unexpected events such as significant increases in demand or delay in sites coming forward. The plan contains several forms of flexibility to allow for this. Firstly, whilst there is an allowance for windfall developments within our housing supply, this is not 'capped', and the Council is aware from its SHLAA and Brownfield Capacity work that additional land could come forward. Windfall sites provide the most likely a source of additional dwellings should demand exceed the capacity of the allocations and planning permissions, or indeed yields from some sites within these two sources are not as high or as timely as identified within the IPS. Secondly, the capacity of the allocated sites has also been calculated based on a relatively conservative density estimate with the potential for future planning applications on some sites to exceed the indicative numbers provided.
- 7.15** The council recognises that the housing number set out in the policy is not a target to aim for but is reflective of historic delivery patterns on the island that meet as much of the identified housing need as possible. Indeed the Plan includes specific review triggers in Section 10 that would generate a re-assessment of policy H1 should delivery on the island exceed the housing number for at least 3 consecutive years. Therefore, meeting the annual requirement set out in the policy will not in itself be a reason for refusing a planning application. Decisions will be taken on their merits and considering local circumstances, including longer term housing needs and affordability in an area
- 7.16** During the course of the fifteen year plan period, it is possible that there may be times when a shortfall in the 5-year supply of available housing land is apparent should certain sites be delayed or come forward at different rates of delivery. In this situation, the policy sets out the approach of the Council to addressing that issue. The approach is underpinned by the sustainable development principles of national and local policy and would allow a direct, targeted and controlled response to any identified shortfall and would not mean that every application for housing would have to be approved.

Sites Allocated for Housing

H2 Sites Allocated for Housing

The sites listed in Appendices 1 and 2, and shown on the Policies Map, are allocated for residential or residential-led mixed use development. Proposals for these sites should demonstrate how they will deliver an appropriately phased development in accordance with:

- a) site specific allocation Policies KPS1 & KPS2;
- b) where relevant, the site specific allocation requirements set out in Appendix 3,;
- c) the generic allocation requirements set out in Policy H3;
- d) all other relevant policy requirements set out in this plan.

The yield identified in Appendices 1 and 2 are for indicative purposes only and the final number of homes or other development provided will be determined through the planning application process. Not every allocation has site specific requirements, and these sites will be expected to deliver a scheme that aligns with Policy H3.

- 7.17** This policy seeks to encourage delivery of housing across the Island by setting out those sites that are suitable for residential and other development. A sequential, risk based approach has been taken to identifying the allocations as required by the NPPF which is incorporated as part of the Integrated Sustainability Appraisal and Housing Evidence Paper B supporting the IPS. The allocation of these sites should provide greater certainty to enable developers and other stakeholders to bring development proposals forward across the Plan period thereby increasing the rate of housing delivery
- 7.18** A wide variety of sites is proposed for allocation in this Plan, comprising of larger and smaller development sites which are primarily on previously developed land, others on greenfield land or a mix of both. All site allocations are set out in Appendix 2 together with indicative site capacities. Two 'Key Priority Sites', Camp Hill and Newport Harbour, have the potential to deliver transformational development on brownfield land across a significant proportion of the plan period and therefore have their own site-specific policies to guide development proposals.
- 7.19** Most sites have been submitted and assessed through the strategic housing land availability assessment and are assessed as suitable, available and achievable at some point in the plan period. By allocating a range of types and size of sites they will come forward and be delivered in a way that helps meet the housing requirement figure.
- 7.20** It is important that the council is able to act to make sure allocated and consented land is available. The allocations as set out in policy H2 'Sites Allocated for Housing' have been assessed for deliverability and suitability and it is anticipated that these sites will come forward in a timely manner. The council will work with landowners, developers and other relevant stakeholders to monitor the achievement of these allocations and any associated trajectory and will act to bring sites forward if necessary.
- 7.21** Where a proposal is being developed for an allocated site, applicants are expected to refer specifically to Policies H2, KPS1, KPS2, H3 and Appendices 2 and 3 and submit applications considering the relevant policy requirements as well as incorporating any other Island Planning Strategy requirements where applicable.
- 7.22** No specific timeline has been provided within the policy for the allocations, but it is expected that delivery will be phased and consider any nearby proposals where relevant. Sites should be started and completed within the timeframe of any planning permission in line with policy G5.
- 7.23** In exceptional circumstances, where fully justified, planning permission may be granted for major residential sites that currently have planning consent that is due to expire but have not yet come forward for delivery.

KPS1 Key Priority Site 1: HA39 Former Camp Hill

A mix of brownfield and greenfield land at the former HMP Camphill as shown on the policies map is allocated for sustainable high-quality mixed-use development, resilient to climate change and which shall provide delivery of all of the following:

- a) at least 750 homes providing at least 35% affordable housing and a mix of housing sizes in line with H5 & H8;
- b) approximately 2 hectares of serviced employment land for office, general industrial or storage and distribution uses (Class E & B2/B8 uses) as appropriate to the site and its wider context, ensuring that there is a mix of unit sizes. Support will also be given to other employment generating uses provided they are compatible with the immediate surroundings and do not conflict with town centre uses;
- c) community use floorspace (Class E uses)
- d) an improved road network to allow ease of movement to and through the site
- e) public transport improvements
- f) multiuser links to the existing sustainable transport network and the wider area
- g) a mix of on-site SANGs, open and recreation space and improvements to Parkhurst Forest as a recreational space;
- h) utilisation of buffers to the ancient woodland and SINC for enhanced landscaping and biodiversity improvements; and
- i) a site wide district heating system to which all development will connect, with preference given to using heat from the Forest Road Energy from Waste facility, subject to viability

In order to address sustainable development issues, the site should be developed in accordance with a whole site masterplan prepared by the developer /landowner in conjunction with the local community and agreed by the Isle of Wight Council. The masterplan should ensure that:

- j) the design and layout accords with the National Model Design Code, relates positively to the surrounding area and does not have an adverse impact on the amenity of surrounding properties;
- k) existing trees and hedgerows on the site are maintained and enhanced wherever possible and management put in place to support their future retention and maintenance;
- l) opportunities for connections into and from Parkhurst Forest are fully explored together with working with Forestry England on other joint ventures where there is a benefit for new and existing residents, for example through contributing to improvements to the existing recreational function of Parkhurst Forest;
- m) there is adequate provision for surface water run-off and due consideration of flood risk elsewhere;
- n) good links to the wider footpath and cycle network are provided,
- o) highway improvements necessary for the development to go ahead are delivered;
- p) the development is appropriately phased alongside required infrastructure. Proposals will not be permitted where they prevent a comprehensive approach to the delivery of development and infrastructure across the whole site and the surrounding sites allocated for development.
- q) the development conserves the significance of the heritage assets on the site and uses these assets to reinforce the cultural connections between the site and its surroundings. Ensuring a sustainable future for the Camp Hill Prison buildings is encouraged.

Archaeological, historic and biodiversity assessments must be undertaken to record findings where relevant and to assess relevant impacts and provide mitigation where appropriate.

The Council will prepare a Supplementary Planning Document (SPD) to include KPS1 and nearby residential and other land use allocations to ensure a comprehensive approach to infrastructure planning and delivery. Opportunities should be taken to co-ordinate any community and social provision from the Camp Hill site with that provided from both KPS2 Newport Harbour and land allocated under policy C4 Health Hub at St Marys to ensure that the schemes deliver maximum benefit for local residents.

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- 7.24** Land at the former HMP Camphill is key priority site for the Council that has the potential to deliver transformational development that helps meet island needs across a significant proportion of the plan period. The allocated site is a mixture of brownfield and greenfield land of approximately 55 hectares. It lies directly adjacent to the existing built up area of Newport close to community facilities, shops, schools, employment areas and the transport network. It should be able to deliver at least 750 homes through a mixture of new development and adaptation and refurbishment of the former prison buildings. A master plan for the whole area that aligns with the National Model Design Code and any subsequent local design guidance will be agreed by the council to guide the phasing and delivery of this site.
- 7.25** The site should accommodate a mix of housing tenures, types and sizes, reflecting the requirements of policy H5 and the mixes of market and affordable housing set out in policy H8. As the site will be delivered over a number of years, it is expected that a phased approach will be taken, and any permissions granted should include sufficient flexibility in phasing plans and legal agreements to allow updated housing need evidence to inform the mix of future phases.
- 7.26** A network of SANGs, open and recreation space will serve the new development and benefit the wider community. Provision should be made for the long term management of the open space. Given the scale of the site, a significant buffer has been left between the allocation boundary and Parkhurst Forest (designated as both Ancient Woodland and SINCE) to the west and north to allow appropriate spacing to protect the designation. This buffer could also be utilised for ecological purposes, to provide appropriate landscaping and opportunities for accessible green space.
- 7.27** The proximity of Parkhurst Forest provides opportunities for public access and enjoyment of this woodland. This area is important for its wildlife and landscape value and provision should be made to ensure the long-term management of the woodland by Forestry England is not prejudiced by the development. Opportunities to contribute to improving the recreational offer and facilities within Parkhurst Forest should be explored. The existing hedgerows surrounding and within parts of the site are important local features which should be maintained and incorporated into the layout of the site. Any loss of hedgerow will require mitigation such as the planting of new hedges.
- 7.28** Around 2 hectares of serviced mixed employment land should be included appropriate to a residential area. This could be delivered in a single area of the site or be split up across phases to allow the commercial floorspace delivered to respond to market trends across the plan period. The main vehicular access will improve the existing road network on the site and footpath and cycle links must be provided to the existing sustainable transport network and the surrounding area.
- 7.29** On and off-site provision and contributions to community infrastructure, including education provision, will be sought in line with policy G4 and secured through a section 106 legal agreement.
- 7.30** The Council recognises that in addition to the allocation of HA039, there are other residential allocations in the vicinity, notably HA032 (Land at Horsebridge Hill & Acorn Farm), HA036 (Land at Noke Common) and HA037 (Land at former Library HQ). The Council will prepare a Supplementary Planning Document for the area covered by these allocations, which also includes St Marys Hospital, to ensure that individual masterplanning for the sites and issues such as infrastructure provision can be holistically planned and funded and create maximum benefit for existing and new residents.

KPS2 Key Priority Site 2: HA44 Newport Harbour

Previously developed land at Newport Harbour as shown on the policies map is allocated to deliver a sustainable high-quality mixed-use development, resilient to climate change and responding positively to the harbour's character. The development shall provide delivery of:

- a) at least 250 homes providing a minimum of 35% affordable housing and a mix of unit sizes in line with H5 & H8;
- b) serviced employment land for office, general industrial or storage and distribution use including marine uses providing they are compatible and appropriate to the site and its wider context, ensuring that there is also a mix of unit sizes;
- c) flexible retail, financial and professional services, food and drink floorspace (Class E)
- d) community/education use floorspace (Class E);
- e) links and enhancements to nearby open / recreation space;
- f) multi user links to the existing sustainable transport network and wider area;
- g) public transport improvements as required;
- h) public realm improvements including improved access to the waterfront; and
- i) a site wide district heating system or other decentralised energy scheme to which all developments will connect, subject to viability

In order to address sustainable development issues, the site should be developed in accordance with a masterplan prepared by the Isle of Wight Council in conjunction with the local community. The masterplan will ensure that:

- j) the design and layout relate positively to the area and does not have an adverse impact on the amenity of surrounding properties or businesses;
- k) the on-site open space is provided together with management put in place to support its future retention and maintenance.
- l) the proposed development will be safe from flooding for its lifetime taking account of the vulnerability of its uses, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall;
- m) good links to the wider footpath and cycle network are provided,
- n) the development will deliver highway improvements necessary for the development to go ahead;
- o) the development is appropriately phased alongside the required infrastructure. It is expected that the site will be comprehensively masterplanned and delivered in phases given the existing uses and occupiers

Archaeological, historic, biodiversity and watercourse assessments must be undertaken to record findings where relevant and to assess relevant impacts and provide mitigation where appropriate.

Proposals should demonstrate that the level of retail and leisure uses within any scheme or phase of the scheme will not have an unacceptable impact on the town centre.

Opportunities should be taken to co-ordinate any community and social provision from the Newport Harbour site with that provided from both KPS1 Camp Hill and land allocated under policy C4 Health Hub at St Marys to ensure that the schemes deliver maximum benefit for local residents.

- 7.31** Land at Newport Harbour is primarily a previously developed site of approximately 2.5 hectares. The land is in public sector ownership and lies within the existing built up area adjacent to the harbour, town centre, community facilities, shops, schools, employment areas and the transport network. Newport Harbour may act as a catalyst and provide an excellent opportunity for the Council to work with other public sector partners (including the police, the fire authority, the CCG and Homes England) to bring forward additional high-quality, sustainable mixed-use development on public sector land within the town centre.

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7.32 The site allocated lies within the wider area covered by the emerging Newport Harbour Masterplan (IWC, 2022) and will work positively with enhancements being brought forward in the Newport Heritage Action Zone area. It would provide sustainable homes in an accessible location and provide additional footfall to help support existing and new town centre businesses, rejuvenating the town centre, and promoting a more vibrant night-time economy.

7.33 All development proposals must be accompanied by a site level Flood Risk Assessment demonstrating how it has met all the relevant requirements of both the Level 2 SFRA Detailed Site Summary Tables and the Newport Harbour Masterplan Flood Risk Assessment. The site level FRA will be expected to include:

- I. A whole site sequential flood risk approach to locating development within the site and the planning of parcels of development/phases, making development safe by:
 - Safe access and egress should be demonstrated during a design flood and to evacuate before an extreme flood, taking climate change into account. Raising of access routes must not impact on floodplain storage capacity;
 - Resilience measures will be required if buildings are situated in the flood risk area;
 - Mitigation for all relevant sources of flood risk must be considered (for example by raising finished floor levels to an appropriate height above ground level);
 - Compensation storage would need to be provided for any land-raising within the 1 in 100 plus appropriate climate change allowance, including to provide a safe access route;
 - Flow routes should be preserved if carrying out land-raising (including to provide a safe access route) within flood risk areas;
 - SuDS are possible on all sites and a site such as this should be able to implement an exemplar scheme to deliver multiple benefits including water quality, biodiversity, amenity, green infrastructure etc;
 - All development should adopt source control SuDS techniques. Conveyance features should be designed above ground and following natural flow paths where possible;
 - The design of SUDS schemes must take into account the seasonally high groundwater table. Infiltration techniques may be ineffective and may pose a pollution risk. SuDS may need to be shallow and take up larger areas. Above ground conveyance and attenuation can be used but care must be taken that groundwater does not enter the SuDS feature and reduce the storage capacity and structural integrity of the design;
 - The design must ensure that flows resulting from rainfall in excess of a 1 in 100-year event are managed via exceedance routes that minimise the risks to people and property;
 - SuDS design must follow Isle of Wight Council guidance, meet the Defra National Non-Statutory Technical Standards, and follow current best design practice (CIRIA Manual 2015).
- II. A surface water drainage strategy that addresses:
 - Other sources of flooding, particularly surface water flow routes;
 - All sources of flooding, particularly the risk of surface water flooding, groundwater flooding, and the interaction between them;
 - Climate change should be assessed using recommended climate change allowances at the time of the assessment for the type of development and level of risk;
 - Detailed surface water modelling should be undertaken to better understand baseline and post-development surface water risk flowing into the site, on site and downstream;
 - A detailed assessment of the risk and location of high groundwater levels and groundwater emergence should be undertaken, including groundwater monitoring during the winter months.

7.34 The site should accommodate a mix of housing tenures, types and sizes, reflecting the requirements of policy H5 and the mixes of market and affordable housing set out in policy H8. As the site will be delivered over a number of years, it is expected that a phased approach will be taken, and any permissions granted should include sufficient flexibility in phasing plans and legal agreements to allow updated housing need evidence to inform the mix of future phases.

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- 7.35** The site provides an attractive harbour and water side environment, that is well served by transport infrastructure and services. It is an opportunity to create a more positive relationship with the existing development and the adjoining open spaces, including Seaclose Park. A detailed master plan for the site will be agreed by the Council to guide phasing and design. Working with other stakeholders, opportunities may be explored to seek to establish whether additional regeneration could be unlocked to further enhance the county town, including through any improvements to sustainable transport corridors.
- 7.36** A network of on-site public open and recreation space will serve the new development and benefit the wider community. Provision should be made for the long-term management of the open space. The site should make best use of its key asset, being a waterside town centre location. Design should ensure re-engagement with the river and waterside, providing improved water access and more sympathetic treatment of riverbanks to improve biodiversity, flood resilience and visual amenity. Improvements in the public realm will have positive impacts on the local economy and the desirability to both live and work in a place that is one of the most sustainable locations on the island for access to all forms of transport, shops and services and employment opportunities.
- 7.37** Serviced mixed employment land should be included with a focus on smaller units providing flexible accommodation to support growing businesses. Vehicular access and movement should be carefully managed to ensure that improvements to footpath and cycle links within the through the site take priority to enhance the existing sustainable transport network and the surrounding area.
- 7.38** On and off-site provision and contributions to community infrastructure will be sought in line with policy G4 and secured through a section 106 legal agreement.
- 7.39** The Council is aware that Newport Harbour may represent the first phase of a wider regeneration proposal within Newport Town Centre. Working with other stakeholders, including various public sector landowners, opportunities will be explored through feasibility studies and masterplanning to seek to establish whether additional regeneration could be unlocked to further enhance the county town and provide affordable housing, commercial floorspace and sustainable transport improvements.

Housing Development General Requirements

H3 Housing Development General Requirements

All sites delivering residential or housing-led mixed-use development will be of sustainable, high quality design that promotes improved health and wellbeing, taking account of the context, setting, character and local vernacular in accordance with the relevant policies of this plan, and provide:

- a) an appropriate mix of dwelling types and sizes;
- b) a sequential approach to flood risk within individual sites to ensure there is no increase to risk on site or downstream;
- c) improvements to the highway infrastructure as required;
- d) improved access to public transport;
- e) biodiversity net gain of at least 10%, including appropriately sized buffers around rivers or other watercourse corridors, which should be incorporated into the design of the development as green corridors and natural open space;
- f) safe vehicle and pedestrian access, preserving hedgerows wherever possible where they form roadside boundaries;
- g) new or extensions to multi use paths, footpaths or pavements for public use, when relevant these shall be designed to take account of pedestrian, cycling and equestrian safety and vehicular inter-visibility, incorporate any natural features and link to the existing network of public rights of way and areas of recreational and open access;
- h) appropriate landscape buffers and management plans, especially when sites are located on the edge of the area with fields adjacent; and
- i) appropriate incorporation of ancient, veteran or other protected trees or ancient hedgerows into the design and layout of the development.

Furthermore, sites with a net gain of 10 or more dwellings will also be expected to deliver:

- j) affordable housing in line with H5;
- k) onsite play and open space or contribution towards a nearby facility as required;
- l) a contribution, if required, towards social and community infrastructure (C14);
- m) proportionate contributions, if required, towards transport improvements identified in Tables 9.1 and 9.2.

Sites of 75 or more dwellings may be required to provide on-site or contribute towards off site Suitable Alternative Natural Greenspace (SANG) in line with EV3.

Where there are two or more sites in close proximity the council will work with the developer to ensure that they are phased so as to not prejudice the delivery or viability of nearby or adjacent sites.

7.40 This policy seeks to ensure all housing sites are delivered as sustainable high-quality developments that provide housing and other aspects to meet the needs across the Island. The general requirements as set out have been developed through consultation with officers and specialists including evidence documents and are considered appropriate. Applicants will be expected to submit applications taking into account the above policy and other plan policies where relevant.

7.41 Additional site specific requirements are set out in Appendix 3 and these have been identified where:

- a site is large and has the potential to develop a number of houses and other aspects;
- there may be more than one landowner and a more specific approach is required to ensure the site is delivered in a comprehensive manner;
- there is a feature, constraint and/or unique characteristics that require a specific policy approach.

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7.42 Any application submitted will be determined against the above policy, the development plan as a whole and any other material considerations. The council's approach towards developer contributions and viability are set out in policies G3 and G4 respectively.

7.43 Applicants will be expected to undertake appropriate surveys and/or site investigations as required taking account of the site's specific characteristics. These will be expected to be undertaken in advance of and submitted with an application. Appropriate liaison with council officers and specialists is expected where relevant.

Provision of suitable alternative natural green space (SANG) for larger sites

7.44 In partnership with Natural England and others it has been determined that development could have an in-combination likely significant effect on the nearby protected sites. The impacts are highest from developments within 5.6km of the SPA. It is therefore essential that mitigation is secured to make such developments permissible. As such larger sites (75 or more dwellings) may be required to deliver SANG in line with Policy EV3.

Phased delivery

7.45 In some cases, there will be two or more sites of a similar size in close proximity. This could have an impact on the viability of sites, even in the larger towns of Newport and Ryde, given the restricted housing delivery market on the island. The impact may be more significant in some of the smaller settlements if sites were to be developed at the same time. Consequently, where two or more sites are located adjacent or in close proximity, the council will expect that sites will be phased so as not to prejudice the delivery of the adjacent or nearby sites.

7.46 'Close' for the purpose of this policy and the settlements this may affect, is defined as adjacent to, or up to and within one mile.

Other information / relevant documents

- Rights of Way Improvement Plan 2018-2028 (particularly sections B8 and C3)
- Isle of Wight Open Space Assessment

Infill Opportunities

H4 Infill Opportunities outside Settlement Boundaries

Housing outside the settlement boundaries will only be supported where it would be infilling a small gap in a row of houses, or an otherwise built-up frontage. Development proposals will need to demonstrate that:

- a) they would not unduly damage the amenity of neighbouring properties and the prevailing character of the surrounding area;
- b) the layout would respect the density/ size of surrounding plots; and
- c) the size of the development is generally between one and three dwellings.

Any proposal which fails to respect the character of the area will be refused.

7.47 There will be circumstances across the Island where existing settlements and villages could accommodate additional housing without having an impact on the character of the area. Such sites may be designated in neighbourhood plans.

7.48 Infill sites are a small gap in a row of houses or an otherwise built-up frontage. Such sites should have a proper means of access, adequate parking and not have a detrimental effect on the amenities of adjoining residential properties in terms of loss of light, loss of privacy or disturbance.

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- 7.49** In smaller housing areas it can help support the sustainability of the settlement to allow for small increases within the existing built up area. As such it is considered appropriate to see these areas bought forward for housing, providing they do not impact on the spatial characteristic of the area.
- 7.50** Any proposal for infill development must respect the character of properties in the immediate area in terms of height, scale, mass, design, appearance and materials. The nature of these developments is generally between one to three units and as such could also present good opportunities for self-build or smaller local builders.

Delivering Affordable Housing

H5 Delivering Affordable Housing

Strategic

To contribute to meeting the Island's housing needs, the council will require development proposals for a net gain of 10 or more dwellings to provide at least 35% affordable housing that meets the definition of affordable housing set out in policy AFF1.

Affordable housing is expected to be provided on-site unless off-site provision and/or a financial contribution in lieu can be robustly justified and any agreed approach contributes to the creation of mixed and balanced communities..

For development proposals resulting in a net gain of up to 9 dwellings within the AONB, the council will collect financial contributions towards affordable housing.

All financial contributions towards affordable housing will be collected in accordance with the relevant adopted supplementary planning document.

An informed tenure split of affordable housing will be supported, based on the most up to date available evidence but should aim to deliver 25% of affordable homes secured via Section 106 as First Homes*, and for the remaining affordable dwellings a target mix of 70% of affordable housing for rent and 30% starter homes, discounted market sales or other affordable routes to home ownership. Alternative mixes that meet identified local housing needs will be supported.

However affordable housing is provided, it should ensure that it remains affordable in perpetuity, with the exception of the provisions through Right to Buy.

** First Homes are homes available to buy for qualifying first time buyers but with a minimum discount of 30% below their full market value. The Council has the ability to prioritise these homes for local people and/or key workers.*

- 7.51** This policy enshrines the requirements for affordable housing within new development, and forms part of a council-wide package of measures designed to improve the delivery of affordable housing especially where it is needed the most. New strategic policy AFF1 sets the definition of affordable housing as work has shown for a typical dwelling to be affordable on the Island it needs to be around 60-70% of market value, depending on size. The council has a key role in facilitating the delivery of affordable housing on the Island, where there is a real need for such housing and there have been historic problems in achieving its delivery. The existing lack of delivery can partly be addressed through successful implementation of the local plan policies but will also depend on aligning the Regeneration Strategy and Housing Strategy, and through positive action and development through the council's Local Housing Company.
- 7.52** The planning practice guidance describes affordable housing need as being an estimate of *"the number of households and projected households who lack their own housing or live in unsuitable housing and who cannot afford to meet their housing needs in the market"*. Affordable housing need within the council's Housing Needs Assessment (HNA) update falls within two areas: current need (those on the Housing Register) and newly arising need; this being split into newly forming households and existing housing holds falling into need. As the Local Plan is planning for an

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'island realistic' housing requirement, the focus of affordable housing provision will be centred on those currently in need.

- 7.53** The HNA identifies that 489 dwellings per annum should be provided to meet the affordable housing need on the island, based on an overall housing need of 665 dwellings per year (the standard methodology number at the time of the HNA being undertaken). As the Local Plan includes an 'island realistic' housing requirement of 479 dwellings per annum, using a basic application of the 35% affordable housing requirement from allocated sites (i.e. non-windfall), this could see 84 affordable units per annum delivered in addition to those from sites that already have planning permission (approximately 48 per annum, over 130 per annum in total). This combination would represent a significant increase from recent affordable housing delivery on the island (as set out in paragraph 3.14) and part of the balance in establishing the island realistic housing requirement for the Local Plan includes the necessity to boost the number of affordable homes with a constrained delivery market.
- 7.54** Recent affordable housing delivery figures crystallise the acute issue on the island and the council need to ensure that schemes that can provide for or contribute to this target do so. This provides a further reason why sites of less than 10 units (that would make no contribution of affordable homes) have not been taken forward for allocation, however, could still come forward as 'windfall' development under other policies (for example G2, H4, H7 & H9).
- 7.55** Whilst a target tenure mix is suggested in policy H5, the HNA and local Housing Needs Surveys identify that there is a requirement for a range of tenure types within different areas of the Island. These documents will be used as a starting point in helping to determine any planning application for residential development to ensure the tenure mix of affordable housing contributes to meeting identified local needs. It is recognised that certain affordable products, for example First Homes, may impact the ability to deliver other affordable tenures, for example shared ownership, therefore a flexible approach can be taken to ensure the right tenure of homes are delivered in the right places. To aid with delivery, the council does not wish to be prescriptive on affordable housing tenure and will work to provide up to date information on area based affordable housing tenure needs in a Supplementary Planning Document (SPD) that will be updated on a regular basis. Applications will be expected to align with the latest version of this SPD at the time of submission of a valid application.
- 7.56** Proposals that can deliver more than the 35% requirement as set out in H5 will be welcomed. The council recognises that national policy expects affordable housing to be delivered on-site and H5 aligns with this. However, due to the lack of delivery of affordable housing on the Island over a sustained period of time, the council considers that in exceptional circumstances a more flexible approach towards the delivery of affordable housing may be required. Such an approach reflects the challenges of viability for development on the Island, the changes towards government subsidy for affordable housing and the needs of Island residents that are not currently being met.
- 7.57** If a developer is unable to provide the required 35% affordable housing provision on-site the council will require an open-book assessment of the development viability to demonstrate what level of affordable housing is viable for the site, or whether the required level could be required off-site. Where an independent open-book viability assessment is required, this will be funded by the developer and made available to the public, as it would form a key part of the determination process. The cost of assessing any viability assessment will be borne by the developer and the council will seek to engage the District Valuer in such circumstances.
- 7.58** A contribution will be required towards the delivery of affordable housing to be provided with AONBs, which fall within the definition of designated rural areas, in accordance with the council's Affordable Housing Supplementary Planning Document.
- 7.59** The council will consider proposals which seek to bring forward innovative ways of delivering affordable housing and a mix of tenures including affordable rented, social rented and low-cost home ownership.

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- 7.60** In rural communities across the Island houses prices are often not affordable for young people living within them. As a result, people could be forced to leave the area they have grown up in to find accommodation that they can afford. This can impact on the community cohesion but also the age range of residents. Rural and First Home Exception sites (policy H7) are a means of providing affordable housing to meet identified local needs, helping to sustain the community and allow people to have greater choice in where they live.

Other information / relevant documents

- Isle of Wight Housing Needs Assessment
- Housing Needs Surveys

New Homes in the countryside outside of the settlement boundaries

H6 New homes in the countryside outside of the settlement boundaries

New homes in the countryside outside of the settlement boundaries that are not infill development (policy H4) will only be supported where they meet at least one of the follow criteria:

- a) meet a proven essential need for a rural worker to live permanently at or near their place of work;
- b) is the subdivision of an existing residential dwelling;
- c) re-use a redundant, structurally sound building appropriate for this use which enhances its setting;
- d) secure the optimal re-use of a heritage asset or would be appropriate sympathetic enabling development to secure the future of the heritage asset;
- e) provide an exceptional quality design solution that respects local architectural styles and the character of the landscape

Proposals within the AONB will also need to demonstrate how they conserve and enhance the natural beauty of the area.

Rural workers dwellings

- 7.61** New isolated dwellings in the countryside intended for rural workers should meet a clearly established and existing functional need and be for a full-time worker who is primarily employed in rural employment. The unit and the rural employment activity should have been established for at least three years and be financially sound, with a clear prospect of remaining so. Proposals will be expected to demonstrate that this need could not be fulfilled by another existing dwelling on the unit, or other existing accommodation in the area which is suitable and available for occupation by the workers concerned; If a new dwelling is essential to support a new farming activity that has not been established for at least three years, for the first three years it should be provided by a temporary dwelling unless exceptional circumstances can be demonstrated. Rural workers dwellings will be subject to an occupancy condition.

Replacement dwellings

- 7.62** Replacement dwellings should reflect the size of the original dwelling and any features of local distinctiveness. Exceptions to this may be made where proposals are an outstanding or innovative design, appropriate to the local context. The replacement dwelling should not be materially larger than the existing dwelling. To protect existing landscape character, replacement dwellings should be located on the site of, or as near as possible to, the cleared site of the original. Exceptionally other locations may be preferable to reduce landscape impact. Replacement dwellings should consider the possibility of the existing building providing a habitat for protected wildlife.

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- 7.63** A legal agreement will be required to ensure that the existing dwelling is demolished, and the site reinstated once the new dwelling is completed. Permitted development rights may be withdrawn to control further extensions that may impact on the landscape or rural character of the area.

Extensions

- 7.64** An extension should be in sympathy with the original building with properly matching materials and architectural components. The size, scale and form of an extension should be compatible with the existing building and its surroundings. Where a future alteration or extension could have a detrimental effect on the character of the converted building or the area, permitted development rights will be withdrawn.

Conversions

- 7.65** The conversion and re-use of an existing building offers an opportunity to retain existing buildings and put them back into beneficial use. The buildings must be suitable for conversion without substantial alteration, extension or rebuilding, and works to be undertaken should not detract from the character of the building or its setting. Where the building is a heritage asset, recording of the existing structure may be required prior to the commencement of works.
- 7.66** Re-use for economic development purposes will usually be preferable but residential conversions may be appropriate in some locations and for some types of buildings. Information on the current structural condition of the building and the method of conversion to the new use will be required to assess whether it is of substantial construction, structurally sound and capable of conversion without the need for substantial extension, alteration or reconstruction.

Exceptional design

- 7.67** In exceptional cases, a dwelling of exceptional quality in the countryside may be considered where it reflects the highest standards of architecture, can be shown to play a role in raising standards of design in the rural area and reflects the characteristics of the local area. Any proposal will be assessed on an individual basis.

Exceptions Sites

H7 Rural and First Homes Exception Sites

Strategic

Rural Exception Sites

To help contribute to meeting the affordable housing need across the Island, the council will support the principle of affordable housing in perpetuity to meet an identified local community need on rural exception sites.

The council will consider a small number of market homes on a rural exceptions site, where it can be demonstrated they are necessary to facilitate the delivery of the whole scheme.

Rural Exception Sites should be proportionate to the scale of the settlement or rural area they are meeting an identified need for.

First Homes Exception Sites

First Homes exception sites should be located adjacent to an existing settlement (as defined in policy G2), must be proportionate in size, not have a negative impact on any protected areas and meet any local design policies.

In line with Government policy, First Homes Exception Sites will not be acceptable in designated rural areas therefore would not be supported within the Area of Outstanding Natural Beauty (AONB) on the island.

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- 7.68** There has been a lack of delivery of affordable housing on the Island in recent years and to help reverse this trend the council needs to think differently about how it can facilitate opportunities for affordable housing to be delivered across the island.
- 7.69** Rural Exception Sites are small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address identified needs of the local community by accommodating households who are either current residents in the parish or have an existing family or employment connection.
- 7.70** Ideally rural exception sites will provide 100% affordable housing. However, it is recognised that with reduced public subsidy and the need for affordable homes on the Island there needs to be a pragmatic level of flexibility in order to provide the housing needed on the Island. Therefore, the principle of allowing a small number of market homes on rural exception sites is accepted.
- 7.71** The council does not wish to be prescriptive and set a maximum percentage for market housing in a rural exceptions policy. Instead it is considered more appropriate that the number of market homes will be determined by the site-specific circumstances. Any proposals will need to provide justification for the number of market houses proposed that will be the minimum number needed to deliver the affordable housing. This should take the form of a detailed open book financial appraisal, and the cost of assessing any viability assessment will be borne by the developer.
- 7.72** Rural exception sites are defined in national planning policy (see NPPF glossary). Key elements of this definition are that they are **small sites** used for affordable housing **in perpetuity** where sites may **not normally be used for housing**. The council will therefore consider sites that do not comply with the spatial approach of the plan.
- 7.73** For the purposes of this policy the council considers small sites to be sites with a net gain of up to 20 dwellings in total (including market housing). In circumstances where there is a significant local need and lack of supply of affordable housing, this figure could be increased if the proposal was proportionate to the scale of the settlement or rural area it was serving. Where this is proposed the council strongly advocates the use of its pre-application advice service, to ensure that all parties are clear about the issues at the earliest possible point in the process.
- 7.74** Proposals for rural exception sites will be determined on a case-by-case basis, however the council will not compromise over the design quality of any proposed rural exception site, and it should be appropriate in scale, character and appearance and comply with all other relevant policies of the plan.
- 7.75** The Housing Needs Assessment, together with any local housing needs surveys carried out by parish councils, help to develop a good understanding of current and future parish needs. All affordable housing on rural exception sites will be in perpetuity, and the council will secure the first and future occupation of the affordable homes to those who meet the council's local connection criteria.
- 7.76** First Homes Exception sites replace 'entry level exception sites' and a small proportion of market housing and / or other affordable housing tenures will be permitted to support viability. The site size threshold from the previous entry level exception sites policy as set out in national guidance has been removed. As set out in the NPPF, First Homes Exception sites cannot be brought forward within the AONB.

Ensuring the Right Mix of Housing

H8 Ensuring the Right Mix of Housing

Strategic

All proposals for residential development must demonstrate how they provide an appropriate mix of housing sizes that contribute to meeting identified needs and market demand in line with the latest Housing Needs Assessment and/or Local Housing Needs Surveys.

Development proposals for 10 or more dwellings should aim to deliver the percentage splits for housing sizes and tenures as set out in the table below, or those within an up to date Housing Needs Survey for the parish, or alternatively provide evidence to justify any different approach:

Tenure	1-bed	2-bed	3-bed	4+bed
Private	5%	30%	40%	25%
Affordable rent	40%	30%	25%	5%
Low cost home ownership	20%	40%	30%	10%

The Council will require 10% of new private housing to be built in line with the accessible and adaptable standard for homes as set out in Part M4(3) of the Building Regulations ('Category 3 homes').

- 7.77 The recent lack of affordable housing delivery means that provision of a specific focused mix for affordable units, both for rent and low-cost ownership, is needed in policy so that the affordable provision planned for with the Local Plan meets as much of the highest identified needs as possible. The affordable mixes within the policy are based on the identified need of the Island Housing Register from the last 5 years. Targeting the groups hit most severely by the recent lack of overall housing delivery, the proposed policy solution is to drive as much new affordable supply in that direction as possible, resulting in a reduction in the number of people most in need. The private mix is based on the HNA and a balance of dwellings is suggested that takes account of the demand for homes and the changing demographic profile, ensuring the plan policies remain viable and deliverable.
- 7.78 Having separate housing mixes for affordable rent, low cost ownership and private housing set in policy will be a fundamental part of the local plan review process to ensure that the housing policies in the Local Plan remain targeted towards planning for the type of housing where need is the greatest. The affordable housing mixes will be a significant tool in helping to focus growth in areas of acute need in a restricted housing delivery market. This will be monitored carefully over the early period of the Plan's implementation and it is intended that the housing mix policies will be included in the first 5-year plan review milestone.
- 7.79 The policy approach is designed to ensure that the reality of the local housing markets is reflected and the risks of creating imbalanced communities and unviable developments are avoided. The council wants to provide better access to housing and is particularly aware of the need for one and two bedroom properties for affordable rents to Island residents to help meet those in most urgent need, whilst low-cost home ownership is focused on 2 and 3 bed properties providing smaller family housing for younger households.
- 7.80 In applying the identified housing mixes to individual development sites, regard should also be had to the nature of the development site and character of the area, any up-to-date evidence of need as well as the existing mix and turnover of properties at the local level together with details

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of households currently on the Housing Register in the local area. The Council accepts that flexibility may need to be applied in certain circumstances, for example wholly flatted schemes would not traditionally deliver 4-bed homes therefore may provide higher %'s of smaller units. An up to date Housing Needs Survey may also demonstrate that a parish has a specific requirement for one size of property, and this may need to be the focus of a scheme.

Previously Developed Land

H9 New Housing on Previously Developed Land

The Council will support the land use principle of sustainable residential led development schemes on all previously developed (brownfield) sites.

For previously developed land within the settlement boundaries, proposals should:

- a) make most efficient use of the site taking account of its urban context;
- b) ensure adequate external amenity space is provided for new dwellings.

For previously developed land outside the settlement boundaries, proposals should:

- c) seek to meet any locally identified housing need;
- d) ensure the scale and built form of any redevelopment reflects the scale and built form of existing buildings on site being replaced;
- e) where no buildings are present, ensure development does not detract from the character and setting of the area;
- f) include appropriate levels of new landscaping

The Council will support sites currently on Part 1 of the Brownfield Register being brought forward for development in line with this policy.

- 7.81** The Council is committed to supporting the principle of residential development on previously developed land to align with paragraphs 117 & 118 of the NPPF. Whilst such land can provide a robust supply of dwellings, previously developed sites can also take a longer period to come forward and attract greater uncertainty, either due to the need for existing commercial operations to cease through the expiration of lease events, or due to site specific constraints such as contamination, that may be linked to previous uses.
- 7.82** Whilst a number of previously developed sites have been allocated for residential redevelopment in policy H2, how many others that will end up delivering dwellings during the plan period is uncertain for the reasons set out above
- 7.83** The policy seeks to provide support for the principle of residential development on such sites that may assist when landowners are considering the future of their property. Since 2017, in line with legislation the Council has prepared and maintained a register of previously developed land, known as 'The Brownfield Register', that now includes over 70 eligible sites
- 7.84** A large number of these sites will fall under the 'windfall' allowance included in the supply of housing across the plan period due to the uncertainty over the timing of delivery. A number are also likely to deliver a yield of under 10 dwellings.
- 7.85** Previously developed land exists across the island in both urban and rural locations. In urban areas, sites should aim to deliver as many dwellings as possible, whilst maintaining a quality of design in line with the design policies of the plan and adhering to national minimum space standards. The provision of amenity space for dwellings will be a key consideration in the assessment of development on such sites.

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- 7.86** Within rural areas, previously developed land will also be appropriate for residential development subject to the scale and built form of new dwellings being appropriate for both the character of the surrounding area and not having a greater impact than the existing / previous use of the land. Wherever possible, previously developed sites in rural areas should seek to identify and meet local housing need using up to date and locally focussed Housing Needs Surveys if they are available, or alternatively referring to the island wide Housing Needs Assessment.

Self and Custom Build

H10 Self and Custom Build

The council will support development proposals that deliver self and custom-built dwellings or serviced plots.

Any plots, either individual or as part of a larger development, should be serviced and plot sizes should meet a range of requirements.

In order to provide a coherent and flexible design approach, where 10 dwellings or more are being provided as a self and custom build site, a design code will be agreed between the council and developer.

- 7.87** The council considers that self and custom build dwellings can have a positive impact on the island's housing supply and economy, by diversifying and speeding up the delivery of housing and supporting local development industry and related supply chains.
- 7.88** The council uses the definition given in the Housing and Planning Act 2015 which states that self-build and custom house building are:
- "...the building or completion by – (a) individuals, (b) associations of individuals, or (c) persons working with or for individuals of houses to be occupied as homes by those individuals. But it does not include the building of a house on a plot acquired from a person who builds the house wholly or mainly to plans or specifications decided or offered by that person".*
- 7.89** This definition is significant as it underlines the importance of the role that the future occupier takes. Where a developer delivers speculative units [notwithstanding a purchaser could make various choices during the construction phase (e.g. kitchen and bathrooms)] for profit, this is outside the definition. If the future occupier is involved in the full planning process it is recognisable as within the definition of self or custom build. The council, as the local planning authority, does not consider that a dwelling built by developers, or industry professionals, on land that they own (either wholly or in part) with the stated intent of being for rent, a second home or for holiday use, falls within the definition given above.

Services

- 7.90** The council considers a serviced plot to be a parcel of land with legal access to a public highway and at least water, foul and surface drainage and electricity supply available at the plot boundary. Further to this the council recognises the benefits of plots also being sold with, telecommunications services, and gas (or district heating) where available. It is anticipated that the cost of servicing a plot will be reflected in the plot value.
- 7.91** To help delivery the council recognises that the servicing of plots may be carried out in phases, with key services required for plot sale and construction (water, electricity and access) being provided before services required for occupation (such as sewerage, telecommunications and gas). Notwithstanding this, the council's preferred approach is for all services to be provided up front.
- 7.92** Where plots are not proposed to be serviced for sale, applicants should demonstrate to the council's satisfaction that legal access and servicing will be possible for potential plot purchasers, before planning permission is granted.

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Plot sizes

- 7.93** The council support a range of plot sizes, to take account of the range of demand and affordability. This may include, for example, plots suitable for bungalows for people with limited mobility, smaller plots which provide opportunities for households seeking lower cost market housing, and larger plots suitable for properties of a scale to cater for extended families wishing to build together. Plot providers may also choose to consult with the local community and consider the immediate demand.
- 7.94** The council will be able to provide information from the Self and Custom Build Register to inform a range of plot sizes. Other sources of information such as the council's most recent Housing Needs Assessment, local housing needs surveys and information from specialist self-build websites can be used.

Planning for Gypsy, Traveller and Travelling Showpeople Provision

H11 Planning for Gypsy, Traveller and Travelling Showpeople provision

The council will allocate sites for transit and permanent pitches for Gypsy or Traveller use or plots for Travelling Showpeople in a development plan document, based on assessed needs. Development proposals for such uses will be supported where they:

- a) are sustainably located, preferably within or immediately adjacent settlement boundaries (as shown on the Policies Map);
- b) are accessible to shops, schools and health facilities by public transport, on foot or by cycle and is served or capable of being served by essential utility infrastructure;
- c) are not subject to physical constraints or other environmental issues that cannot be mitigated to an acceptable level, or that would impact upon the health, safety or general wellbeing of residents on the site;
- d) includes adequate levels of privacy and residential amenity for site occupiers;
- e) are or can be well integrated using landscaping, boundary treatments and screening materials which are sympathetic to the character of the area;
- f) do not accommodate non-residential uses that would cause or result in the potential for statutory nuisance, by virtue of smell, noise or vibration, when considering neighbouring business or residents; and
- g) are limited to those meeting the definition of Gypsies and Travellers and Travelling Showpeople in the relevant national planning policy.

Applications for five or more pitches will be expected to be accompanied by a Site Management Plan.

- 7.95** The council wishes to see homes for the travelling community in sustainable locations that are appropriate for such a use, and accessible to facilities and services in order to help support the everyday needs of residents on the site. The above policy establishes that the council will undertake a further `call for sites` as none have so far come forward, in order to identify suitable sites for Gypsy, Traveller and Travelling Showpeople. The council will publish an update to the Gypsy and Traveller Accommodation Assessment to inform the preparation of the development plan to address any identified needs. Prior to the document being adopted, the above policy will be used to assess any applications received.
- 7.96** The policy is criteria based in order to clearly assess any proposals that may come forward. The provision of pitches/plots within settlements is appropriate in principle, as for other forms of housing. Outside of settlement boundaries, proposals may be appropriate subject to the criteria contained within this policy and other policies within the Island Planning Strategy.

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- 7.97** Whilst sites for Gypsies and Travellers pitches generally should follow similar locational criteria to the selection of housing sites for the settled community, there are specific aspects of Gypsies and Travellers cultural traditions and preferences which need specific consideration, such as the preference for living in a caravan or working from home and the need to provide space suitable for both sustained periods of settled living whilst also facilitating a nomadic lifestyle. These factors need to be borne in mind when assessing sites.
- 7.98** The policy seeks to achieve well landscaped sites that provide residents with the accommodation they need in areas that can be well served by local facilities including education and health. In the first instance, sites will be expected to be located as close as possible to such facilities, where an alternative site is more suitable, it is expected that these facilities can be accessed using the public transport network or on foot. As such, on-site pedestrian access should be separate to vehicular access to ensure that there is no conflict between pedestrians and vehicles. Proposals should also provide safe vehicular access and adequate on-site parking.
- 7.99** It is important that site residents can enjoy good levels of privacy and residential amenity and new development should be designed to respect these aspects for both existing and new occupiers. A key issue to be addressed is the service of the site by essential utility infrastructure and this should be demonstrated in any application.
- 7.100** As with other development proposals for residential use, the impact of a specific proposal on local amenity is a key planning consideration. It is important that new development proposals make a positive contribution to both their immediate surroundings and the wider environment. Development proposals must not cause harm to the area's nature conservation interests or heritage assets.
- 7.101** Where a business use is included, evidence should be provided to show that the use will not have a detrimental impact on neighbouring land uses. Applications for five or more pitches will be expected to submit a site management plan upon application, detailing how the site will be managed for the travelling communities.
- 7.102** It is recognised that there will be a need for private provision as well as public sites. This policy enables this provision. As with other forms of residential development, where planning permission is granted, the council may use planning conditions or obligations to assist in the delivery of good quality development.
- 7.103** Any application submitted will be determined against the above policy, the development plan as a whole and any other material considerations. Evidence to demonstrate that the applicant/proposed resident of the site/pitch/plot meets the definition of 'Gypsies and Travellers' for the purposes of the planning system may be sought.
- 7.104** Conditions will be used to secure any aspects relating to the policy above where these are not clear within the application submitted and subsequently approved. For clarity and transparency, a condition restricting occupancy may be included in all permissions as well as compliance with a site management plan.



8.1 Job creation and economic growth are fundamental to a strong Isle of Wight whilst also helping recovery from the economic impacts of the Covid-19 pandemic. The right planning policies can contribute to job creation and sustainable economic growth whilst supporting the objectives in the Regeneration Strategy. **'Supporting and Growing Our Economy'** sets out the overall direction, and this is supported by a series of allocations to give certainty and support to the market that land is available to support job creation. The wider regeneration conversation is not just about job creation, it is also about flexibility, resilience and ensuring the Isle of Wight has the right skills to support development growth and the right digital infrastructure, and **'Upskilling the Island'** and **'Future Proofing Digital Infrastructure'** embeds the provision of these elements into the planning process.

8.2 There are a range of other elements that make up a strong and resilient economy, an issue that has taken on more importance since the Covid-19 pandemic, and there is policy recognition and support for these. **'Supporting the Rural Economy'** and **'Maintaining Employment Sites with Water Access'** provide planning approaches for these specialised areas of our economy. **'Supporting and Improving Our Town Centres'** addresses the retail and commercial elements of our economy and the function they play within town centres,. The other key component is tourism, and there is a suite of policies dedicated to supporting a high quality tourism offer; **Supporting High Quality Tourism, The Bay Tourism Opportunity Area** and **'Ryde Tourism Opportunity Zones'**.

Supporting and Growing Our Economy

E1 Supporting and Growing our Economy

Strategic

The council wholeheartedly supports an environment where businesses have the confidence to invest. It will therefore support the sustainable growth of the Island's economy and proposals that deliver jobs via a range of sectors, including the Solent Freeport, while increasing local wages, skills and job opportunities.

To contribute to achieving this, the council allocates the following sites (as shown on the Policies Map):

1. 2.8 hectares at Pan Lane, Newport for Class E Offices and B2 uses
2. 14.7 hectares at Nicholson Road, Ryde for Class E Offices, B2, B8 and community uses
3. 1.9 hectares at Somerton Farm, Cowes for Class E Offices, B2 and B8 uses
4. 6.2 hectares at Kingston Marine Park, East Cowes for Class E Offices, B2 and B8 uses
5. 0.7 hectares at Lowtherville, Ventnor for Class E Offices and B8 uses
6. 2.9 hectares at Sandown Airport, Sandown for Class E Offices, B2 and B8 uses

The council will also support the principle of intensification and/ or expansion of existing employment uses in the following employment opportunity areas (as shown on the Policies Map), including improving the range and flexibility of commercial uses that may be located within them:

- i. Golden Hill Industrial Estate, Freshwater
- ii. Land at Afton Road, Freshwater
- iii. Cowes Industrial Estate, Cowes
- iv. College Close Industrial Estate, Sandown



- 8.3** The aim of the Island Planning Strategy is to promote a sustainable, diverse economic base that delivers skilled jobs to benefit the population. The Island Planning Strategy also aims to provide the certainty to attract investment and new business while promoting the upskilling of the Island's population and a reduction in unemployment. The council will work with partners including the Solent Local Economic Partnership (SLEP) to ensure that the right uses, jobs, infrastructure and investment can take place in the right locations in order to support the economy. This will include consideration of the role the Isle of Wight can play in the emerging Solent Freeport (see Policy E12)..
- 8.4** Ensuring appropriate levels of flexibility are available for businesses to be agile in changing markets and respond to trends underpins much of this section of the plan. As the economy recovers from the financial impacts of Covid-19, businesses across the commercial spectrum must be fully supported to ensure jobs are maintained and wherever possible, increased.
- 8.5** To do so, the council proposes to allocate over 29 hectares of land for employment uses, which will support a range of private and public sector employment uses, generate jobs and wellbeing for the population. The council will support the provision of the infrastructure required to deliver development, informed through the findings of the infrastructure delivery plan.
- 8.6** As well as the formal employment and mixed use allocations (housing allocations HA019, HA031, KPS1, KPS2 & HA113 and C4 Health Hub all include the potential for commercial floorspace), there are also areas that the council considers have the potential to intensify existing uses and/ or bring forward more employment creating opportunities. The council will work with landowners to understand the opportunities these sites may provide and how they will be realised. The Council will also support the principle of proposals that seek to provide additional flexibility to the range of commercial uses that could be located within an existing or newly expanded employment area.
- 8.7** The council will seek to locate employment development within or adjacent to the defined settlement boundaries and will where possible prioritise the re-use of brownfield land. The council will also support sustainable growth of existing employment sites, including rural sites, the re-use of redundant rural buildings and sites and well-designed suitably justified new rural employment development subject to the requirements of the 'Supporting the Rural Economy' policy.
- 8.8** In line with the evidence contained within the Employment Land Study, the council will allocate strategic employment land within the Island Planning Strategy in order to deliver a range of sites that can meet the needs of the local economy while supporting the regeneration of the Island's key towns.

Other relevant documents and information:

- Isle of Wight Regeneration Strategy
- www.solentfreeport.com



Employment Allocations

EA1 Employment Allocation Land to the east of Pan Lane

The east of Pan Lane site is allocated to deliver a range of Class E Offices and B2 uses suitable for a mixed-use scheme. The site is brownfield and extends to an area of approximately 3 hectares. Development proposals should:

- a) provide the internal infrastructure of the site from the Pan Meadows spine road;
- b) integrate the new employment provision with the existing, to ensure a coherent provision of employment uses;
- c) minimise impact on existing properties by ensuring the most compatible uses are suitably located and to provide appropriate landscape buffering between new development and existing residential properties;
- d) retain the southern end of the site to be used to provide the bridleway link (being delivered through the wider Pan Meadows development) and a suitable buffer between new development and the new country park;
- e) maintain the hedgerow along Pan Lane on the western edge of the site;
- f) undertake a site specific flood risk assessment to include exploration of betterment for downstream communities;
- g) maintain a suitable buffer zone to the river to preserve the integrity of the riverbanks

- 8.9** The site east of Pan Lane is an allocation that was previously made in the Island Plan Core Strategy. Even though it is a small site it plays an important role in contributing to the wider development of the Pan Meadows area, which includes a significant level of residential development. The residential and road infrastructure elements of the scheme are being built out and the allocation of the employment element completes the overall scheme. The majority of the allocated site is council-owned, with the northern part of the site under separate ownership and providing existing employment uses.
- 8.10** Whilst the final type and mix of provision will be determined at the planning application stage, it is expected that Class E Offices and Research & Development will form the majority of the provision. The nature of employment uses should be compatible with being located in a mixed-use area close to residential units, both in terms of the built form and scale and use. In general, it is expected that small units will be appropriate, potentially in the form of either individual units or as some form of managed workspace(s).
- 8.11** The established employment on the north of the site is a garage. The council will continue to work with the landowner to ensure that the new employment provision on the rest of the site is integrated to deliver a coherent allocation.
- 8.12** A sequential approach is to be taken to developing the site, avoiding flood risk. It is expected that a detailed scheme will be designed minimising disturbance (both visual and noise) and impact on amenity to existing properties. This will be achieved by ensuring that the most compatible uses are located nearer to the existing residential properties. Furthermore, appropriate landscape buffering between the new development and the existing residential properties will be provided.
- 8.13** At the southern edge of the site is the route of an existing bridleway (N40) that will link with a new footpath that will run along the edge of the Pan Meadows development and the country park providing access to the river. This area will be safeguarded for the retention of the bridleway and to provide an appropriate buffer between the employment site and the country park.
- 8.14** The site has a well-established hedgerow on its western edge and the council wishes to see this retained, particularly as it forms the external boundary of the site that fronts onto a public highway.



EA2 Employment Allocation at Nicholson Road, Ryde

The site is allocated to deliver a mix of Class E Office, B2 and B8 uses, with a variety of building sizes, along with potential supporting uses that would benefit the local population, such as health centres or creches. The site is greenfield and extends to an area of approximately 14.6 hectares. Development proposals should:

- a) provide access to the site from Nicholson Road and examine the suitability of a secondary access point onto the existing road network or through wider infrastructure improvements.
- b) develop the site in a phased approach, to be agreed through the planning application process.
- c) minimise impact on existing properties by ensuring the most compatible uses are suitably located and to provide appropriate landscape buffering between new development and existing residential properties.
- d) maintain the existing rights of way network on the site and examine the possibility of improving footpath R52a, in line with the Rights of Way Improvement Plan.
- e) retain and utilise existing hedgerows and field boundaries wherever possible, especially those that form the external boundary of the site.
- f) avoid both direct and indirect adverse effects upon the integrity of protected habitats and species and, if necessary, provide appropriate mitigation measures.

- 8.15 The allocation extends to an area of 14.6 hectares, is under council ownership and directly adjacent to the existing successful small-scale Ryde Business Park, which houses small and medium-size units. The land was previously allocated as an employment site in the Island Plan.
- 8.16 The council wishes to build on the success of Ryde Business Park and extend the range of employment uses while investigating the potential for community facilities with good links to nearby housing and the highway network. In light of the identified social deprivation in the area and need for the provision of further employment land, the council will promote the site via the Regeneration Strategy having secured a resolution to grant outline planning permission (ref: 19/00922/OUT).
- 8.17 Access to the site, and the main road within it, will be provided by extending Nicholson Road. Whilst the council does not believe that further improvements to the junction of Nicholson Road and Great Preston Road are required, further work will be undertaken to ensure that the junction complies with the relevant safety requirements. Proposals for the site should investigate whether further highway capacity could be achieved via alternative accesses to highway network and future infrastructure projects.
- 8.18 The development will be designed to provide the most efficient use of the land, with the majority of the employment provision located in the upper sections of the site. A phased approach to the delivery of the site will help to ensure a steady supply of employment land and facilities to meet demand from a range of employers.
- 8.19 It is expected that a detailed scheme will be designed to minimise disturbance (both visual and noise) and impact on amenity to existing properties and that this will be achieved by ensuring that the most compatible uses are located nearer to the existing residential properties. Furthermore, appropriate landscape buffering between the new development and the existing residential properties will be provided.
- 8.20 A footpath (R55) runs across the site along its northern edge and a bridleway (R54) along the length of its western edge. R55 provides east/west access from the urban edge of Ryde into the wider rights of way network and the countryside beyond. The council will expect the retention of



the footpath, although an amended route incorporated within the site could be considered. Both R54 and R55 link to R52a, a footpath which crosses the railway line. The Isle of Wight Rights of Way Improvement Plan has identified opportunities to improve R52a by implementing safety improvements to the footpath where it crosses the railway line and the potential to upgrade it to a bridleway to help create improved links into the Swanmore area. Development proposals will be expected to examine how the development can positively contribute to achieving these aims.

- 8.21** The site has a number of strong external and internal hedgerows, particularly the western and southern external boundaries and the north/ south elements of the internal field network. The external hedgerows should be retained and improved, where possible and appropriate, to contribute to the buffering outlined in the policy. The stronger internal field boundaries should be retained and should be used to inform the overall layout of the site and the approach to phasing.

EA3 Employment Allocation at Somerton Farm, Cowes

The site is allocated to deliver small to medium scale employment uses within the Class E Offices, B2 and B8 uses. The site is greenfield and an area of approximately 1.9 hectares should be provided for employment uses as part of a joint allocation with HA022. Some flexibility will be considered to the location of the employment land within the wider allocation. Development proposals should:

- a) be designed in conjunction with housing allocation HA022;
- b) provide a mix of small to medium scale employment uses;
- c) provide access to the site from Newport Road, either via the existing Somerton Business Park or a purpose-built site access. Pedestrian connections will also be required;
- d) allow space for a multi-use route to allow connection between the Newport to Cowes cycle route and the employment uses centred around Newport Road;
- e) complement the existing employment uses to the north and south, while having regard to the housing allocation;
- f) integrate the mix of uses with existing, to ensure that the site integrates into the wider context of the area. Employment uses should be compatible with the immediate surroundings and not conflict with town centre uses;
- g) minimise impact on existing and future properties by ensuring the most compatible uses are suitably located;
- h) retain existing trees and hedgerows to form landscape buffers and complement the character of the surrounding area;
- i) avoid both direct and indirect adverse effects upon the integrity of designated sites and, if necessary, provide appropriate mitigation measures.

- 8.22** The site at Somerton Farm is in private ownership and is located immediately south of the existing Somerton Business Park. The land is greenfield and in agricultural use. The land is visible from Newport Road and surrounded by a mix of trees and well established hedgerows. Land further south is the subject of a housing allocation and the allocations should work together to design a mixed use scheme that responds to the existing landscape character. Design work may result in the employment land being spread over different areas of the site rather than being concentrated on the land immediately south of Somerton Business Park.



- 8.23** The site is adjacent to Newport Road and therefore, potential access routes should be carefully considered. There are three potential options which include the formation of a new access to the serve the employment site, a shared access to serve both the employment site and future housing to the south or access via the existing Somerton Business Park. The wider area includes a range of employment uses and this site would allow the potential to release land to provide a link between the Newport to Cowes multi-user route and Newport Road. This is a key project for the council, and if achieved would provide sustainable transport choices for the many employment sites within the area. Therefore, development proposals for this employment site and the linked housing site to the south, should be designed to provide the link.
- 8.24** Development proposals for this site should complement the existing business uses to the north while taking account of existing and proposed housing within the area. The site to the north includes a range of uses and building types and this site should be designed to build upon providing a variety of uses through buildings that would allow flexibility for new and evolving businesses. Buildings should be designed to provide a transition between employment and housing uses and to take account of potential impacts to existing and proposed housing.
- 8.25** The site is not the subject of ecological designations. However, the River Medina is located to the east and is the subject of a range of international, national and local designations. Given the undeveloped nature of the site, its proximity to designated sites and the trees and hedgerows that surround it, development proposals should demonstrate that potential impacts have been fully considered, along with the need for mitigation. Development proposals should where possible retain existing trees and hedgerows and where demonstrated to not be possible, provide mitigation.

Other relevant documents and information:

- Cowes and Northwood Place Plan

EA4 Employment Allocation at Kingston, East Cowes

The site at Kingston benefits from planning permission for a marine business park comprising Class E, B2 & B8 uses. The site is council owned and extends to an area of 6.2 hectares Development proposals should:

- a) provide suitable access from Saunders Way;
- b) develop the site in a phased approach;
- c) provide a range of use types and building sizes to promote small, medium and large scale employment uses, allowing flexibility for potential expansion of businesses;
- d) minimise impacts on existing uses and surrounding landscape through the use of landscape buffers and planting and suitably locating compatible uses;
- e) retain existing hedgerows that form the boundaries of the site that contribute to screening the development and protect biodiversity;
- f) avoid both direct and indirect adverse effects upon the integrity of designated sites and, if necessary, provide appropriate mitigation measures.



- 8.26** The site at Kingston is council owned and extends to a site area of 6.2 hectares of land east of the River Medina. The site benefits from planning permission that allows for a mix of office, research and development, light industrial, industrial and storage and distribution uses. The site would be suitable for large scale employment buildings, given links to existing industrial employment uses within East Cowes. While appropriate for large scale buildings, proposals should demonstrate a reduction of impacts through high quality design and landscaping.
- 8.27** Proposals should demonstrate a flexible approach to employment provision through providing a range of building types and sizes, to allow small, medium and large scale employers to occupy the site and potentially forge complementary uses. Buildings should be designed to allow potential for expansion. The site is well located for all employment uses; however, proposals should demonstrate avoidance of areas of flood risk and how impacts on nearby residential developments have been considered and include locating the most compatible uses within the eastern section of the site. Development proposals should also incorporate landscaping and screening in order to reduce the impact of large-scale buildings while retaining existing hedgerows. Access to the river should be maintained.
- 8.28** The site is located adjacent to the Solent and Southampton Water Special Protection Area (SPA)/ Ramsar site and the Maritime Special Area of Conservation (SAC). It is also adjacent the Medina Estuary Site of Special Scientific Interest (SSSI). Therefore, proposals should demonstrate that impacts on designated site and species have been taken into account, outlining impacts and mitigation.

EA5 Employment Allocation at Lowtherville, Ventnor

The site at Lowtherville is allocated to deliver employment within the Class E, B2 and B8 uses. Other job generating uses may also be appropriate. The site is brownfield and extends to an area of approximately 0.7 hectares, and redevelopment would require demolition of existing buildings, site clearance and re-profiling of levels. Development proposals should:

- a) provide access to the site from Lowtherville Road with improvements to onsite access arrangements and may require off-site improvements. Pedestrian connections will also be required;
- b) integrate the mix of uses with existing, to ensure that the site integrates into the wider context of the area. Employment uses should be compatible with the immediate surroundings and not conflict with town centre uses;
- c) minimise impact on existing properties by ensuring the most compatible uses are suitably located and to provide appropriate landscape buffering between new development and existing residential properties;
- d) retain existing trees and hedgerows where possible, or provide alternative mitigation planting;
- e) undertake an assessment of previous uses and potential contaminated land and implement a full remediation strategy that is compliant with the relevant non-planning consenting regimes;
- f) avoid indirect adverse effects upon the integrity of designated sites and, if necessary, provide appropriate mitigation measures.



- 8.29 In the Island Planning Strategy Ventnor is classified as a secondary settlement, and it is therefore important that employment land can be provided in order to provide local residents with access to jobs. However, the town is located within a geographically constrained area and therefore, the use of existing employment sites will be important over the plan period.
- 8.30 The site at Lowtherville is council owned and extends to a site area of 0.7 hectares. The site is brownfield and occupied by a range of employment uses around areas of open space and woodland. Existing buildings are dated, and the site is in need of regeneration. The site is adjacent to existing housing and schools.
- 8.31 Given its current land use, the site lends itself to development comprising small scale business units and other low impact employment uses. The site slopes from north to south and therefore, proposals should take account of changes in land levels.
- 8.32 Access to the site could be gained via Lowtherville Road to the east and St Margaret's Glade to the northwest. However, both roads pass through residential areas and therefore development proposals should consider ways of minimising traffic impacts on amenity and road safety. The junction of Lowtherville Road and Newport Road lacks visibility and therefore, development proposals should consider potential improvements to the junction.
- 8.33 Because the site is surrounded by existing housing and close to schools, the proposed employment uses should be carefully located in order to provide suitable buffers, reduce impacts and ensure that uses with greater impacts are situated away from receptors.
- 8.34 Due to existing and previous uses, redevelopment proposals should demonstrate that potential sources of contamination have been considered and if necessary, mitigated.
- 8.35 The site is elevated and benefits from screening offered by existing trees and tree-lined hedgerows. Development proposals should where possible retain existing trees and hedgerows and if this is not possible, provide mitigation.
- 8.36 The site is not the subject of ecology designations; however, the down land to the north and east is designated as a SAC and SSSI. Therefore, development proposals should demonstrate that potential indirect impacts on designated sites have been considered. Moreover, due to the existing open areas of grassland, trees and hedgerows, development proposals should be supported by ecological information to investigate potential protected species on site and provide mitigation and biodiversity enhancements where necessary.

EA6 Employment Allocation at Sandown Airport, Sandown

The site at Sandown Airport benefits from existing links to the current uses at the site, which include general industrial and the airport use. The site would be suitable for Class E Offices and B2 uses, potentially through the use of large scale hanger style buildings. Due to access issues, storage and distribution uses should be avoided. The site is part greenfield and part brownfield and extends to an area of 2.99 hectares. Development proposals should:

- a) provide suitable access from the principal highway;
- b) provide improved pedestrian connectivity to the east;
- c) develop the site in a phased approach;
- d) minimise impacts on existing uses and surrounding landscape through the use of landscape buffers and planting and suitably locating compatible uses;
- e) retain existing hedgerows that form the boundaries of the site to screen the development and protect biodiversity;
- f) ensure that the proposed development would not compromise the future use and potential expansion of the airport;
- g) avoid both direct and indirect adverse effects upon the integrity of designated sites and, if necessary, provide appropriate mitigation measures.



- 8.37 The site at Sandown Airport extends to a site area of 2.99 hectares. The site is currently undeveloped farmland, located between the existing airport, the employment uses that surround it and Newport Road. The site is surrounded by hedgerows but due to topography, visible from surrounding landscape and Newport Road.
- 8.38 The council is aware that the current vehicle access to the site lacks visibility at its junction with Newport Road, thus constraining operational capacity. Therefore, proposals should include a fully compliant means of access to serve the site, investigating the potential for a wholly new means of access or improvement of existing routes. In addition, a new pedestrian link to connect with existing pavements to the east should be provided as part of development proposals.
- 8.39 Given its proximity to the airport and existing employment uses, the site lends itself to large employment units, set within well landscaped grounds. Due to the visibility of the site, appropriate landscape buffering should be provided, and buildings should be set back from the highway. The site is surrounded by existing established hedgerows and various trees that contribute to landscape character and therefore, these should be retained.
- 8.40 The site area is large and therefore, proposals should set out a phased approach to development in order to minimise landscape and visual impacts.
- 8.41 Proposals should be designed to take account of existing uses in order to minimise potential impacts. Moreover, proposals should demonstrate that the development would not compromise the continued operation or potential for expansion of the airport.

Sustainable Economic Development

E2 Sustainable Economic Development **Strategic**

Sustainable economic development that will generate, maintain, grow and attract business will be pro-actively supported, especially where it provides jobs in technology, composites, engineering, the marine sectors (including research and development), supporting the Solent Freeport and horticulture (particularly within the Arreton Valley).

Proposals for economic development will be supported where they:

- a) deliver the strategic employment allocations and mixed use allocations;
- b) allow for the intensification and/ or expansion of existing industrial estates or employment sites;
- c) result in the re-use of previously developed land and/ or buildings.

To deliver economic development, support will be given to a range of employment development types from small and medium enterprises to larger organisations, through the promotion of flexible starter units, larger scale developments and mixed use development where the uses are compatible and would aid the viability of the development.

The loss of employment land and uses will be resisted where the site:

- d) is of 0.1 hectares or above, where those sites assist in sustaining the local economy or where a flexible mix of uses would not maintain the viability of the sites;
- e) provides available water access for employment uses.

The council may support the loss of some employment sites for non-employment or mixed uses, where redevelopment would assist in the regeneration of an area and the loss of employment land would not compromise the local economy.

- 8.42 The need to protect existing viable employment sites is an important issue for the Island's economy. In recent years, there has been a loss of traditional employment uses on sites throughout the Island as a result of conversion of premises to higher value uses such as retail,



trade counters etc. This has led to the loss of employment units, raised land values and placed increased pressure for speculative development away from employment hubs. Therefore, unless a suitable justification has been demonstrated, the council will seek to retain existing employment sites above a site area of 0.1 hectares.

8.43 Prior to accepting the change of use of employment sites, the council will require developers to demonstrate that a site is no longer viable for employment use or that it is unlikely to be used or redeveloped for employment generating purposes. The council will require a justification to set out why a site is no longer required, including the demonstration of marketing for a period of at least 12 months, a viability appraisal and why the site could not be promoted for a range of uses that would retain the majority of the land for employment generating uses. For the purposes of the justification, rental values and development costs should reflect the local market and be provided by a suitably qualified surveyor or viability consultant. In line with the development viability policy of the Island Planning Strategy, the council will publish this information and expect developers to meet the council's full costs for evaluating the open book viability assessment. The justification should include the following information:

- The layout of the site, existing uses and occupancy rates, including length of any periods of vacancy;
- The current level of accessibility to the site;
- The quality of existing buildings and infrastructure together with details of recent upkeep and efforts to market the site including means of attracting different employment uses;
- Options for re-use that include refurbishment, sub-division and redevelopment;
- An assessment of costs for refurbishment or redevelopment for employment uses;
- An assessment of any site specific constraints that prevent the siting of employment generating uses;
- The manner that a non-employment use of the site would impact on the viability of other uses within the vicinity of the site.

8.44 Where justified and in accordance with the other policies within the Island Planning Strategy, the council will support mixed-use development of employment land, through the provision of options such as work/ live units or a mix of employment and non-employment uses. In addition, there are examples of employment uses located within town centre or residential areas, where sustainable redevelopment of sites would result in wider regeneration benefits, through releasing land and neighbouring land for additional housing and/ or infrastructure. In such circumstances, the council will support the loss of employment land where it would not outweigh the regeneration benefits for the site. In such circumstances, proposals should consider whether a mix of low impact employment uses could be incorporated with housing in order to provide a sustainable form of development.

8.45 Where the development of employment land is provided as part of a mixed use scheme, the sites will be phased to ensure that the overall strategy for economic led regeneration will be achieved and where this includes town centre locations this will be promoted where this makes a positive contribution to the character of the town, and does not reduce the provision of retail floorspace.

8.46 The council will consider proposals for employment land that includes an element of enabling development. This is in recognition of the history of delivery of economic development on the Island and is considered an appropriate mechanism to enable employment land to be delivered. The provision of enabling development would not necessarily be required on the site of the employment and an open-book viability assessment would need to be undertaken by the developer to demonstrate why enabling development is required and to justify the level of enabling development proposed.



Upskilling the Island

E3

Upskilling the Island

The council will support development proposals that:

- a) improve workforce skills and employability;
- b) promote and support skills and employment in existing employment clusters, especially within the construction, digital, high tech, renewable and marine sectors.

An Employment and Skills Plan (ESP) will be required for the construction stage where development proposals would result in a net gain of 25 or more dwellings or 1,000 m² or more of non-residential floor space. The Council will secure ESPs via appropriately worded planning conditions.

- 8.47 Enhancing the ability of Island residents to access jobs and training on the Island will promote better economic performance, reduce social exclusion, poverty and reliance on benefits, improve health and reduce longer distance in-commuting.
- 8.48 An Employment and Skills Plan (ESP) can provide an opportunity for young people and adults to up-skill through Apprenticeships, become work ready through Traineeships and provide work experience opportunities for schools and college age young people through work placements and site visits.
- 8.49 ESPs also provide opportunities for contractors to be involved in providing young people and adults with relevant industry careers guidance and help them to consider the wide range of opportunities in the construction sector. They also carry the wider benefit of driving economic growth by providing jobs to local residents in need of more permanent employment. They also provide a platform to up-skill existing members of the construction workforce be they employees of the contractor or subcontracted employees. This planning policy approach will be complemented by similar approaches in other areas, such as procurement.
- 8.50 An ESP will be required for the construction phase when development proposals would result in a net gain of 25 or more dwellings or 1,000 square metres or more of non-residential floor space. The measurement for non-residential floor space will be based on the gross external area of the development and will also incorporate land used for car parking.
- 8.51 The expectation is that the ESP will relate to the construction phase of the development. However, it is recognised that some developments may have scope for generating employment opportunities after the build is complete include retail, leisure and office developments, and once the requirement for an ESP has been established, the council will work with applicants to agree the bespoke scope of the ESP for each development.
- 8.52 The council will monitor the number of ESPs being created to understand whether they are coming forward in sufficient numbers. The Island Futures Team will be responsible for facilitating the ESPs and importantly monitoring them to ensure all the measures and requirements are implemented. If monitoring indicates that the ESP is not being implemented in accordance with the planning permission and/or legal agreement, the council will consider appropriate enforcement action.



Supporting the Rural Economy

E4 Supporting the Rural Economy

To ensure a strong rural economy the council will support economic uses in the rural area where proposals are for:

- a) farm growth, particularly in the food production sector;
- b) farm diversification, where farming remains the principle land use;
- c) the intensification/ expansion of existing rural industrial estates or employment sites;
- d) the conversion of existing redundant permanent buildings to employment uses where this expansion/ change of use would not impact on the rural character of the area; or
- e) a new small-scale building or extension of an appropriate scale and design for a rural area which is located next to an existing settlement or employment site. Design should be sympathetic to the rural location and appropriate to its context and evidence supporting the scale of development will be required;
- f) sustainable rural tourism and leisure activities which do not impact on the character of the countryside.

Developments should consider the impact on local roads including the type of traffic generated, the appropriateness of the local highway network and any impact on their character. Proposals should consider how development can contribute to sustainable transport, including opportunities to connect with the existing public rights of way network and improving public access to the countryside.

The council will resist development on best quality agricultural land, unless it is required for the purposes of working the land itself and cannot be provided elsewhere (see policy EV8).

- 8.53** The importance of the rural economy to the Island's identity is widely recognised, and through its planning policies the council wants to support a prosperous rural economy. By providing more explicit support for the growth of rural enterprise it can become more sustainable and viable for rural business to expand and for farm workers to live closer to the areas in which they work.
- 8.54** Evidence demonstrates that 85.5% (Inter Departmental Business Register, ONS) of jobs in industry across the Island are classified as micro enterprise (Micro is defined as 0 to 9 employees). There is an acknowledgement that with advances in communications technology small business operators do not need to travel to existing Island centres to run their businesses, whilst shifting working patterns as an outcome of the Covid-19 pandemic have also reduced the frequency of face to face meetings. As a result, the council considers that in some circumstances it would be more sustainable for people to work closer to where they live.
- 8.55** The council acknowledges that across the Island there are some farms which contain historic stone farm buildings, which are under used or empty because they are not suitable for modern farming practises. One way that these buildings can be better utilised is by being converted to bases for rural business that need to be located in the countryside. Developments of this nature would also preserve these types of buildings, which are important to the history of farming and the countryside but are often lost or poorly maintained as they do not provide any economic gain.
- 8.56** The council wish to support the re-use of existing buildings, or sensitively designed new buildings, for employment, providing that proposals are of an appropriate scale and design for the character of the rural location. Proposals for the conversion of existing buildings will need to be supported by ecology studies, which identify that there would be no impact on any protected species such as bats, which may be roosting in the buildings.



- 8.57** Consideration should be given to the accessibility of any proposed new employment sites by sustainable modes of transport and therefore where possible development should be located adjacent to existing rural industrial estates or employment sites.
- 8.58** The council acknowledge that in some circumstances the location of a site would be essential to the nature of the use/operations proposed, which would limit the ability to utilise existing sites or buildings. In these instances, proposals should be supported with evidence to demonstrate a functional need to be located on a specific site, that they would contribute to the growth of the rural economy and are of an appropriate scale for the requirements of the operation. Ownership in isolation will not be considered as a reasonable justification as to why a site is acceptable or an alternative more sustainable site is not.
- 8.59** The Council recognises the strong potential for growth in the farming and food production sectors and will support proposals for expansion within the agricultural industry. It is also recognised that for many years, farm holdings have been diversifying with uses such as farm shops, cafes, visitor attractions and tourism accommodation. This has helped to support many agricultural businesses. It is essential that for schemes for farm diversification that agriculture remains the primary land use on site and any changes would not impact on the ability of this function. Equestrian development would be considered under this policy.
- 8.60** It will be expected that proposals which seek to diversify the farming enterprise should where possible prioritise the re-use of existing buildings. In instances where new buildings can be justified, they should relate well to the existing buildings on the farm, and designed, laid out and of a scale that respects the character of the farm and the surrounding landscape, especially when located within the AONB.
- 8.61** The council will not support schemes to convert 'at cost' barns or more modern structures which do not add to the rural or historic character of the area, other than in exceptional circumstances where there would be a significant benefit to the rural economy.

Maintaining Employment Sites with Water Access on the River Medina

E5 Maintaining Employment Sites with Water Access on the River Medina

The council has identified a tidal access cut-off point on the River Medina (as shown on the Policies Map). This will be used in the determination of development proposals with waterfront access, as follows:

To the north of this line

- a) loss of existing employment sites will in principle be resisted and will require evidence to support the loss of such a site to other uses. Such evidence should include demonstration of no net loss of employment;
- b) proposals for new employment sites that require waterfront access will in principle be supported.

To the south of this line

- c) proposals that are compatible with the zones identified in the Solent Waterfront Strategy will be supported in principle;
- d) all other proposals will need to demonstrate how they would access the water without unacceptable impacts on either the environment or other estuary users.



- 8.62** There are a number of navigable rivers on the Island that provide some level of marine-related employment. The River Medina is the main navigable river on the Island, and with its 6.8km long tidal limited navigable channel, provides the main potential to meet any existing and future demand for waterfront access from employment uses.
- 8.63** Being an Island, such waterfront sites are critical in terms of both employment provision and transportation infrastructure, mainly relating to the import/ export of goods and materials. It is an important issue to the Island's economic functionality whether there is the need and then the opportunity to retain existing marine and other industry-related employment requiring such sites, to facilitate the potential for growth and the location of new businesses.
- 8.64** The marine and maritime sector can include, but not be limited to, activities associated with component manufacturing, ports, defence, leisure, ship and boat building and research across a product or service cycle. There is a significant level of activity relating to small boat/leisure craft maintenance and other related services such as brokerage and chandlery.
- 8.65** The sector is changing rapidly with technological advancements opening up new business lines and markets, as testified by the growth in marine technology and the offshore renewable energy sector. There is also growth in the recreational boat (and water-based recreation) sector, which is of primary importance to the Island.
- 8.66** The Solent Local Enterprise Report states the provision of suitable land, accommodation and business support systems within locations have long been recognised as a driver of competitive economic advantage. This is seen in the Solent area, which has a high representation of marine and maritime businesses co-locating, some of which are highly specialised and of international renown. Many of these businesses are interlinked through the business supply chain, with smaller firms providing specific products and services supporting larger ones.
- 8.67** To ensure that a clear and consistent approach is taken in applying this policy, the council is using the following definitions

Term	Definition
Employment sites	Sites that currently or previously have sustained employment uses and has not changed its use under the Use Class Order.
Water access	Any length of the estuary waterfront that provides an access point for a specific use or uses, which requires some form of formal on-going management and maintenance.

- 8.68** The assessment of whether a site has water access in all states of tide (and thus the tidal access cut off point) has been made through the council's Employment Sites with Waterfront Access Project (2013). It has been based on whether the site maintains water access (i.e. there is no intertidal area between the site and the River Medina) rather than any structures that project from it into the water (such as a pontoon).
- 8.69** It is important to note that whilst sites have been identified as accessible through the project, the owners/ operators may consider that for the purposes of their operation the site is not accessible by water at all states of tide.
- 8.70** Evidence to support the loss of an employment site with water access to an alternative use should include market testing for the demand for such sites by the marine and maritime sectors and a sequential demonstration for the most appropriate site of the proposed use, based upon the Waterfront Sites Register (as set out in the Maritime Future: Solent Waterfront Sites Final Report), updated with relevant information from the commercial property market.



- 8.71 The report developed a vision for the area to guide new investments and development opportunities. The aim of the document was to attract new investment to provide the opportunities, facilities and attractions that both local people and visitors could enjoy. Investment would enable the growth of local businesses and the attraction of new businesses.
- 8.72 The strategy also identified five zones associated with the Medina Estuary and went on to describe the zones and highlight their key opportunities. The work (2013 employment sites with waterfront access) carried out by the council verifies the zones identified in this strategy as still being relevant and applicable. Thus, where a development proposal is made that is compatible with the zones identified in the Cowes waterfront strategy, they will be supported in principle.
- 8.73 The Medina Valley has a number of interests that will need careful consideration by development proposals, where relevant, including potential impacts upon sites designated for nature conservation, the historic environment and the Harbour Authorities and the Marine Management Organisation where the physical scope of any proposal crosses into their jurisdiction.

Other relevant documents and information:

- Solent Waterfront Strategy
- Cowes and Northwood Place Plan

Future Proofing Digital Infrastructure

E6 Future Proofing Digital Infrastructure

Enhancing digital connectivity is a key priority for the council, helping to make the Island's economy more competitive, attracting a greater range of businesses, facilitating modern work practices and reducing the need to travel.

The council will require residential and commercial development proposals to:

- a) achieve greater digital connectivity than set out in the relevant Building Regulations;
- b) ensure that sufficient ducting space for future digital connectivity infrastructure is provided and, where appropriate, explore infrastructure sharing;
- c) demonstrate how digital infrastructure requirements are taken into account when phasing the development;
- d) meet requirements for mobile connectivity within the development and take appropriate mitigation measures to avoid reducing mobile connectivity in surrounding areas;
- e) support the effective use of the public realm (such as street furniture and litter bins) to accommodate well-designed and located mobile digital infrastructure that does not have adverse impacts on pedestrians or those with access needs.

- 8.74 The council wishes to see speeds of up to 1GB available across the Island, which is significantly higher than the basic standard of 30 Mbps being sought by the government. The council recognises the benefits of having the best possible digital infrastructure in place, not least as working patterns change as a result of the pandemic. It can positively impact on peoples live/work behaviours; create the right conditions to facilitate growth and make public services more accessible to more people.



- 8.75** By ensuring that the best possible infrastructure is in place people and businesses will have choices around technologies and providers. It can also open a wide range of possibilities including education provision, health care, energy management, digital entrepreneurial ship and a positive impact of the retention and attraction of certain age groups on the Island.
- 8.76** It is recognised that not all areas currently benefit from the infrastructure to support speeds of up to 1GB. However, a current lack of infrastructure should not prevent the installation of technologies, either as part of the provider's infrastructure roll-out, or from the terminal chamber to the access point on the host property. To achieve the best possible speeds the council will expect the installation of full fibre networks, rather than copper-based networks.
- 8.77** The policy requirements will be applied to all development proposals for residential, employment and retail uses. It is also recognised that due to the potential impacts on the historic fabric of providing appropriate access points etc, proposals relating to listed buildings may need to be considered on their merits.
- 8.78** Consideration must be given to the likely timing of infrastructure provision. As such, development may need to be phased either spatially or in time to ensure the provision of infrastructure in a timely manner. Conditions or a planning obligation may be used to secure this phasing arrangement.
- 8.79** The council will monitor the number of permissions granted where digital infrastructure provision will be required. It is expected that the providers monitor digital infrastructure coverage and speeds, and the council may request this information, if required, when considering the effectiveness of this policy.



Supporting and Improving Our Town Centres

E7 Supporting and Improving our Town Centres

Strategic

The council will actively encourage and support proposals for commercial uses (Class E) that can contribute to the diversity, choice, vitality and viability of town centres across the island. Varying the range of businesses located in town centres, adding flexibility for premises to provide a varied commercial offer, improving public realm and increasing footfall are all essential to help support our town centres and aid economic recovery.

Proposals for new retail development are expected to be located within Town Centre Boundaries (as shown on the Policies Map). For Newport Town Centre, new retail development is expected to be located in the Primary Shopping Area (as shown on the Policies Map) and the re-use of existing buildings is encouraged.

Applications within the Newport and Ryde Heritage Action Zones (HAZ) will be expected to adhere to any Design Guides or other appropriate documents prepared as part of the respective HAZ projects.

Applications to bring upper storeys of buildings into use, particularly for residential uses, will be supported, provided they would not adversely impact on the viability of the ground floor use.

Any planning application which results in the loss of traditional shop fronts or removes display windows will be resisted, where the feature is important to the character. and/ or retail function of the area.

The council will support development proposals that seek to increase the footfall into the town, local and village centres in the evenings. All proposals that lead to an increase in the evening economy will need to demonstrate how public safety, disturbance and antisocial behaviour have been considered.

Applications for farm shops or small scale 'convenience' stores which assist in making settlements more sustainable will not be subject to the sequential approach.

Any proposal for new retail development which falls outside of the identified Primary Shopping Area in Newport or town centre boundaries elsewhere will be assessed on a sequential basis as outlined in national policy. Such applications, including those for variations of condition to remove or amend restriction on how units operate in practice, must be submitted with a retail impact assessment based on the following local floorspace thresholds:

- 750 sqm gross for Newport;
- 500 sqm gross for Ryde and Cowes; and
- 350 sqm gross for Sandown, Shanklin, Ventnor, Freshwater and East Cowes.

Any applications for out of town retail and commercial developments must also clearly demonstrate how they contribute to enhancing links to the existing centres and improving the quality of the public realm within them, to encourage linked trips and ensure that trade is not diverted from these areas.

8.80 Town centres are recognised as being at the heart of communities, a role that is even more important as the island recovers from the economic impacts of the Covid-19 pandemic, and the council wants to promote new retail and commercial development in the right locations that does not prejudice the vitality and viability of our existing town centres. In line with the NPPF, new retail development is expected to be located within the town centre boundaries, and the Primary Shopping Area in Newport.



8.81 The council has defined a network and hierarchy of centres across the Island, as shown in the table below:

Main Town Centres	Newport	Ryde	Cowes
Local Centres	Sandown	Shanklin	Freshwater
	Ventnor	East Cowes	
Village Centres	Arreton	Bembridge	Brading
	Brighstone	Godshill	Niton
	Rookley	St Helens	Wootton
	Wroxall	Yarmouth	

Table 8.2 Main retail town centres of the Island

- 8.82** These centres play differing roles in the Island retail market and the council wish to build on the existing individuality of centres and extend the ‘dwell time’ and spend of visitors/ residents visiting the town and in turn the vitality and viability of the centre. The Council will support a range of commercial uses within all of the centres that help to bring people into the areas. It is noted that of the ‘main town centres’ Newport contains a higher number of national retailers of general goods/ clothes and bulky goods, while Cowes, although containing national retailers is more focused around sailing, specialist retail and leisure. Ryde contains more independent retailers and Sandown, Shanklin and Ventnor reflect the tourism market.
- 8.83** By acknowledging the differences between the centres, as outlined above, they do not compete with each other and can therefore be successful in their own offer. It is important to understand the strengths of a centre to ensure that development complements and enhances its specific role in the community it serves. The Retail Study Update 2021 includes town centre health checks, which should be given due consideration when looking at new development within them.
- 8.84** There is some limited demand from national retail operators seeking a further presence in Newport (6 in total), Ryde (8 in total) and Cowes (1 in total) (IoW Retail Study Update April 2021 Combined Report and Appendices), whilst the policy also seeks to encourage smaller scale retailers and commercial uses back into the town centres through the re-use of existing buildings, providing wider customer choice.
- 8.85** The council are not currently proposing to allocate land for the purpose of retail given the relatively low floorspace needs across the retailer demands outlined above. However, the council would support applications which demonstrate that they are sequentially preferable and would allow for the expansion of the retail offer, without impacting on the town centre(s). Where they require planning permission, consideration will be given to changes of use in existing centres to provide greater diversity and help extend the economic activity.
- 8.86** To enhance the town centre offer the council will support applications for schemes that would enhance the appearance of existing buildings within the centre, with consideration being given to an increase in soft landscaping and a removal of large areas of ground level car parking.
- 8.87** Newport and Ryde were both successful in bidding to become High Street Heritage Action Zones in 2019 and project work commenced in April 2020. The majority of funding comes from Historic England, with match funding from the Isle of Wight Council’s regeneration budget, section 106 contributions, Ryde Town Council and Newport and Carisbrooke Community Council. The HAZ programmes are delivered by a partnership between each community council (as lead partner) the Isle of Wight Council and Historic England.



- 8.88** The Heritage Action Zone's aim to restore key buildings and traditional shopfronts, improve public spaces and bring unused parts of buildings back into use as homes, workplaces and community spaces. The work will help our High Streets recover and evolve, with one eye on the past and one on the future.
- 8.89** The two HAZs have jointly commissioned a Commercial Frontages Design Guide, which will help property owners, shopkeepers and planners ensure that the quality of shopfronts in the towns will improve and be maintained at a high standard. Ryde High Street has seen the pedestrianisation extended and work is underway in both towns to codesign public realm schemes with the local community. Case studies on key buildings in each town have been undertaken and these will lead to a programme of works, including some grant-funded physical improvements. Proposals within the HAZ areas will be expected to take account of this work and the documents produced as part of those projects.
- 8.90** The council will welcome bold regeneration proposals which would allow for a more legible pedestrian flow and public realm enhancements. The Council will work in partnership with other organisations in order to deliver improvements. Regeneration proposals in the core of Newport should consider the impact on below ground archaeology and the Archaeology & Historic Environment Service will be a key consultee at the earliest opportunity.
- 8.91** The council wishes to improve the evening offer in the various centres across the Island. This will support their ongoing vitality and viability, by diversifying the offer and encouraging people to visit town, local and village centres at different times of day and for different reasons.
- 8.92** The council will support schemes which seek to increase the footfall into the centres in the evenings (between 17:00 and 20:00). It is recognised that the benefits of a functioning evening economy can only be realised when the management of it is coherent across a number of consenting regimes. Critical to the success of this approach will be to ensure that the evening offer is one where people are safe, welcomed and measures to minimise and manage antisocial behaviours have been implemented. The quality of the public realm will also play a fundamental role in achieving this.
- 8.93** Any applications for main town centre uses that are outside of Town Centre Boundaries and the Primary Shopping Area in Newport will need to be supported by a sequential assessment (in line with national policy) and impact assessments (in line with the thresholds outline in policy E7). If an application would result in a negative/ adverse impact on the viability or vitality of a town centre it will be refused.
- 8.94** An edge of centre site for the purposes of this policy is considered to be one which is well connected and up to 300 metres of the primary shopping area and town centre boundaries. An out of centre site is considered to be one which is not in or on the edge of a centre, but not necessarily outside the urban area.
- 8.95** If proposals are submitted for out of centre retail developments the council will expect to receive supporting information that explicitly demonstrates how they will encourage and facilitate linked trips to the nearest town centre, and provide a contribution towards public realm enhancements in the town.
- 8.96** In considering whether something would have an adverse impact consideration should be given to the Town Centre Health Checks and the trading information contained within the Retail Study Update 2021.

Other relevant documents and information:

- Newport & Ryde Commercial Frontages Design Guide



Supporting High Quality Tourism

E8 Supporting High Quality Tourism

The council will support sustainable growth in viable, high quality tourism, and proposals should demonstrate how they:

- a) utilise the unique characteristics of the historic and natural environments, without compromising their integrity;
- b) develop green and new niche tourism products where possible;
- c) increase the quality of existing tourism destinations and accommodation across the island;
- d) contribute to maintaining a mix of tourism accommodation that offers a range of styles across the island;
- e) contribute to creating an all year round tourism offer, which takes full account of seasonal significant impacts on European protected sites and species; and
- f) where relevant, make use of current or former tourism sites.

Within the Core Tourist Accommodation Areas shown on the Policies Map the council will resist the loss of tourist accommodation unless it can be robustly evidenced that the site is no longer viable for tourist accommodation.

Proposals for the removal of restrictive conditions relating to tourism accommodation will be resisted and will only be permitted in exceptional circumstances.

- 8.97** The council wishes to see the Island be a leading UK visitor destination, and to achieve this it will be important to have the right planning policies in place. By doing so the Island will benefit from improved economic prosperity by increasing the proportion of high end/ high value visitors to the Island over the whole year. This will require an increase in the overall quality of the tourism offer in terms of accommodation, eating out opportunities, events, attractions and related leisure activities.
- 8.98** The Island caters for a wide range of different visitor markets and therefore it is important that a diverse range of types and quality of accommodation, attractions and facilities can be provided to satisfy the range of market demands and maintain its place as a popular UK visitor destination.
- 8.99** Within the Core Tourist Accommodation Areas, the council will seek to resist the loss of tourist accommodation as the areas are in prime locations. However it is accepted that in some circumstances, sites previously used for tourist accommodation may no longer be viable. In these circumstances, the Council will require evidence that the site is no longer suitable or viable for tourist accommodation before supporting a change to alternative uses.
- 8.100** The tourism sector has evolved in recent years and customer's expectations for accommodation have increased with a change towards more flexible tourism accommodation products such as 'Airbnb.' (see policy E9) It is therefore accepted that the retention of traditional tourist accommodation and destinations, however desirable, may not always be possible. The Island does contain examples of poor quality hotel stock and other forms of accommodation and these products can harm the tourism economy through deterring repeat visits and degrading the appearance of the Island. Poorly located tourism accommodation is unlikely to be able to generate suitable levels of demand to maintain a sustainable business.



Short Term Let Holiday Accommodation

E9 Short term let holiday accommodation

Planning permission may be required to change the established use from Class C3 to Sui Generis (Short term holiday let) for any residential property that in its entirety is in use for short term holiday let accommodation.

Any such change of use applications will only be supported within the Core Tourist Accommodation Areas as defined on the Policies Map or identified through Neighbourhood Plans, or outside of these areas where there is no adverse impact on existing residential properties.

- 8.101** The short term letting of entire residential properties for holiday accommodation reduces the permanent housing stock that is available within the traditional rental or sale markets, which not only means less housing is available but also pushes up prices on those properties that do become available for sale or rent. High turnover of visitors/renters within a property or area can also impact negatively upon the decreasing number of permanent occupiers, therefore reducing the overall sense of community.
- 8.102** Regulatory and taxation changes within the rental sector over the past 12 months has led many traditional landlords or property owners to the short term holiday let market, including 'Airbnb', where there are often higher weekly profits and at present, less regulation.
- 8.103** The attractiveness of the island as a tourist and visitor destination means that short term holiday lets are in high demand. Whilst short term let holiday accommodation is not the only reason the island faces the housing issues it does, it is one of a combination of factors that has resulted in a housing crisis for many working low-and median-income Island families including many keyworkers in health, social care, and other essential public services.
- 8.104** Currently, national planning legislation requires property owners to apply for planning permission when there is a 'material change' in the use of the property, in this case it would be from Class C3 (dwellinghouse) to a Sui Generis use (short-term holiday let). Whether or not a 'material change of use' has occurred depends on the individual characteristics of the property and how it is operating.
- 8.105** Some of the issues that the Council will consider when determining whether a 'material change' of use of an entire property from Class C3 to Sui Generis (short term holiday let) has occurred are parking, patterns of arrival and departure, the number of guests using the property, the length of time guests stay at the property, refuse and recycling collection issues and whether the property is paying Business Rates rather than council tax. The policy echoes what the short let sector itself has recommended to Government. In 2021 a comprehensive report by Airbnb¹ recommended the creation of a government register of short lets and a change in national policy requiring landlords to get planning permission before renting an entire house as a short let for more than 140 nights in a year. The Government itself launched a consultation on this issue in June 2022.
- 8.106** The threshold of 140 nights per year aligns with existing threshold for commercial activity that triggers a tax liability on a property owner to pay Business Rates rather than Council Tax. It is important to note that the policy excludes purpose-built tourism accommodation (for example, glamping sites, hotels) as these do not compete directly with local people's need for housing.
- 8.107** As the island benefits greatly from tourism and recognises the important role that the visitor economy plays in the success of the island, any such applications considered against this policy will be supported if the property location is within one of the core tourist accommodation areas identified on the Policies Map, however outside of these areas such applications would not be

¹ [UK Registration Whitepaper 2021.pdf \(airbnb.com\)](#)



supported in principle, unless it could be demonstrated there was no adverse impact on existing residential properties. Neighbourhood Plans would also have the ability to designate areas where policy support on this issue could be offered.

Sandown Bay Tourism Opportunity Area

E10 Sandown Bay Tourism Opportunity Area

The council supports the principle of development that contributes to improving the tourism offer within the Sandown Bay area and will give significant weight to proposals within the Tourism Opportunity Area (as identified on the Policies Map).

Major development proposals should take account of both current and future sea and fluvial flood risks in the area and seek to reduce these, including making suitable provision on site and financial contributions towards improving the off-site coastal flood defence infrastructure embankments protecting the Eastern Yar valley.

The council will consider the use of Local Development Orders within the Tourism Opportunity Area.

- 8.108** The Culver Parade area is already a focal point for large scale visitor attractions, such as Isle of Wight Zoo, Dinosaur Isle, Browns Golf and Sandham Gardens with many early 20th century design influences evident. The area represents the only seafront location within Sandown that can accommodate tourism development that has the ability to contribute significantly to the Bay's regeneration. It is considered that there is significant potential to enhance and extend the existing tourism offer in the area of land between Fort Street and land at the Isle of Wight Zoo.
- 8.109** Whilst the council does not intend to be prescriptive over the exact type of development that could improve the tourism offer; it is essential that a comprehensive approach is taken. Specific proposals could come forward individually, but they will be considered as contributing to part of a wider scheme, particularly in respect of public realm and connections to existing development and facilities. New or improved uses could exclusively relate to tourism accommodation and/or destinations and could include enabling development where this can be appropriately justified.
- 8.110** Development proposals to improve the tourism offer do not necessarily need to be large-scale built development. It could be in the form of a series of small-scale interventions and activities, and the refurbishment of existing buildings and attractions. The type of uses envisaged would be largely open in character with minimal built development and would complement and enhance the character of the site and surrounding area but creating new reasons to visit Sandown. Opportunities to improve and highlight connectivity between the town centre and the Tourism Opportunity Area will be supported.
- 8.111** The council and its partner organisations will play a crucial role in creating the right environment for proposals to come forward. It expects to see uses that improve and enhance existing tourism facilities and widen their range to include activities such as (but not limited to) those that relate to outdoor recreation/attractions, education, heritage, nature conservation and use of the lake. This could include low-impact holiday accommodation and proposals that create a year-round operation/ destination, subject to appropriate flood risk assessments.
- 8.112** It is considered that the Culver Parade area could support the wider tourism-led regeneration of the Sandown area by generating reasons to visit Sandown and increasing footfall along the seafront. Improvements to public realm will be an essential part of any development within this area. This would benefit existing visitors and would help support business for hotels, restaurants and existing attractions.
- 8.113** Sandown Bay Tourism Opportunity Area is within the Eastern Yar valley floodplain, which is at risk if the large embankments at both Culver Parade in Yaverland and Embankment Road in



Bembridge Harbour are not maintained. The risk of breach and also overtopping will increase in the future, and these defences/embankments will need to be strengthened and raised in the future. Therefore, decision-making in this area must continue to be made in full accordance with potential future risks, and contributions from major development will be required towards future coastal defence improvements.

- 8.114** The area also has high archaeological and paleoenvironmental potential and any development proposals should consider the impact on below ground archaeology. The Archaeology & Historic Environment Service should be consulted at the earliest opportunity.
- 8.115** Local Development Orders (LDO) are a planning mechanism intended to relax planning controls for particular areas or categories of development, where the impacts would be acceptable, and in particular where this would promote economic, social or environmental gains for the area, such as boosting enterprise. Under the Town and Country Planning Act (1990), the local planning authority, through an LDO grants planning permission for a specific development proposal or class(es) of development and this is a mechanism the council may explore within the opportunity area.

Ryde Tourism Opportunity Zones

E11 Ryde Tourism Opportunity Zones

The council supports the principle of development where it can be demonstrated that it contributes to achieving the objectives outlined in the Ryde Place Plan for each of the zones listed below and shown on the Policies Map:

- a) High Street Zone
- b) St Thomas Zone
- c) Esplanade Zone
- d) Appley Zone
- e) Monkton village Zone
- f) Oakvale Zone

Major development proposals should take account of both current and future sea and fluvial flood risks in the area and seek to reduce these, in line with other plan policies.

Where relevant, proposals must demonstrate that they align with any relevant design guides prepared as part of the Ryde HAZ project.

- 8.116** This policy embeds within policy and seeks to build on the aspirations and objectives set out in the community led Ryde Place Plan [Ryde-Place-Plan.pdf](#). The Place Plan outlines six zones which contain a number of projects or potential projects, sharing common themes, identities and actions. Whilst the council does not intend to be prescriptive over the exact type of development that could improve each of the opportunity zones it will be essential that a comprehensive view is taken, especially in relation to any public realm improvements. Specific proposals could come forward individually, or as part of a wider scheme. However, in order to guide any development proposals, the general aspirations for each of the zones to support the achievement of the town's potential are set out within the Ryde Place Plan and should provide the starting point to help inform any development schemes. The different zones identified in the policy are shown on the Policies Map. Whilst the term development is used, it is not necessarily expected that this will be in the form of large scale buildings, but it could be small-scale improvements that are standalone, and self (or community) funded projects.



8.117 The six project zones are all positioned along existing rights of way and pedestrian and cycling routes recommended in the Local Cycling and Walking Infrastructure Plan (LCWIP) as well as the England Coastal Path (ECP). The Oakvale and Appley zones also form essential connections into the planned growth to the south and east of Ryde, comprising of existing sites with planning permission together with housing and employment allocations. A new route is therefore possible between these zones, running through the green infrastructure provision of current and future development schemes. This must be a high quality walking and cycling route that encourages and facilitates the flow of people between zones.

Other relevant documents and information:

- Ryde Town Council Place Plan
- Newport & Ryde Commercial Frontages Design Guide
- IWC Local Cycling and Walking Infrastructure Plan (Newport & Ryde)

**E12
Solent Freeport**

The Council will support sustainable development proposals that seek to benefit from and / or play a role in facilitating investment and innovation linked to the Solent Freeport.

The Council will also support the intensification and/ or expansion of existing employment uses, or the use of employment allocations for commercial businesses related to the Solent Freeport.

8.118 Freeports are areas designated by the Government that will benefit from incentives to encourage economic activity. The Solent Freeport has the potential to unlock significant levels of investment, create tens of thousands of new jobs and help to level up our important coastal communities across the region (www.solentfreeport.com).

8.119 Officially launched in June 2022, it is estimated that the Solent Freeport could help create 52,000 new skilled and semi-skilled jobs including 26,000 direct jobs in the Solent region, whilst playing a key role in delivering the Government’s levelling up agenda. There are seven ‘tax sites’ within the Solent Freeport, two ‘customs sites’ and plans for a dedicated Solent Freeport Green Growth Institute (SFGGI) that will provide a centre of excellence in green skills and jobs. This SFGGI will help to ensure local communities across the Solent Freeport region, including the island, can benefit from the opportunities created through environmental innovation.

8.120 The Solent Freeport can play a key role in supporting our innovative industries, encouraging growth in high tech development and composites, wind turbine and marine industry manufacturing. It should help to secure greater investment in our infrastructure and connectivity and the Council will support development proposals that play a role in helping to secure the investment and innovation that the Solent Freeport opportunity presents.



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- 9.1 To support travel choice and provide alternate means of travel to the private car, a policy 'Supporting Sustainable Transport' is included. 'A Better Connected Island' policy provides a strategic overview for island transport issues and identifies the key locations for improvements to the network. The importance of 'Cross-Solent Transport' is recognised, along with the need for 'Supporting Our Railway Network'. Ensuring the right infrastructure for electric vehicles is set out in 'Electric Vehicle Charging Points', and the council's approach towards 'Parking Provision in New Development' is also established in policy.

Supporting Sustainable Transport

T1 Supporting Sustainable Transport

The Council will support proposals that increase travel choice and provide alternative means of travel to the car. Development proposals will be expected to contribute to meeting the aims and objectives of the Local Transport Plan, Local Cycling and Walking Infrastructure Plans and the Isle of Wight Rights of Way Improvement Plan.

All relevant proposals should provide and improve accessibility for pedestrian, cycling, equestrian and public transport, and should demonstrate that they:

- a) implement the transport hierarchy of 'Avoid – Shift – Improve';
- b) create sustainable routes between urban and rural areas;
- c) retain former railway line routes for future sustainable transport use where relevant;
- d) assist the provision of new cycle routes as part of the national and/or local cycle network, or contribute to the improvement of the existing network;
- e) enable access to local bus services; and
- f) provide safer routes to schools and other significant travel destinations;
- g) where possible incorporate '20 minute neighbourhood' design principles

Proposals for major development will be required to submit a Travel Plan demonstrating how the above criteria will be incorporated over the life of the development.

Development that prejudices the delivery of infrastructure improvements set out in the Local Transport Plan and Local Cycling and Walking Infrastructure Plans will not be supported.

- 9.2 The policy will help to ensure that there is the widest possible range of sustainable transport choices available to Island residents. In turn this will have positive impacts on health and wellbeing, safety and minimising the number of journeys undertaken in private motor cars.
- 9.3 The new Local Transport Plan will provide a series of options to achieve its objectives that will be categorised using the **Avoid-Shift-Improve framework** (Avoid = avoid the need to travel by motorised vehicle; Shift = shift the journey from more to less polluting modes; Improve = improve the efficient use of remaining vehicles). Proposals should take a sequential approach to this framework, with a preference for avoiding the need to travel and measures that move away from this to shift or improve providing evidence as to why this is necessary. Developments designed as '20 minute neighbourhoods' where people can meet their day to day needs within a 20 minute walk of their home will be encouraged. Major development (10 dwellings or more, over 0.5ha if the number of dwellings not known or over 1,000 square metres for non-residential development) will be required to submit a Travel Plan as part of their planning application. The Travel Plan should be based on templates and guidance provided within the Local Transport Plan and will



set out how sustainable transport measures will be secured and implemented for the development. Travel Plans and ongoing monitoring will be secured through Section 106 legal agreements.

- 9.4** The Island already has an excellent network of footpaths including the National Coastal Path and bridleways, but the council is keen to explore opportunities which improve this provision. Therefore, proposals that create sustainable routes between urban and rural areas that can be adopted as a public footpath or bridleway will be strongly encouraged and supported. The Local Transport Plan, Local Cycling and Walking Infrastructure Plans and Rights of Way Improvement Plan provide a framework for investigating the detailed routes.
- 9.5** The Council has been successful in securing DfT funding to deliver a number of sustainable transport programmes in recent years through the Access Fund programme that have delivered positive outcomes in terms of mode shift and carbon reduction.
- 9.6** The Island's network of former railway lines provides an excellent opportunity for multi-user bridleways, and a number of routes have successfully been used for this purpose. Any proposals for land that covers disused former railway lines as a minimum should not prejudice their return to use and will be expected to commit the land to be available for such a use.
- 9.7** The council's approach to development is to locate it in the most sustainable locations. This primarily means within or on the edge of existing settlements, where there is generally better access to public transport services. The creation of sustainable routes between urban and rural areas is important, as it will enhance the character of development and enable residents to access the countryside for commuting, recreation and leisure.
- 9.8** Residential development proposals should provide information showing how they relate to schools and how the proposal will make it easier for pupils to walk, scooter and cycle to school safely, with positive impacts on health and wellbeing. Showing the positive impact of the proposal on walking and cycling also applies to other significant travel destinations such as shopping or leisure centres.

Other information and relevant documents:

- Local Transport Plan
- Local Cycling and Walking Infrastructure Plan (Newport and Ryde)



A Better Connected Island

T2 A Better Connected Island

Strategic

The council will support proposals that:

- increase travel choice;
- provide alternative means of travel to the car;
- reduce the impact on air quality and climate change.

Opportunities to avoid or mitigate any environmental impacts should be considered.

Key infrastructure improvements are planned, or will be supported, at the following locations and the council will seek financial contributions to these schemes and others in appropriate circumstances:

- a) provision of a new shared path route between Newport and the West Wight;
- b) completion of the shared path between Newport and East Cowes;
- c) improvements to the shared path route between Newport and Sandown;
- d) provision of new sections of shared path between Newport and Ryde;
- e) cycling and walking proposals set out in the Local Cycling & Walking Infrastructure Plan;
- f) key road junctions in Newport, Ryde and The Bay (as set out in Table 9.1);
- g) further junctions set out in Table 9.2.

Where improvements to road junctions occur, due consideration should be given in scheme design to public transport, cyclists and pedestrians, with priority given to these groups wherever possible. Proposals that prejudice the implementation of these schemes or the aims of the Local Transport Plan will not be permitted.

The council will work with partners and landowners to understand the impacts of the future loss or truncation of the Military Road on the surrounding transport network, settlements and area, with the principles of a preferred approach to be set out in the Local Transport Plan.

Development proposals that contribute to the ongoing use and future viability of the Island's airports will be supported.

All development proposals must provide safe and suitable access to a site and not cause a significant adverse impact on the local or strategic road network that cannot be managed or mitigated. The creation of new sustainable transport routes will be supported.

9.9 The Council is preparing a new Local Transport Plan (LTP4). The aim is to develop an overall transportation strategy for the Island that contributes to meeting the Council's climate change agenda, the transport requirements of the Island Planning Strategy, along with an initial five-year implementation plan for delivery of the strategy.

9.10 The new LTP will:

- Provide a 'pathway' for transport policy, development and delivery on the Isle of Wight;
- Provide clarity on the key outcomes for transport;
- Guide future investment and decision making within the Council in relation to transport;
- Set out key transport policies, principles and approaches in a clear manner, covering all aspects of transport planning, delivery and operation.
- Support the Council's wider strategies and plans and align with the Council's strategic priorities.

9.11 It is envisaged that the new LTP will be reviewed in parallel with the first review of the Island Planning Strategy.



- 9.12** The council has a strong aspiration to promote sustainable transport and recognises that high quality connections by road, rail, bus, ferry, walking and cycling and their interconnectivity are all vital to the Island's future economic prosperity and social inclusiveness. These connections provide access to education, employment, business, retail and leisure opportunities. It will work with partners, agencies and developers to ensure that the transport network on the Island supports the level of growth planned for and is sufficiently robust.
- 9.13** Through the strategic approach set out in Policy G1 'Our Approach Towards Sustainable Development and Growth', the council is steering development towards locations that are or can be made sustainable. Furthermore, by widening available transport choices and promoting alternatives to the private motor car, the council can actively and positively influence people's travel behaviours
- 9.14** The council is seeking further expansion of the shared path network on the Island. Key schemes are identified in the policy, and development proposals that meet the tests in relation to developer contributions will be expected to provide a financial contribution towards these shared path routes as appropriate. These schemes have been costed and are included in the council's infrastructure delivery work.
- 9.15** The Infrastructure Delivery Plan and Local Cycling and Walking Infrastructure Plans (LCWIP) identify a number of interventions needed to the existing network. These interventions have been identified to mitigate the impact of new development and associated levels of all types of traffic and, wherever possible, bring forward improvements to the existing network. For highway junctions, these interventions may include the introduction of bus priority measures and should, wherever possible, prioritise the movement of non-motorised users with appropriate foot and cycle path provision designed into schemes to connect to proposals set out in the LCWIP. This is supported by other council plans and strategies including the existing Island Transport Plan 2011-2038 which sets out the long term transport strategy and implementation plan; the Rights of Way Improvement Plan and the emerging Local Transport Plan 4.
- 9.16** The council secured grant investment from the government towards improving infrastructure in Newport, and by implementing such improvements at the former St Marys Roundabout, has unlocked development potential. This, along with other sources of investment secured by the council, has been put towards delivering some of the improvements identified within and around Newport. By taking such action the council is proactively delivering up-front improvements to the strategic infrastructure network, facilitating the timely delivery of homes and development.
- 9.17** The council will continue to seek funding opportunities to support the upfront delivery of infrastructure for other locations, including for example, the provision of a park and ride scheme on Fairlee Road, Newport.
- 9.18** Where funding has not been secured for the key schemes identified in the policy, and where development proposals meet the tests in relation to developer contributions, they will be expected to provide a financial contribution to improving the strategic road network. These schemes have been costed and are included in the Infrastructure Delivery Plan. Contributions will be taken and spent in line with legislation. The specific key road junctions in Newport, Ryde and The Bay are set out in the following table.



Area	Specific location
Newport	Coppins Bridge Gyrotory
	Hunnyhill / Hunnycross Way
	St Georges Way
	Fairlee Road
	Medina Way/ Coppins Bridge
	Medina Way/ Riverway
	Hunnycross Way/ Riverway
	Riverway mini roundabout
	Hunnycross mini roundabout
	Terrace Road/ Trafalgar Road
Ryde	Queens Road/ West Street
	Argyll Street/ West Street
	Quarr Hill/ Newnham Road
	Binstead Road/ Pelhurst Road
	Marlborough Road/ Great Preston Road
	Ashley Road / Carters Road/ Smallbrook Lane Roundabout
The Bay	Newport Road/ Industrial Way
	Newport Road/ Sandown Road
	Morton Common/ Perowne Way
	Lake Hill/ The Fairway
	High Street/ Victoria Avenue

Table 9.1 Key road junctions identified for improvement

- 9.19 These schemes are important to achieving the vision, objectives and requirements of the Island Planning Strategy and any development proposals that prejudice the implementation of these schemes will not be permitted. The council will enter into discussions with developers where such situations arise, to understand whether an alternative intervention can be taken that would result in better outcome.
- 9.20 Modelling shows that the package of interventions proposed for Coppins Bridge would have a positive impact, relative to the additional level of traffic likely to be generated by the planned level of growth.
- 9.21 There are a number of further junctions identified where it is indicated that further modelling and assessment would be beneficial, and these are set out in the following table. The council will take this into consideration when determining applications in the vicinity of these junctions.

Area	Specific Location
Newport	Carisbrooke Road/ Recreation Road
Northwood	Newport Road/ Nodes Road
Brading	Rowborough Lane/ Beaper Shute/ Carpenters Road
	Yarbridge crossroads (New Road/ Morton Road/ Marshcombe Shute/ The Mall)

Table 9.2 Further junctions where contributions may be sought

- 9.22 The Military Road runs along the south-west coast of the Island and as well as directly linking the settlements of Freshwater and Niton, it is a popular tourist route. However, the coastline in this area has a history of instability and is constantly changing, with parts of Military Road vulnerable. Parts of the road have already been stabilised and/ or realigned, Because of the history, the ongoing instability and the core purpose of The National Trust, who own the majority



of the most vulnerable land over which the Military Road passes, it is considered appropriate to investigate this issue once again to be able to provide a clear direction.

- 9.23** The council is committed to work in partnership to identify the future of the route in the short, medium and long term; alternative routes and a thorough understanding of the social, economic and environmental context. This approach will also engage with local communities. Due to the highway's implications of any closures or changes to the route, it is considered that the Local Transport Plan will be the appropriate document to cover these issues, though any updates will be referenced in future local plans.

Cross-Solent Transport

T3 Cross Solent Transport

The council will support proposals that help to maintain and improve the current choice of routes and methods of crossing the Solent to ensure future flexibility and deliverability of service.

Improvements to key interchange areas that link the Island to the mainland will be supported and should offer enhanced passenger facilities and connections to other modes of transport.

Development proposals at existing cross-Solent passenger and vehicular terminals should demonstrate how they will:

- a) lead to the optimisation and efficient use of the existing terminals, particularly in relation to peak level demand;
- b) lead to, or contribute towards, mitigating the traffic impact of any increase in vehicle movements.

In assessing proposals, the environmental and economic effects of the proposed development will be considered and, in particular, the scale of proposals will be required to reflect the capacity and sensitivity of the character of the area surrounding the terminal and the wider landscape and biodiversity of the Island.

Should proposals for any new terminals come forward, they will be expected to demonstrate their environmental and economic benefits to the immediate local area and the wider Island.

- 9.24** The importance of the Island's cross-Solent links is essential to island life, and the policy approach seeks to support the optimal and efficient use of existing cross-Solent passenger and vehicular terminals.
- 9.25** Over the life of the Island Planning Strategy, there may be other proposals to improve these facilities that may involve changes to the current configurations. Whilst the terminal operators already have a number of permitted development rights to enable them to address issues without requiring planning permission within their current boundaries, more significant proposals may require permission.
- 9.26** Any proposals that require planning permission will be expected to demonstrate how they optimise the operator's current facility and how the proposal will ensure the most efficient use of what are generally confined sites. It should be demonstrated how the proposals have considered alternative approaches to increasing the efficiency that would not necessarily have to be land-use related, for example, arrangements for interchanging passengers.
- 9.27** It is recognised that proposals for new terminals may relate to road or rail as well as ferries, and because of this may be part of wider proposals for a tunnel or a bridge. Regardless of the transport



mode any new terminal will require clear evidence of their environmental and economic benefits to the immediate local area and the wider Island.

Supporting Our Railway Network

T4 Supporting our Railway Network

Recognising the importance of the existing railway infrastructure, and the potential benefits further improvements could bring to residents and visitors, the council will support proposals that contribute to:

- a) maintaining and/or improving the timetabled link between Ryde Pier Head and Shanklin;
- b) improving connections with, and access to and from, existing settlements.
- c) providing a safe, convenient service which is accessible to all users including those with mobility issues.
- d) promoting and encouraging the use of the route.
- e) improving real time transport information for users, locally at stations and via other means.
- f) improving the connections and timetable flexibility by utilising an appropriately located passing loop or other improvements.
- g) improve connections with the Isle of Wight Steam Railway and maximise the opportunity to achieve steam-hauled access into Ryde.
- h) retaining current and former railway routes for future sustainable transport purposes where this would allow for the future extension of the line or support the development of other related transport improvements, including a potential rapid bus scheme;
- i) the extension of the existing Island Line service (Ryde-Shanklin) south of Shanklin to Ventnor; and
- j) the provision of passenger services through Smallbrook from Ryde to Newport.

9.28 The railway line on the Island plays an important role in connecting people and providing an alternative transport option to the private motor car. The council supports the ongoing provision and improvements to the network and is keen to understand whether there are realistic opportunities to expand the network. Existing bus and rail interchange facilities should be retained and enhanced wherever possible. The council supports the Ryde Interchange project that will provide better connectivity and promote active travel, whilst also making the interchange a more pleasant and accessible public space.

9.29 The council recognises that a number of factors will help secure and improve the Island Line and that not all of these will require planning permission. Whilst it is recognised that some hard infrastructure measures may require approval, there are a range of other non-land use initiatives which could help boost numbers, such as continued improvements to rolling stock, promotion and advertising as well as improved travel information.

9.30 The council will support moves which will see the utilisation of the new passing loop at Brading that allows trains to pass nearer the middle of the line which in turn allows the operation at 30 minute intervals.

9.31 The council recognises the benefits of working closely with the Isle of Wight Steam Railway and, if possible, physically connecting the two lines at Ryde St Johns Station. Such a connection would



help support efforts to get steam trains back into Ryde, thereby extending this popular tourist attraction into the town. It is clear however that a considerable amount of work and expense would be required to get steam back to Ryde Esplanade, including lowering the track in the tunnel. A more straight forward and possibly cheaper option would be to modify the track layout and station infrastructure at Ryde St Johns Station.

- 9.32** It is considered that the opportunity may exist to extend the line beyond the current alignment in the future. Following the successful award of funding from the Restoring your Railways Ideas Fund, the council recently submitted an outline business case to the Department of Transport that explores the possibility of extending the existing Island Line south of Shanklin to Ventnor whilst also providing new passenger services through Smallbrook from Ryde to Newport. The council will resist the loss of current and disused railway land where this could prejudice the best use of or possible extensions to the active line.

Electric Vehicle Charging

T5 Electric Vehicle Charging

To encourage and promote the use of ultra-low emission vehicles the council will support and facilitate the introduction of electric charging points, facilities and associated infrastructure in appropriate public places and on previously developed land..

Development of community charging infrastructure and facilities should use the Isle of Wight Charge Point Infrastructure Strategy to inform the proposal.

Proposals for new residential and non-residential development will be required to provide infrastructure for the charging of electric vehicles in line with the Building Regulations Requirements S1 to S6 inclusive.

- 9.33** Electric vehicle ownership and use has increased significantly on the Isle of Wight in recent years, but still only represents a small percentage of the vehicles on the Island's roads. This is likely to change considerably over the plan period. By ensuring that the right infrastructure is in place, the council can help make electric vehicle usage become more widespread and benefit the environment. The Government has recently approved changes to the Building Regulations that require electric vehicle chargepoints for residential and non-residential buildings. All new development will be expected to adhere to Requirements S1 to S6 as set out in Part S of Schedule 1 where relevant, noting the transition arrangements published in Circular Letter 02/2021. The council will welcome proposals that incorporate higher levels of provision than that set out in the Building Regulations
- 9.34** Where proposals are for the installation of charging points and associated infrastructure on the public road network, particular consideration will be given to their impact on the streetscene, especially in conservation areas. Furthermore, their location should not prevent ease of movement for pedestrians or those with mobility needs or create 'street clutter'.
- 9.35** The council wishes to see charging infrastructure provided as widely as possible, as it supports the use of electric vehicles as a way of assisting the journey to net zero. A Charge Point Infrastructure Strategy is being prepared and will provide further details on how and where the Council see opportunities for community charging to occur.

Other information / relevant documents:

- Building Regulations 2010 Infrastructure for the charging of electric vehicles
- Isle of Wight Council Charge Point Infrastructure Strategy



Parking Provision in New Development

T6 Parking Provision in New Development

All development proposals will be required to provide well designed, landscaped and integrated parking for vehicles and bicycles, in accordance with standards set out in the relevant supplementary planning document.

Development proposals will be supported where there is no displacement of existing on-street parking, or where this is necessary, adequate mitigation is provided.

- 9.36** The council recognises the role of vehicle and bicycle parking provision in new development, as it can affect design, the amenity of occupiers and users, the amenity of neighbours and the efficient and safe use of the highway network. The amount of parking provided can also influence people's transport choices. The council wishes to avoid unattractive, car dominated environments that are unsafe for non-car users particularly the young, the elderly and those with restricted mobility. Under-provision of car parking can lead to unsuitable or unsafe on-street parking and should be avoided.
- 9.37** A balanced approach to parking provision, when used as part of a package of measures, can promote sustainable transport choices and provide attractive and safe environments whilst ensuring that sufficient parking is provided to meet local needs.
- 9.38** The council has adopted a supplementary planning document to set out its expectations in relation to parking provision in new development. Currently a two zone approach is taken, with developments within town centre boundaries not expected to provide parking as a matter of course. However, cycle parking is expected to be provided in accordance with the SPD.
- 9.39** In other locations, parking guidelines set out the standards for vehicle and cycle parking for both residential and non-residential new development. The supplementary planning document will be the basis for any negotiations on parking provision but gives the council a flexible approach that can be updated more easily, and allow changing trends in parking to be reflected in future standards.
- 9.40** The impact of a development proposal on existing on-street parking should also be a key consideration in the design development of a scheme. The displacement of such parking that would require a Traffic Regulation Order (TRO) to implement should be avoided. Any proposals that do displace existing parking will be expected to submit a Parking Provision Assessment (PPA) with their planning application in line with the 'Guidelines for Parking Provision as Part of New Developments SPD'. This PPA would need to justify the necessity for the displacement and provide sufficient mitigation or alternatives.



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Island Planning Strategy: Section 10 Delivery, Monitoring and Review

- 10.1** The role of the Island Planning Strategy is to shape places, including facilitating and promoting high quality development. It seeks to ensure that the right development takes place in the right locations, at the right time. It will help to deliver homes, jobs and better opportunities for the community, whilst protecting and enhancing the environment.

Delivering

- 10.2** The Island Planning Strategy is based on a strong, robust evidence base which will ensure that its policies and targets can realistically be implemented. The document is flexible and will allow for changing circumstances throughout the lifetime of the Plan, ensuring that development is not hindered in difficult times, and achieves the maximum social and environmental benefits, considering the viability of development.
- 10.3** The Island Planning Strategy will contribute to achieving the council's objectives by determining planning applications in accordance with its policies. However, it is important to recognise that the Island Planning Strategy, or indeed the council cannot deliver the objectives alone. It will be necessary for a number of internal and external partners to work together to ensure delivery.

Monitoring

- 10.4** Monitoring is an essential component of effective spatial planning. It helps determine whether policies are achieving their intentions and ultimately whether there is a need to review the policies. It is particularly important for some Island Planning Strategy policies which rely upon monitoring outcomes as part of their implementation.
- 10.5** The council will prepare and publish a monitoring report every year to understand whether the policies of the Island Planning Strategy are working and contributing the delivery and achieving the corporate objectives.

Reviewing

- 10.6** Government policy and legal requirements are clear that plans such as the Island Planning Strategy should be reviewed to assess whether they need updating at least once every five years, and then should be updated as necessary. The council will ensure that the Island Planning Strategy remains up-to-date and fit for purpose.
- 10.7** As the Island Planning Strategy is planning for housing requirement that is less than the Government's standard methodology housing number, there are a number of key housing delivery indicators that the Council will closely assess at a minimum, on an annual basis. Should monitoring indicate that any of the thresholds set out below have been met, then the Council will initiate an immediate review of the highlighted policies:

Key indicator	Threshold	Policies to be reviewed
Annual housing completions	<i>Above 486 units for 3 consecutive years</i>	H1, H2
Affordable housing completions	<i>Above 170 units for 3 consecutive years</i>	AFF1, H1, H5, H8
Windfall housing completions	<i>Above 100 for 3 consecutive years</i>	H1

Island Planning Strategy: Section 10 Delivery, Monitoring and Review

Policy Reference	Policy Performance Indicators
Section 4: Environment	
EV1 Conserving and Enhancing Our Historic Environment	<ul style="list-style-type: none"> • Number of listed buildings completely demolished • Number of designated heritage assets added to/removed from the statutory list or at risk register • Number of applications where substantial harm is a consideration per year
EV2 Ecological Assets and Opportunities for Enhancement	<ul style="list-style-type: none"> • Number of applications proposing the loss of designated sites per year • Number of applications permitted proposing the loss of designated sites per year • Number of applications submitted with a biodiversity checklist per year • Number of qualifying applications with biodiversity net gain plans approved. •
EV3 Recreation Impact on the Solent Marine Sites	<ul style="list-style-type: none"> • Amount of financial contributions agreed in accordance with the Bird Aware Solent Strategy per year
EV4 Water Quality Impact on Solent Marine Sites (Nitrates)	<ul style="list-style-type: none"> • Number of applications requiring nutrient neutrality calculations
EV5 Trees, Woodland and Hedgerows	<ul style="list-style-type: none"> • Number of applications proposing the loss of ancient woodland and ancient or veteran trees per year • Number of applications refused proposing the loss of ancient woodland and ancient or veteran trees per year
EV6 Protecting and Providing Green Spaces	<ul style="list-style-type: none"> • Number of applications received proposing the loss of identified open space per year • Number of applications permitting the loss of identified open space per year • Amount of SANGs permitted per year
EV7 Local Green Spaces	<ul style="list-style-type: none"> • Number of sites proposed by local communities as Local Green Spaces per year • Number of applications received within designated Local Green Spaces per year • Number of applications permitted within designated Local Green Spaces per year
EV8 Protecting High Grade Agricultural Land	<ul style="list-style-type: none"> • Number of major applications permitted involving the loss of high grade agricultural land
EV9 Protecting Our Seascapes and Landscapes	<ul style="list-style-type: none"> • Number of applications identified as having a potential impact on seascape per year • Number of applications permitted having a potential impact on seascape per year
EV10 Preserving Settlement Identity	<ul style="list-style-type: none"> • Number of applications received within the settlement gaps per year • Number of applications permitted within the settlement gaps per year
EV11 Isle of Wight AONB	<ul style="list-style-type: none"> • Number and percentage of applications determined not in accordance with AONB comments per year
EV12 Dark Skies	<ul style="list-style-type: none"> • Number of applications received within the proposed Dark Skies Park including roof glazing and large expanses of glazing per year • Number of applications permitted within the proposed Dark Skies Park including roof glazing and large expanses of glazing per year
EV13 Managing Our Water Resources	<ul style="list-style-type: none"> • Number of dwellings approved where water consumption per household is 100pppd per year

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	<ul style="list-style-type: none"> Number of applications where there is a net increase in surface water run-off (compared to the pre-development rate)
EV14 Managing Flood Risk in New Development	<ul style="list-style-type: none"> Number of dwellings permitted in flood risk zones 2, 3a and 3b per year Number of planning applications granted contrary to Environment Agency on flood risk grounds per year
EV15 Monktonmead Catchment Area	<ul style="list-style-type: none"> Number of applications received for development proposals located within the Monktonmead catchment area per year Number of development proposals permitted that provide on-site sustainable drainage systems per year
EV16 Managing Our Coast	<ul style="list-style-type: none"> Number of applications received for development proposals within CCMA's per year Number of permissions granted for development proposals within CCMA's per year Number of completions within CCMA's per year
EV17 Facilitating Relocation from Coastal Change Management Areas	<ul style="list-style-type: none"> Number of applications received for relocation from CCMA's per year Number of permissions granted for relation from CCMA's per year
EV18 Improving Resilience from Coastal Flooding and Coastal Risks	<ul style="list-style-type: none"> Number of applications located on waterfronts with a 'hold the line policy' per year Number of applications proposing provision and/ or maintenance of coastal defences or land raising per year
EV19 Managing Ground Instability in New Development	<ul style="list-style-type: none"> Number of applications received located within areas identified as being at potential risk from future ground instability per year Number of applications permitted within areas identified as being at potential risk from future ground instability per year Number of applications refused within areas identified as being at potential risk from future ground instability per year
Section 5: Community	
C1 High Quality Design for New Development	<ul style="list-style-type: none"> Number of applications refused on design grounds per year Number of appeals lost on design grounds per year
C2 Improving Our Public Realm	<ul style="list-style-type: none"> Amount of new public realm created per year
C3 Improving Our Health and Wellbeing	<ul style="list-style-type: none"> Number of applications accompanied by a health impact assessment
C4 Health Hub at St Mary's Hospital	<ul style="list-style-type: none"> Number of applications for health-care and care-related employment floorspace per year Number of applications per for health-care and care-related employment floorspace per year M² of health-care and care-related employment floorspace delivered per year Provision of an extra care village Number of dwellings permitted on the site
C5 Facilitating Independent Living	<ul style="list-style-type: none"> Number of dwellings permitted that contribute to the Independent Living Strategy per year Number of major residential proposals providing at least 20% as being suitable for older people and/ or those with mobility problems
C6 Providing Annexe Accommodation	<ul style="list-style-type: none"> Number of applications for annexes per year Number of applications permitted for annexes per year
C7 Delivering Locality Hubs	<ul style="list-style-type: none"> The delivery of locality hubs in the locations identified
C8 Facilitating a Blue Light Hub	<ul style="list-style-type: none"> Identification of the best location for a blue light hub Granting planning permission for a blue light hub
C10 Supporting Renewable	<ul style="list-style-type: none"> Number of applications including renewable energy provision

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Energy and Low Carbon Technologies	<ul style="list-style-type: none"> per year Number of applications permitted including renewable energy provision per year Number of large-scale renewable schemes permitted per year Number of large-scale renewable schemes within the AONB permitted per year Permitted increase in installed capacity per year
C11 Net Zero Carbon and Lowering Energy Consumption in New Development	<ul style="list-style-type: none"> Number of developments built to net zero thresholds Number of applications proposing to exceed BREEAM 'Very Good' per year Number of applications permitted proposing to exceed BREEAM 'Very Good' per year Number and percentage of major development schemes permitted providing at least 10% of energy from renewable energy Number and percentage of schemes with 250+ dwellings incorporating community district heating systems
C12 Utility Infrastructure Requirements for New Development	<ul style="list-style-type: none"> Number of developments providing appropriate utility infrastructure Number of developments directly connecting to existing appropriate utility infrastructure
C13 Maintaining Key Utility Infrastructure	<ul style="list-style-type: none"> Number of applications relating to key utility infrastructure per year Number of applications permitted relating to key utility infrastructure per year Number of applications for energy storage Number of applications permitted for energy storage
C14 Providing Social and Community Infrastructure	<ul style="list-style-type: none"> Number of community facilities delivered by type per year Number of community facilities re-provided by type per year Number of community facilities lost by type per year
C15 Community-led Planning	<ul style="list-style-type: none"> Number of community-led planning documents endorsed by the council
Section 6: Growth	
G2 Priority Locations for Housing Development and Growth	<ul style="list-style-type: none"> Number of dwellings permitted within each primary settlement, secondary settlement, rural service centres and sustainable rural settlements per year Number of dwellings permitted on previously developed land per year Number of dwellings permitted within each regeneration area per year
G3 Developer Contributions	<ul style="list-style-type: none"> Number of legal agreements securing developer contributions per year Amount of funds secured through developer contributions per year
G5 Ensuring Planning Permissions are Delivered	<ul style="list-style-type: none"> Number of applications seeking a new consent for a lapsed permission per year Number of applications seeking a new consent for a lapsed permission granted per year Number of applications seeking a new consent for a lapsed permission refused per year
Section 7: Housing	
H1 Planning for Housing Delivery	<ul style="list-style-type: none"> Number of applications received relating to sites allocated for residential uses per year Number of applications permitted relating to sites allocated for residential uses per year Number of dwellings permitted on sites allocated for

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	<p>residential uses per year</p> <ul style="list-style-type: none"> Number of dwellings permitted within, or immediately adjacent each primary settlement, secondary settlement, rural service centres and sustainable rural settlements per year
H2 Sites Allocated for Housing	<ul style="list-style-type: none"> Number of applications received relating to sites allocated for residential uses per year Number of applications permitted relating to sites allocated for residential uses per year Number of dwellings permitted on sites allocated for residential uses per year
H3 Housing Allocations General Requirements	<ul style="list-style-type: none"> Number of applications received relating to sites allocated for residential uses per year Number of applications permitted relating to sites allocated for residential uses per year Number of dwellings permitted on sites allocated for residential uses per year
H4 Infill Opportunities outside of Settlement Boundaries	<ul style="list-style-type: none"> Number of applications received for 'infill' per year Number of applications permitted for 'infill' per year Number of applications refused for 'infill' per year Number of dwellings permitted for 'infill' per year
H5 Delivering Affordable Housing	<ul style="list-style-type: none"> Number of affordable dwellings permitted per year Location of permitted affordable dwellings per year Number of affordable dwellings completed per year Location of completed affordable dwellings per year Number of legal agreements securing developer contributions towards affordable housing per year Amount of funds secured through developer contributions towards affordable housing per year
H6 New Homes in the Countryside outside of Settlement Boundaries	<ul style="list-style-type: none"> Number of isolated dwellings in the countryside permitted per year Location of isolated dwellings in the countryside permitted per year Number of isolated dwellings in the countryside completed per year Location of isolated dwellings in the countryside completed per year
H7 Rural and First Homes Exceptions Sites	<ul style="list-style-type: none"> Number of rural exception sites permitted and completed per year Number of rural exception sites refused per year Location of permitted and completed rural exception sites per year Number and location of First Homes exception sites permitted and completed per year Number of First Homes exception sites refused per year Number of affordable dwellings permitted per year Number of affordable dwellings completed per year
H8 Ensuring the Right Mix of Housing	<ul style="list-style-type: none"> Number of 1, 2, 3, 4+ private dwellings permitted per year Location of permitted 1, 2, 3, 4+ private dwellings per year Number of 1, 2, 3, 4+ private dwellings completed per year Location of completed 1, 2, 3, 4+ private dwellings per year Number of 1, 2, 3, 4+ affordable rent dwellings permitted per year Location of permitted 1, 2, 3, 4+ affordable rent dwellings per year Number of 1, 2, 3, 4+ affordable rent dwellings completed per year Location of completed 1, 2, 3, 4+ affordable rent dwellings

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	<ul style="list-style-type: none"> per year Number of 1, 2,3 4+ low cost home ownership dwellings permitted per year Location of permitted 1, 2, 3, 4+ low cost home ownership dwellings per year Number of 1, 2, 3, 4+ low cost home ownership dwellings completed per year Location of completed 1, 2, 3, 4+ low cost home ownership dwellings per year
H9 New Housing on Previously Developed Land	<ul style="list-style-type: none"> Number and location of dwellings permitted and completed on previously developed land per year Number and location of dwellings refused on previously developed land per year Number of sites on Part 1 of the Brownfield Register
H10 Self and Custom Build	<ul style="list-style-type: none"> Number of self and custom build dwellings permitted per year Number of self and custom build dwellings permitted per year by regeneration area Number of bedrooms for self and custom build dwellings permitted by regeneration area Number of self and custom build dwellings completed per year Number of bedrooms for self and custom build dwellings completed by regeneration area Number of self and custom build dwellings completed per year by regeneration area
H11 Planning for Gypsy, Traveller and Travelling Showpeople Provision	<ul style="list-style-type: none"> Number of sites/ pitches permitted per year Location of permitted sites/ pitches Number of sites/ pitches completed per year Location of completed sites/ pitches
Section 8: Economy	
E1 Supporting and Growing Our Economy	<ul style="list-style-type: none"> Number of jobs created through planning permissions granted per year Number of hectares permitted for employment land per year Number of hectares of employment land completed per year
EA1 Employment Allocation Land at Pan Lane, Newport	
EA2 Employment Allocation at Nicholson Road, Ryde	
EA3 Employment Allocation at Somerton Farm, Cowes	
EA4 Employment Allocation at Kingston Marine Park, East Cowes	
EA5 Employment Allocation at Lowtherville, Ventnor	
EA6 Employment Allocation at Sandown Airport, Sandown	
E2 Sustainable Economic Development	<ul style="list-style-type: none"> Number of applications for the loss of employment sites of 0.1 hectares or above received per year Number of employment sites of 0.1 hectares or above lost per year Number of applications for the intensification and/ or expansion of existing industrial estates or employment sites per year Number of applications for the intensification and/ or expansion of existing industrial estates or employment sites permitted per year

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E3 Upskilling the Island	<ul style="list-style-type: none"> • Number of applications received requiring an employment and skills plan per year • Number of applications permitted requiring an employment and skills plan per year • Number of employment opportunities created as a result of employment and skills plan per year
E4 Supporting the Rural Economy	<ul style="list-style-type: none"> • Number of applications received for farm diversification received per year • Number of applications permitted for farm diversification per year • Number of applications for the reuse of historic farm buildings per year • Number of applications permitted for the reuse of historic farm buildings per year • Number of applications for agricultural workers accommodation units permitted per year • Number of applications permitted for agricultural workers accommodation units permitted per year
E5 Maintaining Employment Sites with Water Access on the River Medina	<ul style="list-style-type: none"> • Number of applications for the loss of employment sites with water access to the north of the line per year • Number of applications permitted for the loss of employment sites with water access to the north of the line per year • Number of applications for the loss of employment sites with water access to the south of the line per year • Number of applications permitted for the loss of employment sites with water access to the south of the line per year
E6 Future Proofing Digital Infrastructure	<ul style="list-style-type: none"> • Number of applications proposing greater digital connectivity above Building Regulations per year • Number of applications permitted proposing greater digital connectivity above Building Regulations per year
E7 Supporting and Improving Our Town Centres	<ul style="list-style-type: none"> • Number of applications for retail uses within Primary Shopping Area, Town Centre, Edge-of-Centre and Out of Centre sites per year • Number of applications permitted for retail uses within Primary Shopping Area, Town Centre, Edge-of-Centre and Out of Centre sites per year • Number of applications requiring a retail impact assessment per year • Number of applications permitted requiring a retail impact assessment per year • Number of applications that increase the footfall in centres in the evening per year • Number of applications permitted that increase the footfall in centres in the evening per year
E8 Supporting High Quality Tourism	<ul style="list-style-type: none"> • Number of tourism bed spaces permitted per year • Number of tourism bed spaces lost per year • Number of applications for the loss of tourist accommodation within core tourist accommodation areas per year • Number of applications permitted for the loss of tourist accommodation within core tourist accommodation areas per year
E9 Short Term Let Holiday Accommodation	<ul style="list-style-type: none"> • Number of applications submitted to change use from C3 to Sui Generis (Short Term Holiday Let)
E10 Sandown Bay Tourism Opportunity Area	<ul style="list-style-type: none"> • Number of applications for tourism uses within the tourism opportunity area per year • Number of applications permitted for tourism uses within the tourism opportunity area per year

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E11 Ryde Tourism Opportunity Zones	<ul style="list-style-type: none"> • Number of applications for compatible uses within the tourism opportunity zone per year • Number of applications permitted for compatible uses within the tourism opportunity zone per year
Section 9: Transport	
T1 Supporting Sustainable Transport	<ul style="list-style-type: none"> • Number of applications for new sustainable routes per year • Number of applications permitted for new sustainable routes per year • Metres of new sustainable routes per year
T2 A Better Connected Island	<ul style="list-style-type: none"> • Number of applications that contribute to the delivery of the key infrastructure improvements set out in the policy per year • Number of applications permitted that contribute to the delivery of the key infrastructure improvements set out in the policy per year
T3 Cross-Solent Travel	<ul style="list-style-type: none"> • Number of applications that improve cross-Solent terminals per year • Number of applications permitted that improve cross-Solent terminals per year
T4 Supporting Our Railway Network	<ul style="list-style-type: none"> • Number of applications that improve our railway network per year • Number of applications permitted that improve our railway network per year
T5 Electric Vehicle Charging	<ul style="list-style-type: none"> • Number of electric vehicle charging points introduced on the Island per year
T6 Parking Provision in New Development	<ul style="list-style-type: none"> • Number of applications refused per year due to inappropriate levels of parking provision

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Island Planning Strategy Appendix 1: List of large sites with planning permission

The sites within this Appendix benefit from planning permission however for the avoidance of doubt, are allocated for residential purposes in line with Policy H2 of the Island Planning Strategy.

Appendix 1 Table 1: Summary table

Regeneration Area	Homes permitted within the plan period
West Wight Regeneration Area	141
West Medina Regeneration Area	641
Newport Regeneration Area	31
East Medina Regeneration Area	421
Ryde Regeneration Area	832
The Bay Regeneration Area	69
TOTAL NEW HOMES FROM LARGE SITES WITH PLANNING PERMISSION	2,135

Appendix 1 Table 2: Individual Regeneration Area tables

West Wight Regeneration Area					
Settlement	Planning permission reference number	Address	Specific (App 2) or Generic (H3) requirements	Homes permitted	Homes within the plan period
Brighstone	P/00966/14, P/01449/18	Land adjacent Blanchards, Moortown Lane	Generic	55	55
Freshwater	21/00357/FUL	Land off Birch Close	Generic	44	44
Wellow	21/00684/FUL	Land at Lee Farm Main Road	Generic	16	16
Yarmouth	P/00402/18	West Bay Club, Halletts Shute	Generic	26	26
TOTAL NEW HOMES FROM LARGE SITES WITH PLANNING PERMISSION				141	141

West Medina Regeneration Area					
Settlement	Planning permission reference number	Address	Specific (App 2) or Generic (H3) requirements	Homes permitted	Homes within the plan period
Cowes	P/00496/16	Medina Yard	Specific	535	535
Gurnard	19/00080/FUL	Bucklers View, Worsley Road	Generic	12	12
Northwood	P/01262/16	Land rear of Harry Cheek Gardens and Wyatts Lane	Specific	28	28
Northwood	P/00823/18	Land to the rear of 391 Newport Road	Generic	66	66
TOTAL NEW HOMES FROM LARGE SITES WITH PLANNING PERMISSION				641	641

Island Planning Strategy Appendix 1: List of large sites with planning permission

Newport Regeneration Area					
Settlement	Planning permission reference number	Address	Specific (App 2) or Generic (H3) requirements	Homes permitted	Homes within the plan period
Newport	P/00959/17, P/00986/18	1 Medina Food Services, Little London	Generic	20	20
Newport	P/01008/18	11-11D St James Street	Generic	11	11
TOTAL NEW HOMES FROM LARGE SITES WITH PLANNING PERMISSION				31	31

East Medina Regeneration Area					
Settlement	Planning permission reference number	Address	Specific (App 2) or Generic (H3) requirements	Homes permitted	Homes within the plan period
Arreton	20/01160/FUL	Branstone Farm Studies Centre, Hale Common	Generic	42	42
East Cowes	P/00102/14	Folly Works	Generic	99	99
East Cowes	P/01065/15	Land at Red Funnel	Specific	100	100
East Cowes	P/00941/16	Maresfield Road, Land west of Castle Street	Generic	53	53
East Cowes	P/00328/18	Off Hawthorn Meadow, Saunders Way	Generic	30	30
Rookley	20/02260/FUL	Part of Parcel 8530, Main Road	Generic	28	28
Wootton	P/00741/18	Palmers Farm, Brocks Copse Road	Specific	40	40
Wootton	21/01796/OUT	Land at and Rear of 69 And Part OS 8361 Station Road	Generic	29	29
TOTAL NEW HOMES FROM LARGE SITES WITH PLANNING PERMISSION				421	421

Ryde Regeneration Area					
Settlement	Planning permission reference number	Address	Specific (App 2) or Generic (H3) requirements	Homes permitted	Homes within the plan period
Ryde	P/01218/16	Rosemary Vineyard, Smallbrook Lane	Generic	140	140
Ryde	P/01456/14	South of Smallbrook Lane, Pennyfeathers Land	Generic	904	518
Ryde	P/00164/17	Land at Ryde House, Binstead Road	Generic	30	16
Ryde	P/00573/15, P/01127/16	Land at Former Harcourt Sands Holiday Park	Specific	128	128
Nettlestone	P/00496/18	Land between Nettlestone Hill and Seaview	Generic	17	17
Bembridge	P/00637/14	Sites at The Duver Marina and Bembridge Marina	Generic	13	13
TOTAL NEW HOMES FROM LARGE SITES WITH PLANNING PERMISSION				1218	832

Island Planning Strategy Appendix 1: List of large sites with planning permission

The Bay Regeneration Area					
Settlement	Planning permission reference number	Address	Specific (App 2) or Generic (H3) requirements	Homes permitted	Homes within the plan period
Sandown	P/00216/18	Savoy Court, Victoria Road	Generic	12	12
Sandown	P/01052/18	23 Stonehaven residential care home, Carter Street	Generic	16	16
Sandown	20/00412/FUL	Belgrave Hotel, 14-16 Beachfield Road	Generic	10	10
Sandown	20/00455/FUL	Old Town Hall, Grafton Street	Specific	11	11
Shanklin	P/01393/17	Highmead and The Laurels, 3 Highfield Road	Generic	10	10
Ventnor	20/00091/FUL	Former Bus Depot, 22 Pier Street	Generic	10	10
TOTAL NEW HOMES FROM LARGE SITES WITH PLANNING PERMISSION				69	69

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Island Planning Strategy Appendix 2: List of allocated sites

Appendix 2 Table 1: Summary table

Regeneration Area	Indicative yield
West Wight Regeneration Area	180
West Medina Regeneration Area	321
Newport Regeneration Area	1975
East Medina Regeneration Area	125
Ryde Regeneration Area	665
The Bay Regeneration Area	284
TOTAL NEW HOMES FROM ALLOCATED SITES WITHOUT PLANNING PERMISSION	3,550

Appendix 2 Table 2: Individual Regeneration Area tables

West Wight Regeneration Area				
Settlement	Housing Allocation Reference Number	Address	Specific (App 2) or Generic (H3) Policy requirement	Indicative Yield
Totland	HA002	Land and School buildings at Weston Primary School, Weston Road	Specific	10
Freshwater	HA005	Land to the east of Football Club, Camp Road	Specific	100
Freshwater	HA006	Heathfield Campsite, Heathfield Road	Specific	70
TOTAL NEW HOMES FROM ALLOCATED SITES WITHOUT PLANNING PERMISSION				180

West Medina Regeneration Area				
Settlement	Housing Allocation Reference Number	Address	Specific (App 2) or Generic (H3) Policy requirement	Indicative Yield
Cowes	HA018	Green Gate Industrial Estate, Thetis Road	Specific	25
Northwood	HA020	Former Somerton Reservoir, Newport Road	Specific	146
Northwood	HA022	Somerton Farm, Newport Road	Specific	130
Northwood	HA025	Land rear of 84 Wyatts Lane	Specific	20
TOTAL NEW HOMES FROM ALLOCATED SITES WITHOUT PLANNING PERMISSION				321

Island Planning Strategy Appendix 2: List of allocated sites

Newport Regeneration Area				
Settlement	Housing Allocation Reference Number	Address	Specific (App 2) or Generic (H3) Policy requirement	Indicative Yield
Newport	HA031	Various land adjacent to and east of Carisbrooke College	Specific	175
Newport	HA032	Land at Horsebridge Hill & Acorn Farm	Specific	150
Newport	HA033	Land west of Sylvan Drive	Specific	225
Newport	HA036	Land at Noke Common	Specific	100
Newport	HA037	Former Library HQ, land adjacent St Marys Hospital	Specific	25
Newport	HA038	Land off Broadwood Lane	Specific	150
Newport	HA039	Former HMP site	See Policy KPS1	750
Newport	HA044	Newport Harbour	See Policy KPS2	250
Newport	HA110	Land at Moreys Timber Yard, Trafalgar Road	Specific	100
Newport	HA115	Former Polars Residential Home	Generic	50
TOTAL NEW HOMES FROM ALLOCATED SITES WITHOUT PLANNING PERMISSION				1975

East Medina Regeneration Area				
Settlement	Housing Allocation Reference Number	Address	Specific (App 2) or Generic (H3) Policy requirement	Indicative Yield
East Cowes	HA046	Land at Crossways	Generic	125
TOTAL NEW HOMES FROM ALLOCATED SITES WITHOUT PLANNING PERMISSION				125

Ryde Regeneration Area				
Settlement	Housing Allocation Reference Number	Address	Specific (App 2) or Generic (H3) Policy requirement	Indicative Yield
Ryde	HA055	Old Hosiden Besson site, Binstead Road	Generic	20
Ryde	HA060	Westridge Cross Dairy and land to the north of Bullen Road, Ryde	Specific	474
Ryde	HA116	Former St Marys Convent, High Street	Generic	25
Bembridge	HA064	Land north of Mill Road and east of High Street	Specific	80
Bembridge	HA065	Land east of Hillway Road and south of Steyne Road	Specific	66
TOTAL NEW HOMES FROM ALLOCATED SITES WITHOUT PLANNING PERMISSION				665

Island Planning Strategy Appendix 2: List of allocated sites

The Bay Regeneration Area				
Settlement	Housing Allocation Reference Number	Address	Specific (App 2) or Generic (H3) Policy requirement	Indicative Yield
Shanklin	HA077	Winchester House, Sandown Road	Generic	20
Lake	HA078	Learning Centre, Berry Hill	Generic	30
Sandown	HA080	Former Sandham Middle School site	Specific	84
Shanklin	HA084	Former SPA Hotel, Shanklin Esplanade	Specific	50
Godshill	HA096	Land adjoining Scotland Farm and Tresslewood Care Village	Specific	100
TOTAL NEW HOMES FROM ALLOCATED SITES WITHOUT PLANNING PERMISSION				284

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Island Planning Strategy Appendix 3: Site Specific Requirements

West Wight Regeneration Area		
Housing Allocation / Planning permission	Address	Site specific requirements
HA002	Land and School buildings at Weston Primary School, Weston Road, Totland Bay	<p>A mixed brownfield and greenfield site of approximately 0.8 hectares is allocated for residential use.</p> <p>The site is located on two levels, the lower level with the existing school building and the higher level with the outdoor space and parking area.</p> <p>The development should provide for at least 10 homes providing a mix of sizes and an affordable housing contribution in line with H5 & H8.</p> <p>The level differences of the site should be incorporated into the design and layout, using the lower level for the accommodation and the higher level for parking and open space.</p> <p>Given the building is recorded on the HER and contributes to the character of the conservation area, every effort should be made to incorporate it within the development.</p> <p>If the school cannot be retained, it will need to be recorded prior to development and any new development should be of extremely high quality and design and make a positive contribution to the conservation area.</p> <p>Early discussions with the council's Planning Service and Archaeology & Historic Environment Service is advised. An alternative community-led approach may be considered.</p>
HA005	Land to the east of Football Club, Camp Road, Freshwater	<p>A greenfield site of approximately 6 hectares is allocated at Camp Road, Freshwater to deliver a sustainable, high quality residential development which shall provide:</p> <ol style="list-style-type: none"> At least 100 homes providing a mix of sizes and an affordable housing contribution in line with H5 & H8 with a focus on affordable 1 and 2 bed accommodation; road improvements to Camp Road to improve vehicle and pedestrian intervisibility; off-site pedestrian pavement/walkway improvements; onsite walking and cycling routes with links to nearby routes; and a mix of onsite SANGs (f required), open and recreation space. <p>Archaeological assessments may need to be undertaken by any potential applicant and early liaison with the council's Archaeology and Historic Environment Service is advised. Development and required infrastructure will be delivered on a phased basis in line with housing delivery.</p> <p>The developer will need to liaise closely with Southern Water to review SW's delivery of network reinforcement. Occupation of the development will need to be phased</p>

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		<p>and implemented to align with the delivery by Southern Water of any sewerage network reinforcement required to ensure that adequate wastewater network capacity is available to adequately drain the development</p> <p>Proposals will not be permitted where they would prevent a comprehensive approach to the development and infrastructure of the whole site. It is anticipated that the site will be comprehensively master planned.</p> <p><i>*Outline planning application 21/01552/OUT for residential development of 127 dwellings currently being determined</i></p>
<p>HA006</p>	<p>Heathfield Campsite, Heathfield Rd, Freshwater</p>	<p>A mixed greenfield and brownfield site of approximately 4.8 hectares is allocated at Heathfield Road, Freshwater to deliver a sustainable, high quality residential development which shall provide:</p> <ul style="list-style-type: none"> a) At least 70 homes providing a mix of sizes and an affordable housing contribution in line with H5 & H8 with a focus on affordable 1 and 2 bed accommodation; b) Improvements to vehicular and pedestrian access with specific consideration to ensuring pedestrian and cycle links between the site and neighbouring site with planning permission reference 21/00357/FUL and c) a mix of onsite open and recreation space; <p>The layout and design of the development should where possible retain the existing trees, hedges and flower meadow. The meadow could form part of the SANGs, open and recreation space provision.</p> <p>Archaeological and biodiversity assessments may need to be undertaken by any potential applicant to record where appropriate and assess the relevant impacts and mitigation aspects.</p> <p>The developer will need to liaise closely with Southern Water to review SW's delivery of network reinforcement. Occupation of the development will need to be phased and implemented to align with the delivery by Southern Water of any sewerage network reinforcement required to ensure that adequate wastewater network capacity is available to adequately drain the development</p>

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West Medina Regeneration Area		
Housing Allocation / Planning permission	Address	Site specific requirements
HA018	Green Gate Industrial Estate, Thetis Road	<p>A brownfield site of approximately 0.15 hectares is allocated to deliver residential development of:</p> <ul style="list-style-type: none"> a) approximately 25 units in a flatted scheme; b) design of any buildings to take account of planning permission P/00496/16 on the adjacent Medina Yard site; c) A site-specific flood risk assessment will be required because part of the site is within Flood Zone 3a and at risk from sources of flooding other than rivers and the sea; d) Development must seek opportunities to reduce overall level of flood risk at the site; e) Safe access and egress should be demonstrated in the 1 in 100 plus climate change event and raising of access routes must not impact on floodplain storage capacity; f) The western side of the site is located within Flood Zone 1 and development should be located on a sequential basis within this area; g) Building design should be resilient to flood risk <p>The developer should take account of the Detailed Site Summary for HA018 within the Level 2 SFRA supporting the IPS.</p>
P/00496/16	Medina Yard, Cowes	<p>A brownfield site of approximately 5.8 hectares is allocated at the site known as Medina Yard, Cowes to deliver a sustainable, high-quality mixed-use development resilient to climate change which shall provide delivery of:</p> <ul style="list-style-type: none"> a) At least 535 homes providing a mix of sizes and an affordable housing contribution in line with H5 & H8; b) approximately 18600 sqm of non-residential floor space which should include an appropriate mix of: <ul style="list-style-type: none"> i. Flexible retail, financial and professional services, food and drink floor space (Class E uses); ii. flexible office and other workspaces (Class E uses); iii. including at least 440 sqm of Marine Training accommodation; iv. approximately 14500 sqm of marine industrial space and storage (B2/B8 use); v. community use and museum floor space (Class E use); and vi. other uses as appropriate. c) a mix of onsite SANGs, open and recreation space; d) new public realm works, including a piazza and accessible waterfront; e) hard and soft landscaping across the site with

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		<p>pedestrian routes;</p> <p>f) reconstruction of the sea wall and new public slip way;</p> <p>g) on-site car parking and cycle provision;</p> <p>h) public transport, access and highway improvements as required as well as opportunities to enhance or create links to the existing sustainable transport network; and</p> <p>i) refurbishment of former J Samuel White offices and Hammerhead Crane.</p> <p>Development and required infrastructure will be delivered on a phased basis in line with housing delivery. It is anticipated that the site will be comprehensively master planned.</p> <p>Proposals should demonstrate that the level of retail and leisure uses will not have an unacceptable impact on the town centres of Cowes and East Cowes.</p>
<p>HA020</p>	<p>Former Somerton Reservoir, Newport Road, Cowes</p>	<p>A brownfield site of approximately 1.9 hectares is allocated at the Former Somerton Reservoir, Cowes, to deliver a sustainable, high quality residential development which shall provide delivery of:</p> <p>a) At least 146 homes* providing a mix of sizes and an affordable housing contribution in line H5 & H8;</p> <p>b) onsite soft and hard landscaping;</p> <p>c) a mix of onsite open and recreation space including children’s play area to address local deficit;</p> <p>d) public transport and highway improvements as required; and</p> <p>e) proportionate contributions to improvements to off-site junctions identified in Tables 9.1 and 9.2, if required;</p> <p><i>*planning application P/00356/18 submitted for 146 dwellings has a resolution to grant permission.</i></p> <p>The developer will need to liaise closely with Southern Water to review SW’s delivery of network reinforcement. Occupation of the development will need to be phased and implemented to align with the delivery by Southern Water of any sewerage network reinforcement required to ensure that adequate wastewater network capacity is available to adequately drain the development</p>
<p>HA022</p>	<p>Somerton Farm, Newport Road, Cowes</p>	<p>A greenfield site of approximately 10.7 hectares is allocated at Somerton Farm, Cowes to deliver a sustainable, high-quality mixed-use development resilient to climate change which shall provide:</p> <p>a) At least 130 homes providing a mix of sizes and an affordable housing contribution in line with H5 &</p>

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		<p>H8;</p> <p>b) Any necessary access improvements to allow ease of movement to and through the site;</p> <p>c) in conjunction with the adjacent employment allocation Policy EA3, a multi-user route to the nearby Cowes to Newport multi-user network;</p> <p>d) a mix of onsite, open and recreation space;</p> <p>e) landscape buffers to the ancient woodland (50m wherever possible unless it can be demonstrated smaller buffers will suffice), SINC and along the existing watercourse corridor; and</p> <p>f) if required, proportionate contributions to improvements to off-site junctions identified in Tables 9.1 and 9.2.</p> <p>Additional Class E employment uses may be appropriate within the farmyard buildings.</p> <p>The site has an area of mineral safeguarding to the west, appropriate investigation should be undertaken to establish whether the minerals can be utilised within the development or extracted as appropriate.</p> <p>Archaeological and biodiversity assessments will need to be undertaken by any potential applicant to record where appropriate and assess the relevant impacts and mitigation aspects.</p> <p>The developer will need to liaise closely with Southern Water to review SW's delivery of network reinforcement. Occupation of the development will need to be phased and implemented to align with the delivery by Southern Water of any sewerage network reinforcement required to ensure that adequate wastewater network capacity is available to adequately drain the development.</p> <p>The developer should take account of the Detailed Site Summary for HA022 within the Level 2 SFRA supporting the IPS.</p>
<p>HA025</p>	<p>Land rear of 84 Wyatts Lane, Northwood</p>	<p>A greenfield site of approximately 1.75 hectares is allocated at land to the rear of 84 Wyatts Lane, Cowes to deliver a sustainable, high quality residential development which shall provide:</p> <p>a) At least 20 homes providing a mix of sizes and an affordable housing contribution in line with H5 & H8;</p> <p>b) public transport and access improvements as required;</p> <p>c) footpath and public rights of way links and improvements;</p> <p>d) protection of trees, SINC and biodiversity enhancements;</p>

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		<p>e) landscape buffers to safeguard the setting of the wider rural area and to the designations;</p> <p>f) safeguarded woodland areas with woodland walks;</p> <p>g) improved pedestrian connectivity/ footways to nearby school; and</p> <p>h) if required, proportionate contributions to improvements to off-site junctions identified in Tables 9.1 and 9.2.</p> <p>The site has two distinct areas for development the 'top' field and the field behind 84 Wyatts Lane. It is considered that residential development should be delivered in these two distinct areas only and that the undesignated wooded areas and track in between should be incorporated into the overarching scheme as natural open space and biodiversity enhancements.</p> <p>The southern sections developable area may be restricted by the necessity for woodland buffers and proximity to the school playing field.</p> <p>The track between the two areas may be needed for access but should be seen as a shared space taking account of and utilising the existing contours.</p> <p>Archaeological and biodiversity assessments may need to be undertaken by any potential applicant to record where appropriate and assess the relevant impacts and mitigation aspects.</p> <p>The developer will need to liaise closely with Southern Water to review SW's delivery of network reinforcement. Occupation of the development will need to be phased and implemented to align with the delivery by Southern Water of any sewerage network reinforcement required to ensure that adequate wastewater network capacity is available to adequately drain the development.</p>
<p>P/01262/16</p>	<p>Land rear of Harry Cheek Gardens, Northwood</p>	<p>A greenfield site of approximately 2.4 hectares is allocated at land to the west of Harry Cheek Gardens, Cowes to deliver a sustainable, high quality residential development which shall provide:</p> <p>a) At least 28 homes providing a mix of sizes and an affordable housing contribution in line with H5 & H8;</p> <p>b) public transport, and access improvements as required;</p> <p>c) footpath and public rights of way links and improvements;</p> <p>d) protection of trees and provision of biodiversity enhancements;</p> <p>e) landscape buffers to the west to safeguard the setting of the wider rural area;</p> <p>f) a safeguarded open space/village green to the west;</p>

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		<p>and</p> <p>g) if required, proportionate contributions to improvements to off-site junctions identified in Tables 9.1 and 9.2, if required.</p> <p>Proposals should not prevent adjacent sites coming forward.</p>
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Newport Regeneration Area		
Housing Allocation / Planning permission	Address	Site specific requirements
HA031	Land to east of Gunville	<p>A greenfield site of approximately 11.8 hectares is allocated at land to east Gunville, Newport to deliver a sustainable, high-quality mixed-use development which shall provide:</p> <ul style="list-style-type: none"> a) At least 175* homes providing a mix of sizes and an affordable housing contribution in line with H5 & H8; b) approximately 2.0 ha of serviced employment land for office, general industrial or storage and distribution uses as appropriate to the site and its wider context, ensuring that there is also a mix of size of unit; support will also be given to employment generating uses provided that they are compatible with the immediate surroundings and do not conflict with town centre uses (Class E Office & B2/B8 uses); c) community use floor space (Class E); d) improved road network to allow ease of movement to and through the site, which may include the re-opening /improvement of the Taylor Road to Mountbatten Drive route for some or all types of vehicle; e) multi-user links to the wider area; f) a mix of onsite SANGs (if required), children's play space, accessible open and recreation space as well as biodiversity enhancements; g) landscaping across the site and buffers to adjacent school; and h) public transport, pedestrian and public right of way links and improvements. <p>Archaeological and biodiversity assessments will need to be undertaken by any potential applicant to record where appropriate and assess the relevant impacts and mitigation aspects.</p> <p>Development and required infrastructure will be delivered on a phased basis in line with housing delivery.</p> <p>Proposals will not be permitted where they would prevent a comprehensive approach to the delivery of development and infrastructure across the whole site. It is anticipated that the site will be comprehensively master planned.</p> <p><i>*planning application 19/01544/OUT submitted, outline for 115 homes on part of the site</i></p>

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<p>HA032</p>	<p>Land at Horsebridge Hill</p>	<p>A greenfield site of approximately 10.8 hectares is allocated at Horsebridge Hill, Newport to deliver a sustainable, high-quality residential development which shall provide:</p> <ul style="list-style-type: none"> a) At least 150 homes providing a mix of sizes and an affordable housing contribution in line with H5 & H8; b) improved road network to allow ease of movement to and through the site and proportionate contributions to improvements to off-site junctions identified in Tables 9.1 and 9.2, if required; c) public transport and pedestrian improvements; d) multi-user links to the wider area; e) a mix of onsite or offsite SANG (if required), open and recreation space; and f) landscape buffers to the ancient woodland (50m wherever possible unless it can be demonstrated smaller buffers will suffice), SINC and along with the watercourse corridor. <p>Archaeological and biodiversity assessments will need to be undertaken by any potential applicant to record where appropriate and assess the relevant impacts and mitigation aspects.</p> <p>Development and required infrastructure will be delivered on a phased basis in line with housing delivery.</p> <p>Proposals will not be permitted where they would prevent a comprehensive approach to the delivery of development and infrastructure across the whole site and the surrounding sites allocated for development. It is anticipated that the site will be comprehensively master planned.</p>
<p>HA033</p>	<p>Land west of Sylvan Drive</p>	<p>A greenfield site of approximately 10 hectares is allocated on land west of Sylvan Drive to deliver a sustainable high quality residential development that shall provide:</p> <ul style="list-style-type: none"> a) at least 225 homes providing a mix of sizes and affordable housing provision in line with policies H5 & H8; b) public transport, access and proportionate off-site highway improvements as required; c) retention of and enhancement of footpath and public rights of way links; d) a mix of onsite or offsite SANG (if required), open and recreation space including children's play area; e) landscape and biodiversity enhancements

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		<p>including retention of TPO trees within and along boundary of the site;</p> <ul style="list-style-type: none"> f) provision of suitable ecological buffer along the river corridor in the northern part of the site that partly lies within Flood Zone 3; g) A site specific Flood Risk Assessment will be required; h) Due to higher risk of surface water and fluvial flooding within the north of the site, development should be steered towards the south of the site; i) Safe access and egress should be demonstrated in the 1 in 100 plus climate change event and raising of access routes must not impact on floodplain storage capacity; j) The design of any SUDS schemes must take into account the seasonally high groundwater table and as such SuDS may need to be shallow and take up larger areas. <p>Residential development should not be located in the river corridor and this area should be utilised in line with policy EV2 to provide an ecologically diverse buffer.</p> <p>The developer should take account of the Detailed Site Summary for HA033 within the Level 2 SFRA supporting the IPS.</p>
<p>HA036</p>	<p>Land at Noke Common</p>	<p>A mixed greenfield and brownfield site of approximately 8.5 hectares is allocated at Noke Common, Newport to deliver a sustainable, high quality residential development which shall provide:</p> <ul style="list-style-type: none"> a) At least 100 homes providing a mix of sizes and an affordable housing contribution in line with H5 & H8; b) public transport, access and proportionate off-site highway improvements as required; c) footpath and public rights of way links and improvements; d) a mix of onsite SANG (if required), open and recreation space; and e) landscaping and biodiversity enhancements to include appropriate buffers to woodland, retention of trees on site and provision of adequate ecological buffer zones on site boundaries. <p>Development and required infrastructure will be delivered on a phased basis in line with housing delivery. Proposals will not be permitted where they would prevent a comprehensive approach to the delivery of development and infrastructure across the whole site and the</p>

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		<p>surrounding sites allocated for development. It is anticipated that the site will be comprehensively master planned.</p> <p>Part of the site benefits from planning permission P/00463/17 for 10 units (accessed via Hogan Road)</p>
<p>HA037</p>	<p>Former Library HQ, Land Adjacent St Mary's Hospital Parkhurst, Newport</p>	<p>A greenfield site of approximately 1 hectare is allocated at Land Former Library HQ and Land Adjacent St Mary's Hospital, Newport to deliver a sustainable, high quality residential development which shall provide:</p> <ul style="list-style-type: none"> a) At least 25 homes providing a mix of sizes and an affordable housing contribution in line with H5 & H8; b) public transport, access and proportionate off-site highway improvements as required; and c) footpath and public rights of way links and improvements; <p>It is anticipated that the council will work the NHS to consider how a wider masterplan can offer comprehensive benefits across the site and adjacent NHS land. The site is directly adjacent to the Health Hub allocation (C4) and therefore the opportunity to share access across both sites should be explored.</p> <p>Proposals should not prevent adjacent sites coming forward.</p>
<p>HA038</p>	<p>Land off Broadwood Lane, Newport</p>	<p>A greenfield site of approximately 6.4 hectares is allocated at Land off Broadwood Lane, Newport to deliver a sustainable, high quality residential development which shall provide:</p> <ul style="list-style-type: none"> a) At least 150 homes providing a mix of sizes and an affordable housing contribution in line with H5 & H8; b) public transport, access and proportionate off-site highway improvements as required with particular consideration given to the access roads into the site off Gunville Road; c) footpath and public rights of way links and improvements; d) onsite drainage improvements; e) a mix of onsite, open and recreation space including children's play area; and f) landscaping and biodiversity enhancements. <p>Archaeological and biodiversity assessments may need to be undertaken by any potential applicant to record where appropriate and assess the relevant impacts and mitigation aspects.</p> <p>Proposals should not prevent adjacent sites coming forward.</p>

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HA039	Former HMP Camphill, Newport	See Site Specific Policy KPS1
HA044	Newport Harbour	See Site Specific Policy KPS2
HA110	Land at Moreys, Trafalgar Road	<p>A brownfield site of approximately 1.6 hectares is allocated at Land at Moreys, Trafalgar Road, Newport to deliver high quality sustainable residential development which shall provide:</p> <ul style="list-style-type: none"> a) At least 100 homes providing a mix of sizes and an affordable housing contribution in line with H5 & H8; b) onsite parking and access improvements as required; c) an access road linking Trafalgar Road and Terrace Road; and d) a mix of onsite open and recreation space.

East Medina Regeneration Area		
Housing Allocation / Planning permission	Address	Site specific requirements
P/00741/18	Palmer's Farm, Brocks Copse Road, Wootton Bridge	<p>A greenfield site of approximately 10 hectares is allocated to land at Palmer's Farm, Wootton Bridge to deliver, high quality sustainable residential development which shall provide:</p> <ul style="list-style-type: none"> a) At least 40 homes providing a mix of sizes and an affordable housing contribution in line with H5 & H8; b) improved and safe access to and through the site for both pedestrians and vehicles; c) retention of existing woodland to centre of site; and d) landscape buffers and biodiversity enhancements to the north and west of the site. <p>The site has an area of mineral safeguarding to the west, appropriate investigation should be undertaken to establish whether the minerals can be utilised within the development or extracted as appropriate.</p> <p>Archaeological assessments will need to be undertaken by any potential applicant and early liaison with the council's Archaeology and Historic Environment Service is advised.</p>
P/01065/15	Red Funnel, East Cowes	<p>A brownfield site of approximately 2.4 hectares is allocated at Land at Red Funnel and surrounds, East Cowes to deliver a sustainable, high quality mixed use development resilient to climate change and sympathetic to the character of the area and which shall provide delivery of:</p> <ul style="list-style-type: none"> a) At least 100 homes providing a mix of sizes and an affordable housing contribution in line with H5 & H8;

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		<ul style="list-style-type: none"> b) tourist accommodation; c) approximately 1850m2 of non-residential floor space including retail, leisure, and commercial premises (use class E & B1 and B2); e) demolition of unused buildings; f) terminal buildings with associated marshalling facilities; g) public transport, access and highway improvements as required as well as opportunities to enhance or create links to the local sustainable transport network; h) on-site parking and cycle provision; i) enhanced public realm, open and recreation space; j) pedestrian connectivity improvements; k) appropriate landscaping and boundary treatment; l) an appropriate level of public access to the waterfront; m) an appropriate level of access to the waterfront and marine-related infrastructure, where it is required for existing and future marine and maritime-related businesses; n) seawall and coastal defence improvements; and o) any other measures that enhance East Cowes as a destination. <p>Development and required infrastructure will be delivered on a phased basis in line with housing delivery. Proposals should demonstrate that the level of retail and leisure uses will not have an unacceptable impact on the town centres of East Cowes and Cowes.</p>
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Ryde Regeneration Area		
Housing Allocation / Planning permission	Address	Site specific requirements
HA060	Westridge Cross Dairy and land to the north of Bullen Road, Ryde	<p>A greenfield site of approximately 28 hectares is allocated at Westridge Cross Dairy, Ryde to deliver a sustainable, high quality predominately residential development resilient to climate change. The development shall provide:</p> <ul style="list-style-type: none"> a) At least 474 homes* providing a mix of sizes and an affordable housing contribution in line with H5 & H8; b) a mix of onsite SANGs, open and recreation space; c) community facilities well related and accessible to all, d) including a small convenience retail provision, if appropriate; e) opportunities for sustainable travel and lifestyles including a network of safe and convenient green routes and cycling links; and f) public transport and highway improvements as required. <p>Development and required infrastructure will be delivered on a phased basis in line with housing delivery.</p> <p>Proposals will not be permitted where they would prevent a comprehensive approach to the delivery of development and infrastructure across the whole site. It is anticipated that the site will be comprehensively master planned in conjunction with the approved scheme currently under construction (19/01574/FUL).</p> <p>Relevant biodiversity and archaeological assessments will be required and early liaison with council's Planning Services is advised.</p> <p><i>*planning application submitted for 474 dwellings 20/01061/FUL with a resolution to grant permission</i></p>
HA064	Land north of Mill Road and east of High Street, Bembridge	<p>A greenfield site of approximately 6 hectares is allocated north of Mill Road and east of High Street, Bembridge to deliver a sustainable, high quality residential development resilient to climate change. The development shall provide:</p> <ul style="list-style-type: none"> a) at least 80 homes providing a mix of sizes and affordable housing provision in line with H5 & H8; b) a mix of onsite SANGs (if required), open and recreation space including consideration of allotments; c) landscape / ecological buffers to existing

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		<p>hedgerows and protected trees, both of which are to be retained and inform any layout;</p> <ul style="list-style-type: none"> d) ecological enhancements in south west of the site to provide connection to surrounding ecological network; e) public transport and highway improvements as required; f) off-site pedestrian pavement/walkway improvements; g) onsite walking and cycling routes with links to nearby routes; h) on-site flood storage / attenuation to provide betterment over greenfield run off rates <p>The developer will need to liaise closely with Southern Water (SW) to review SW's delivery of network reinforcement. Occupation of the development will need to be phased and implemented to align with the delivery by Southern Water of any sewerage network reinforcement required to ensure that adequate wastewater network capacity is available to adequately drain the development.</p>
<p>HA065</p>	<p>Land east of Hillway Road and south of Steyne Road, Bembridge</p>	<p>A greenfield site of approximately 5 hectares is allocated east of Hillway Road and south of Steyne Road, Bembridge to deliver a sustainable, high quality residential development resilient to climate change. The development shall provide:</p> <ul style="list-style-type: none"> a) at least 66 homes* providing a mix of sizes and affordable housing provision in line with H5 & H8; b) a mix of onsite open and recreation space; c) landscape / ecological buffers to existing hedgerows and protected trees, both of which are to be retained and inform any layout; d) ecological enhancements to provide connection to surrounding ecological network; e) public transport and highway improvements as required; f) off-site pedestrian pavement/walkway improvements; g) onsite walking and cycling routes with links to nearby routes; h) on-site flood storage / attenuation to provide betterment over greenfield run off rates <p>The developer will need to liaise closely with Southern Water (SW) to review SW's delivery of network</p>

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		<p>reinforcement. Occupation of the development will need to be phased and implemented to align with the delivery by Southern Water of any sewerage network reinforcement required to ensure that adequate wastewater network capacity is available to adequately drain the development.</p> <p><i>* Planning permission 20/00695/FUL granted for 9 units, planning application 21/01884/FUL currently being determined for 57 units</i></p>
P/00573/15	Land at Harcourt Sands, Ryde	<p>A brownfield site of approximately 11 hectares is allocated at Land at Harcourt Sands, Ryde to deliver a sustainable, high-quality mixed-use development resilient to climate change and sympathetic to the character of the area and which shall provide delivery of:</p> <p>a) At least 128 homes providing a mix of sizes and an affordable housing contribution in line with H5 & H8;</p> <p>b) improvements to the tourism offer;</p> <p>c) on-site car parking;</p> <p>d) new vehicular access and works to existing accesses; and</p> <p>e) a mix of onsite open and recreation space as well as biodiversity enhancements.</p>

The Bay Regeneration Area		
Housing Allocation / Planning permission	Address	Site specific requirements
HA080	Former Sandham Middle School Site, Sandown	<p>A mixed brownfield and greenfield site of approximately 4 hectares is allocated at the Former Sandham Middle School, Sandown to deliver a sustainable, high-quality development that could be focused on providing a mix of cross-generational tenures including First Homes and Extra Care. The site could enable delivery of:</p> <p>a) At least 84 residential dwellings of mixed tenure and type that could include or wholly deliver:</p> <ul style="list-style-type: none"> • First Homes; • extra care services for older people delivering a variety of sized units; • supported housing for vulnerable young people, including care leavers; <p>b) a small community hub that could include community centre floorspace, a small library, café and a small-scale retail opportunity to serve local needs;</p> <p>c) a mix of onsite open and recreation space including exploration of the potential for allotments or a sports pitch;</p>

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		<p>d) sustainable drainage scheme; and</p> <p>e) proportionate contributions to improvements to off-site junctions identified in Tables 9.1 and 9.2, if required.</p> <p>The developer should take account of the Detailed Site Summary for HA080 within the Level 2 SFRA supporting the IPS.</p>
20/00455/FUL	Sandown Town Hall, Grafton Street, Sandown	<p>A brownfield site of approximately 0.15 hectares is allocated for residential use at Sandown Town Hall, Sandown to deliver a sustainable, high quality residential development which shall provide delivery of:</p> <p>a) At least 11 homes providing a mix of sizes and an affordable housing contribution in line with H5 & H8;</p> <p>Given the building is listed building, any development and/or conversion must have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. Early discussions with the council's Planning Service is advised.</p>
HA084	Former SPA Hotel, Shanklin Esplanade	<p>A brownfield site of approximately 0.4 hectares is allocated at the Former SPA Hotel, Shanklin to deliver sustainable, high quality predominantly residential development resilient to climate change. The development shall provide:</p> <p>a) At least 50 homes providing a mix of sizes and affordable housing in line with H5 & H8;</p> <p>b) Public transport and highway improvements as required;</p> <p>c) Contribution towards improvements to the seawall and coastal defences; and</p> <p>d) Re-provision of any public parking spaces lost through redevelopment</p> <p>The development should be of high quality design and reflect the character of the area, respecting the proximity of the buildings and uses adjacent to the site.</p> <p>If at the time of any planning application the car parking facility is still required, any public parking spaces that would be lost will be re-provided as part of any development proposal.</p> <p>Given the site location with the cliff behind it is anticipated that any parking would be to the rear of the site with the option of a multi-level solution. Consideration should be given to the ground floor frontage on the Esplanade to ensure appropriate activity and vitality.</p> <p>Relevant surveys will need to be undertaken and early discussion with the Planning Service is advised.</p>

Island Planning Strategy Appendix 3: Site Specific Requirements

<p>HA096</p>	<p>Land adjoining Scotland Farm and Tresslewood Care Village, Scotland Corner, Godshill</p>	<p>A greenfield site of approximately 4.8 hectares is allocated at Land adjoining Scotland Farm, Godshill to deliver a sustainable, high quality residential development which shall provide:</p> <ul style="list-style-type: none"> a) At least 100 homes providing a mix of sizes and an affordable housing contribution in line with H5 & H8; b) pedestrian connections to Yarborough Close and along West Street; c) Appropriate on or off site mitigation to enable the site to demonstrate nitrate neutrality. <p>Off-site contributions will be sought to provide a pavement/footpath along West Street to provide better and safer connections to the village centre.</p> <p>The site has an area of mineral safeguarding to the west, appropriate investigation should be undertaken to establish whether the minerals can be utilised within the development or extracted as appropriate.</p> <p><i>*Full planning application 22/00733/FUL for residential development of either 107 dwellings or 102 dwelling and doctors surgery currently being determined</i></p>
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Island Planning Strategy Appendix 4: Indicative Housing Trajectory

Source of supply	Year 1	Year 2	Year 3	Year 4	Year 5	Years 6-10	Years 11-15	Total
Large sites with permission	265	151	112	259	211	712	425	2135
Allocated sites	187	342	376	327	243	1555	520	3550
Windfall	100	100	100	100	100	500	500	1500
Total	552	593	588	686	554	2767	1445	7185

Years 1-5 total	2973
5 year housing need based on IPS	2395
Difference	578
As a % buffer	24%

By settlement (excluding windfall)	Year 1	Year 2	Year 3	Year 4	Year 5	Years 6-10	Years 11-15	Total
Cowes (inc Gurnard & Northwood)	54	59	112	140	112	325	160	962
East Cowes	0	30	25	75	78	199	0	407
Newport	11	60	75	90	85	1165	520	2006
Ryde	113	107	107	137	140	452	265	1321
The Bay (Sandown, Shanklin & Lake)	101	63	29	0	0	50	0	243
Bembridge	0	36	37	20	0	66	0	159
Ventnor	10	0	0	0	0	0	0	10
West Wight (Freshwater & Totland)	30	55	45	59	25	10	0	224
Wootton	20	20	0	15	14	0	0	69
Arreton	42	0	0	0	0	0	0	42
Brightstone	35	20	0	0	0	0	0	55
Godshell	0	35	35	30	0	0	0	100
Nettlestone	0	0	10	7	0	0	0	17
Rookley	28	0	0	0	0	0	0	28
Wellow	8	8	0	0	0	0	0	16
Yarmouth	0	0	13	13	0	0	0	26

TOTAL (EXCLUDING WINDFALL) 5685

Island Planning Strategy Appendix 5: Strategic Policies

Neighbourhood Plans must be in general conformity with the strategic policies of the development plan listed below.

- CC1 Climate Change
- AFF1 Affordable Housing
- INF1 Infrastructure
- EV1 Conserving and Enhancing Our Historic Environment
- EV2 Ecological Assets and Opportunities for Enhancement
- EV3 Recreation Impact on the Solent European Sites
- EV4 Water Quality Impact on Solent European Sites (Nitrates)
- EV11 Isle of Wight AONB
- EV13 Managing our Water Resources
- EV14 Managing Flood Risk in New Development
- EV16 Managing our Coast
- C1 High Quality Design for New Development
- C5 Facilitating Independent Living
- C10 Supporting Renewable Energy and Low Carbon Technologies
- C11 Net Zero Carbon and Lowering Energy Consumption in new development
- C12 Utility Infrastructure Requirements for New Development
- C13 Maintaining Key Utility Infrastructure
- G1 Our Approach Towards Sustainable Development and Growth
- G2 Priority Locations for Housing Development and Growth
- G3 Developer Contributions
- G4 Managing Viability
- H1 Planning for Housing Delivery
- H5 Delivering Affordable Housing
- H7 Rural and First Homes Exceptions Sites
- H8 Ensuring the Right Mix of Housing
- E1 Supporting and Growing Our Economy
- E2 Sustainable Economic Development
- E7 Supporting and Improving our Town Centres
- T2 A Better Connected Island

Island Planning Strategy Appendix 6: List of Saved Policies

Island Plan Core Strategy Policy	To be saved?	To be updated/ replaced	Updated/ replaced with
SP1 Spatial Strategy	No	Yes	G1 Our Approach Towards Sustainable Development and Growth G2 Priority Locations for Housing Development and Growth
SP2 Housing	No	Yes	H1 Planning for Housing Delivery H2 Sites Allocated for Housing H3 Housing Allocations General Requirements
SP3 Economy	No	Yes	E1 Supporting and Growing Our Economy E2 Sustainable Economic Development E4 Supporting the Rural Economy
SP3(a) – Horsebridge Hill	No	Yes	H2 Sites Allocated for Housing C4 Health Hub at St Mary's Hospital
SP3(b) – Stag Lane	No	No	-
SP3(c) – East of Pan Lane	No	Yes	EA1 Employment Allocation at Pan Lane, Newport
SP3(d) – South of Nicholson Road	No	Yes	EA2 Employment Allocation at Nicholson Road, Ryde
SP4 Tourism	No	Yes	E8 Supporting High Quality Tourism
SP5 Environment	No	Yes	CC1 Climate Change EV2 Ecological Assets and Opportunities for Enhancement EV5 Trees, Woodlands and Hedgerows EV6 Providing and Protecting Green and Open Spaces
SP6 Renewables	No	Yes	C10 Supporting Renewable Energy and Low Carbon Technologies
SP7 Travel	No	Yes	T2 A Better Connected Island

Island Planning Strategy Appendix 6: List of Saved Policies

Island Plan Core Strategy Policy	To be saved?	To be updated/ replaced	Updated/ replaced with
			T1 Supporting Sustainable Transport T6 Parking Provision in New Development
SP8 Waste	Yes	No	-
SP9 Minerals	Yes	No	-
MA1: Crockers Farm	Yes	No	-
MA2: Lavender Farm	Yes	No	-
MA3: Cheverton Farm Gravel Pit	Yes	No	-
MA4: Blackwater Quarry Western Extension	Yes	No	-
MA5: Cheverton Gravel Pit	Yes	No	-
MA6: Blackwater Quarry, Land at Great East Standen Farm	Yes	No	-
AAP1 Medina Valley	No	Yes	E5 Maintaining Employment Sites with Water Access EV10 Preserving Settlement Identity
AAP2 Ryde	No	Yes	E11 Ryde Tourism Opportunity Zones T4 Supporting Our Railway Network EV10 Preserving Settlement Identity EV15 Monkton Mead Catchment Area
AAP3 The Bay	No	Yes	E10 The Bay Tourism Opportunity Area T4 Supporting Our Railway Network
DM1 Sustainable Build Criteria for New Development	No	Yes	C11 Net Zero Carbon and Lowering Energy Consumption in New Development EV13 Managing Our Water Resources
DM2 Design Quality for New Development	No	Yes	C1 High Quality Design for New Development
DM3 Balanced Mix of Housing	No	Yes	H8 Ensuring the Right Mix of Housing

Island Planning Strategy Appendix 6: List of Saved Policies

Island Plan Core Strategy Policy	To be saved?	To be updated/ replaced	Updated/ replaced with
DM4 Locally Affordable Housing	No	Yes	AFF1 Isle of Wight Affordable Housing H5 Delivering Affordable Housing H7 Rural and First Homes Exceptions Sites
DM5 Housing for Older People	No	Yes	C5 Facilitating Independent Living C6 Providing Annexe Accommodation
DM6 Gypsies, Travellers and Travelling Showpeople	No	Yes	H11 Planning for Gypsy, Traveller and Travelling Showpeople Provision
DM7 Social and Community Infrastructure	No	Yes	C14 Providing Social and Community Infrastructure
DM8 Economic Development	No	Yes	E1 Supporting and Growing Our Economy
DM9 Town Centres	No	Yes	E7 Supporting and Improving Our Town Centres E8 Supporting the Evening Economy
DM10 Rural Service Centres and the Wider Rural Area	No	Yes	E7 Supporting and Improving Our Town Centres E8 Supporting the Evening Economy
DM11 Historic and Built Environment	No	Yes	EV1 Conserving and Enhancing Our Historic Environment
DM12 Landscape, Seascape, Biodiversity and Geodiversity	No	Yes	CC1 Climate Change EV9 Protecting Our Landscapes and Seascapes
DM13 Green Infrastructure	No	Yes	EV2 Ecological Assets and Opportunities for Enhancement EV6 Providing and Protecting Green and Open Spaces EV7 Local Green Spaces
DM14 Flood Risk	No	Yes	EV14 Managing Flood Risk in New Development EV15 Monkton Mead Catchment Area EV18 Improving Resilience from Coastal Flooding and Coastal Risks

Island Planning Strategy Appendix 6: List of Saved Policies

DM15 Coastal Management	No	Yes	EV16 Managing Our Coast
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Island Planning Strategy Appendix 6: List of Saved Policies

Island Plan Core Strategy Policy	To be saved?	To be updated/ replaced	Updated/ replaced with
			EV17 Facilitating Relocation from Coastal Change Management Areas
DM16 Renewables	No	Yes	C10 Supporting Renewable Energy and Low Carbon Technologies
DM17 Sustainable Travel	No	Yes	T2 A Better Connected Island T6 Parking Provision in New Development
DM18 Cross-Solent Travel	No	Yes	T3 Cross-Solent Transport
DM19 Waste	Yes	No	-
DM20 Minerals	Yes	No	-
DM21 Utility Infrastructure Requirements	No	Yes	INF1 Infrastructure C12 Utility Infrastructure Requirements for New Development
DM22 Developer Contributions	No	Yes	G3 Developer Contributions G4 Managing Viability

Island Planning Strategy: Glossary

Affordable housing - The council will use the definition of affordable housing set out in policy AFF1 (in relation to discounts from market value) in conjunction with the NPPF definition, which currently is: housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:

a) Affordable housing for rent: meets all of the following conditions: (a) the rent is set in accordance with the Government's rent policy for Social Rent or Affordable Rent, or is at least 20% below local market rents (including service charges where applicable); (b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).

b) Starter homes: is as specified in Sections 2 and 3 of the Housing and Planning Act 2016 and any secondary legislation made under these sections. The definition of a starter home should reflect the meaning set out in statute and any such secondary legislation at the time of plan-preparation or decision-making. Where secondary legislation has the effect of limiting a household's eligibility to purchase a starter home to those with a particular maximum level of household income, those restrictions should be used.

c) Discounted market sales housing is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.

d) Other affordable routes to home ownership is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision, or refunded to Government or the relevant authority specified in the funding agreement.

Ancient or veteran tree - A tree which, because of its age, size and condition, is of exceptional biodiversity, cultural or heritage value. All ancient trees are veteran trees. Not all veteran trees are old enough to be ancient, but are old relative to other trees of the same species. Very few trees of any species reach the ancient life-stage.

Ancient woodland - An area that has been wooded continuously since at least 1600 AD. It includes ancient semi-natural woodland and plantations on ancient woodland sites (PAWS).

Area of Outstanding Natural Beauty (AONB) - Landscape of national importance, designated under the National Parks and Access to the Countryside Act 1949. The primary purpose of the AONB designation is to conserve and enhance the natural beauty of the landscape, with secondary aims to have consideration for the interests of those who live and work there and support the need for quiet enjoyment of the countryside.

Archaeological interest - There will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.

Aspirational housing - Housing that is attractive to "AB" households, i.e. professional workers and higher income groups. There is no particular type of housing that can be defined as aspirational as it can include all dwelling sizes and costs. Research has shown that such households are attracted by factors such as the physical environment of the area and the availability of good schools.

BREEAM - The environmental assessment method is a rating system for environmentally friendly design, developed by the government's Building Research Establishment. It includes assessing carbon dioxide emissions from the building once in use.

Island Planning Strategy: Glossary

Coastal change management area (CCMA) - An area identified in plans as likely to be affected by physical change to the shoreline through erosion, coastal landslip, permanent inundation or coastal accretion.

Combined Heat and Power (CHP) - The simultaneous generation of usable heat and power (usually electricity) in a single process, thereby reducing wasted heat and putting to use that would normally be wasted to the atmosphere, rivers or seas. CHP is an efficient form of decentralised energy supply providing heating and electricity at the same time. CHP's overall fuel efficiency can be around 70-90% of the input fuel, depending on the heat-load; much better than most power stations which are only up to around 40-50% efficient.

Community Infrastructure Levy – The Community Infrastructure Levy (the levy) came into force in April 2010. It allows local authorities in England and Wales to raise funds from developers undertaking new building projects in their area. The money can be used to fund a wide range of infrastructure that is needed as a result of development.

Community Right to Build Order - An Order made by the local planning authority (under the Town and Country Planning Act 1990) that grants planning permission for a site-specific development proposal or classes of development.

Competent person (to prepare site investigation information) - A person with a recognised relevant qualification, sufficient experience in dealing with the type(s) of pollution or land instability, and membership of a relevant professional organisation.

Conservation (for heritage policy) - The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.

Conservation Area - An area designated by the Local Authority due to their special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.

Deliverable - To be considered deliverable, sites for housing should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years. Sites that are not major development, and sites with detailed planning permission, should be considered deliverable until permission expires, unless there is clear evidence that homes will not be delivered within five years (e.g. they are no longer viable, there is no longer a demand for the type of units or sites have long term phasing plans). Sites with outline planning permission, permission in principle, allocated in the development plan or identified on a brownfield register should only be considered deliverable where there is clear evidence that housing completions will begin on site within five years.

Design code - A set of illustrated design requirements that provide specific, detailed parameters for the physical development of a site or area. The graphic and written components of the code should build upon a design vision, such as a masterplan or other design and development framework for a site or area.

Developable - To be considered developable, sites should be in a suitable location for housing development with a reasonable prospect that they will be available and could be viably developed at the point envisaged.

Designated heritage asset - A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.

Development plan - Is defined in section 38 of the Planning and Compulsory Purchase Act 2004, and includes adopted local plans, neighbourhood plans that have been made and published spatial development strategies, together with any regional strategy policies that remain in force. Neighbourhood plans that have been approved at referendum are also part of the development plan, unless the local planning authority decides that the neighbourhood plan should not be made.

Island Planning Strategy: Glossary

Edge of centre - For retail purposes, a location that is well connected to, and up to 300 metres from, the primary shopping area. For all other main town centre uses, a location within 300 metres of a town centre boundary. For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances

Employment Land Study (ELS) – This study provides evidence to inform local planning and development policy, particular regarding the provision of employment land and floorspace.

Environmental impact assessment - A procedure to be followed for certain types of project to ensure that decisions are made in full knowledge of any likely significant effects on the environment.

First Homes – a specific kind of discounted market sale housing that meet the definition of ‘affordable housing’ and on the Isle of Wight must be discounted by a minimum of 40% against market value (maximum price of £250,000), are sold to a person or persons meeting the First Homes eligibility criteria (see www.gov.uk/guidance/first-homes) and on first sale, are secured in perpetuity.

Geodiversity - The range of rocks, minerals, fossils, soils and landforms.

Gigawatt hours (GWh) - A unit of energy representing one billion watt hours and is equivalent to one million kilowatt hours. Gigawatt hours are often used as a measure of the output of large electricity power stations.

Green infrastructure - A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

Habitats site - Any site which would be included within the definition at regulation 8 of the Conservation of Habitats and Species Regulations 2017 for the purpose of those regulations, including candidate Special Areas of Conservation, Sites of Community Importance, Special Areas of Conservation, Special Protection Areas and any relevant Marine Sites.

Heritage asset - A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing).

Heritage coast – In 1974 the North West coast of the Isle of Wight was recognised for its unspoilt natural beauty of soft cliffs, woodlands, farmland and creeks and was defined as the Hamstead Heritage Coast. The South West coast of unspoilt chalk cliffs and downs, chalk grasslands, sandstone cliffs and patchwork fields were defined as the Tennyson Heritage Coast

Historic environment - All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.

Historic environment record - Information services that seek to provide access to comprehensive and dynamic resources relating to the historic environment of a defined geographic area for public benefit and use.

International, national and locally designated sites of importance for biodiversity - All international sites (Special Areas of Conservation, Special Protection Areas, and Ramsar sites), national sites (Sites of Special Scientific Interest) and locally designated sites including Local Wildlife Sites.

Local Development Order - An Order made by a local planning authority (under the Town and Country Planning Act 1990) that grants planning permission for a specific development proposal or classes of development.

Main town centre uses - Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling

Island Planning Strategy: Glossary

centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

Major development - For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m² or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Mineral Safeguarding Area - An area designated by minerals planning authorities which covers known deposits of minerals which are desired to be kept safeguarded from unnecessary sterilisation by non-mineral development.

Neighbourhood plan - A plan prepared by a parish council or neighbourhood forum for a designated neighbourhood area. In law this is described as a neighbourhood development plan in the Planning and Compulsory Purchase Act 2004.

Older people - People over or approaching retirement age, including the active, newly-retired through to the very frail elderly; and whose housing needs can encompass accessible, adaptable general needs housing through to the full range of retirement and specialised housing for those with support or care needs.

Open space - All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.

Out of centre - A location which is not in or on the edge of a centre but not necessarily outside the urban area.

Out of town - A location out of centre that is outside the existing urban area.

Policies Map - An illustration on a base map, reproduced from or based upon a map base to a registered scale, of all the policies contained in development plan documents. It must be revised as each new development plan document is adopted and it should always reflect the up-to-date planning strategy in the area.

Potable Water - Water that is fit for drinking, being free from contamination and not containing a sufficient quantity of saline material to be regarded as a mineral water.

Previously developed land - Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.

Primary shopping area - Defined area where retail development is concentrated.

Priority habitats and species - Species and Habitats of Principal Importance included in the England Biodiversity List published by the Secretary of State under section 41 of the Natural Environment and Rural Communities Act 2006.

Ramsar sites - Wetlands of international importance, designated under the 1971 Ramsar Convention.

Renewable and low carbon energy - Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions

Island Planning Strategy: Glossary

(compared to conventional use of fossil fuels).

Rural exception sites - Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. A proportion of market homes may be allowed on the site at the local planning authority's discretion, for example where essential to enable the delivery of affordable units without grant funding.

Suitable Alternative Natural Greenspace (SANGs) – Suitable Alternative Natural Greenspaces (SANGs) is land or existing open spaces that undergo enhancements designed to attract more visitors by providing an enjoyable natural environment for recreation as an alternative to The Solent & Southampton Water Special Protection Area (SPA).

Self-build and custom-build housing - Housing built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual. Such housing can be either market or affordable housing. A legal definition, for the purpose of applying the Self-build and Custom Housebuilding Act 2015 (as amended), is contained in section 1(A1) and (A2) of that Act.

Setting of a heritage asset - The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.

Significance (for heritage policy) - The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting. For World Heritage Sites, the cultural value described within each site's Statement of Outstanding Universal Value forms part of its significance.

Special Areas of Conservation (SAC) - Areas defined by regulation 3 of the Conservation of Habitats and Species Regulations 2017 which have been given special protection as important conservation sites.

Special Protection Areas (SPA) - Areas classified under regulation 15 of the Conservation of Habitats and Species Regulations 2017 which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds.

Site investigation information - Includes a risk assessment of land potentially affected by contamination, or ground stability and slope stability reports, as appropriate. All investigations of land potentially affected by contamination should be carried out in accordance with established procedures (such as BS10175 Investigation of Potentially Contaminated Sites – Code of Practice).

Site of Importance for Nature Conservation (SINC) - A series of non-statutory sites designated to seek to ensure, in the public interest, the conservation, maintenance and enhancement of species and habitats of substantive nature conservation value. SINCs should include all areas of substantive value, including both the most important and the most distinctive species, habitats, geological and geomorphological features within a national, regional and local context.

Site of Special Scientific Interest (SSSI) - Sites designated by Natural England under the Wildlife and Countryside Act 1981.

Stepping stones - Pockets of habitat that, while not necessarily connected, facilitate the movement of species across otherwise inhospitable landscapes.

Strategic environmental assessment - A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.

Island Planning Strategy: Glossary

Supplementary planning documents -Documents which add further detail to the policies in the development plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.

Town centre - Area defined on the local authority's policies map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. References to town centres or centres apply to city centres, town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance. Unless they are identified as centres in the development plan, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres.

Travel plan - A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed.

Wildlife corridor - Areas of habitat connecting wildlife populations.

Windfall sites - Sites of under 10 units not specifically identified in the development plan.

20 minute neighbourhood - places that are designed so residents can meet their day-to-day needs within a 20 minute walk of their home; through access to safe walking and cycling routes, or by public transport

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Committee report

Committee	CORPORATE SCRUTINY COMMITTEE
Date	6 SEPTEMBER 2022
Title	RECOMMENDATIONS FROM THE INFORMAL MEETING RELATING TO THE DRAFT ISLAND PLAN STRATEGY
Report of	CHAIRMAN OF THE CORPORATE SCRUTINY COMMITTEE

SUMMARY

1. To formally consider the outcome and recommendations arising from the informal meeting of the Committee held on 10 August 2022.

BACKGROUND

2. At the last meeting on 12 July 2022, it was agreed “THAT the committee would meet in August to review the draft Island Planning Strategy and would formalise its comments at its next meeting on 6 September 2022; ahead of its adoption by Cabinet on 8 September 2022 and the Full Council on 21 September 2022.”
3. The informal meeting took place on 10 August 2022. This was attended by Cllrs Quigley (Chairman), Adams, Lever, Lilley, Medland, Quirk, Robertson, Spink and Palin (IWALC)
4. The committee discussed written comments submitted by Councillors Drew, Quirk, Spink and Robertson. It was highlighted that whilst the report and recommendations of the Task and Finish Group were supported by the Committee at its meeting on 15 December 2021 these were not all incorporated in the draft Plan. The Committee is also concerned as to the delay in progressing the finalisation of the draft plan which has enabled the “tilted balance” situation to continue.
5. Rather than repeating the recommendations of the Task and Finish Group, the Committee believed that it was more beneficial to modify a number of the recommendations to assist in progressing the passage of the draft plan through Cabinet and full Council later this month.
6. The overall view was the draft Island Plan Strategy should be greener, more aspirational, and more suited to the specific needs of the Island and its residents. The proposed recommendations that were discussed in detail were as follows.
7. **Recommendation 1: Sustainable Development on Brownfield, in areas where it is most needed by Islanders.**

- 7.1 The option of priority being given to allocating additional homes for the two key priority brownfield sites as defined in the 2021 draft, namely Camp Hill and

Newport Harbour, and by creating a new third key priority site – Newport Riverside was discussed. It was noted that the additional land is currently in public ownership of several organisations including the Isle of Wight Council and Hampshire Constabulary.

- 7.2 There would be a need however to ascertain the expected yield of housing units if the Newport Riverside site was to be included as a proposed allocation. A quick exercise could possibly be achieved within 3 to 4 months, however it could take longer to fully ascertain the potential of the land and most appropriate route to delivery.
- 7.3 The recommended changes to the Draft IPS arising from the discussion on this matter are set out in Annex1 to this report as track changed versions of Policy KPS2 and Section 10.
- 7.4 A separate recommendation is that Cabinet are requested to immediately commence the scoping and commissioning of feasibility and technical work to understand the potential of the mixed-use development site on public sector land in Newport Town Centre.

8. **Recommendations 2a & 2b: Protecting the Environment unless Development on Greenfield is “Absolutely Necessary” (as stated in the Council’s Corporate Plan)**

- 8.1 **Recommendation 2a:** The 2012 Plan protected rural areas unless development was necessary to satisfy a ‘local need’ (Core Strategy SP1). Councillors believed that the DIPS was likely to give less protection for greenfield by supporting development without evidence of a local need. This is considered by councillors to be contrary to national policy (i.e. S.78 NPPF) and the Council’s Corporate Plan.
- 8.2 It was felt that the draft should contain clear unambiguous provisions that prevent development outside of settlement boundaries unless there is clear evidence of a local community need that has been identified. This will benefit the environment, biodiversity, and the Island’s tourist economy and accords with the general wishes expressed by many Islanders during the consultation.
- 8.3 The recommended changes to the Draft IPS arising from this discussion (Recommendation 2a) are set out in Annex 1 to this report as track changed versions of policies G2, H4, H7 and H10 and the IPS Glossary.
- 8.4 **Recommendation 2b:** Councillors were aware that the DIPS proposes just over 300 dwellings to be built on greenfield sites by extending the current settlement boundaries of Bembridge and Freshwater. They believed that there is no evidence of a local need for this housing and the ‘affordable’ housing will not be affordable by locals in need (i.e. 20% reduction of market value). The settlement boundaries of these villages should not be extended to enable this unnecessary development to the detriment of the environment. The housing proposed for these villages would be subsumed by the proposals set out in 1 above.
- 8.5 There was discussion on the options of removing one site in Freshwater and one in Bembridge which were not currently subject to any planning application and the removal of all four sites, which was the preferred option for the committee

members. Reference was made to consideration having to be given to replacing the units lost on these sites with units on other sites. It was believed that an increase to the number at Camp Hill, together with the recently approved Puckpool Hill application and looking at delivery trajectories on other large sites with planning permission towards the end of the plan period could overcome this issue.

- 8.6 The recommended changes to the Draft IPS arising from the discussion on this matter (Recommendation 2b) are set out in Annex 1 to this report as track changed versions of policy H1, Appendix 1 and Appendix 2.

9. **Recommendation 3: Second/Holiday Homes**

- 9.1 Reference was made to the fact that many residents were against new homes being purchased as second or holiday homes. The Best Practice examples from the peer challenge team include conditions to 'ensure' that this does not occur although the position in the Isles of Scilly were different to here..
- 9.2 An outline was given of what was currently included and the important role that Neighbourhood Plans, by town and parish councils, could play in restricting the use of new builds as second homes. Place plans and position statements were also important tools in planning policies at a local community level.
- 9.3 With regard to holiday homes the Government was undertaking a review of short-term holiday rentals and the impact that this was having on popular tourist areas. This might influence future national guidance.
- 9.4 The recommended change to the Draft IPS arising from the discussion on this matter is set out in Annex 1 to this report as a track changed version of policy C15.

10. **Recommendation 4: Environment and Commitment to Carbon Net Zero**

- 10.1 There was discussion on the core message and objectives of the 'Mission Zero Strategy' which should not be confused with the Biosphere Reserve Status. It was noted that there would be increased emphasis on the Council's Climate Change strategy which referenced the Biosphere status.
- 10.2 Corporate Scrutiny Committee are content that strategic policy BIO1 in Section 3 (as drafted in April 2022 version) has already been renamed to CC1 Climate Change (in July 2022 version) and also reworded to reflect the Corporate Plan and Climate & Environment Strategy Net Zero ambitions and targets which would support and help maintain Biosphere designation. Policy CC1 is reproduced in Annex 1 to this report for clarity. The Net Zero standard policy for all new residential development is already in the Draft IPS (Policy C11).

11. **Recommendation 5: Freeport Strategy**

- 11.1 Being part of a Freeport should attract considerable investment, and analysis suggested Freeport status could draw an estimated £1 billion of extra investment into the Solent area. It is suggested that the Freeport will create over 16,000 new jobs in the Solent area and we should seek to ensure that a fair proportion of those jobs are on the Island. There was discussion on greater reference being

made to the Freeport and whether there should be a new dedicated Freeport policy. The employment land allocation in the 2021 draft at Kingston Marine Park was a good example of an area that could benefit.

11.2 The Island was not within the areas of principal activity allocated within the Freeport status. It has been confirmed there are no Freeport tax or customs sites on the Isle of Wight where permissive planning tools such as a Local Development Order might be of assistance. Also there was insufficient detail available as to the actual impact that the status would have for the island. Reference was already included within the draft plan within the economic development section.

11.3 Corporate Scrutiny Committee are content that stand alone Policy E12 Solent Freeport has already been added with as much detail as is known about the Freeport and the potential benefits for the island, providing in principle support for development that facilitates investment/innovation linked to the Solent Freeport. Policy E12 is reproduced in Annex 1 to this report for clarity.

12. Risks

12.1 Councillors were of the opinion that there should be a comprehensive overview of the risks attached to the process for finalising the draft Island Plan Strategy taking into account the various options for inclusion, deletion and amendment available and these risks should form part of the reports to Cabinet and Full Council.

13. The draft report and associated recommendations were circulated to all councillors on the committee for final comment before publication. Councillors Lilley and Adams raised some local issues as the result of the informal meeting which were being addressed separately by planning officers.

RECOMMENDATION

The Committee approves the proposed recommendations arising from the informal meeting and pass these onto Cabinet for consideration and adoption within the draft plan for final debate by full Council.

APPENDICES ATTACHED

14. Annex 1 - Showing the proposed amendments within the draft Plan.

BACKGROUND PAPERS

15. Agenda and minutes of Corporate Scrutiny Committee held on 15 December 2021 and 12 July 2022
<https://iow.moderngov.co.uk/ieListMeetings.aspx?CId=171&Year=0>

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COUNCILLOR RICHARD QUIGLEY
CHAIRMAN OF THE CORPORATE SCRUTINY COMMITTEE

Corporate Scrutiny Committee

6th September 2022

Draft Island Planning Strategy

ANNEX 1

Recommendation 1

KPS2 Key Priority Site 2: HA44 Newport Harbour

Previously developed land at Newport Harbour as shown on the policies map is allocated to deliver a sustainable high-quality mixed-use development, resilient to climate change and responding positively to the harbour's character. The development shall provide delivery of:

- a) at least 250 homes providing a minimum of 35% affordable housing and a mix of unit sizes in line with H5 & H8;
- b) serviced employment land for office, general industrial or storage and distribution use including marine uses providing they are compatible and appropriate to the site and its wider context, ensuring that there is also a mix of unit sizes;
- c) flexible retail, financial and professional services, food and drink floorspace (Class E)
- d) community/education use floorspace (Class E);
- e) links and enhancements to nearby open / recreation space;
- f) multi user links to the existing sustainable transport network and wider area;
- g) public transport improvements as required;
- h) public realm improvements including improved access to the waterfront; and
- i) a site wide district heating system or other decentralised energy scheme to which all developments will connect, subject to viability

In order to address sustainable development issues, the site should be developed in accordance with a masterplan prepared by the Isle of Wight Council in conjunction with the local community. The masterplan will ensure that:

- j) the design and layout relate positively to the area and does not have an adverse impact on the amenity of surrounding properties or businesses;
- k) the on-site open space is provided together with management put in place to support its future retention and maintenance.
- l) the proposed development will be safe from flooding for its lifetime taking account of the vulnerability of its uses, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall;
- m) good links to the wider footpath and cycle network are provided,
- n) the development will deliver highway improvements necessary for the development to go ahead;
- o) the development is appropriately phased alongside the required infrastructure. It is expected that the site will be comprehensively masterplanned and delivered in phases given the existing uses and occupiers

Archaeological, historic, biodiversity and watercourse assessments must be undertaken to record findings where relevant and to assess relevant impacts and provide mitigation where appropriate.

Proposals should demonstrate that the level of retail and leisure uses within any scheme or phase of the scheme will not have an unacceptable impact on the town centre.

Opportunities should be taken to co-ordinate any community and social provision from the Newport Harbour site with that provided from both KPS1 Camp Hill and land allocated under policy C4 Health Hub at St Marys to ensure that the schemes deliver maximum benefit for local residents.

- 7.31** Land at Newport Harbour is primarily a previously developed site of approximately 2.5 hectares. The land is in public sector ownership and lies within the existing built up area adjacent to the harbour, town centre, community facilities, shops, schools, employment areas and the transport network. Newport Harbour may act as a catalyst and provide an excellent opportunity for the Council to work with other public sector partners (including the police, the fire authority, the CCG and Homes England) to bring forward additional high-quality, sustainable mixed-use development on public sector land within the town centre.

Island Planning Strategy Section 7: Housing

7.32 The site allocated lies within the wider area covered by the emerging Newport Harbour Masterplan (IWC, 2022) and will work positively with enhancements being brought forward in the Newport Heritage Action Zone area. It would provide sustainable homes in an accessible location and provide additional footfall to help support existing and new town centre businesses, rejuvenating the town centre, and promoting a more vibrant night-time economy.

7.33 All development proposals must be accompanied by a site level Flood Risk Assessment demonstrating how it has met all the relevant requirements of both the Level 2 SFRA Detailed Site Summary Tables and the Newport Harbour Masterplan Flood Risk Assessment. The site level FRA will be expected to include:

I. A whole site sequential flood risk approach to locating development within the site and the planning of parcels of development/phases, making development safe by:

- Safe access and egress should be demonstrated during a design flood and to evacuate before an extreme flood, taking climate change into account. Raising of access routes must not impact on floodplain storage capacity;
- Resilience measures will be required if buildings are situated in the flood risk area;
- Mitigation for all relevant sources of flood risk must be considered (for example by raising finished floor levels to an appropriate height above ground level);
- Compensation storage would need to be provided for any land-raising within the 1 in 100 plus appropriate climate change allowance, including to provide a safe access route;
- Flow routes should be preserved if carrying out land-raising (including to provide a safe access route) within flood risk areas;
- SuDS are possible on all sites and a site such as this should be able to implement an exemplar scheme to deliver multiple benefits including water quality, biodiversity, amenity, green infrastructure etc;
- All development should adopt source control SuDS techniques. Conveyance features should be designed above ground and following natural flow paths where possible;
- The design of SuDS schemes must take into account the seasonally high groundwater table. Infiltration techniques may be ineffective and may pose a pollution risk. SuDS may need to be shallow and take up larger areas. Above ground conveyance and attenuation can be used but care must be taken that groundwater does not enter the SuDS feature and reduce the storage capacity and structural integrity of the design;
- The design must ensure that flows resulting from rainfall in excess of a 1 in 100-year event are managed via exceedance routes that minimise the risks to people and property;
- SuDS design must follow Isle of Wight Council guidance, meet the Defra National Non-Statutory Technical Standards, and follow current best design practice (CIRIA Manual 2015).

II. A surface water drainage strategy that addresses:

- Other sources of flooding, particularly surface water flow routes;
- All sources of flooding, particularly the risk of surface water flooding, groundwater flooding, and the interaction between them;
- Climate change should be assessed using recommended climate change allowances at the time of the assessment for the type of development and level of risk;
- Detailed surface water modelling should be undertaken to better understand baseline and post-development surface water risk flowing into the site, on site and downstream;
- A detailed assessment of the risk and location of high groundwater levels and groundwater emergence should be undertaken, including groundwater monitoring during the winter months.

7.34 The site should accommodate a mix of housing tenures, types and sizes, reflecting the requirements of policy H5 and the mixes of market and affordable housing set out in policy H8. As the site will be delivered over a number of years, it is expected that a phased approach will be taken, and any permissions granted should include sufficient flexibility in phasing plans and legal agreements to allow updated housing need evidence to inform the mix of future phases.

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- 7.35** The site provides an attractive harbour and water side environment, that is well served by transport infrastructure and services. It is an opportunity to create a more positive relationship with the existing development and the adjoining open spaces, including Seaclose Park. A detailed master plan for the site will be agreed by the Council to guide phasing and design. Working with other stakeholders, opportunities may be explored to seek to establish whether additional regeneration could be unlocked to further enhance the county town, including through any improvements to sustainable transport corridors.
- 7.36** A network of on-site public open and recreation space will serve the new development and benefit the wider community. Provision should be made for the long-term management of the open space. The site should make best use of its key asset, being a waterside town centre location. Design should ensure re-engagement with the river and waterside, providing improved water access and more sympathetic treatment of riverbanks to improve biodiversity, flood resilience and visual amenity. Improvements in the public realm will have positive impacts on the local economy and the desirability to both live and work in a place that is one of the most sustainable locations on the island for access to all forms of transport, shops and services and employment opportunities.
- 7.37** Serviced mixed employment land should be included with a focus on smaller units providing flexible accommodation to support growing businesses. Vehicular access and movement should be carefully managed to ensure that improvements to footpath and cycle links within the through the site take priority to enhance the existing sustainable transport network and the surrounding area.
- 7.38** On and off-site provision and contributions to community infrastructure will be sought in line with policy G4 and secured through a section 106 legal agreement.
- ~~**7.39** The Council is aware that Newport Harbour may represent the first phase of a wider regeneration proposal within Newport Town Centre. Working with other stakeholders, including various public sector landowners, opportunities will be explored through feasibility studies and masterplanning to seek to establish whether additional regeneration could be unlocked to further enhance the county town and provide affordable housing, commercial floorspace and sustainable transport improvements.~~
- ~~**7.39**~~
- ~~**7.40** The Council is aware that allocated site KPS2 Newport Harbour may represent the first phase of a wider regeneration opportunity within Newport Town Centre. Working with other stakeholders, including various public sector landowners, the Council will undertake feasibility studies and technical evidence work to establish whether any opportunities can be unlocked to further enhance the county town and deliver on the Council's regeneration aspirations.~~
- 7.41** The Council considers that a range of technical work is needed to fully understand the potential within public sector owned land, including dialogue with private landowners over the potential and future for their land. The Shaping Newport Place Plan Report and the recommendations within it will be a key piece of evidence to help inform any regeneration proposals, this includes a focus on improving public realm and making the town centre a more pleasant place to live and work.
- 7.42** Undertaking this work will help the Council understand whether there is the opportunity to bring forward a high quality, sustainable mixed-use regeneration scheme providing housing to meet local need, new and enhanced commercial floorspace and sustainable transport improvements whilst maintaining a strong civic presence in the town centre.
- 7.43** The outcome of this technical work will help to establish the possible yield (both dwellings and floorspace), potential delivery timescale and identify a mix of development that could be accommodated on multiple sites. It will also be necessary to consider the most appropriate planning policy and delivery mechanism to help bring forward any proposals. Section 10 of the IPS includes reference to using the outcomes of any feasibility studies and technical work to

Island Planning Strategy Section 7: Housing

determine which elements of the IPS could be reviewed to incorporate these outcomes.

7.44 Any such scheme would support existing and new local businesses within the town centre through increased footfall and help to achieve the aims of the Newport Heritage Action Zone (HAZ) to restore key buildings and traditional shopfronts, improve public spaces and bring unused parts of buildings back into use as homes, workplaces and community spaces, while protecting the distinctive heritage of the town. A more vibrant night-time economy could also result, benefitting not just the town centre but also potential commercial businesses within the KPS2 Newport Harbour area.

7.45 In advance of the completion of this work, a number of IPS policies including G2 (Priority Locations for Housing Development and Growth), H9 (New Housing on Previously Developed Land), E7 (Supporting and Improving our Town Centres), C7 (Delivering Locality Hubs), C8 (Facilitating a Blue Light Hub) and EV1 (Conserving and Enhancing our Historic Environment) all provide in principle support for any redevelopment proposals within the Newport Town Centre Regeneration Opportunity Area.'

Island Planning Strategy: Section 10 Delivery, Monitoring and Review

	<p>residential uses per year</p> <ul style="list-style-type: none"> Number of dwellings permitted within, or immediately adjacent each primary settlement, secondary settlement, rural service centres and sustainable rural settlements per year
H2 Sites Allocated for Housing	<ul style="list-style-type: none"> Number of applications received relating to sites allocated for residential uses per year Number of applications permitted relating to sites allocated for residential uses per year Number of dwellings permitted on sites allocated for residential uses per year
<u>KPS2 Newport Harbour</u>	<ul style="list-style-type: none"> <u>Outcome of feasibility studies and technical work in wider opportunity area of Newport Town Centre to inform any revisions to KPS2 policy content</u>
H3 Housing Allocations General Requirements	<ul style="list-style-type: none"> Number of applications received relating to sites allocated for residential uses per year Number of applications permitted relating to sites allocated for residential uses per year Number of dwellings permitted on sites allocated for residential uses per year
H4 Infill Opportunities outside of Settlement Boundaries	<ul style="list-style-type: none"> Number of applications received for 'infill' per year Number of applications permitted for 'infill' per year Number of applications refused for 'infill' per year Number of dwellings permitted for 'infill' per year
H5 Delivering Affordable Housing	<ul style="list-style-type: none"> Number of affordable dwellings permitted per year Location of permitted affordable dwellings per year Number of affordable dwellings completed per year Location of completed affordable dwellings per year Number of legal agreements securing developer contributions towards affordable housing per year Amount of funds secured through developer contributions towards affordable housing per year
H6 New Homes in the Countryside outside of Settlement Boundaries	<ul style="list-style-type: none"> Number of isolated dwellings in the countryside permitted per year Location of isolated dwellings in the countryside permitted per year Number of isolated dwellings in the countryside completed per year Location of isolated dwellings in the countryside completed per year
H7 Rural and First Homes Exceptions Sites	<ul style="list-style-type: none"> Number of rural exception sites permitted and completed per year Number of rural exception sites refused per year Location of permitted and completed rural exception sites per year Number and location of First Homes exception sites permitted and completed per year Number of First Homes exception sites refused per year Number of affordable dwellings permitted per year Number of affordable dwellings completed per year
H8 Ensuring the Right Mix of Housing	<ul style="list-style-type: none"> Number of 1, 2, 3, 4+ private dwellings permitted per year Location of permitted 1, 2, 3, 4+ private dwellings per year Number of 1, 2, 3, 4+ private dwellings completed per year Location of completed 1, 2, 3, 4+ private dwellings per year Number of 1, 2, 3, 4+ affordable rent dwellings permitted per year Location of permitted 1, 2, 3, 4+ affordable rent dwellings per year

Corporate Scrutiny Committee

6th September 2022

Draft Island Planning Strategy

Recommendation 2a



- 6.9 Where solutions cannot be achieved through negotiation planning applications will be refused. The use of pre application advice is encouraged in the case of large or complex applications, Planning Performance Agreements may be considered.
- 6.10 The council will engage positively with statutory consultees and infrastructure providers to identify ways to support the delivery of sustainable development. To support this process, applications should be accompanied by appropriate supporting information to enable a positive and timely determination. This will be greatly assisted where applicants actively engage in pre-application discussions with the local community, the council and other consultees.
- 6.11 Where there are breaches of planning control, enforcement action will be taken where justified following the guidelines set out in the council's Planning Enforcement Policy Plan.
- 6.12 The policies of the plan, either individually or as a whole, will contribute to achieving sustainable development, and the spatial elements of the approach set out in the above policy are summarised on the Key Environment Diagram in Section 3.

Priority Locations for Housing Development and Growth

G2 Priority Locations for Housing Development and Growth

Strategic

The focus for sustainable housing growth is within the settlement boundaries of the island's Primary and Secondary settlements and the Rural Service Centres:

Primary Settlements: Cowes (including Gurnard & Northwood), East Cowes, Newport, The Bay (Sandown, Lake and Shanklin) and Ryde.

Secondary Settlements: Bembridge, The West Wight (Freshwater and Totland), Wootton and Ventnor

Rural Service Centres: Arreton, Brading, Brighstone, Godshill, Niton, Rookley, St Helens, Wroxall and Yarmouth

Outside the defined settlement boundaries, including at Sustainable Rural Settlements, proposals for housing development will only be supported if they meet a specific local need that has been identified and they accord with either H4 - Infill Opportunities outside Settlement Boundaries, H6 Housing in the Countryside, H7 Rural & First Home Exception Sites or H9 New Housing on Previously Developed Land.

~~Housing development at Sustainable Rural Settlements will be carefully managed and will only take place where it represents infill development (policy H4) or addresses local community need through either Exception Sites (policy H7) or on previously developed land (H9):~~

Sustainable Rural Settlements: Calbourne, Chale Green, Havenstreet, Nettlestone, Newchurch, Seaview, Shalfleet, Wellow and Whitwell

Development proposals for non-allocated sites will be expected to:

1. Be located within the settlement boundaries of the Primary Settlements, Secondary Settlements and Rural Service Centres (as shown on the Policies Map); and
2. Clearly contribute to delivering the Island's identified housing need, economic aspirations or achieving Island-wide regeneration aspirations; and
3. Make as much use as possible of previously developed land in line with H9; and
4. Deliver all policy requirements of the Island Planning Strategy.

Infill Opportunities

H4 Infill Opportunities outside Settlement Boundaries

Housing outside the settlement boundaries will only be supported where it would be infilling a small gap in a row of houses, or an otherwise built-up frontage. Development proposals will need to demonstrate that:

- a) they would meet a specific local need that has been identified;
- a)b) they would not unduly damage the amenity of neighbouring properties and the prevailing character of the surrounding area;
- b)c) the layout would respect the density/ size of surrounding plots; and
- e)d) the size of the development is generally between one and three dwellings.

Any proposal which fails to respect the character of the area will be refused.

7.527.53 There will be circumstances across the Island where existing settlements and villages could accommodate additional housing without having an impact on the character of the area. Such sites may be designated in neighbourhood plans.

7.537.54 Infill sites are a small gap in a row of houses or an otherwise built-up frontage. Such sites should have a proper means of access, adequate parking and not have a detrimental effect on the amenities of adjoining residential properties in terms of loss of light, loss of privacy or disturbance. Such gaps should not include agricultural land and it is expected that a small gap will infill the curtilage of existing buildings to either side.

7.547.55 In smaller housing areas it can help support the sustainability of the settlement to allow for small increases within the existing built up area. As such it is considered appropriate to see these areas bought forward for housing, providing they do not impact on the spatial characteristic of the area and meet a specific local need that has been identified.

7.557.56 Any proposal for infill development must respect the character of properties in the immediate area in terms of height, scale, mass, design, appearance and materials. The nature of these developments is generally between expected to be at a scale of a maximum of one to three units and as such could also present good opportunities for self-build or smaller local builders.

Exceptions Sites

H7 Rural and First Homes Exception Sites

Strategic

Rural Exception Sites

To help contribute to meeting the affordable housing need across the Island, the council will support the principle of affordable housing in perpetuity on rural exception sites to meet ~~an identified local community need on rural exception sites~~ a specific local need that has been identified.

The council will only consider a small number of market homes on a rural exceptions site, where it can be robustly demonstrated they are the minimum amount necessary to facilitate the delivery of the ~~whole scheme~~ affordable housing.

Rural Exception Sites should be proportionate to the scale of the settlement or rural area they are meeting an identified specific local need for.

First Homes Exception Sites

First Homes exception sites should be located adjacent to an existing settlement (as defined in policy G2), must meet a specific local need that has been identified, be proportionate in size, not have a negative impact on any protected areas and meet any local design policies.

In line with Government policy, First Homes Exception Sites will not be acceptable in designated rural areas therefore would not be supported within the Area of Outstanding Natural Beauty (AONB) on the island.

7.737.74 There has been a lack of delivery of affordable housing on the Island in recent years and to help reverse this trend the council needs to think differently about how it can facilitate opportunities for island affordable housing (as defined in policy AFF1) to be delivered across the island.

7.747.75 Rural exception sites are defined in national planning policy (see NPPF & IPS glossary). Key elements of this definition are that they are small sites used for affordable housing in perpetuity where sites may not normally be used for housing. The council will therefore consider sites that do not comply with the spatial approach of the plan (as set out in Policy G2). ~~Rural Exception Sites are small sites used for affordable housing in perpetuity where sites would not normally be used for housing.~~ Rural exception sites seek to address identified needs of the local community by accommodating households who are either current residents in the parish or have an existing family or employment connection.

7.757.76 Ideally rural exception sites will provide 100% affordable housing. However, it is recognised that with reduced public subsidy and the need for affordable homes on the Island there needs to be a pragmatic level of flexibility in order to provide the housing needed on the Island. Therefore, the principle of allowing a small number of market homes on rural exception sites is accepted.

7.767.77 The council does not wish to be prescriptive and set a maximum percentage for market housing in a rural exceptions policy. Instead it is considered more appropriate that ~~the number of market if market~~ homes are required, the number will be determined by the site-specific circumstances. Any proposals will need to provide a robust justification for the number of market houses proposed that will be the minimum number needed to deliver the affordable housing. This should take the form of a detailed open book financial appraisal, and the cost of assessing any viability assessment will be borne by the developer.

7.777.78 ~~Rural exception sites are defined in national planning policy (see NPPF glossary). Key elements of this definition are that they are small sites used for affordable housing in perpetuity where sites may not normally be used for housing. The council will therefore consider sites~~

~~that do not comply with the spatial approach of the plan.~~

7.787.79 For the purposes of this policy the council considers small sites to be sites with a net gain of up to 20 dwellings in total (including market housing). In circumstances where there is a significant specific local need that has been identified and lack of supply of affordable housing, this figure could be increased if the proposal was proportionate to the scale of the settlement or rural area it was serving. Where this is proposed the council strongly advocates the use of its pre-application advice service, to ensure that all parties are clear about the issues at the earliest possible point in the process.

7.797.80 Proposals for rural exception sites will be determined on a case-by-case basis, however the council will not compromise over the design quality of any proposed rural exception site, and it should be appropriate in scale, character and appearance and comply with all other relevant policies of the plan.

7.807.81 The Housing Needs Assessment, together with any local housing needs surveys carried out by parish councils, help to develop a good understanding of current and future parish needs. All affordable housing on rural exception sites will be in perpetuity, and the council will secure the first and future occupation of the affordable homes to those who meet the council's local connection criteria.

7.817.82 First Homes Exception sites replace 'entry level exception sites' and a small proportion of market housing and / or other affordable housing tenures will be permitted to support viability. The site size threshold from the previous entry level exception sites policy as set out in national guidance has been removed. As set out in the NPPF, First Homes Exception sites cannot be brought forward within the AONB.

Self and Custom Build

H10 Self and Custom Build

The council will support development proposals that deliver self and custom-built dwellings or serviced plots.

Outside of settlement boundaries, self and custom build dwellings will only be permitted if they meet a specific local need that has been identified.

Any plots, either individual or as part of a larger development, should be serviced and plot sizes should meet a range of requirements.

In order to provide a coherent and flexible design approach, where 10 dwellings or more are being provided as a self and custom build site, a design code will be agreed between the council and developer.

7.927.93 The council considers that self and custom build dwellings can have a positive impact on the island's housing supply and economy, by diversifying and speeding up the delivery of housing and supporting local development industry and related supply chains.

7.937.94 The council uses the definition given in the Housing and Planning Act 2015 which states that self-built and custom house building are:

"...the building or completion by – (a) individuals, (b) associations of individuals, or (c) persons working with or for individuals of houses to be occupied as homes by those individuals. But it does not include the building of a house on a plot acquired from a person who builds the house wholly or mainly to plans or specifications decided or offered by that person".

7.947.95 This definition is significant as it underlines the importance of the role that the future occupier takes. Where a developer delivers speculative units [notwithstanding a purchaser could make various choices during the construction phase (e.g. kitchen and bathrooms)] for profit, this is outside the definition. If the future occupier is involved in the full planning process it is recognisable as within the definition of self or custom build. The council, as the local planning authority, does not consider that a dwelling built by developers, or industry professionals, on land that they own (either wholly or in part) with the stated intent of being for rent, a second home or for holiday use, falls within the definition given above.

Services

7.957.96 The council considers a serviced plot to be a parcel of land with legal access to a public highway and at least water, foul and surface drainage and electricity supply available at the plot boundary. Further to this the council recognises the benefits of plots also being sold with, telecommunications services, and gas (or district heating) where available. It is anticipated that the cost of servicing a plot will be reflected in the plot value.

7.967.97 To help delivery the council recognises that the servicing of plots may be carried out in phases, with key services required for plot sale and construction (water, electricity and access) being provided before services required for occupation (such as sewerage, telecommunications and gas). Notwithstanding this, the council's preferred approach is for all services to be provided up front.

7.977.98 Where plots are not proposed to be serviced for sale, applicants should demonstrate to the council's satisfaction that legal access and servicing will be possible for potential plot purchasers, before planning permission is granted.

Plot sizes

7.987.99 The council support a range of plot sizes, to take account of the range of demand and affordability. This may include, for example, plots suitable for bungalows for people with limited mobility, smaller plots which provide opportunities for households seeking lower cost market

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housing, and larger plots suitable for properties of a scale to cater for extended families wishing to build together. Plot providers may also choose to consult with the local community and consider the immediate demand.

7.997.100 The council will be able to provide information from the Self and Custom Build Register to inform a range of plot sizes. Other sources of information such as the council's most recent Housing Needs Assessment, local housing needs surveys and information from specialist self-build websites can be used.

Island Planning Strategy: Glossary

(compared to conventional use of fossil fuels).

Rural exception sites - Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. A proportion of market homes may be allowed on the site at the local planning authority's discretion, for example where essential to enable the delivery of affordable units without grant funding.

Suitable Alternative Natural Greenspace (SANGs) – Suitable Alternative Natural Greenspaces (SANGs) is land or existing open spaces that undergo enhancements designed to attract more visitors by providing an enjoyable natural environment for recreation as an alternative to The Solent & Southampton Water Special Protection Area (SPA).

Self-build and custom-build housing - Housing built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual. Such housing can be either market or affordable housing. A legal definition, for the purpose of applying the Self-build and Custom Housebuilding Act 2015 (as amended), is contained in section 1(A1) and (A2) of that Act.

Setting of a heritage asset - The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.

Significance (for heritage policy) - The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting. For World Heritage Sites, the cultural value described within each site's Statement of Outstanding Universal Value forms part of its significance.

Special Areas of Conservation (SAC) - Areas defined by regulation 3 of the Conservation of Habitats and Species Regulations 2017 which have been given special protection as important conservation sites.

Special Protection Areas (SPA) - Areas classified under regulation 15 of the Conservation of Habitats and Species Regulations 2017 which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds.

Specific local need that has been identified - a local community need within the Parish in which the application land is sited that has been identified by a local housing needs assessment and/or surveys.

Site investigation information - Includes a risk assessment of land potentially affected by contamination, or ground stability and slope stability reports, as appropriate. All investigations of land potentially affected by contamination should be carried out in accordance with established procedures (such as BS10175 Investigation of Potentially Contaminated Sites – Code of Practice).

Site of Importance for Nature Conservation (SINC) - A series of non-statutory sites designated to seek to ensure, in the public interest, the conservation, maintenance and enhancement of species and habitats of substantive nature conservation value. SINCs should include all areas of substantive value, including both the most important and the most distinctive species, habitats, geological and geomorphological features within a national, regional and local context.

Site of Special Scientific Interest (SSSI) - Sites designated by Natural England under the Wildlife and Countryside Act 1981.

Stepping stones - Pockets of habitat that, while not necessarily connected, facilitate the movement of species across otherwise inhospitable landscapes.

Strategic environmental assessment - A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.

Corporate Scrutiny Committee

6th September 2022

Draft Island Planning Strategy

Recommendation 2b



Delivering the Housing We Need

H1 Planning for Housing Delivery

Strategic

The council is planning for a housing requirement of **7,185 net additional dwellings** over the plan period (2022-37), at average **of 479 dwellings per year**.

The supply of new homes will come from the following sources:

From large sites with planning permission:	2,135 402 dwellings
From sites allocated in policy H2:	3,550 284 dwellings
From windfall sites*:	1,500 dwellings
TOTAL:	7,185 dwellings

* Windfall sites are dwellings delivered on sites with a net gain of less than 10 dwellings and the council believes at least 100 dwellings per year will be delivered on such sites

To achieve the above the council will:

- a) Seek to ensure sites with planning permission are delivered in a timely manner (see policy G5);
- b) Allocate sites to deliver housing (see policy H2);
- c) Support infill development outside of settlement boundaries that meets a specific local need that has been identified (see policy H4);
- d) Support Rural and First Homes exception sites that meet locally identified housing needs a specific local need that has been identified (H7);
- e) Support sustainable development proposals that optimise the use of previously developed land (see policy H9).

There are five designated Neighbourhood Areas on the island in line with the NPPF the IPS must set out the housing requirement for each over the 15 year plan period (2022-2037), shown in the table below:

	Large sites with planning permission	Allocated sites	Windfall	Total
Bembridge	13	<u>1460</u>	30	18943
Brading	0	0	30	30
Brighstone	55	0	30	85
Freshwater	44	<u>18010</u>	30	25284
Gurnard	12	0	30	42

Should it be demonstrated that the Council does not have a 5-year supply of land for housing against the requirements of policy H1, additional housing sites may be supported where the following criteria are met:

- 1. the yield of the proposal is relative to the demonstrated shortfall in 5-year housing land supply;
- 2. the site is sustainably located in close proximity to services, facilities and public transport links;
- 3. the proposal is sensitively designed in relation to the character of its location and any surrounding development;
- 4. the proposal meets all other relevant policy requirements set out in this plan;
- 5. the proposal is accompanied by a clear delivery timetable demonstrating that the homes will be delivered to help address the identified 5-year housing land supply shortfall.

Island Planning Strategy Appendix 2: List of allocated sites

Appendix 2 Table 1: Summary table

Regeneration Area	Indicative yield
West Wight Regeneration Area	<u>18010</u>
West Medina Regeneration Area	321
Newport Regeneration Area	<u>19752025</u>
East Medina Regeneration Area	125
Ryde Regeneration Area	<u>665519</u>
The Bay Regeneration Area	284
TOTAL NEW HOMES FROM ALLOCATED SITES WITHOUT PLANNING PERMISSION	<u>3,550284</u>

Appendix 2 Table 2: Individual Regeneration Area tables

West Wight Regeneration Area				
Settlement	Housing Allocation Reference Number	Address	Specific (App 2) or Generic (H3) Policy requirement	Indicative Yield
Totland	HA002	Land and School buildings at Weston Primary School, Weston Road	Specific	10
Freshwater	HA005	Land to the east of Football Club, Camp Road	Specific	100
Freshwater	HA006	Heathfield Campsite, Heathfield Road	Specific	70
TOTAL NEW HOMES FROM ALLOCATED SITES WITHOUT PLANNING PERMISSION				<u>18010</u>

West Medina Regeneration Area				
Settlement	Housing Allocation Reference Number	Address	Specific (App 2) or Generic (H3) Policy requirement	Indicative Yield
Cowes	HA018	Green Gate Industrial Estate, Thetis Road	Specific	25
Northwood	HA020	Former Somerton Reservoir, Newport Road	Specific	146
Northwood	HA022	Somerton Farm, Newport Road	Specific	130
Northwood	HA025	Land rear of 84 Wyatts Lane	Specific	20
TOTAL NEW HOMES FROM ALLOCATED SITES WITHOUT PLANNING PERMISSION				321

Island Planning Strategy Appendix 2: List of allocated sites

Newport Regeneration Area				
Settlement	Housing Allocation Reference Number	Address	Specific (App 2) or Generic (H3) Policy requirement	Indicative Yield (within plan period)
Newport	HA031	Various land adjacent to and east of Carisbrooke College	Specific	175
Newport	HA032	Land at Horsebridge Hill & Acorn Farm	Specific	150
Newport	HA033	Land west of Sylvan Drive	Specific	225
Newport	HA036	Land at Noke Common	Specific	100
Newport	HA037	Former Library HQ, land adjacent St Marys Hospital	Specific	25
Newport	HA038	Land off Broadwood Lane	Specific	150
Newport	HA039	Former HMP site	See Policy KPS1	750 800
Newport	HA044	Newport Harbour	See Policy KPS2	250
Newport	HA110	Land at Moreys Timber Yard, Trafalgar Road	Specific	100
Newport	HA115	Former Polars Residential Home	Generic	50
TOTAL NEW HOMES FROM ALLOCATED SITES WITHOUT PLANNING PERMISSION				1975 2025

East Medina Regeneration Area				
Settlement	Housing Allocation Reference Number	Address	Specific (App 2) or Generic (H3) Policy requirement	Indicative Yield
East Cowes	HA046	Land at Crossways	Generic	125
TOTAL NEW HOMES FROM ALLOCATED SITES WITHOUT PLANNING PERMISSION				125

Ryde Regeneration Area				
Settlement	Housing Allocation Reference Number	Address	Specific (App 2) or Generic (H3) Policy requirement	Indicative Yield
Ryde	HA055	Old Hosiden Besson site, Binstead Road	Generic	20
Ryde	HA060	Westridge Cross Dairy and land to the north of Bullen Road, Ryde	Specific	474
Ryde	HA116	Former St Marys Convent, High Street	Generic	25
Bembridge	HA064	Land north of Mill Road and east of High Street	Specific	80
Bembridge	HA065	Land east of Hillway Road and south of Steyne Road	Specific	66
TOTAL NEW HOMES FROM ALLOCATED SITES WITHOUT PLANNING PERMISSION				665 519

Island Planning Strategy Appendix 2: List of allocated sites

The Bay Regeneration Area				
Settlement	Housing Allocation Reference Number	Address	Specific (App 2) or Generic (H3) Policy requirement	Indicative Yield
Shanklin	HA077	Winchester House, Sandown Road	Generic	20
Lake	HA078	Learning Centre, Berry Hill	Generic	30
Sandown	HA080	Former Sandham Middle School site	Specific	84
Shanklin	HA084	Former SPA Hotel, Shanklin Esplanade	Specific	50
Godshill	HA096	Land adjoining Scotland Farm and Tresslewood Care Village	Specific	100
TOTAL NEW HOMES FROM ALLOCATED SITES WITHOUT PLANNING PERMISSION				284

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Island Planning Strategy Appendix 1: List of large sites with planning permission

The sites within this Appendix benefit from planning permission however for the avoidance of doubt, are allocated for residential purposes in line with Policy H2 of the Island Planning Strategy.

Appendix 1 Table 1: Summary table

Regeneration Area	Homes permitted within the plan period
West Wight Regeneration Area	141
West Medina Regeneration Area	641
Newport Regeneration Area	31
East Medina Regeneration Area	421
Ryde Regeneration Area	8321,099
The Bay Regeneration Area	69
TOTAL NEW HOMES FROM LARGE SITES WITH PLANNING PERMISSION	2,135,402

Appendix 1 Table 2: Individual Regeneration Area tables

West Wight Regeneration Area					
Settlement	Planning permission reference number	Address	Specific (App 2) or Generic (H3) requirements	Homes permitted	Homes within the plan period
Brighstone	P/00966/14, P/01449/18	Land adjacent Blanchards, Moortown Lane	Generic	55	55
Freshwater	21/00357/FUL	Land off Birch Close	Generic	44	44
Wellow	21/00684/FUL	Land at Lee Farm Main Road	Generic	16	16
Yarmouth	P/00402/18	West Bay Club, Halletts Shute	Generic	26	26
TOTAL NEW HOMES FROM LARGE SITES WITH PLANNING PERMISSION				141	141

West Medina Regeneration Area					
Settlement	Planning permission reference number	Address	Specific (App 2) or Generic (H3) requirements	Homes permitted	Homes within the plan period
Cowes	P/00496/16	Medina Yard	Specific	535	535
Gurnard	19/00080/FUL	Bucklers View, Worsley Road	Generic	12	12
Northwood	P/01262/16	Land rear of Harry Cheek Gardens and Wyatts Lane	Specific	28	28
Northwood	P/00823/18	Land to the rear of 391 Newport Road	Generic	66	66
TOTAL NEW HOMES FROM LARGE SITES WITH PLANNING PERMISSION				641	641

Island Planning Strategy Appendix 1: List of large sites with planning permission

Newport Regeneration Area					
Settlement	Planning permission reference number	Address	Specific (App 2) or Generic (H3) requirements	Homes permitted	Homes within the plan period
Newport	P/00959/17, P/00986/18	1 Medina Food Services, Little London	Generic	20	20
Newport	P/01008/18	11-11D St James Street	Generic	11	11
TOTAL NEW HOMES FROM LARGE SITES WITH PLANNING PERMISSION				31	31

East Medina Regeneration Area					
Settlement	Planning permission reference number	Address	Specific (App 2) or Generic (H3) requirements	Homes permitted	Homes within the plan period
Arreton	20/01160/FUL	Branstone Farm Studies Centre, Hale Common	Generic	42	42
East Cowes	P/00102/14	Folly Works	Generic	99	99
East Cowes	P/01065/15	Land at Red Funnel	Specific	100	100
East Cowes	P/00941/16	Maresfield Road, Land west of Castle Street	Generic	53	53
East Cowes	P/00328/18	Off Hawthorn Meadow, Saunders Way	Generic	30	30
Rookley	20/02260/FUL	Part of Parcel 8530, Main Road	Generic	28	28
Wootton	P/00741/18	Palmers Farm, Brocks Copse Road	Specific	40	40
Wootton	21/01796/OUT	Land at and Rear of 69 And Part OS 8361 Station Road	Generic	29	29
TOTAL NEW HOMES FROM LARGE SITES WITH PLANNING PERMISSION				421	421

Ryde Regeneration Area					
Settlement	Planning permission reference number	Address	Specific (App 2) or Generic (H3) requirements	Homes permitted	Homes within the plan period
Ryde	P/01218/16	Rosemary Vineyard, Smallbrook Lane	Generic	140	140
Ryde	P/01456/14	South of Smallbrook Lane, Pennyfeathers Land	Generic	904	<u>548735</u>
Ryde	P/00164/17	Land at Ryde House, Binstead Road	Generic	30	16
Ryde	P/00573/15, P/01127/16	Land at Former Harcourt Sands Holiday Park	Specific	128	128
<u>Ryde</u>	<u>20/01733/OUT</u>	<u>Land N of Woodland Close & Adj Cedar Lodge & Thornton Cottage Puckpool Hill</u>	<u>Generic</u>	<u>50</u>	<u>50</u>
Nettlestone	P/00496/18	Land between Nettlestone Hill and Seaview	Generic	17	17

Island Planning Strategy Appendix 1: List of large sites with planning permission

Bembridge	P/00637/14	Sites at The Duver Marina and Bembridge Marina	Generic	13	13
TOTAL NEW HOMES FROM LARGE SITES WITH PLANNING PERMISSION				126 48	8321,099

The Bay Regeneration Area					
Settlement	Planning permission reference number	Address	Specific (App 2) or Generic (H3) requirements	Homes permitted	Homes within the plan period
Sandown	P/00216/18	Savoy Court, Victoria Road	Generic	12	12
Sandown	P/01052/18	23 Stonehaven residential care home, Carter Street	Generic	16	16
Sandown	20/00412/FUL	Belgrave Hotel, 14-16 Beachfield Road	Generic	10	10
Sandown	20/00455/FUL	Old Town Hall, Grafton Street	Specific	11	11
Shanklin	P/01393/17	Highmead and The Laurels, 3 Highfield Road	Generic	10	10
Ventnor	20/00091/FUL	Former Bus Depot, 22 Pier Street	Generic	10	10
TOTAL NEW HOMES FROM LARGE SITES WITH PLANNING PERMISSION				69	69

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Corporate Scrutiny Committee

6th September 2022

Draft Island Planning Strategy

Recommendation 3

Community-led planning

C15 Community led planning

The council will support town, parish and community councils in bringing forward Neighbourhood Plans that could provide localised policy on a number of issues, which could include:

- a) location of development to meet the housing requirement within a designated neighbourhood area;
- b) restricting second home and/or short term holiday let ownership of new build properties;
- c) sites for self and custom build serviced plots;
- d) local Design Code / Guide;
- e) identification and allocation of previously developed land for residential, commercial or social purposes;
- f) location of social and community infrastructure.

Where town, parish and community councils have undertaken place plans and/ or masterplanning work that has been endorsed by the council, development proposals should demonstrate how they contribute to achieving the aims of the community-led plan.

Major development proposals will be required to submit a statement setting out the type, scale and results of public consultation carried out in advance of application submission, demonstrating how the proposal has been shaped by local community views.

- 5.106 The council believes that representative community engagement often benefits from starting with what people and communities (especially under-served communities) are interested in and what their concerns are, not the statutory duties and programmes of public authorities.
- 5.107 There are a number of routes for community-led work to be formalised into planning policy, particularly neighbourhood development plans, that when adopted form part of the development plan together with the NPPF and Island Planning Strategy. The council has also adopted a number of community-led documents as supplementary planning documents. The processes for adopting neighbourhood development plans and supplementary planning documents are regulated, which often puts communities off engaging in community-led planning
- 5.108 Community-led place plans, masterplans and Local Cycling and Walking Infrastructure Plans can provide a better understanding of local issues to help shape future service delivery and a more co-ordinated way of working with the resources available. The council, through its regeneration team, has engaged with a number of communities to raise public awareness of the regeneration programme and its aims
- 5.109 The council will work with and/ or support communities undertaking place plans or masterplans. In order to formalise such documents within the planning process the council will need to ensure that community aspirations are in general conformity with the vision and objectives of this plan and contribute to the delivery of its vision and objectives. This is not to say that the council will be unnecessarily prescriptive in this process, but it will need to be comfortable with the outcome. Community-led place plans or masterplans could be endorsed through a formal council-led process, such as a supplementary planning document.
- 5.110 Community engagement is an essential part of informing development schemes and applicants will be expected to engage with local communities, using town, parish and community councils.

Corporate Scrutiny Committee

6th September 2022

Draft Island Planning Strategy

Recommendation 4

Climate Change



- 3.6** On 24 July 2019 the council declared a climate emergency and committed itself to working towards achieving net-zero carbon status for the Isle of Wight by 2030. Following further work the Climate and Environment Strategy was published in late 2021 and revised these targets to be net-carbon zero as a Council by 2030, across the school estate by 2035 and as an Island by 2040. Each target date must primarily focus on reducing emissions to minimise the amount of offsetting required. An action plan has been prepared to guide the work needed to achieve these targets.
- 3.7** The targets within the Climate and Environment Strategy will not only help the council to tackle the climate emergency, but also to help in meeting the council's wider priorities of preserving our environment, delivering economic growth, protecting our community, and planning for our future needs as set out in the Corporate Plan. The Climate and Environment Strategy and action plan will be supported by the Mission Zero Hub, which is currently under development. The work of the Mission Zero Hub will be closely integrated with maintaining the Isle of Wight Biosphere status.
- 3.8** Supporting the biosphere is one of the three key actions set out in the Corporate Plan. 'Biosphere' is the living surface of our planet, made from the land, the sea, the air we breathe and the energy from the Sun. UNESCO Biosphere Reserves are some of the best examples where communities have found ways to resolve the conservation of ecosystems with their ongoing sustainable use. There are over 700 UNESCO Biosphere Reserves in 120 countries including 20 transboundary sites
- 3.9** In 2017, working with partner organisations across the Island, the Isle of Wight Area of Outstanding Natural Beauty Partnership led the bid to achieve UNESCO Biosphere Reserve status for the Isle of Wight. After being endorsed by the UK Government and following submission of a nomination to UNESCO in Paris in September 2018, UNESCO designated the Isle of Wight a Biosphere Reserve on 19 June 2019 (www.iwbiosphere.org).
- 3.10** The Corporate Plan sets out that a Biosphere Steering Group is to be created, drawn from all relevant sectors of the Island including representatives of the environment, business, art & cultural and wellbeing communities. The role of the Biosphere Steering Group will be to steer and advise the council in the development of decisions, policies and service plans to translate and embed Biosphere objectives and priorities into the working of the council. This will directly support the Corporate Plan aspiration to embed the Climate and Environment Strategy and IW Biosphere into policy, including the Island Planning Strategy.
- 3.11** The Isle of Wight UNESCO Biosphere Reserve (IW Biosphere) confirms that the Isle of Wight is recognised as an example of where local communities have found a way to live sustainably within their local ecosystems. UNESCO is the United Nations Educational, Scientific and Cultural Organization. This means that the IW Biosphere designation directly connects the Island to the work of the United Nations and crucially to the delivery of the seventeen Global Goals for Sustainable Development by 2030, set out in the diagram below.

Island Planning Strategy Section 3: How the IPS reflects corporate priorities



- 3.12** Paragraph 7 of the NPPF sets out that one of the key purposes of the planning system is to contribute to achieving sustainable development, which is defined as *'meeting the needs of the present without compromising the ability of future generations to meet their own needs.'* As noted in paragraph 1.1 of the IPS, to achieve sustainable development there are three overarching objectives (economic, social and environmental) that should be delivered through the preparation and implementation of plans. There is clear overlap and synergy between the seventeen Global Goals for Sustainable Development and these three objectives enshrined in national planning policy, demonstrated by paragraph 7 of the NPPF including mention of the Global Goals. The policies and sections of the IPS identify some of the Global Goals that they will try and address.
- 3.13** Given the fundamental importance that the environment will play in the islands ability to tackle climate change and achieve carbon net zero, as well as helping to maintain the IW Biosphere designation that showcases the environmental benefits of the island, strategic policy **CC1** below sets out how climate change must be considered by all development coming forward on the island. The health and wellbeing of our community will be directly affected by how the council and the island responds and adapts to a changing climate.

CC1: Climate Change

Strategic

The Council has committed in the Climate & Environment Strategy to be net-carbon zero as a Council by 2030, across the school estate by 2035 and as an Island by 2040.

To achieve this the Council will support proposals that deliver social, economic, environmental and cultural development in a sustainable way that balances the needs of people and the environment.

Such proposals will help support the Isle of Wight UNESCO Biosphere designation and the policies of the Island Planning Strategy will help to identify, understand, protect and invest in the island's natural and cultural assets.

The Council will actively use these assets to shape a better, healthier, more resilient and more sustainable Island life.



Corporate Scrutiny Committee

6th September 2022

Draft Island Planning Strategy

Recommendation 5



E12 Solent Freeport

The Council will support sustainable development proposals that seek to benefit from and / or play a role in facilitating investment and innovation linked to the Solent Freeport.

The Council will also support the intensification and/ or expansion of existing employment uses, or the use of employment allocations for commercial businesses related to the Solent Freeport.

- 8.118** Freeports are areas designated by the Government that will benefit from incentives to encourage economic activity. The Solent Freeport has the potential to unlock significant levels of investment, create tens of thousands of new jobs and help to level up our important coastal communities across the region (www.solentfreeport.com).
- 8.119** Officially launched in June 2022, it is estimated that the Solent Freeport could help create 52,000 new skilled and semi-skilled jobs including 26,000 direct jobs in the Solent region, whilst playing a key role in delivering the Government's levelling up agenda. There are seven 'tax sites' within the Solent Freeport, two 'customs sites' and plans for a dedicated Solent Freeport Green Growth Institute (SFGGI) that will provide a centre of excellence in green skills and jobs. This SFGGI will help to ensure local communities across the Solent Freeport region, including the island, can benefit from the opportunities created through environmental innovation.
- 8.120** The Solent Freeport can play a key role in supporting our innovative industries, encouraging growth in high tech development and composites, wind turbine and marine industry manufacturing. It should help to secure greater investment in our infrastructure and connectivity and the Council will support development proposals that play a role in helping to secure the investment and innovation that the Solent Freeport opportunity presents.

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Stage 1 Equality Impact Assessment – Initial Screening

Assessor(s) Name(s):	James Brewer Planning Team Leader - Policy & Delivery
Directorate/School name:	Regeneration
Date of Completion:	1 st April 2022

Name of Policy/Strategy/Service/Function Proposal

DRAFT ISLAND PLANNING STRATEGY

The Aims, Objectives and Expected Outcomes:

The Isle of Wight Council sets out a clear vision for the future of the Island through its Corporate Plan and Regeneration Strategy, and the aim of the draft Island Planning Strategy is to set out in land use terms how the council will achieve its vision.

The objective of the plan is to set out a series of policies that can be used by developers when preparing planning proposals and guide the Local Planning Authority when determining planning applications across the Island and away from operating under the National Planning Policy Framework's 'presumption in favour of sustainable development'.

The expected outcome of the plan is that it will pass through the required stages including consultation and an independent examination before being formally adopted by the Isle of Wight Council. Once adopted the statutory development plan can give certainty to local communities over how their area is expected to change over the life of the plan.

Please delete as appropriate:

- This is a new policy/strategy/service/council/school function proposal
- ~~This is a proposal for a new, changed or removed policy/strategy/service/council/school function (check whether the original decision was equality impact assessed)~~

Key Questions to Consider in Assessing Potential Impact	
Will the policy /strategy/service/council/school function proposal have a negative impact on any of the protected characteristics or other reasons that are relevant issues for the local community and/or staff?	Yes/No
Has previous consultation identified this issue as important or highlighted negative impact and/or we have created a “legitimate expectation” for consultation to take place? A legitimate expectation may be created when we have consulted on similar issues in the past or if we have ever given an indication that we would consult in such situations	Yes/No
Do different groups of people within the local community have different needs or experiences in the area this issue relates to?	Yes/No
Could the aims of these proposals be in conflict with the council’s/school’s general duty to pay due regard to the need to eliminate discrimination, advance equality of opportunity and to foster good relations between people who share a protected characteristic and people who do not?	Yes/No
Will the proposal have a significant effect on how services, council or schools function/s is/are delivered?	Yes/No
Will the proposal have a significant effect on how other organisations operate?	Yes/No
Does the proposal involve a significant commitment of resources?	Yes/No
Does the proposal relate to an area where there are known inequalities?	Yes/No
<p>If you answer Yes to any of these questions, it will be necessary for you to proceed to a full Equality Impact Assessment after you have completed the rest of this initial screening form.</p> <p>If you answer No to all of these questions, please provide appropriate evidence using the table below and complete the evidence considerations box and obtain sign off from your Head of Service/Headteacher.</p>	

Protected Characteristics	Positive	Negative	No impact	Reasons
Age	X			<p>The draft Island Planning Strategy is required to be in general conformity with national planning policy and guidance.</p> <p>The plan is a series of policies against which development proposals will be considered. It will be the proposals themselves that introduce new development that may have an impact on the protected characteristic, rather the plan itself.</p> <p>However, there are aspects of the plan that could make proposals contribute to the opportunities for equality for this group and for this reason these have been noted. This is in respect of facilitating independent living.</p>
Disability	X			<p>The draft Island Planning Strategy is required to be in general conformity with national planning policy and guidance.</p> <p>The plan is a series of policies against which development proposals will be considered. It will be the proposals themselves that introduce new development that may have an impact on the protected characteristic, rather the plan itself.</p> <p>However, there are aspects of the plan that could make proposals contribute to the opportunities for equality for this group and for this reason these have been noted. This is in respect of facilitating independent living.</p>
Gender Reassignment			X	<p>The draft Island Planning Strategy is required to be in general conformity with national planning policy and guidance.</p> <p>The plan is a series of policies against which development proposals will be considered. It will be the proposals themselves that introduce new development that may have an impact on the protected characteristic, rather the plan itself.</p>
Marriage & Civil Partnership			X	<p>The draft Island Planning Strategy is required to be in general conformity with national planning policy and guidance.</p> <p>The plan is a series of policies against which development proposals will be considered. It will be the proposals themselves that introduce new development that may have an impact on the protected characteristic,</p>

				rather the plan itself.
Pregnancy & Maternity			X	<p>The draft Island Planning Strategy is required to be in general conformity with national planning policy and guidance.</p> <p>The plan is a series of policies against which development proposals will be considered. It will be the proposals themselves that introduce new development that may have an impact on the protected characteristic, rather the plan itself.</p>
Race	X			<p>The draft Island Planning Strategy is required to be in general conformity with national planning policy and guidance.</p> <p>The plan is a series of policies against which development proposals will be considered. It will be the proposals themselves that introduce new development that may have an impact on the protected characteristic, rather the plan itself.</p> <p>However, there are aspects of the plan that could make proposals contribute to the opportunities for equality for this group and for this reason these have been noted. This is in respect of planning for Gypsy, Traveller and Travelling Showpeople sites and pitches.</p>
Religion / Belief			X	<p>The draft Island Planning Strategy is required to be in general conformity with national planning policy and guidance.</p> <p>The plan is a series of policies against which development proposals will be considered. It will be the proposals themselves that introduce new development that may have an impact on the protected characteristic, rather the plan itself.</p>
Sex (male / female)			X	<p>The draft Island Planning Strategy is required to be in general conformity with national planning policy and guidance.</p> <p>The plan is a series of policies against which development proposals will be considered. It will be the proposals themselves that introduce new development that may have an impact on the protected characteristic, rather the plan itself.</p>
Sexual Orientation			X	<p>The draft Island Planning Strategy is required to be in general conformity with national planning policy and guidance.</p> <p>The plan is a series of policies against which development proposals will be considered. It will be the proposals themselves that introduce new development that may have an impact on the protected characteristic,</p>

				rather the plan itself.
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Are there aspects of the proposal that contribute to or improve the opportunity for equality?	Yes/No
<p><i>If answered Yes, describe what these are and how they may be promoted or enhanced</i></p> <p>The following aspects have been taken from the Draft Island Planning Strategy</p> <p><i>Policy AFF1 Isle of Wight Affordable Housing</i> The council wishes to set a definition of affordable housing on the island that will make a new home affordable for all island residents regardless of status.</p> <p><i>Policy C5 Facilitating Independent Living</i> The council will support the delivery of a range of accommodation types and tenures that enable people to live as independently as possible.</p> <p><i>Policy H11 Planning for Gypsy, Traveller and Travelling Showpeople provision</i> The council will allocate sites for transit and permanent pitches for Gypsy or Traveller use or plots for Travelling Showpeople in a development plan document, based on assessed needs.</p>	

Evidence Considered During Screening
<p>The draft Island Planning Strategy has been subject to an equalities impact assessment which demonstrates that no negative impacts on the protected characteristics are expected from the document. Negative impacts are also not expected to arise from the period of public representation on the draft Island Planning Strategy, and this period will provide the opportunity for any issues relating to equality to be raised and then sent on to the planning inspector.</p> <p>The Island has an ageing population and a high percentage of people with mobility problems, which in turn is placing increased demands on services. Through its policies the council wants to ensure that future development contributes to creating environments that are accessible to all generations (and associated health issues) and by doing so improve residents' health and wellbeing.</p> <p>There are specific aspects of Gypsies and Travellers cultural traditions and preferences which need specific consideration, such as the preference for living in a caravan or working from home and the need to provide space suitable for both sustained periods of settled living whilst also facilitating a nomadic lifestyle.</p>

Head of Service sign off & date:	<i>Ollie Boulter</i> 4 April 2022
Legal sign off & date:	

A signed version is to be kept by your team and also an electronic version can be published on the council's / school's website (follow the link from the EIA page on the intranet) unless it relates to staffing/specific individuals. In which case, it should only be kept by your team.

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Isle of Wight Council Forward Plan – August 2022 – Version 2 and (where relevant) Notice of Intention to Hold Part of Meeting in Private Session

The Forward Plan is a list of all matters that are due to be considered no earlier than 28 clear working days from the date of this notice by the appropriate Decision Making Body or individual including those deemed to be key decisions.

The plan also gives notice of which decisions (if any) that may be made in private with the exclusion of press and public where for example personal or commercially sensitive information is to be considered in accordance with the Local Authorities (Executive Arrangements)(Meetings and Access to Information(England) Regulations 2012.

A list of all Council Members can be found on the Council’s web site from this link

The Leader of the Council (also responsible for Strategic Oversight) is Cllr Lora Peacey-Wilcox.

Other members of the Cabinet are:

Deputy Leader and Cabinet Member for Digital Transformation, Housing, Homelessness and Poverty - Cllr Ian Stephens

Cabinet Member for Infrastructure, Highways PFI and Transport - Cllr Phil Jordan

Cabinet Member for Children's Services, Education and Lifelong Skills - Cllr Debbie Andre

Cabinet Member for Levelling-Up, Regeneration, Business Development and Tourism - Cllr Julie Jones-Evans

Cabinet Member for Adult Social Care and Public Health - Cllr Karl Love

Cabinet Member for Planning and Enforcement - Cllr Paul Fuller

Cabinet Member for Strategic Finance, Transformational Change and Corporate Resources – Cllr Chris Jarman

Cabinet Member for Climate Change, Environment, Heritage, Human Resources, Legal and Democratic Services - Cllr Jonathan Bacon

Cabinet Member for Community Protection, Regulatory Services and Waste – Cllr Karen Lucioni

* Please note that any items highlighted in yellow are changes or additions from the previous Forward Plan

Title and Summary of Proposed Decision	Decision Making Body and name of relevant Cabinet Member	Meeting Date/Proposed Publishing Date	Relevant documents submitted to decision maker to be considered*	Consultees (including town and parish councils) and Consultation Method	May report or part of report be dealt with in private? If so - why?
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Title and Summary of Proposed Decision	Decision Making Body and name of relevant Cabinet Member	Meeting Date/Proposed Publishing Date	Relevant documents submitted to decision maker to be considered*	Consultees (including town and parish councils) and Consultation Method	May report or part of report be dealt with in private? If so - why?
<p>Quarterly Performance Monitoring Report (QPMR) Quarter 1 2022-23</p> <p>To provide a summary of progress against Corporate Plan activities and measures for the period April to June 2022. To inform Cabinet of areas of particular success, issues requiring attention and remedial activity in place to deal with these. To provide a report on the financial position of the council for the same period</p>	<p>Cabinet</p> <p>Cabinet Member for Strategic Finance, Corporate Resources and Transformational Change (26/5/21 - 13/6/22)</p> <p>Date 1st added: 9 June 2022</p>	<p>8 Sep 2022</p>			<p>Open</p>
<p>Review of the Public Health Partnership Function between Isle of Wight Council and Hampshire County Council.</p> <p>To provide an update on the Public Health Partnership with Isle of Wight Council, specifically on progress against the remaining recommendations from the 2018 review which had not been met at the time of the formal partnership.</p>	<p>Cabinet</p> <p>Cabinet Member for Adult Social Care, Public Health</p> <p>Date 1st added: 3 November 2021</p>	<p>8 Sep 2022</p>			<p>Open</p>
<p>Island Planning Strategy</p> <p>For Cabinet to consider the draft Island Planning Strategy and make recommendations to Full Council</p>	<p>Cabinet</p> <p>Cabinet Member for Planning and Community Engagement (6/10/21 - 13/6/22)</p> <p>Date 1st added: 2 March 2022</p>	<p>8 Sep 2022</p>			<p>Open</p>

Title and Summary of Proposed Decision	Decision Making Body and name of relevant Cabinet Member	Meeting Date/Proposed Publishing Date	Relevant documents submitted to decision maker to be considered*	Consultees (including town and parish councils) and Consultation Method	May report or part of report be dealt with in private? If so - why?
<p>Transfer of Ownership and Transfer of Major Shareholding of Amey (ioW) SPV and the Works and operating Sub-Contractor</p> <p>To confirm the council consent for the Transfer of Ownership & Transfer of Major Shareholding of Amey (IoW) Waste PPP, the SPV and the Works and operating Sub-Contractor to a proposed new structure within the original Ferrovial parent company.</p>	<p>Cabinet</p> <p>Cabinet Member for Community Protection, Regulatory Services and Waste</p> <p>Date 1st added: 6 July 2022</p>	<p>8 Sep 2022</p>		<p>Internal consultation with Finance, external professional advice from legal advisors.</p>	<p>Open</p>
<p>The Isle of Wight Council (Various Streets, Freshwater) (Traffic Regulation) Order No 1 2022</p> <p>The proposal forms part of a planning permission for a new development under Planning Application 21/00357/FUL and the new regulations are designed to mitigate the impact of increased traffic once the development has been populated.</p>	<p>Cabinet</p> <p>Date 1st added: 3 August 2022</p>	<p>8 Sep 2022</p>			<p>Open</p>
<p>The Isle of Wight Council (Horsebridge Hill, Newport) (Traffic Regulation) Order No 1 2021</p> <p>This report provides the details of recommendation for introducing new parking restrictions, and making some of the existing parking restrictions enforceable.</p>	<p>Cabinet</p> <p>Cabinet Member for Highways PFI, Transport and Infrastructure (26/5/21 - 13/6/22)</p> <p>Date 1st added: 14 September 2021</p>	<p>8 Sep 2022</p>		<p>Public consultation - press publication and street notices</p>	<p>Open</p>

Title and Summary of Proposed Decision	Decision Making Body and name of relevant Cabinet Member	Meeting Date/Proposed Publishing Date	Relevant documents submitted to decision maker to be considered*	Consultees (including town and parish councils) and Consultation Method	May report or part of report be dealt with in private? If so - why?
<p>Better Care Fund 2022/2023</p> <p>For approval in principle of the Better Care Fund partnership arrangements with the Integrated Care System for 2022/2023 in line with national guidance and framework</p>	<p>Cabinet</p> <p>Cabinet Member for Adult Social Care, Public Health</p> <p>Date 1st added: 9 August 2022</p>	<p>8 Sep 2022</p>			<p>Open</p>
<p>Island Planning Strategy</p> <p>To agree to publish the draft Island Planning Strategy for the regulation 19 stage period for representation and then submit the draft plan and required documentation to the Planning Inspectorate for independent examination.</p>	<p>Full Council</p> <p>Date 1st added: 17 March 2022</p>	<p>20 Sep 2022</p>		<p>Internal and External Full public consultation</p>	<p>Open</p>
<p>Prayer session options paper</p>	<p>Full Council</p>	<p>21 Sep 2022</p>			<p>Open</p>
<p>Disposal of potential housing site(s) in East Cowes</p> <p>To confirm the granting of an option to dispose , subject to securing planning permission, on one or both of the council owned development sites known as Maresfield Rd and Albany</p>	<p>Cabinet</p> <p>Cabinet Member for Levelling Up, Regeneration, Business Development and Tourism</p> <p>Date 1st added: 6 July 2022</p>	<p>13 Oct 2022</p>		<p>East Cowes Waterfront Implementation Group and local member</p>	<p>Part exempt Yes – appendix summarising appraisal of responses to EOI issued in April 2022 – responses were submitted as commercial in confidence</p>

Title and Summary of Proposed Decision	Decision Making Body and name of relevant Cabinet Member	Meeting Date/Proposed Publishing Date	Relevant documents submitted to decision maker to be considered*	Consultees (including town and parish councils) and Consultation Method	May report or part of report be dealt with in private? If so - why?
Annual Progress Report on Housing Strategy Action Plan	Cabinet	13 Oct 2022		Call-over and housing governance groups	Open
A Progress Report against the housing strategy action plan since the adoption of the 5-Year housing strategy in 2020	Date 1 st added: 3 November 2021				
Procurement 2022-2025	Cabinet	13 Oct 2022		The strategy has been through a period of internal and external consultation. External consultees include Chamber of Commerce and FSB.	Open
Approval of new Procurement Strategy	Cabinet Member for Climate Change, Environment, Heritage, Human Resources and Legal and Democratic Services Date 1 st added: 3 August 2022				

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