

# Agenda

Name of meeting	<b>CABINET</b>
Date	<b>THURSDAY 14 MARCH 2024</b>
Time	<b>5.00 PM</b>
Venue	<b>COUNCIL CHAMBER, COUNTY HALL, NEWPORT, ISLE OF WIGHT</b>
Members of the Cabinet	Cllrs P Jordan (Chairman), L Peacey-Wilcox, D Andre, J Bacon, P Fuller, J Jones-Evans, K Lucioni and I Stephens
	Democratic Services Officer: Sarah MacDonald democratic.services@iow.gov.uk

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## 1. Minutes

To confirm as a true record the Minutes of the meetings held on 8 February 2024 and 15 February 2024.

- (a) 8 February 2024 (Pages 7 - 12)
- (b) 15 February 2024 (Pages 13 - 20)

## 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



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.

[democratic.services@iow.gov.uk](mailto:democratic.services@iow.gov.uk), no later than two clear working days before the start of the meeting. The deadline for written questions will be Monday 11 March 2024.

4. **Chairman's Announcements**

5. **Report of the Cabinet Member for Adult Social Care and Public Health**

(a) Director of Public Health Annual Report - Childhood Obesity - Call to Action (Pages 21 - 40)

(b) A Smokefree Generation (Pages 41 - 50)

6. **Report of the Cabinet Member for Children's Services, Education and Corporate Functions**

(a) Determine School Academic Year/Term Dates for 2025/2026 (Pages 51 - 58)

7. **Report of the Leader and Cabinet Member for Transport and Infrastructure, Highways PFI and Transport Strategy**

(a) Concessionary Travel Reimbursement 2024-25 (Pages 59 - 68)

(b) Cowes Medina Crossing (Pages 69 - 226)

8. **Report of the Cabinet Member for Planning, Coastal Protection and Flooding**

(a) Draft Island Planning Strategy (Pages 227 - 504)

9. **Cabinet Member Announcements**

To invite Cabinet Members to provide a brief update on matters concerning their portfolio.

10. **Consideration of the Forward Plan** (Pages 505 - 516)

Cabinet Members to identify decisions which need to be amended, added or to be removed from the Forward Plan.

11. **Members' Question Time**

To guarantee a reply to a question, a question must be submitted in writing or by electronic mail to [democratic.services@iow.gov.uk](mailto:democratic.services@iow.gov.uk) no later than 5pm on Tuesday 12 March 2024. 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.

12. **Exclusion of Public and Press**

To consider passing a resolution, that under Regulation 4(2)(b) of The Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012, the public and press be excluded from the meeting

for the following items of business, namely Agenda items 13(a) and 13(b) on the grounds that there is likely to be disclosure of exempt information, as defined in paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972 and in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

Appendix 2 to Item 13a (Weston Academy) and Appendix 2 to Item 13b (Yarmouth School) are exempt from disclosure under Regulation 4(2)(b) of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012, on the grounds that there is likely to be disclosure of exempt information, as defined in paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972 and in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

**13. Report of the Deputy Leader and Cabinet Member for Housing and Finance**

- (a) Sale of the former Weston Academy, Weston Road, Totland, Isle of Wight (Pages 517 - 528)
- (b) Disposal of the former Yarmouth Primary School, Yarmouth (Pages 529 - 558)

CHRISTOPHER POTTER  
Monitoring Officer  
Wednesday, 6 March 2024

## 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](mailto:christopher.potter@iow.gov.uk), or Deputy Monitoring Officer - Justin Thorne on (01983) 821000, email [justin.thorne@iow.gov.uk](mailto:justin.thorne@iow.gov.uk).

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## **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](mailto: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.

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## Minutes

Name of meeting	<b>CABINET</b>
Date and Time	<b>THURSDAY 8 FEBRUARY 2024 COMMENCING AT 5.00 PM</b>
Venue	<b>COUNCIL CHAMBER, COUNTY HALL, NEWPORT, ISLE OF WIGHT</b>
Present	Cllrs P Jordan (Chairman), D Andre, J Bacon, P Fuller, J Jones-Evans, K Lucioni, L Peacey-Wilcox and I Stephens
Also Present	Sharon Betts, Laura Gaudion, Wendy Perera and Ashley Whittaker
Also Present (Virtual)	Colin Rowland and Natasha Dix

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### 164. **Minutes**

RESOLVED:

THAT the minutes of the meeting held on 11 January 2024 be approved.

### 165. **Declarations of Interest**

There were no declarations of interest.

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

There were no public questions.

### 167. **Chairman's Announcements**

The setting of the budget had been a long process which had now concluded, and it was believed that the budget being put forward was the best offer for residents in difficult times. The proposed budget would be considered at an extra Cabinet meeting on 15 February.

Recent meetings had taken place with local housing providers and builders to look at delivering affordable homes on the Island. Some ideas would be brought forward in the near future.

Discussion had taken place with the National Trust and Highways regarding the potential for re-routing the Military Road.

At the recent Full Council meeting there had been a last minute amendment to the Council Tax Support Scheme, which had taken away the Exceptional Hardship Fund. A motion would be put to the next Full Council meeting to rescind the decision to remove the Exceptional Hardship Fund, to be considered for reinstatement alongside the budget setting.

**168. Report of the Cabinet Member for Children's Services, Education and Corporate Functions**

**168a QPMR Q3 - 2023/24**

The Cabinet Member did not wish to highlight anything particular at this stage. Other members highlighted some matters of note, which included that the target of 90% of waste to landfill had been exceeded at was currently at just over 96%. The length of time for planning applications to be determined had reduced as was now on target, helped by the reduction in the number of applications over the winter period. The floating bridge had been operating at 98.6% of its scheduled hours. It was currently at 97% due to software issues during the last quarter. An update regarding the floating bridge would be considered by Corporate Scrutiny at the end of February.

RESOLVED:

That Cabinet noted the Performance Report for the Quarter ended 31 December 2023, and the priority report detail as set out in appendices 1-10.

**168b Determination of School Admission Arrangements for 2025/26**

It was noted that there was no change proposed to the admission arrangements and therefore no consultation had been necessary.

RESOLVED:

That Cabinet approves the 2025/2026 admissions arrangements.

**169. Report of the Cabinet Member for Economy, Regeneration, Culture and Leisure**

**169a LEP Integration of functions into Upper Tier Local Authorities**

An overview was given of the proposed arrangements for future funding and joint working with Solent Partners (formerly Solent LEP) Southampton and Portsmouth City Councils. Over the next year work would be done on the finer detail, along with a potential commissioning model.

The Corporate Scrutiny Committee had considered the report and requested that the disaggregation detail be brought to a future meeting of that Committee.



RESOLVED:

To note that subject to meeting certain conditions, the Government is looking to integrate a number of existing LEP functions into UTLAs.

To note that to meet the conditions, and to maintain a focus on the Solent area, Isle of Wight Council (IWC) will need to work with Portsmouth City Council (PCC) and Southampton City Council (SCC) to take on these functions through the creation of a new joint UTLA Board.

To agree that subject to the 3 Solent UTLA area being recognised by the Government as an area for LEP integration, with appropriate due diligence, IWC should become a Member of Solent Partners, a company limited by guarantee, that is a successor body to the Solent LEP, to help drive economic growth in the sub-region. This agreement to be conditional on PCC and SCC similarly agreeing to become Members of Solent Partners.

To agree that IWC should not appoint a Director to the Board of Solent Partners to ensure that there is no conflict of interest with the wider governance needed for the new LEP integration arrangements. IWC, along with the other two UTLAs will seek appropriate requirements within the articles of Solent Partners to ensure representatives of all three UTLAs are entitled to observe board meetings.

To note the proposed draft governance structure attached as Appendix 1 that shows how IWC should work with partners to achieve our economic growth ambitions which will need to be outlined in an updated Solent 2050 Strategy.

To agree that subject of the agreement of all three partners, PCC are confirmed as the Accountable Body for Solent Partners.

To agree that any existing LEP funding disaggregated to the three Solent UTLAs can be pooled (subject to agreement with PCC and SCC) for the benefit of economic growth of the Solent region.

To agree that IWC, as one of the three UTLAs, will work with partners to develop an agreement on how Solent Partners will deliver economic growth for the functional economic area.

That delegated authority be given to the Chief Executive, and the Director of Finance and s151 Officer, acting individually or collectively in consultation with the Leader to agree the final details of the transfer of LEP functions to the UTLAs including future governance arrangements.

To agree that IWC should seek to support the creation of a Solent Economic Partnership, inviting adjacent Districts and Boroughs, Hampshire County Council, and other key public sector stakeholders, to enable Local Authorities leaders and leaders within the business community to have a regular opportunity to discuss and support economic growth in the region.

**170. Report of the Leader and Cabinet Member for Transport Infrastructure, Highways PFI and Transport Strategy**

**170a District 2 TRO Review - Newport and Carisbrooke**

The review was one of a number being brought forward on safety grounds following requests from members of the public and Town, Parish and Community Councils over the past 10 years. The proposals had undergone a process of consultation.

Cllr Garrett raised concerns regarding the painting of roads, and suggested that should the council's financial position improve, that consideration be given to physical restrictions rather than simply painting the roads, which would need enforcement.

A request was made that, when consultations have ended, that notices be removed from display in order to tidy up the streets. The Leader confirmed that he would take this up with the relevant Director.

RESOLVED:

That the decision on the proposed parking restrictions in Wellington Road, Newport which are subject to this report in relation to \*The Isle of Wight Council (Various Streets, Newport) (Traffic Regulation) Order No 1 2023 is postponed, pending the outcome of the public inquiry.

That all other proposed parking restrictions which are subject to this report in relation to \*The Isle of Wight Council (Various Streets, Newport) (Traffic Regulation) Order No 1 2023; \*The Isle of Wight Council (Residents' Parking Places) Order No 1 2023; \* The Isle of Wight Council (Parking Places) Order No 4 2023 are approved as proposed.

**171. Report of the Cabinet Member for Housing and Finance**

**171a Council Tax Premiums on Second Homes and Empty Properties**

Local Authorities had been given powers by government to collect premiums for properties which had been empty for more than one year (previously more than two years), to come into force in April 2024, and a discretionary premium of up to 100 per cent on second homes, to come into force in April 2025. There were some exceptions, and an appeal process would be in place. It was believed this would bring in extra revenue of around £88,000 from empty properties and around £4,270,000 from second-home owners. It was agreed that the council should take this opportunity given by government as the arguments in favour of doing so outweighed those against.

The Corporate Scrutiny Committee had requested an update on empty properties be brought to that Committee in April 2025, and an update on second homes in April 2026.

RESOLVED:

That Cabinet recommends to Full Council the following:

To adopt, commencing the billing period starting 1 April 2024, a council tax premium of 100 per cent for all long-term empty properties as defined by amendments to the Local Government Finance Act 1992 in force on that date:

To adopt, commencing the billing period starting 1 April 2025, a council tax premium of 100 per cent for all dwellings occupied periodically as defined by amendments to the Local Government Finance Act 1992 in force on that date (second homes); and

That the Draft Council Tax Policy for Second Homes, Long Term Empty Properties and determining discounts for certain dwellings be adopted and that the council's Section 151 Officer delegated authority to amend the council's policy of premiums in line with secondary legislation and/or statutory guidance, as and when published in conjunction with the Revenues and Benefits Managers.

## 172. **Cabinet Member Announcements**

The Cabinet Member for Children's Services, Education and Corporate Functions reported that the deadlines to apply for school places for the coming year were 31 October 2024 for Secondary schools and 15 January 2025 for Primary schools. The partnership with Hampshire County Council had now ended and the new Director of Children's Services and Service Directors for Education and Children's Social Care were now in post. A more holistic approach to place planning was to be considered. Consultation would take place with members, school governors, parents and other stakeholders prior to any proposals being announced.

The Cabinet Member for Climate Change, Biosphere and Waste reported that the council had won a Green Impact Gold Award, for supporting businesses to improve their environmental performance.

The Cabinet Member for Planning, Coastal Protection and Flooding reported that two Supplementary Planning Documents would be coming to Cabinet for approval to address health and flooding issues. There was to be a public meeting later in February with an update on the recent landslips and coastal protection and how the council could support residents. Actions from the planning peer review had resulted in re-introducing 'meet the planners' on Wednesday afternoons, and in the first two weeks 20 people had visited the service. The Agents and Architects forum was also being resurrected, with its first meeting the following day.

The Cabinet Member for Housing and Finance thanked the Chief Executive and Finance team for finalising a balanced budget.

The Cabinet Member for Economy, Regeneration, Culture and Leisure reported that various activities were planned for the forthcoming half term holiday, including play days at the Newport Roman Villa and family activities at the guildhall museum. On 20 February there was to be a follow up workshop on the Solent Cultural Strategy. Further funding had been obtained from Historic England for Ryde and a bid was to

be submitted for extra funding for Ryde Greenway. An event to discuss the Cowes and Northwood Place Plan had taken place which the Cabinet Member had attended.

The Cabinet Member for Infrastructure, Highways PFI and Transport Strategy, Strategic Oversight and External Partnerships reported that the proposal to increase parking charges from 1 April and to increase the floating bridge charge would not now be taken forward, neither would there be any increase in the charges in the current financial year. This had been included in the budget being proposed.

The Cabinet Member for Adult Social Care and Public Health reported that a paper would be coming forward regarding the government initiative for a Smokefree Generation, with a range of measures to encourage people not to start smoking and to support people to stop. Disposable vapes had now been banned and the council were working with schools and trading Standards colleagues on this. The Cabinet member had attended a successful wellbeing event for support staff and carers which had been attended by over 150 people.

The Cabinet Member for Regulatory Services, Community Protection and ICT reported that she had been to a meeting of the Youth Commission who were looking for more members aged 14 – 25 to help shape policing and crime decisions. Nine new police officers had been appointed as beat officers for the Island, in addition to the existing neighbourhood and district teams. A letter had been received from the Police and Crime Commissioner regarding the submission of bids to the ASB Fund to deal with anti-social behaviour issues.

#### **173. Consideration of the Forward Plan**

There was nothing to be added to, or removed from, the Forward Plan, and it was noted that there were some important decisions coming up in the next few months.

#### **174. Members' Question Time**

A written question was received from Cllr Lilley (MQ03-24) regarding poverty on the island. A written response had been prepared and would be forwarded to Cllr Lilley.

Councillor Love asked whether, in relation to the new Solent LEP proposals, the cabinet believed that the council was heading for a union with other devolved councils. The response was that it was not, as the ability for the council to make its own decisions was fundamental.

CHAIRMAN



## Minutes

Name of meeting	<b>CABINET</b>
Date and Time	<b>THURSDAY 15 FEBRUARY 2024 COMMENCING AT 5.00 PM</b>
Venue	<b>COUNCIL CHAMBER, COUNTY HALL, NEWPORT, ISLE OF WIGHT</b>
Present	Cllrs P Jordan (Chairman), D Andre, J Bacon, P Fuller, J Jones-Evans, K Lucioni, L Peacey-Wilcox and I Stephens
Also Present	Laura Gaudion, Kerry Hubbleday, Wendy Perera, Chris Ward and Ashley Whittaker
Also Present (Virtual)	Sharon Betts, Francis Fernandes, Colin Rowland and Claire Shand

### 175. Minutes

The Minutes of the meeting held on 8 February 2024 had been published after publication of the agenda, therefore these would be approved at the next meeting.

### 176. Declarations of Interest

There were no Declarations of Interest, but it was noted that Cabinet Members had a general dispensation to consider budget matters.

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

No public questions were received.

### 178. Chairman's Announcements

The Chairman had no announcements to make.

### 179. Report of the Cabinet Member for Housing and Finance

#### 179a Budget and Council Tax Setting 2024-2025 and Future Years' Forecasts

Cuts and savings had been made across all services to reach a balanced budget, with difficult decisions having to be made. At the end of January assurance had been given of a further £3 million from government and Cabinet members had tried to use it to benefit the community with no increase in parking and floating bridge

fees, some community funding and match funding for small businesses, £1.9 million towards providing affordable housing and the continuation of cross-Solent ferry funding. A motion was to be put forward to Full Council to reinstate the exceptional hardship fund. There was no guarantee that similar extra funding would be received in subsequent years, therefore it would be assumed that the extra funding was only for the coming financial year, although the relevant minister had offered a meeting to discuss possible future extra funding and the Leader confirmed he would continue to argue for more.

Other highlights included extra capital funding of £250,000 for the Community Fund for Town Parish and Community Councils and community stakeholders, £200,000 place plan/business grant funding to help local businesses.

Extra funding for social care

Funding for Rights of Way to address deterioration of footpaths as a result of recent bad weather.

The S.151 officer explained the impact of the structural deficit and why it was important to address it now. The additional funding had helped to reduce the deficit to £1.2 million, which would be met from General Reserves. It was hoped that in 2025/26 the council could potentially move to a surplus.

Concerns were raised by Cllr Garratt regarding the proposed cutting of the Contact Centre service on Saturday and the Leader confirmed that he would look at this further along with any other suggestions.

Concerns were also raised regarding the ending of the Household Support Fund and it was requested that a way of reinstating the funding be sought. Confirmation was given that an anti-poverty strategy was being developed with a draft action plan emerging, and that a range of options was being considered to enable the community pantries to continue.

Other Cabinet members highlighted various aspects of their portfolios, including more money allocated for highways drainage to help those affected by flooding, and more investment in coastal protection which would attract match funding from the Environment Agency.

In response to rumours that had been circulating, the Leader clarified that, following discussions between Cabinet members and Directors which had commenced after the summer break, a potential list of savings was drawn up with potential submissions from each cabinet member. Officers had not worked on the budget alone and had not provided the list as a 'fait accompli' and they should be respected and not subject to undue behaviours by any member. Working documents had remained confidential as they had always been and would remain so until the decision came to be made. Other members would not be prevented from accessing other information. Legal advice had supported this position. It was further confirmed that those members who had worked on the budget with the Alliance group had seen all the working documents.

Members hoped that Full Council would agree with their budget.

RESOLVED:

That the Cabinet endorse the following:

(a) The recommendations to the Council set out below.

1. It is recommended that the Council approve the following:

(a) The revised Revenue Budget for the financial year 2023/24 and the Revenue Budget for the financial year 2024/25 as set out in the General Fund Summary (Appendix 1) which includes:

(i) Additional spending in Adult Social Care of £6.3m and Children's Services of £5.0m

(ii) A Covid Contingency of £5m

(iii) No Revenue Contribution to Capital in 2023/24 or 2024/25

(b) Any variation arising from the Local Government Finance Settlement 2024/25 or any further savings made in 2023/24 arising at the year-end (after allowing for specific carry forward requests) be transferred to the Revenue Reserve for Capital, Transformation Reserve, and General Reserves with the level of each transfer to be determined by the S.151 Officer.

(c) That the level of Council Tax be increased by 2.99% for general purposes in accordance with the referendum threshold<sup>[1]</sup> for 2024/25 announced by Government (as calculated in Appendix 2)

(d) That the level of Council Tax be increased by a further 2.0% beyond the referendum threshold (as calculated in Appendix 2) to take advantage of the flexibility offered by Government to implement a "Social Care Precept"; and that in accordance with the conditions of that flexibility, the full amount of the associated sum generated of £1,977,705 is passported direct to Adult Social Care

(e) That the amounts set out in Appendix 2 be now calculated by the Council for the financial year 2024/25 in accordance with Section 31 and Sections 34 to 36 of the Local Government Finance Act 1992

(f) The S.151 Officer be given delegated authority to implement any variation to the overall level of Council Tax arising from the final notification of the Hampshire Police & Crime Commissioner, Hampshire & Isle of Wight Fire & Rescue Authority and Parish and Town Council precepts, and amend the calculations set out in Appendix 2 accordingly

(g) The savings proposals for each Portfolio amounting, in total, to £2.75m for 2024/25 and continuing into future years as set out on the next page:

Portfolio	Controllable Budget	Savings Proposal	
	£	£	%
Adult Social Care & Public Health*	57,782,000	919,900	1.6%
Children's Services, Education & Corporate Functions*	41,238,000	207,000	0.5%
Climate Change, Biosphere & Waste	6,777,000	68,000	1.0%
Deputy Leader - Housing & Finance	8,292,000	107,100	1.3%
Economy, Regeneration, Culture & Leisure	3,052,000	24,000	0.8%
Leader - Transport Infrastructure, Highways PFI and Transport Strategy, Strategic Oversight and External Partnerships**	13,658,000	1,167,000	8.5%
Planning, Coastal Protection & Flooding	2,361,000	0	0.0%
Regulatory Services, Community Protection & ICT	11,340,000	257,000	2.3%
<b>Grand Total</b>	<b>144,500,000</b>	<b>2,750,000</b>	<b>1.9%</b>

\* Excludes the additional funding passported through to Adult Social Care of £6.3m (which if included would result in an overall increase of 9.4%) and the additional funding for Children's Services, Education & Lifelong Skills of £5.0m (which if included would result in an overall increase of 15.3%)

\*\* Excludes £19.4m of PFI grant funding, on a gross expenditure basis the saving amounts to 3.5%

- (h) Directors be instructed to start planning how the Council will achieve the savings requirements of £3.0m for the 3 year period 2025/26 to 2027/28 and that this be incorporated into Service Business Plans
- (i) The minimum level of Revenue Balances as at 31 March 2025, predicated on the approval of £2.75m savings in 2024/25 be set at £8.0m to reflect the known and expected budget and financial risks to the Council
- (j) Members have regard for the "Statement of the Section 151 Officer in accordance with the Local Government Act 2003"
- (k) The Capital Programme 2023/24 to 2028/29 set out in Appendix 5 which includes all additions, deletions and amendments for slippage and re-phasing
- (l) The new Capital Investment Proposals ("New Starts") - 2024/25 set out in Appendix 4 be reflected within the recommended Capital Programme 2023/24 to 2028/29 and be funded from the available Capital Resources



- (m) The allocation of Disabled Facilities Grants be made to the Better Care Fund, and reflected within the recommended Capital Programme 2023/24 to 2028/29
  - (n) The S.151 Officer be given delegated authority to determine how each source of finance is used to fund the overall Capital Programme and to alter the overall mix of financing, as necessary, to maximise the flexibility of capital resources used and minimise the ongoing costs of borrowing to the Council
  - (o) That the S.151 Officer in consultation with the Leader of the Council be given delegated authority to release capital resources held back for any contingent items that might arise, and for any match funding requirements that may be required of the Council in order to secure additional external capital funding (e.g. bids for funding from Government or any other external source).
2. It is recommended that the Council note the following in respect of the Council's Budget:
- (a) The Revenue Budget 2024/25 as set out in Appendix 1 has been prepared on the basis of a 4.99% increase in Council Tax, any reduction from the overall 4.99% Council Tax increase proposed will require additional savings of £988,900 for each 1% reduction in order for the Budget 2024/25 to be approved
  - (b) The Revenue Forecasts for 2025/26 onwards as set out in the section entitled "Revenue Forecasts 2025/26 to 2027/28" and Appendix 1
  - (c) The estimated Savings Requirement of £3.0m for the three year period 2025/26 to 2027/28, for financial and service planning purposes, be phased as follows:

<b>Financial Year</b>	<b>In Year Savings Requirement £m</b>	<b>Cumulative Saving £m</b>
2025/26	1.0	1.0
2026/27	1.0	2.0
2027/28	1.0	3.0

- (d) The Transformation Reserve held to fund the upfront costs associated with Spend to Save Schemes and Invest to Save Schemes holds a very modest uncommitted balance of £3.2m and will only be replenished from contributions from the Revenue Budget and an approval to the transfer of any further savings at year end
- (e) Should the Council elect to reduce the level of savings below £2.75m in 2024/25 (and £1.0m p.a. thereafter), the Council's financial risk will increase and therefore the minimum level of General Reserves held will also need to increase in order to maintain the Council's financial resilience

- (f) The Council Tax base for the financial year 2024/25 will be 54,407.3 [item T in the formula in Section 31 B(1) of the Local Government Finance Act 1992, as amended (the "Act")].
- (g) The Council Tax element of the Collection Fund for 2023/24 is estimated to be in surplus by £1,483,500 which is shared between the Isle of Wight Council (85.3%) and the Police & Crime Commissioner (11.1%) and the Hampshire & Isle of Wight Fire & Rescue Authority (3.6%)
- (h) The Business Rate element of the Collection Fund for 2023/24 is estimated to be in deficit by £3,354,365 of which is shared between the Isle of Wight Council (49%), the Hampshire & Isle of Wight Fire & Rescue Authority (1%) and the Government (50%)
- (i) The Retained Business Rate income<sup>[2]</sup> for 2024/25 based on the estimated Business Rate element of the Collection Fund deficit as at March 2024, the Non Domestic Rates poundage for 2024/25 and estimated rateable values for 2024/25 has been set at £43,763,020.

<sup>[1]</sup> Council Tax increases beyond the referendum threshold can only be implemented following a "Yes" vote in a local referendum.

<sup>[2]</sup> Includes Retained Business Rates of £17,546,907, "Top Up" of £12,834,713, S.31 Grants of £15,025,039 a Collection Fund deficit of £1,643,639

## 180. **Cabinet Member Announcements**

The Cabinet Member for Economy, Regeneration, Culture and Leisure reported that funding from the Arts Council for culture projects had been extended from four years to five years. An expression of interest was to be submitted for funding from the MEND fund for Newport Guildhall. News regarding funding for Dinosaur Isle was expected at the end of March. Bids had also been submitted to the Libraries Improvement Fund for Ryde and Cowes libraries.

The Cabinet Member for Regulatory Services, Community Protection and ICT reported that the crematorium had been refurbished, and the old pews had been passed to a local charity to raise funds.

## 181. **Consideration of the Forward Plan**

The Forward Plan had been republished and members were asked to note the changes.

## 182. **Members' Question Time**

A written question had been received from Cllr Garratt (MQ 09-24) regarding traffic flow which may be affected by future developments and the importance of getting the infrastructure right.

The Chairman provided a written response and thanked Cllr Garratt for his contribution to the preparation of some upcoming Supplementary Planning Documents.

Cllr Jarman asked whether Cabinet members would be attending the further public meeting planned regarding the Military Road. The Chairman requested that the dates for future meetings be forwarded to him.

Cllr Jarman stated that at the Corporate Scrutiny Committee meeting on 12 February the Leader had undertaken to forward an email to the Chairman of that Committee, and asked when the email might arrive.

The Leader responded that he had not given a timescale for forwarding the email as there may be some redactions necessary as it contained references which did not relate to the issue of concern, but that he would deal with it as soon he could.

CHAIRMAN

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## Cabinet Report

Purpose: For Decision

### ISLE OF WIGHT COUNCIL

Date **14 MARCH 2024**

Title **ANNUAL REPORT OF THE DIRECTOR OF PUBLIC HEALTH: LET'S NOT WAIT – ENABLING THE ISLE OF WIGHT'S CHILDREN TO BE A HEALTHY WEIGHT**

Report of **DIRECTOR OF PUBLIC HEALTH**

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### Executive Summary

1. The 2012 Health and Care Act places a statutory duty on upper tier Local Authorities to improve and protect the health of their residents. The Director of Public Health has a statutory duty to produce an annual report about the health of the local population. The content and structure of the report is decided each year by the Director of Public Health, based on key issue of health and wellbeing that would benefit from a focused review. The requirement placed on Isle of Wight Council as the relevant local authority is to publish the report.
2. This year's report is focussed on Enabling the Isle of Wight's Children to be a Healthy Weight.

### Recommendation

3. Cabinet Members are asked to note the content of the report.
4. Cabinet Members are asked to endorse the ambition within the Annual Report which acknowledges the significant challenge we face in respect to rising levels of childhood overweight and obesity, the multi-faceted causes, the impacts and system wide collaboration required to halt the worsening trend.

### Background

5. The 2012 Health and Care Act places a statutory duty on upper tier Local Authorities to improve and protect the health of their residents.
6. This year's report is focussed on Enabling the Isle of Wight's Children to be a Healthy Weight.
7. This report is a call to action to focus on the one key priority which is the significant challenge we face in respect to rising levels of childhood overweight

and obesity. This includes the multi-faceted causes and system wide collaboration required to halt the worsening trend. It proposes we develop an Isle of Wight Healthy Weight approach which all partners agree and sign up to, including plans to reduce childhood obesity.

## **Corporate Priorities and Strategic Context**

8. The report sets out the facts, figures and impact of childhood overweight and obesity for the Isle of Wight. It focuses on the public health challenge facing us, including implications on both physical and mental ill health into adulthood. Key influencing factors include diet, physical activity, the environment, parental health and affordability.
9. The National Child Measurement Programme (NCMP) measures the height and weight of children in Reception class (aged 4 to 5) and year 6 (aged 10 to 11), to assess overweight and obesity levels in children within primary schools. On the Island, the greatest rate of childhood overweight and obesity was recorded for Year 6 children, with a worsening forecast for Reception aged children.
10. Levels of physical activity impacted by more sedentary lifestyles, changing modes of transportation and shifting urban and rural environments contribute to the proportion of children on the Island not achieving the recommended 60 minutes of physical activity per day.
11. Healthy food choices are important and need focused efforts by the system to make them an easier, more desirable and affordable option. Fast food outlets near school settings impact children's food consumption as they travel to and from home.

## **Corporate Aims**

12. The content of the DPH annual report aims to improve the health and wellbeing of our children and young people; this is relevant for ambition 16 of the [Corporate Plan 2021 - 2025](#). to 'place the health and wellbeing of residents at the centre of all we do.'

## **Impact on Young People and Future Generations**

13. Childhood obesity is already a significant challenge to improving the health and wellbeing of children and young people, and onwards into adulthood. The good news is that the current trend in childhood obesity can be reversed through early collective action, and in doing so reduce risk for future generations. The call to action within this report is for exactly this. Today's children are tomorrow's workforce, and their health will be a deciding factor in whether the Isle of Wight is healthy and prosperous in the future.

## **Consultation and Engagement**

14. Consultation was not required as this report sets out the facts, figures and impact of childhood overweight and obesity for the Isle of Wight

## **Equality and Diversity**

15. The report is strategic/administrative in nature; therefore, there is no anticipated negative impact on equalities.

## **Appendices Attached**

16. Appendix 1 - DPH Annual Report

17. Contact Point: Simon Bryant, Director of Public Health,  
[Simon.Bryant@hants.gov.uk](mailto:Simon.Bryant@hants.gov.uk)

SIMON BRYANT  
*Director of Public Health*

CLLR DEBBIE ANDRE  
*Cabinet Member for Adult Social Care  
and Public Health*

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2023 to 2024

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# Let's not wait!

Enabling the Isle of Wight's Children to be a Healthy Weight

Director of Public Health Annual Report

## Foreword

This year my Director of Public Health annual report for the Isle of Wight focuses on childhood obesity. This is one of the most significant public health challenges of the 21st century. The percentage of children who are overweight and obese continues to increase and is now often accepted as normal, despite efforts to halt and reverse this trend. Too often discussion about weight is heard as stigmatising and laying the blame on individuals. The concerns highlighted are not about how people look, it is the impact on a person's health that is important. The science is increasingly

clear; genes and inheritance do affect individual risk, but it is the profound changes in the living environment that are shaping everybody's behaviour and making it much harder for us all to be a healthy weight.

Childhood obesity is already a significant challenge to improving the health and wellbeing of children and young people, and onwards into adulthood. The good news is that childhood obesity can be reversed through early collective action, and in doing so reduce risk for future generations. But if we continue as we

are, this will worsen rather than level out or improve. Today's children are tomorrow's workforce, and their health will be a deciding factor in whether the Isle of Wight is healthy and prosperous in the future. Not responding effectively is resulting in unacceptable levels of childhood obesity, impacting both physical and emotional health. This is contributing to adult obesity and the health conditions associated with it.

Let's not wait, we have to act quickly to reverse the rise in childhood obesity.



**Simon Bryant** BSc, MSc, MSc FFPH  
Director of Public Health

## Acknowledgments

I would like to thank all those people who contributed to this report including Sarah Copsey, Lucy Dennis, Cath Hall, Jo Lockhart, Marie-Claire Lobo, Rebecca Perrin, Emily Shelton, Simon Squibb, Sophie Ross, Matthew Haines, Kate Raines and the design team.

## The data is clear

This report sets out the facts, figures and impact of childhood obesity for the Isle of Wight and focuses on the public health challenge facing our Island. Whilst some of the detail regarding obesity has been set out in my previous annual reports<sup>1</sup>, levels remain stubbornly unchanged. Against this backdrop of widespread obesity, our children and young people’s wellbeing, and physical and mental health have also been negatively impacted by the COVID-19 pandemic with much discourse rightly aired about the mental health of our young people. Less discussion is focused on healthy weight; therefore, this report brings together key information about this

subject to enable the Island’s children to attain a healthy weight.

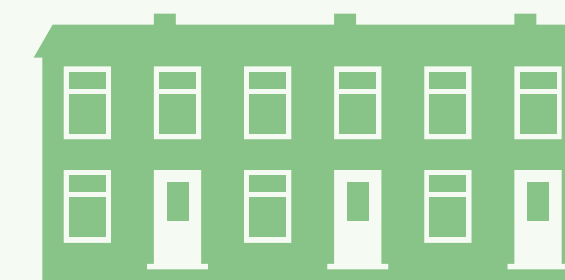
Across the Island, more children leave primary school overweight and obese than those starting in Reception year. (Figure 1<sup>2</sup>).

We also know that obesity and being overweight disproportionately affects children living in deprived areas and different minority ethnic groups which will be driving some, but not all of this change (Figure 2<sup>3</sup>).

**24%**  
of Year R pupils  
and  
**36%**  
of Year 6 pupils



The **burden of overweight and obesity** is falling hardest on children from **low-income areas**



**Overweight rates are highest for children from the most deprived areas and this is getting worse**

**Overweight prevalence of the most deprived 10% of children is approximately**

**2x**

**that of the least deprived 10%**

Source Health matters: obesity and the food environment – gov.uk

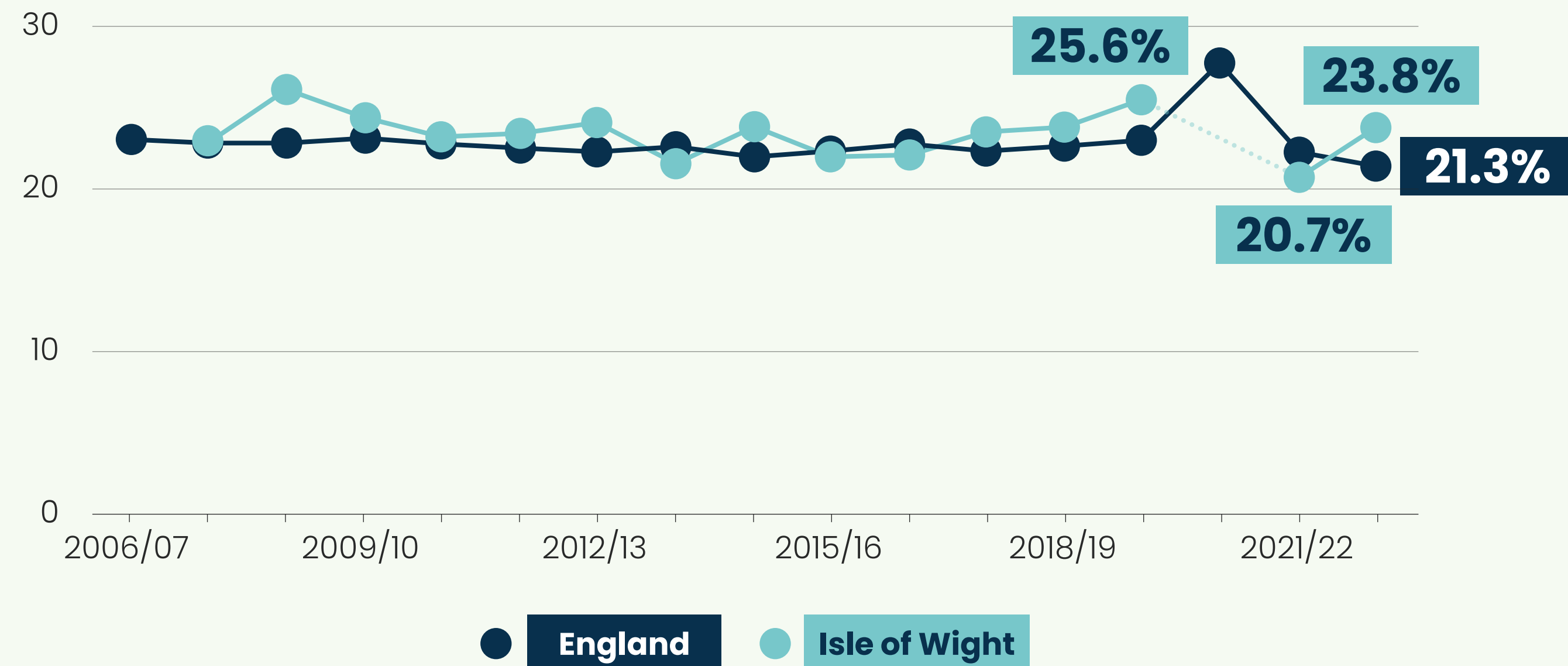
Figure 2

<sup>1</sup> [Public Health Annual Report \(iow.gov.uk\)](http://iow.gov.uk)  
<sup>2</sup> [Child and Maternal Health - Data - OHID \(phe.org.uk\)](http://phe.org.uk)  
<sup>3</sup> [Health matters: obesity and the food environment - GOV.UK \(www.gov.uk\)](http://www.gov.uk)

The proportion of overweight and obese children in Reception has increased over the last year and is above the England average, which suggests a persistence in the Island's high pre-pandemic position. However, school closures during the years affected by the pandemic meant a smaller than usual number of measurements were undertaken and so these figures must be interpreted with caution (Figure 3).

### Reception prevalence of overweight (including obesity) (4-5yrs)

An increase in overweight and obese Reception children suggesting a persistently high pre-pandemic position, against a variable trend



Source: Office for Health Improvement and Disparities (OHID), using National Child Measurement Programme (NCMP), England. Obesity Profile on Fingertips website

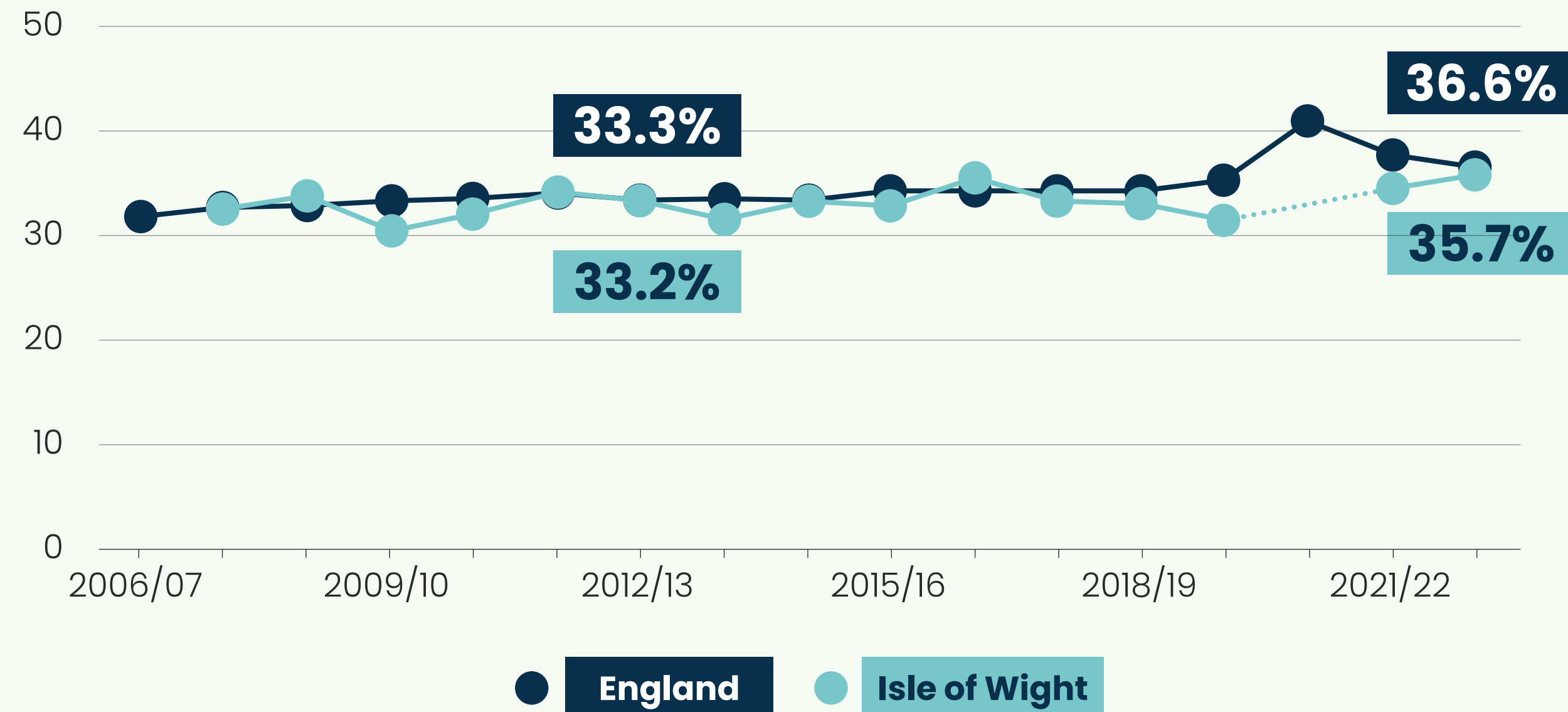
Figure 3

We see a similar picture for Year 6 children; overweight and obese levels have risen over the last year, remaining higher than in the pre-pandemic period, and tracking a stagnating trend over time. Concerningly, over the past decade there has been a 2.5 percentage point jump in the proportion of children in Year 6 who are overweight and obese (Figure 4). The data is clear that there is little room for complacency.

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### Year 6 prevalence of overweight (including obesity) (10-11yrs)

A continued rise in overweight and obese Year 6 children higher than pre-pandemic, against an overall stagnating trend



Source: Office for Health Improvement and Disparities (OHID), using National Child Measurement Programme (NCMP), England. Obesity Profile on Fingertips website

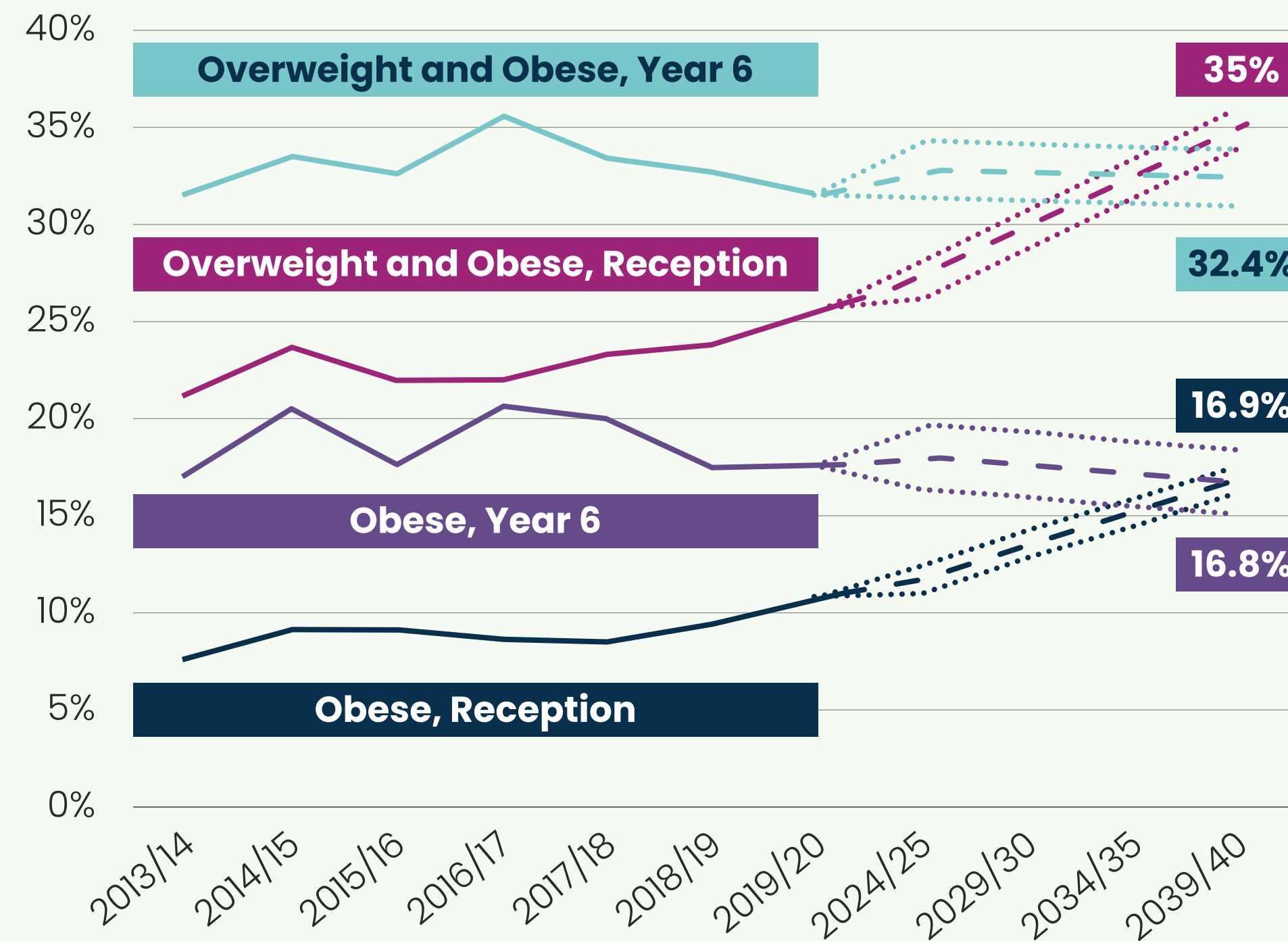
Figure 4

If we fail to act now, carrying on as we are, levels of childhood overweight and obesity at Reception age are anticipated to be considerably higher for this and the next generation (Figure 5). Several studies<sup>4</sup> show that the COVID-19 pandemic has led to an increase in childhood overweight and obesity, so the forecasts in Figure 5, which were calculated prior to the COVID-19 pandemic, are likely to be even higher. Now is the time for urgent and decisive action.

The greatest opportunity for focusing our collective efforts is in the early years of a child's life with continued support through school.

### Likely Future Levels of Childhood Overweight and Obesity

Historic and projected childhood overweight and obesity prevalence across the Isle of Wight up to 2040



Childhood overweight and obesity at Reception might be expected to rise to almost 35% by 2040, with the rate among Year 6 pupils expected to rise to 32.4%

Prevalence of obesity is projected to rise to 16.9% of Reception pupils and possibly slightly decline to 16.8% among Year 6 pupils

— Historical figures  
- - - Projected figures  
..... Confidence intervals

Caution: Note the statistical variance when interpreting these forecasts as they are based on the Island's small population. Please note projected lines appear steeper than historical lines because they cover a more condensed time period.

Source: LGA Research and Information Team. Future health challenges: public health projections – childhood obesity

Figure 5

<sup>4</sup> [Consequences of Covid-19 on the childhood obesity epidemic | The BMJ](#)  
[Increased Incidence of Obesity in Children and Adolescents Post-COVID-19 Pandemic: A Review Article - PMC \(nih.gov\)](#)

## Why does this matter?

Children who are overweight or obese are more likely to experience other associated physical health conditions, for example breathing difficulties, bone and joint problems, insulin resistance, high blood pressure and dental decay<sup>5</sup>. Alongside the physical health impact, emotional health issues can also influence a child's life now and in the future. These are not only felt by the individual but also by those connected with children at home, school and in the wider community.

The impact of this is noticeable across the life course. Studies show that obese children and young people are

five times<sup>6</sup> more likely to be obese in adulthood than those who were not obese as children. This brings with it significant increased risks for heart disease, stroke, diabetes and some cancers, reducing the number of years people live in good health.

The cost to public services is significant, particularly the health service. The cost of obesity on the Island could be as much as £56.7 million annually<sup>7</sup>, with a wider cost to society through loss of work productivity and social care needs.

stroke  
heart  
disease  
some  
cancers  
diabetes

<sup>5</sup> World Health Organization [Obesity and overweight \(who.int\)](http://who.int)

[Early years high impact area 4: Supporting healthy weight and nutrition – GOV.UK \(www.gov.uk\)](http://www.gov.uk)

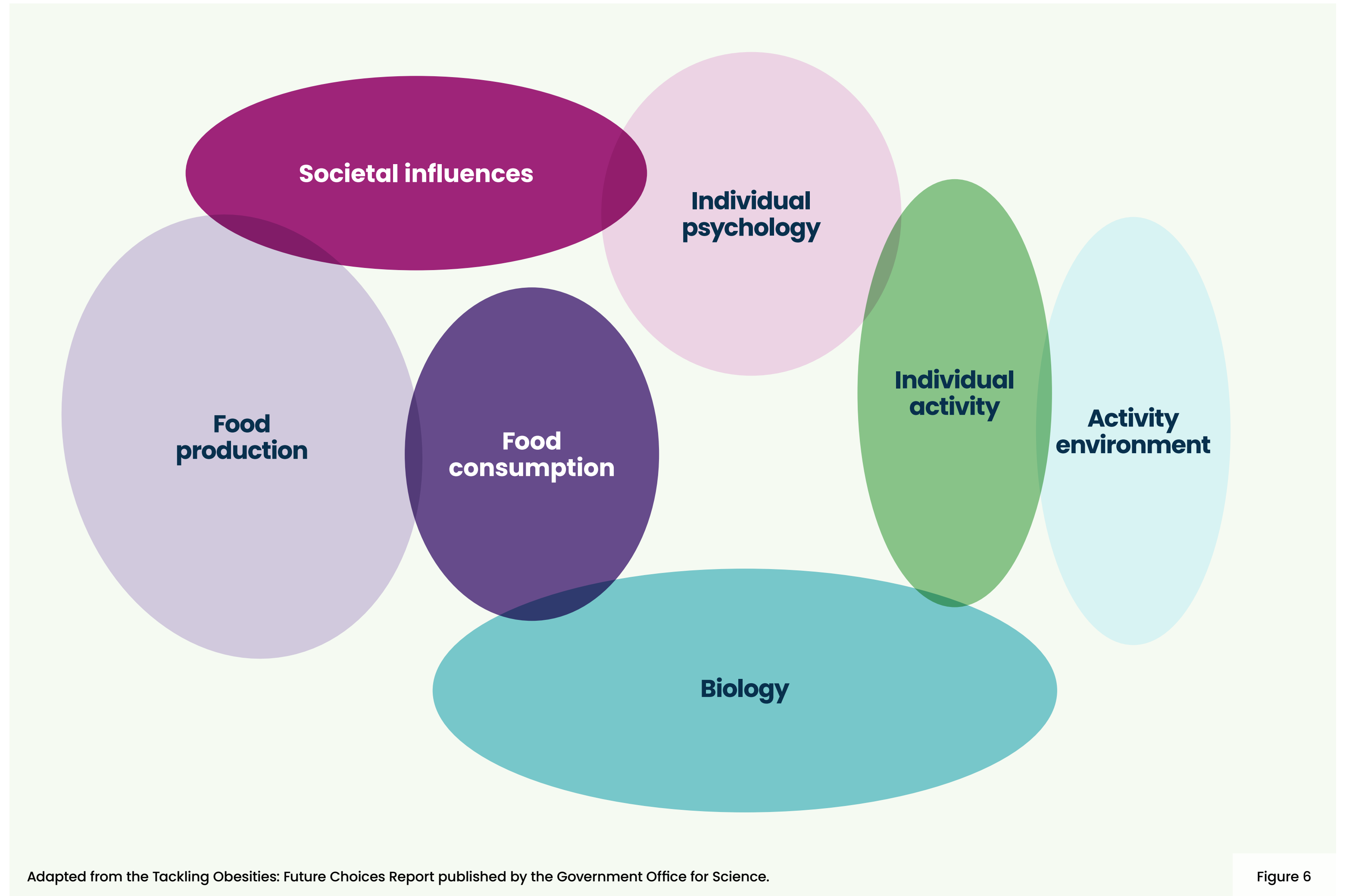
<sup>6</sup> Simmonds, M, Llewellyn et al. (2016). Predicting adult obesity from childhood obesity: a systematic review and meta analysis. *Obesity reviews*, 17(2), 95-107

<sup>7</sup> [Health matters: obesity and the food environment – GOV.UK \(www.gov.uk\)](http://www.gov.uk)

## What causes children to be overweight and obese?

Numerous factors influence the likelihood of obesity, including socio-economic circumstances, the physical environment and food systems. Figure 6 illustrates the complex factors influencing weight, linking people's individual factors to the impact of food production and consumption, the places we live and our society – termed as the obesogenic environment.

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## Starting at the beginning

Maternal obesity is a key factor influencing childhood weight, with an increased risk of babies being born above a normal weight range and greater risk of complications during birth<sup>8</sup>. The First 1001 Days<sup>9</sup> is the most critical phase when the foundations for lifelong health are built. Poor nutrition during this time can cause an irreversible disadvantage in the development of a child's brain and other organs, setting the stage for potential adult obesity and associated health problems.

Breastfeeding has long-term health benefits for babies, lasting right into adulthood. Nearly three quarters of

babies on the Island have breastmilk for their first feed. However, over the following days and months from birth, there is a marked drop off in the number of babies who continue to be breastfed (Figure 7<sup>10</sup>). In addition to breastfeeding, the first year of life includes an infant's introduction to solid food which is a key time to influence healthy food habits and eating behaviours.

**73%**  
of babies are  
breastfed at birth

**BUT**  
this  
**DROPS**  
to

**51%**  
at 6–8 weeks



Figure 7

<sup>8</sup> Childhood obesity: applying All Our Health – GOV.UK ([www.gov.uk](http://www.gov.uk))

<sup>9</sup> The best start for life a vision for the 1001 critical days.pdf ([publishing.service.gov.uk](http://publishing.service.gov.uk))

<sup>10</sup> Public health profiles – OHID ([phe.org.uk](http://phe.org.uk))

## Changes in dietary habits

We have seen children's consumption of energy-dense foods, high in fat and sugars, increase. This is often the result of changing societal habits with different portion sizes, cooking habits and increased availability of fast and convenience food. This is important as most children are not eating the recommended minimum five portions of fruit and vegetables per day and children's consumption of added or processed sugars, including those in fizzy drinks, exceeds the recommended amount.<sup>11</sup>

<sup>11</sup> [Childhood obesity: applying All Our Health – GOV.UK \(www.gov.uk\)](https://www.gov.uk)

**60%**  
of school children  
eat fruit and  
vegetables daily



Health and Wellbeing School Survey 2021

Figure 8

## Food environment

Healthy food choices are important and need focused efforts by the system to make them an easier, desirable and affordable option. Fast food outlets near schools impact children's food consumption as they make their way to and from home. The availability of less healthy foods in mainstream supermarkets, education and leisure environments, as well as restaurants and takeaways, contribute to an 'obesogenic' environment. In some communities there is reduced access to healthier food retail options, and often a greater density of hot food takeaways. The increasing availability of home delivery services also adds to the provision of cheaper and faster meals to our doorstep, making it easier

to consume less healthy foods. This impacts the ability of children, young people and families to make healthy food choices. We need to build on national research which suggests there is public support for restricting the number of takeaway shops within 400m of a primary school in our localities<sup>12</sup>.

<sup>12</sup> [RSPH | Routing out Childhood Obesity](#)

## Physical inactivity

The reduction in physical activity is due to more sedentary lifestyles, changing modes of transportation and shifting urban and rural environments<sup>13</sup>. Our environment has changed over time, including how we travel and connect with the places where we live, grow, learn and play.

The Chief Medical Officer guidelines recommend children aged 5-17 undertake 60 minutes per day of moderate to vigorous physical activity. Children aged 7-11 years are most likely to be taken by car to school at 49%<sup>14</sup>, this means that we need to think of new ways to achieve this recommendation. The proportion of children on the Island

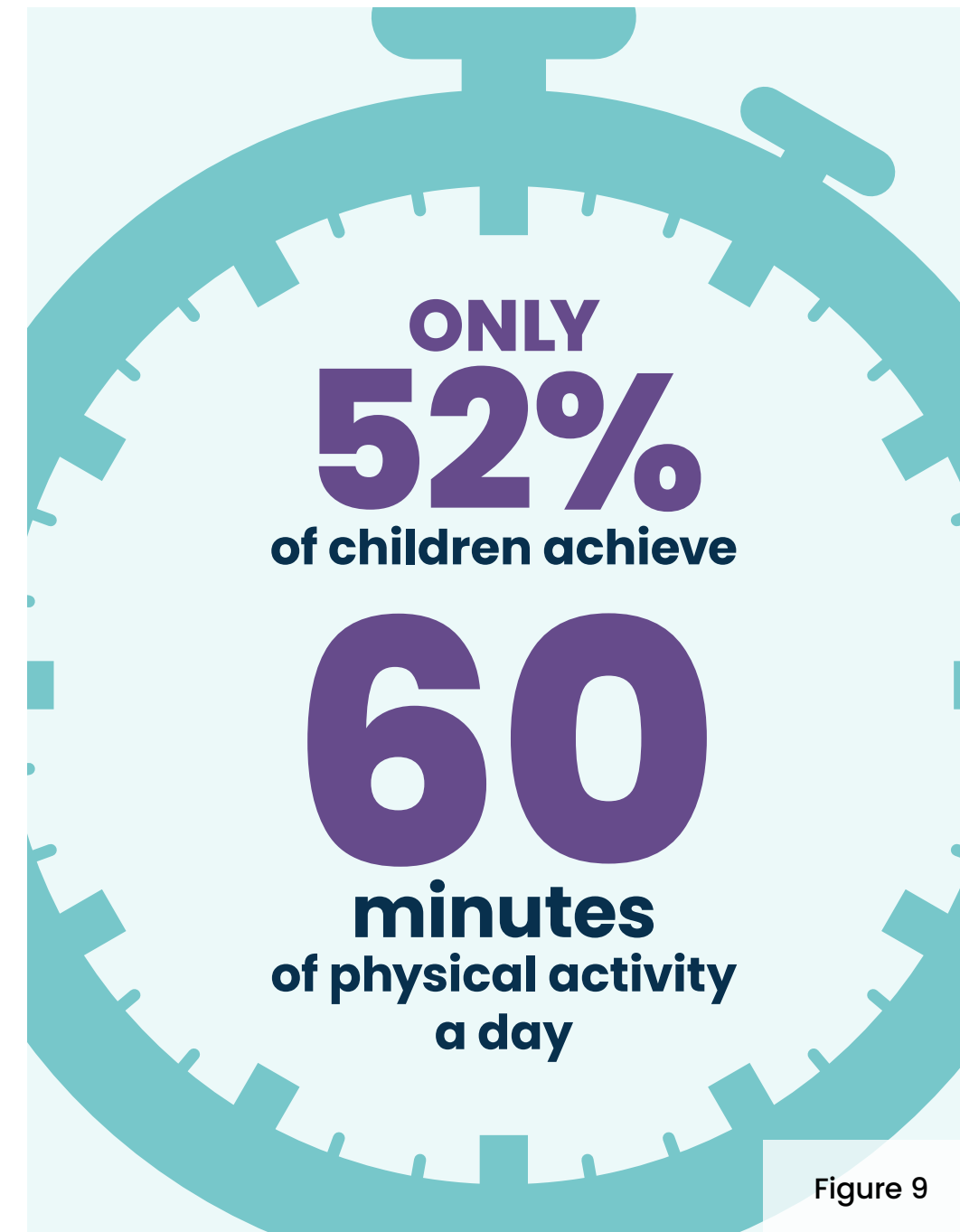


Figure 9

achieving the recommended 60 minutes of physical activity per day has risen, but there is no room for complacency and more work on this is needed. (Figure 9<sup>15</sup>).



<sup>13</sup> Obesity and overweight (who.int)

<sup>14</sup> Active Lives Children and Young People Survey - Academic year 2022-23 (sportengland-production-files.s3.eu-west-2.amazonaws.com)

<sup>15</sup> Public health profiles - OHID (phe.org.uk)

## How we can solve this problem

**We need to think of childhood obesity as a complex system problem and manage it as such, as an urgent priority. No single organisation has the knowledge, tools or agency to reduce the prevalence of childhood overweight and obesity<sup>16</sup>.**

Services provided by the NHS for childhood obesity are necessary and vital but will not on their own increase the proportion of children with a healthy weight. Yet reversing rising childhood obesity levels is pivotal to delivery of the Major Conditions Strategy<sup>17</sup>. Adopting a shared understanding, with a common purpose, we can maximise our

collective resources to tackle childhood obesity as a system.

A coordinated and collaborative systems approach is needed to halt and reverse the current increase in overweight and obesity in our population. This places the emphasis on changing and improving the places and systems in which people are born, grow, live and work.

It is difficult, but that must not stop us from trying. There is innovative work already happening to address this challenge, we must now act to broaden and strengthen this to make

a difference at a population level. We also need to move with urgency, as we did to prevent the spread and impact of COVID-19.

This coordinated approach is being taken in some areas across the Island. We are seeing green shoots of success where stakeholders including the Isle of Wight Council, NHS, voluntary sector, and members of the community are coming together to galvanise local action. An example of this is the focus on infant feeding as part of the Family Hubs programme, taking a whole system approach to encouraging and supporting breastfeeding, working

collaboratively with NHS service providers and voluntary organisations on the Island. This partnership working will ensure that parents, carers and their support network have wrap-around support to initiate and continue breastfeeding, from the antenatal period onwards, with both immediate and long-term impacts.

<sup>16</sup> Public Health England. 2019. [Whole systems approach to obesity. A guide to support local approaches to promoting a healthy weight.](#)

<sup>17</sup> DHSC. 2023. [Major conditions strategy: case for change and our strategic framework](#)

## Education settings

All education settings, from early years to post-16, influence children and young people's health. It is where they spend much of their time, socialise with peers and adults, build habits, and develop values and attitudes.

Our whole setting approach to healthy weight includes:

- lessons on healthy living
- provision of a nutritious and varied menu with free school meals for some children
- environments that promote physical activity

This allows all children to experience and develop positive beliefs and behaviours about eating and exercise that last into adulthood. Our support includes training for all staff, resources, and policy guidance<sup>18</sup>.

PEACH is the Partnership for Education Attainment and Children's Health programme led by the Public Health team and working in collaboration with schools and partners. Many schools across the Island participate in the PEACH Games which promotes physical activity, positive wellbeing, healthy competition and encourages young people to lead healthier lifestyles.

The Holiday Activity and Food (HAF) programme provides funded holiday activities for children who are in receipt of free school meals. HAF schemes offer healthy meals to eligible children from Reception to Year 11 during the Easter, Summer, and Christmas school holidays. Children can take part in activities as well as receive a nutritious meal.

Further examples include junior parkrun, a national programme which is a timed 2k run, jog or walk event for ages 4 to 14, maximising local community assets, and Bikeability, road cycle safety training which encourages active travel. Active travel has a positive benefit to physical and mental health and sets children up to be more physically active in all areas of their life.

# 5 in 10

**Year 5 pupils feel school helps them to stay healthy by**

**eating well**

**being active**

**this DECREASES with age**

Health and Wellbeing School Survey 2021

Figure 10

<sup>18</sup> Education, Attainment and Children's Health (iow.gov.uk)

## Working together

We must increase our understanding of what works and what is in line with the views of children and families. We are growing local evidence on this, designing, piloting and evaluating interventions for healthy eating, physical activity and family wellbeing. The Health and Wellbeing School Surveys provide an opportunity for students and school staff to have their voice heard about school life and the impact this has on eating behaviours and physical activity. More research, co-production and evaluation will be required to improve this further.

## Recommendation

This report sets out the challenge we face with regard to childhood obesity on the Isle of Wight. Some of the work is already happening to address this, but equally there will be consequences if we continue as we are. Therefore, I recommend that everyone recognises and talks about the complexity of childhood overweight and obesity and the urgency with which we must act.

I propose that we develop an Isle of Wight Healthy Weight approach which we all agree and sign up to, including plans to reduce childhood obesity.



**Let's not wait to enable the Isle of Wight's children to be a healthy weight!**

2023 to 2024

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Director of Public Health Annual Report

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# Cabinet Report

Purpose: For Decision

## ISLE OF WIGHT COUNCIL

Date **14 MARCH 2024**

Title **TOWARDS A SMOKEFREE GENERATION: PROCURING THE STOP SMOKING SERVICE AND SIGNING THE LOCAL GOVERNMENT DECLARATION ON TOBACCO CONTROL**

Report of **COUNCILLOR DEBBIE ANDRE, CABINET MEMBER FOR ADULT SOCIAL CARE AND PUBLIC HEALTH**

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### Executive Summary

1. This report outlines plans to sign the Local Government Declaration on Tobacco Control and spend up to maximum amount of £2,547,480 on procuring a new smoking cessation and prevention service considering recent government announcements to create a smokefree generation and make smoking obsolete.
2. The Local Government Declaration on Tobacco Control is a public statement of the Council's commitment to action on tobacco control and to protect residents from the harm caused by smoking. The most effective way to tackle smoking is through a comprehensive, collaborative approach working with partners across the system, which will be led by the Isle of Wight Council.

### Recommendation

- |  |
|--|
| <ol style="list-style-type: none"><li>3. Cabinet approves the spend of up to a maximum amount of £2,547,480 on procuring a new smoking cessation and prevention service over a period of seven years.</li><li>4. Cabinet approves for the Leader of the Council, Chief Executive, and Director of Public Health to sign the Local Government Declaration on Tobacco Control.</li></ol> |
|--|

### Background

5. The Council, through the public health ringfenced grant, currently commissions a smoking cessation and prevention service (Smokefree Island) that supports over 500 smokers to quit each year and prevents smoking and electronic cigarette uptake in children and young people.
6. Reducing smoking prevalence and preventing smoking among adults and

children is a core part of the public health duties of the Council led by the Director of Public Health. Smoking continues to be the single most preventable cause of ill health and premature death and main driver of health inequalities on the Isle of Wight. Smoking is a major risk factor for many diseases such as lung cancer, respiratory disease (including chronic obstructive pulmonary disease) and heart disease. It is also strongly linked with cancers in other organs, including the lip, mouth, throat, bladder, kidney, stomach, liver, and cervix. Second-hand smoking is a major cause of ill health in children and young people.

7. Smoking is no longer considered a lifestyle choice but a preventable addiction that requires treatment. Effective tobacco control measures can reduce the rates of smoking in the population by preventing uptake in non-smokers and by supporting current smokers to quit. Supporting people to stop smoking directly contributes to improving health and wellbeing. Evidence-based, specialist smoking cessation services are the most effective way to quit.
8. In 2022, it was estimated that 9.5% of the adult residents on the Isle of Wight smoked, with differences in smoking rates by socio-demographic groups, for example rates being higher in routine and manual workers (15.4%) and residents with long term mental health conditions (29.9%). Every year on the Isle of Wight, 612 residents die, and 1,382 residents are admitted to hospital because of smoking. Approximately 9% of pregnant women smoke which has negative health impacts for the mother, baby, and the wider family.
9. Through modelling it is estimated smoking could cost the Isle of Wight economy £114.1m each year, a figure that is broken down into losses in economic productivity (£65.1m), social care costs (£43.9m), healthcare costs (£4.4m) and fire costs (£0.7m).
10. Isle of Wight Council, through its role as the Public Health Authority, leads local action to tackle smoking and youth vaping through convening the Isle of Wight Tobacco Sub-Group, commissioning a community stop smoking service, and working in partnership across the system to embed smoking cessation and prevention. The Council leads a multi-agency Tobacco Control Strategy which agencies have signed up to delivering together, including a focus on electronic cigarette prevention in children and young people.
11. In October 2023, the government announced new grant funding to local authority Directors of Public Health as part of their ambition to create a smokefree generation and make smoking obsolete. This is in line with the duties of the Director of Public Health. Isle of Wight Council's annual allocation of the smokefree generation grant amounts to £169,296 from 06 April 2024 through to 05 April 2029, and should be spent on initiatives to support people to quit smoking. Allocations are based on local smoking rates, contingent on maintaining existing spend on smoking, and it is anticipated that allocations will remain similar each year.

### **Current Service**

12. The current commissioned service offers three tiers of support to provide a programme that meets the needs of smokers:

- Specialist support for smokers who need it and are ready to quit with specialist support (specialist service).
  - Brief support and a stop smoking medicine for those who want help but do not require specialist support.
  - Self-support for those who want to stop but do not want professional support (digital behavioural support via Artificial Intelligence Quit Adviser Bella/support pack).
13. Within the current contracted specialist smoking cessation service performance and quality targets are being achieved for most locally specified key performance indicators and information reporting requirements. The current service engages with twice as many smokers than expected according to national guidance, and the smokefree generation grant allows further service expansion.
14. Alongside the commissioned service, the public health team has a range of programmes which prevent smoking and vaping in non-smokers and supporting smokers to quit. This includes:
- A multi-agency Isle of Wight Tobacco Control Sub-Group that brings partners together to align strategic priorities and provide support, resources, and collaborative working to prevent smoking and vaping and treat tobacco dependence. The work of the group is underpinned by the Isle of Wight Public Health Strategy.
  - Working with schools and colleges on the Isle of Wight to provide resources to teachers, parents, and carers around smoking and vaping.
  - Communication and marketing campaigns that are conducted throughout the year, with many focusing on higher risk groups such as pregnant women and younger people. Local campaigns are designed to amplify national and regional campaigns and work in conjunction with campaigns run by the specialist smoking cessation service.

### **Future Service**

15. The increase in government support through the smokefree generation grant and the funding from the ringfenced public health grant will enable the public health team to procure an expansion of our core smoking cessation offer for a seven year contract.
16. A full procurement will be completed in accordance with the Council's Contract Standing Orders and follow best practice from national guidelines. The service model will be adaptable to changes in prospective funding allocations, changes in smoking prevalence within the Isle of Wight, changes in technology, and changes in the evidence-base around best practice and effective approaches. Future services will continue to provide the most intensive level of support to groups most at risk of smoking related ill health, including people living in areas of greatest deprivation, routine and manual workers, pregnant women, and those with existing ill health. The service alongside the Council will also be

expected to pro-actively market to target demographic groups using insight and market segmentation and provide a user-friendly digital front door as well as other access points to the service.

17. The procurement of this service enables us to review the current service model, build in improvements to the new contract, and expand the service to meet government ambitions to create a smokefree generation. There remains a large cohort of smokers who may find it difficult to engage with current services and it is important understand how to reduce barriers to access, engagement and successful quits.
18. The new seven year stop smoking service will structure around and account for the five years of committed funding from the smokefree generation grant.
19. In addition, we will:
  - Further raise awareness of our specialist service through enhanced communications and marketing campaigns to the public.
  - Continue to deliver smoking prevention and cessation training for all health, care and wider workforce.
  - Use innovative approaches targeted at localities and population groups to drive down smoking rates further.
20. The emergence of electronic cigarette use among youth is of particular concern and the smokefree generation grant enables the provision of continued and additional focus on this area. This includes building on the programme of work with schools and colleges on the Isle of Wight and developing a dedicated service for electronic cigarette cessation among children and young people.
21. The smokefree generation grant also allows for extending the existing programme of work to support smokers to use electronic cigarettes to quit and additionally supporting electronic cigarette users to quit by treating their underlying dependence to nicotine.

### **Service Outcomes**

22. Expected service outcomes will follow both best practice and national reporting requirements. This includes the number of 4-week quitters, currently set at 522 annually but will be increased in light of the smokefree generation grant. At least half of 4-week quitters should expect to remain quit at 12 weeks, and this is a further outcome expected of the service. To target inequalities, other service outcomes include having at least 60% of service users being from priority groups (e.g. long term mental health condition, pregnancy, routine and manual worker).
23. Activity resulting from using the smokefree generation grant will be delivered by a specialist provider and be monitored through existing reporting channels and will include information on the number of smokers setting a quit date and achieving a successful 4 week quit on a quarterly basis.

### **Local Declaration on Tobacco Control**

24. The Local Government Declaration on Tobacco Control is a public commitment to prioritising tobacco control and reducing the harm caused by tobacco use on

the Isle of Wight.

25. The Declaration does not commit the Council to specific policies but to overarching principles on which local action can be taken.
26. Following sign up to the Declaration, Isle of Wight Council will be able to further its leadership of the systems approach to tobacco control, including developing smokefree policies, supporting staff to quit smoking, training frontline staff to deliver smoking cessation support to Isle of Wight residents. Furthermore, with our internal and external collaboration we will further develop additional knowledge and evidence around the impacts of continued smoking on the economy and workplace health through survey and insights work.
27. Signing the Declaration will strengthen the Council's leadership role in encouraging other local strategic partners, including the NHS, education, and social care, to follow suit and push towards a smokefree 2030 and culture-change where smoking becomes obsolete.
28. The Council will expect its local strategic partners to see the benefits of going smokefree and will support them to follow suit. Further expectations from partners include:
  - Advocating for and supporting government plans for a smokefree generation;
  - Committing to take forward the work of the Council's Tobacco Control Sub-Group;
  - Amplifying health awareness messages about smoking to the public through a coordinated communications approach;
  - Investing resources into cost-saving and highly effective tobacco interventions;
  - Working closely with the Council to increase referrals into its community stop smoking service and make use of free training in Very Brief Advice;
  - Aligning activities and outcomes to minimise duplication, adding value to the system, and promoting shared learning;
29. Providing data and intelligence to support local action and reduce health inequalities in smoking.

### **Responding to climate change and enhancing the biosphere**

30. A full assessment of climate change vulnerability was not completed as the initial vulnerability assessment showed that the service is at minimal risk from climate vulnerabilities. However, consideration will be given to ensure that locations of specialist smoking cessation clinics will promote and enable active travel to mitigate carbon risk.

### **Economic Recovery and Reducing Poverty**

31. The smoking prevention and cessation will not contribute directly to economic recovery and reducing poverty, however, as smoking is a major cause of economic inactivity through smoking-attributable ill health, there are likely to be indirect benefits.

## **Impact on Young People and Future Generations**

32. Children who live in households with smokers are often exposed to second-hand smoke which has a detrimental effect on their health. They are also more likely to become smokers, compared with those from non-smoking households.
33. Most smokers start smoking in their teenage years and the earlier they start smoking, the more likely they are to smoke for longer and die prematurely. About two-thirds of adult smokers reported that they took up smoking before the age of 18 and over 80% before the age of 20. Hence there is need to work to prevent the uptake of smoking by young people and also create smokefree communities and households to reduce exposure to second-hand tobacco smoke, and prevent intergenerational transmission of smoking.
34. There has been an increase in electronic cigarette use in young people and this has raised various health, social and environmental issues. Electronic cigarettes are currently recommended as a quit aid for smokers however, children and young people should not vape. Both tobacco and vape products are age restricted, and it is illegal to sell them to a person under 18 or proxy purchases for anyone under 18. Hence programs of work aimed at restricting access to tobacco products (including vapes) and prevention of smoking and vaping in young people are a key part of the tobacco control programs.

## **Corporate Aims**

35. The plans are in line with the Isle of Wight Health and Wellbeing Strategy 2022-27 and corporate strategy.

## **Consultation and Engagement**

36. The plans have been informed by the Isle of Wight Tobacco Control Sub-Group, client feedback and ongoing insights work with local residents.
37. There will be a positive impact for people with serious mental health conditions, people during pregnancy and maternity, people living in poverty and those in the most deprived communities across the Isle of Wight. This should help reduce health inequalities. There will be no negative impacts on people with protected characteristics.
38. The service will focus delivery in the most deprived communities across the Isle of Wight where smoking rates are highest. This should help more people to get the benefits from stopping smoking and consequently reduce health inequalities. More people stopping smoking in these areas will further embed a non-smoking culture in communities, resulting in a break in the cycle of smoking across generations, helping to make smoking obsolete.

## **Financial / Budget Implications**

39. Smoking cessation and prevention services are currently funded through the ringfenced public health grant and will be additionally funded by the ringfenced smokefree generation grant from 06 April 2024. It is proposed that the

maximum spend would be £2,547,480 over the term of the seven years.

40. Isle of Wight Council's additional annual allocation of the smokefree generation Grant amounts to £169,296 per year for five years from 06 April 2024 to 05 April 2029. Allocations are based on local smoking rates, and it is anticipated that allocations will remain similar each year. Isle of Wight Council's annual allocation of the ringfenced public health grant assigned to smoking accounts to £203,000 per year.
41. The new seven year stop smoking service will financially structure around and account for the five years of committed funding from the smokefree generation grant (e.g. structured as a five year contract with the option of two additional years, primarily with activity-based payment mechanisms). As smoking rates are falling on the Isle of Wight, there will be less demand for the service over time.
42. The request for approval to spend up to a maximum amount of £2,547,480 over a period of seven years does not include the effects of inflation that may be applied to future allocations or any change in allocation to the ringfenced public health grant or the smokefree generation grant. It is requested that approvals for additional spend resulting from inflation uplifts applied to future allocations or changes to future allocations over the seven-year period are delegated to the Director of Public Health.
43. There are no financial commitments to signing the Declaration. A small amount of Council Officer time will be required to include the Declaration within Corporate policies. There is no cost attached to membership of the Smokefree Action Coalition, a group of over 300 organisations across the UK committed to ending smoking and to which the Council will be eligible to join on signing on the Declaration.

## **Legal Implications**

44. There are no legal implications from signing the Local Government Declaration on Tobacco Control as these are a set of principles and do not override any existing policies or procedures.
45. Legal advice has been sought from the Isle of Wight procurement team in the development of the new smoking cessation and prevention service, will be complete in accordance with the Council's procurement procedures and follow best practice from national guidelines.

## **Equality and Diversity**

46. There will be a positive impact for people with serious mental health conditions, people during pregnancy and maternity, people living in poverty and those in the most deprived communities across the Isle of Wight. This should help reduce health inequalities. There will be no negative impacts on people with protected characteristics.
47. The service will focus delivery in the most deprived communities across the Isle of Wight where smoking rates are highest. This should help more people to get

the benefits from stopping smoking and consequently reduce health inequalities. More people stopping smoking in these areas will further embed a non-smoking culture in communities, resulting in a break in the cycle of smoking across generations, helping to make smoking obsolete.

48. A full Equalities Impact Assessment is in progress.

## **Risk Management**

49. A risk assessment and log have been completed as part of the ongoing work of the Isle of Wight Public Health Team. Three key risks associated with this decision include:
- (a) If Cabinet does not approve spend on a new smoking cessation and prevention service, then the Council will not be eligible to receive the smokefree generation grant which will place a resource constraint on our tobacco control ambitions.
  - (b) If Cabinet does not approve spend on a new smoking cessation and prevention service, then the Director of Public Health will be unable to fulfil a core public health duty which will result in widened health inequalities and poorer population health.
  - (c) If Cabinet does not approve to sign the Declaration, then the Council will be less reputable in its tobacco control systems leadership.

## **Appendices Attached**

50. Appendix 1 - Local Government Declaration on Tobacco Control

Contact Point: Simon Bryant, Director of Public Health; [simon.bryant@hants.gov.uk](mailto:simon.bryant@hants.gov.uk)

SIMON BRYANT  
*Director of Public Health*

COUNCILLOR DEBBIE ANDRE  
*Cabinet Member for Adult Social Care  
and Public Health*



# Local Government Declaration on Tobacco Control

## As public health leaders, we acknowledge that:

- Smoking is a leading cause of premature death, disease and disability in our communities;
- Reducing smoking in our communities significantly increases household incomes and benefits the local economy;
- Reducing smoking amongst the most disadvantaged in our communities is the single most important means of reducing health inequalities;
- Smoking is an addiction largely starting in childhood, two thirds of smokers start before the age of 18;
- Smoking is an epidemic created and sustained by the tobacco industry, which promotes uptake of smoking to replace the tens of thousands of people its products kill in England every year; and
- The illicit trade in tobacco funds organised criminal gangs and gives children access to cheap tobacco.

## We welcome the:

- Opportunity for local government to lead local action to tackle smoking and secure the health, welfare, social, economic and environmental benefits that come from reducing smoking prevalence;
- Government's ambition to make England smokefree by 2030 and tackle inequalities in smoking prevalence;
- Commitment by the government to live up to its obligations as a party to the World Health organization's framework convention on Tobacco control (FCTC) and in particular to protect the development of public health policy from the vested interests of the tobacco industry; and
- NHS Long Term Plan commitments to provide all smokers in hospital, pregnant women and long-term users of mental health services with tobacco dependence treatment.

We commit \_\_\_\_\_ from this date \_\_\_\_\_ to:

- Act at a local level to reduce smoking prevalence and health inequalities, to raise the profile of the harm caused by smoking to our communities and in so doing support delivery of the national smokefree 2030 ambition;
- Develop plans with our partners and local communities to address the causes and impacts of tobacco use;
- Participate in local and regional networks for support;
- Support the government in taking action at national level to help local authorities reduce smoking prevalence and health inequalities in our communities;
- Protect our tobacco control work from the commercial and vested interests of the tobacco industry by not accepting any partnerships, payments, gifts and services, monetary or in kind or research funding offered by the tobacco industry to officials or employees;
- Monitor the progress of our plans against our commitments and publish the results; and
- Publicly declare our commitment to reducing smoking in our communities and to join the Smokefree Action Coalition, the alliance of organisations working to reduce the harm caused by tobacco.

## Signatories:

Leader of Council

Chief Executive

Director of Public Health

## Endorsed by:

Prof Sir Chris Whitty, Chief Medical Officer,  
Department of Health and Social Care



Councillor David Fothergill, Community Wellbeing  
Board Chair, Local Government Association



Prof Jim McManus, President,  
Association of Directors of Public Health



Prof Maggie Rae, President,  
Faculty of Public Health



Julie Barratt, President,  
Chartered Institute of Environmental Health



John Herriman, Chief Executive,  
Chartered Trading Standards Institute



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## Cabinet Report

Purpose: For Decision

### ISLE OF WIGHT COUNCIL

Date **14 MARCH 2024**

Title **DETERMINE ACADEMIC YEAR/TERM DATES FOR 2025/2026**

Report of **CABINET MEMBER FOR CHILDRENS SERVICES, EDUCATION AND CORPORATE FUNCTIONS**

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### Executive Summary

1. The purpose of this paper is to seek approval from the Cabinet on the determination of the pattern of school term and holiday dates for the school year 2025/2026 and to note the outcomes of the consultation process that has been followed.
2. Following a public consultation for the 2019/2020 school year, the Isle of Wight Council introduced a two-week October half term break and has used the same approach in the following school years.
3. In Spring 2022, the Council carried out a further consultation with all stakeholders on views of the two-week October half term break. Specifically, respondents were asked to state their preferred length of that break, choosing between three options. After responses had been analysed, schools and professional bodies were asked for comments on proposed term and holiday dates which had been designed using the public consultation response that preferred a two-week October half term break.
4. The setting of the 2025/2026 calendar has not made any changes to the October half term which therefore remains as two weeks.

### Recommendation

- |  |
|--|
| 5. That Cabinet approves the proposed calendar for term dates 2025/2026 'as outlined in Appendix 1 of the report.' |
|--|

### Background

6. It is the responsibility of a local authority to schedule a school year which provides the statutory 190 pupil days and 195 teacher days in voluntary controlled and community schools. The structure for delivering this entitlement has been the

subject of national and local debate in recent years. Across England, in local authorities and in schools with responsibility for setting their own school year, there are an increasing number of schools that do not use the typical school year of three terms, with one-week half term breaks and a long summer holiday of up to six weeks.

7. Having a balanced school year with regular breaks in the middle and at the end of each term helps to maximise wellbeing and helps schools to plan learning more effectively.
8. Children benefit from good attendance in school; it supports educational achievement and lays the foundation for a positive contribution to society and economic well-being. Properly structured periods of learning and rest help children to remain healthy, enjoy their school time and achieve more. The publication of dates well in advance enables families to plan holidays and arrange childcare so that school attendance need not be compromised.
9. The proposed pattern for term and holiday dates on the Isle of Wight takes account of the last day of term in July 2025 and then provides the best available balanced half terms and holiday periods. There has been agreement with Island schools that one of the non-teaching days is taken on the first day of the autumn term, the remaining four are determined and allocated by the school as they wish.

## **Corporate Priorities and Strategic Context**

7. The recommendation in this report links to the Corporate Plan 2021-25 priority which is to work with local communities to maintain and ensure appropriate local school provision. Also raising educational achievement is a priority of the Council as set out in the Council's Corporate Plan. The standardisation of dates as much as possible across schools helps them to plan effectively and supports good attendance.

### **Responding to climate change and enhancing the biosphere**

8. The decision for this report is to confirm the calendar that will apply to the School Year 2025/26. It applies the usual restrictions of 195 days for teacher attendance and 190 days of pupil attendance. Consideration to carbon mitigation and/or climate change was not applicable because the decision to be made is strategic/administrative in nature.

### **Economic Recovery and Reducing Poverty**

9. The school year plans the term and holiday dates calendar. The public consultation carried out in 2022 regarding the Autumn half terms explored the links between the school year and the Island's businesses. The responses received state that the configuration of the school year does have an impact on aspects of business and families' access to holidays. Therefore, the Autumn half term remains the same.

### **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, employment or training, health and the environment.

11. The consultation process invited schools and professional bodies to respond.

### **Corporate Aims**

12. The recommendation in this report directly links to the Corporate Plan 2021-25 priority which is to work with local communities to maintain and ensure appropriate local school provision.

## **Consultation and Engagement**

13. Schools and stake holders were invited to comment on the proposed pattern of term dates via an Isle of Wight Council school communications.
14. The recommendation is supported by representative members of the Directorate Consultative Committee (DCM) a professional body group comprising of union delegates.
15. The model of school holiday and term dates included in Appendix 1 is recommended. The setting of the 2025/26 calendar has not made any changes to the October half term which therefore remains as two weeks.
16. The consultation responses are set out in Appendix 2. A summary is as follows from two members of school staff:
  - a. *"We are happy with the attached calendar and have no further comments."*
  - b. *"Looking through the proposed dates, I agree with them, as a teacher, it offers suitable breaks for teachers and support staff, with 3 weekends in the Christmas break, while retaining 2 weeks in October half term."*

## **Financial / Budget Implications**

17. The school year decides the term and holiday dates calendar. It has no budget implications.

## **Legal Implications**

18. Under section 32 Education Act 2002, the local authority shall determine the dates when the school terms and holidays are to begin and end for community, voluntary controlled or community special schools.

## **Equality and Diversity**

19. The proposed calendar for 2025/2026 term dates applies to all community, voluntary controlled schools, community special schools. Other local authority-maintained schools on the Island routinely utilise the determined calendar. Academies and Free Schools are free to set their own term dates. The proposed calendar is applied across all schools using it in the same way and therefore does

not have any impact on any of the protected characteristics.

## Property Implications

20. The school year decides the term and holiday dates calendar. It has no property implications.

## Options

21. Option 1: to approve the proposed calendar for the term dates 2025/26 as set out in Appendix 1.
22. Option 2: not to approve the proposed calendar as outlined in option 1 and pursue an alternative pattern of school term and holiday dates for the academic year 2025/26.

## Risk Management

23. It is a requirement for the local authority to set school term and holiday dates for all its maintained schools, other than Voluntary aided, Foundation and Academy schools, to whom the dates are recommended. If the Council fails to agree term dates, it is failing in its statutory duty to comply with section 32 of the Education Act 2002. There is a risk that schools not under local authority control self-determine term dates creating inconsistency with school holiday patterns. This is out of the local authority control.

## Evaluation

24. The proposed calendar featured in option 1 (and illustrated in appendix 1) was reviewed and has taken into consideration the consultation and change that applied for the 2019/2020 school year. This featured a two-week October half-term.
25. Option 2 has been discounted as there would be a requirement to undertake a consultation to implement any proposed changes to the pattern of the school year. The time constraints to undertake this process would restrict Cabinet approval and lead time to publish the school calendar.

## Appendices Attached

Appendix 1: Proposed 2025/26 school year.

Appendix 2: Consultation responses from schools and professional bodies.

Contact Point: Ashley Jefferies, Service Manager - Access and Resources,  
☎ 821000 (Ext: 6568), e-mail: [ashley.jefferies@iow.gov.uk](mailto:ashley.jefferies@iow.gov.uk)

ASHLEY WHITTAKER  
*Strategic Director of Children's Services*

CLLR JONATHAN BACON  
*Cabinet Member for Children's Services,  
Education and Corporate Functions*

**Isle of Wight School Terms And Holidays  
2025 – 2026**

Appendix 1

Determined programme of school term and holiday dates for county and controlled schools for the  
academic year 2025/26

SEPTEMBER 2025					
M	1*	8	15	22	29
T	2	9	16	23	30
W	3	10	17	24	
T	4	11	18	25	
F	5	12	19	26	
S	6	13	20	27	
S	7	14	21	28	

OCTOBER 2025					
M		6	13	20	27
T		7	14	21	28
W	1	8	15	22	29
T	2	9	16	23	30
F	3	10	17#	24	31
S	4	11	18	25	
S	5	12	19	26	

NOVEMBER 2025					
M	3*	10	17	24	
T	4	11	18	25	
W	5	12	19	26	
T	6	13	20	27	
F	7	14	21	28	
S	1	8	15	22	29
S	2	9	16	23	30

DECEMBER 2025					
M	1	8	15	22	29
T	2	9	16	23	30
W	3	10	17	24	31
T	4	11	18	25	
F	5	12	19#	26	
S	6	13	20	27	
S	7	14	21	28	

JANUARY 2026					
M		5*	12	19	26
T		6	13	20	27
W		7	14	21	28
T	1	8	15	22	29
F	2	9	16	23	30
S	3	10	17	24	31
S	4	11	18	25	

FEBRUARY 2026					
M	2	9	16	23*	
T	3	10	17	24	
W	4	11	18	25	
T	5	12	19	26	
F	6	13#	20	27	
S	7	14	21	28	
S	1	8	15	22	

MARCH 2026					
M		2	9	16	23 30
T		3	10	17	24 31
W		4	11	18	25
T		5	12	19	26
F		6	13	20	27#
S		7	14	21	28
S	1	8	15	22	29

APRIL 2026					
M		6	13*	20	27
T		7	14	21	28
W	1	8	15	22	29
T	2	9	16	23	30
F	3	10	17	24	
S	4	11	18	25	
S	5	12	19	26	

MAY 2026					
M	4	11	18	25	
T	5	12	19	26	
W	6	13	20	27	
T	7	14	21	28	
F	1	8	15	22#	29
S	2	9	16	23	30
S	3	10	17	24	31

JUNE 2026					
M	1*	8	15	22	29
T	2	9	16	23	30
W	3	10	17	24	
T	4	11	18	25	
F	5	12	19	26	
S	6	13	20	27	
S	7	14	21	28	

JULY 2026					
M		6	13	20	27#
T		7	14	21	28
W	1	8	15	22	29
T	2	9	16	23	30
F	3	10	17	24	31
S	4	11	18	25	
S	5	12	19	26	

AUGUST 2026					
M		3	10	17	24 31
T		4	11	18	25
W		5	12	19	26
T		6	13	20	27
F		7	14	21	28
S	1	8	15	22	29
S	2	9	16	23	30

## Isle of Wight School Terms And Holidays 2025 – 2026

Determined programme of school term and holiday dates for county and controlled schools for the  
academic year 2025/26

Bank and Public Holidays 2025/26			
Christmas Day	25 December 2025	Easter Monday	6 April 2026
Boxing Day	26 December 2025	May Day Holiday	4 May 2026
New Year's Day	1 January 2026	Spring Bank Holiday	25 May 2026
Good Friday	3 April 2026	Summer Bank Holiday	31 August 2026

\* First day after break



School Holidays



Bank Holidays and National Holidays

# Last day before break

**Autumn Term 2025** starts on Monday 1<sup>st</sup> September 2025 and ends on Friday 19<sup>th</sup> December 2025

(Half term from Monday 20<sup>th</sup> October to Friday 31<sup>st</sup> October 2025)

**Spring Term 2026** starts on Monday 5<sup>th</sup> January 2026 and ends on Friday 27<sup>th</sup> March 2026

(Half term from Monday 16<sup>th</sup> February to Friday 20<sup>th</sup> February 2026)

**Summer Term 2026** starts on Monday 13<sup>th</sup> April 2026 and ends on Monday 27<sup>th</sup> July 2026

(Half term from Monday 25<sup>th</sup> May to Friday 29<sup>th</sup> May 2026)

Term	Start date	End Date
Autumn 2025	1 September 2025	19 December 2025
	Half term 20 October – 31 October 2025	
Spring 2026	5 January 2026	27 March 2026
	Half term 16 February - 20 February 2026	
Summer 2026	13 April 2026	27 July 2026
	Half term 25 May – 29 May 2026	

**Please note that the dates as published are correct.**

**There has been agreement with Island schools that one of the non-teaching days is taken on the first day of the autumn term, the remaining four are determined and allocated by the school as they wish. Please check with your child's school.**

**Please also note that the first day of the Autumn Term in September 2026 will not be determined until the 2026/27 timetable has been consulted upon and approved in March 2025.**



**Appendix 2: Consultation responses from schools and professional bodies**

- The consultation received 2 responses; both were from school staff.

The comments received are shown below.

2 Responses – as follows:

<b>ID</b>	<b>Name</b>	<b>Responses</b>
1	anonymous	Apologies for the delay in replying, but we are happy with the attached calendar and have no further comments to make
2	anonymous	Looking through the proposed dates, I agree with them, as a teacher, as it offers suitable breaks for teachers and support staff, with the 3 weekends in the Christmas break, while retaining the 2 weeks in October half term.

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## Cabinet Report

Purpose: For Decision

### ISLE OF WIGHT COUNCIL

Date **14 MARCH 2024**

Title **CONCESSIONARY TRAVEL REIMBURSEMENT – 2024/25**

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

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### Executive Summary

1. The purpose of this report is to seek approval to return to direct concessionary travel reimbursement for local bus operators in line with Department for Transport (DfT) Guidance for the financial year 2024/25 and approval to maintain the same discretionary concessions for this period, as have been provided in 2023/24.

### Recommendation

2. That approval be given to return to the English National Concessionary Travel Scheme (ENCTS) direct reimbursement principles that operators should be no better or worse off as a result of the Scheme and that reimbursements shall be determined by the number of concessionary travel journeys undertaken on the relevant operator's local bus services.
3. That approval be given to maintain the existing discretionary enhancements as detailed in this report for the next financial year 2024/2025.
4. And that delegated authority be given to the Strategic Director of Community Services, in consultation with the Cabinet Member for Transport and Infrastructure, Highways PFI and Transport Strategy and the Section 151 Officer, to prepare and implement the Concessionary Fares Scheme reimbursement arrangements for the 2024/25 financial year.

### Background

5. Since the beginning of the Covid-19 pandemic in 2020, the Isle of Wight Council has maintained the levels of concessionary fares reimbursement on local bus services at an equivalent level to the 12 months prior to the pandemic. This has been in line with all DfT guidance issued regarding concessionary travel reimbursement during this period. This has helped Southern Vectis and our community bus operators to weather the related downturn in patronage and the local bus network has been maintained at near to 100 percent of 2019 service levels.

6. However, it has now been recognised by the DfT that patronage levels nationally have recovered sufficiently and DfT are now requiring that Local Transport Authorities (LTAs) return to a direct reimbursement arrangement. To assist with this, the DfT have issued a new reimbursement calculator and guidance. This has been amended to be more reflective of the differences between LTA areas and builds in inflationary increases. The impact for the Island is that as a more rural LTA area, the Island has a different calculator output than a similar sized urban LTA.
7. On the Island we are outperforming many other LTAs in the recovery of public transport patronage. Currently Southern Vectis are reporting near 2019 levels of commercial patronage and just under 92 percent of concessionary patronage compared to 2019.
8. Whilst it is good to have strong patronage recovery and to have a calculator amended to reflect the local circumstances, it does mean that the reimbursement rate per journey has in turn increased.
9. These reimbursement rates are calculated by specialist consultants based on DfT guidance and using the DfT Calculator.
10. The initial reimbursement proposal, per journey, for 2024/25 is £1.84, which represents a circa 20 percent increase to the previous calculated rate of reimbursement of £1.545 in 2019/20.
11. Set out within the Financial/ Budget Implications subsection, paragraph 27, are the forecasted costs for the year, which take into account the proposed increased rate per journey and anticipated recovery in concessionary patronage. The outcome of which is that we forecast a small overspend against the planned budget for 2024/25.
12. If agreed these calculations shall also be used as the basis to inform the reimbursement rate for the local community bus service operators for 2024/25.
13. The statutory English National Concessionary Travel Scheme (ENCTS) provides for free off-peak travel on local bus services for eligible older and disabled persons. Off-peak is defined as between 09:30 and 23:00 on Mondays to Fridays and at all times at weekends and on Bank Holidays. The Council has not been notified of any changes.
14. The Isle of Wight Council provide the following local discretionary enhancements to the ENCTS and local concessions, which are recommended to continue for 2024/25:
  - (a) free travel during peak and off-peak periods for Island residents suffering severe and enduring mental health problems; and
  - (b) free travel at all times for holders of Isle of Wight Council disabled persons bus passes on local bus services; and
  - (c) free travel during peak and off-peak periods to travelling companions of Island residents who are eligible for the above concessions, who would otherwise be unable to access public transport.

## Corporate Priorities and Strategic Context

### Responding to climate change and enhancing the biosphere

15. The proposals, if approved will not have a direct impact. Though by maintaining the sustainability of local bus services, it will have a positive impact on the local climate, aligning with the Council's Climate and Environment strategy, as well as a number of United Nations Sustainable Development Goals.
16. Principally a good public transport network helps residents in local communities, and visitors to the Island, to access services in relation to education, employment, healthcare, social care and retail, which otherwise may not be available. It helps to address social isolation, especially in rural areas, where geographical and economic factors that otherwise limit transport options.
17. Use of public transport as a sustainable mode of transport, is also beneficial to the environment, through reducing the number of sole occupancy car journeys.
18. Due regard to the Council's commitment to the Climate and Environment Strategy 2021 - 2040 has been given at the formative stage of this proposal. The Climate and Sustainable Development Impact Assessment Tool has been used to complete **Appendix 1** (CSDIA Rationale).
19. The assessment has been reflected in the Climate and Sustainable impact assessment wheel below:



### Economic Recovery and Reducing Poverty

20. It is widely recognised that lower income families are likely to rely on public transport. As such the recommended proposal will assist in ensuring that the current local bus provision is sustainable and will be of benefit to local low-income families, especially when accessing, employment, education, retail and healthcare.
21. It should also be noted that many of the current local bus service routes serve

identified local areas of deprivation and rural isolation. As such these communities will directly benefit from sustainable local public transport provision.

### **Impact on Young People and Future Generations**

22. Ensuring the sustainability of local bus services will benefit young people and future generations, both directly and indirectly. Many young people utilise public transport, especially those who can travel independently, though still too young to drive, when accessing various activities and education. This is particularly an issue for young people living in rural communities.
23. Likewise, the use of public transport, as a sustainable means of travel, can benefit future generations through reducing pollution and improving the wider environment, when compared with private car usage.

### **Corporate Aims**

24. The recommended proposals align with the Council's aspiration of 'committing to develop sustainable transport' in relation to Environment, heritage and waste management and the ongoing business of the Council, to 'continue to work with the transport infrastructure board to improve infrastructure, public transport and mainland connectivity' in relation to Highways PFI, transport and infrastructure, as set out within the Corporate Plan 2021 to 2025.

### **Consultation and Engagement**

25. There is no requirement for formal consultation where these proposals relate to internal financial decisions. Though engagement has been undertaken with the local bus operators and neighbouring local authorities to help inform the proposals.

### **Financial / Budget Implications**

26. Based upon the calculations undertaken by commissioned consultants using the DfT Concessionary Fares Reimbursement Calculator and the subsequent negotiations, the initial proposed rate per journey on Southern Vectis services is £1.84. This is approximately a 20 percent increase compared to the last calculated rate in 2019 of £1.545 per journey. Though any agreed rate shall be subject to final negotiations undertaken between the two parties.
27. On the basis of current levels of concessionary travel patronage and building in a reasonable further growth of 5 percent a reimbursement rate of this value will equate to a forecast spend in 2024/25 of £4,976,652.00. In addition, circa £30,000.00 is forecasted for the reimbursement of concessionary travel on community bus services. Based on these proposals this would result in an overspend against the proposed budget of £4,937,660.00, of circa £38,992.00. Such a pressure would need to be met with existing Highways and Transportation revenue budgets.
28. The detailed work on concessionary reimbursement for local community services will use the same methodology, and as this is a relatively low value, will be negotiated on a separate basis.

29. It should be noted that the current growth in concessionary patronage in 2023/24, against the previous 12-month period, was 10.28 percent. Whilst this is greater than the forecasted rate, it was half of the rate recorded prior to 2022/23. This growth rate is in turn significantly less than the previous year. Therefore, it is anticipated this slowdown in growth of patronage will continue as we get closer to the pre-pandemic levels, which is why a 5 percent increase has been forecasted.
30. Though this proposed rate of reimbursement does represent a risk in the event that the growth exceeds the forecasted 5 percent, as this will lead to an overspend against the proposed budget. Therefore, the concessionary returns shall be closely monitored and reported on a monthly basis.
31. Any overspend within the financial year 2024/25 will need to be met from within existing Highways PFI and Transportation Budgets. A further revenue growth bid will need to be submit for financial year 2025/26 should concessionary patronage continue to grow at or above 5 percent. Finance is aware of the potential budget pressure for 2025/26 and the forecasted pressure shall be included within any forecasts.

## **Legal Implications**

31. The Isle of Wight Council is a Travel Concessions Authority (TCA) and as such is obliged to provide a free bus fare concessions scheme satisfying mandatory minimum availability criteria for eligible people within its boundaries (“English national free fares scheme”). This obligation is set out in the Transport Act 2000 as amended. The Council also retains the authority under the Concessionary Bus Travel Act 2007 to provide additional discretionary travel concessions to supplement the mandatory elements of the Scheme should it choose to do so.

## **Equality and Diversity**

32. 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.
33. Under the Equality Act 2010 we are required to have due regard to our equality duties when making decisions, reviewing services, undertaking projects, developing and reviewing policies. This must be done at the formative stage of your proposal, not retrospectively as justification for the recommendation.
34. It is anticipated that the recommended option would have no impact on groups with protected characteristics as there are no proposed changes to the concessionary travel scheme and the maintenance of the funding should assist in ensuring that the level of local bus services being operated is maintained.

## Options

35. **Option 1** - That approval be given to return to the English National Concessionary Travel Schemes (ENCTS) direct reimbursement principles that operators should be no better or worse off as a result of the Scheme and that reimbursements shall be determined by the number of concessionary travel journeys undertaken on the relevant operator's local bus services; and
36. That approval be given to maintain the existing discretionary enhancements as detailed in this report for the next financial year 2024/2025; and
37. And that delegated authority be given to the Strategic Director of Community Services, in consultation with the Cabinet Member for Transport and Infrastructure, Highways PFI and Transport Strategy and the Section 151 Officer, to prepare and implement the Concessionary Fares Scheme reimbursement arrangements for the 2024/25 financial year.
38. **Option 2** – Not to approve the recommended proposal and undertake further negotiations with local bus operators. Though this may trigger implementation of the statutory minimum ENCTS concessions and could result in a formal appeal, as set out within paragraph 41.

## Risk Management

39. It is recognised that a decision not to agree to the recommended option, would require instigation of further urgent discussions and further negotiations to be undertaken with local operators to fully understand the impacts.
40. If mutual agreement is not reached by 1 April 2024, the local concessionary arrangements may revert to the statutory minimum set out within paragraph 13.
41. It should also be noted that a further delay in reaching an agreement with the local bus operators on concessionary travel reimbursement, is likely to result in a formal appeal which may have to be escalated to the DfT to adjudicate. This can result in legal expenses, as well as further financial and reputational implications for the Council.
42. Another identified risk is that given the increased rate of reimbursement, should concessionary patronage continue to grow beyond the forecasted 5 percent, this will result in an overspend against the budget. It is not a risk that can be easily addressed or mitigated, given the requirement of the English national concessionary travel scheme that direct reimbursement is provided and formulated through the revised calculator.

## Evaluation

43. Option 1 is recommended as it aligns with the requirements of the DfT for concessionary travel and seeks to mitigate the risk of a formal appeal. Whilst a revised rate of reimbursement increases the overall spend, it shall account for the inflationary increases since 2019 and based upon a moderate concessionary patronage growth, is likely to result in a small overspend forecast against the proposed budget. Any overspend will need to be found within existing Highways



PFI and Transportation budgets.

44. Option 2 is not recommended due to the risks associated in delaying the decision and not conforming with the timetable set out within the DfT Concessionary Travel Guidance which can trigger an appeal. Likewise, varying from the DfT guidance and the calculator can trigger an appeal. Such an appeal can result in additional legal costs, reputational damage and result in an unfavourable reimbursement rate.

## **Background Papers**

45. Department For Transport Reimbursing Bus Operator Guidance - [How to reimburse bus operators for concessionary travel - GOV.UK \(www.gov.uk\)](https://www.gov.uk/guidance/how-to-reimburse-bus-operators-for-concessionary-travel)
46. Department For Transport Bus Travel Reimbursement Calculator - [Calculate your concessionary bus travel reimbursement - GOV.UK \(www.gov.uk\)](https://www.gov.uk/guidance/calculate-your-concessionary-bus-travel-reimbursement)
47. Contact Point: Stewart Chandler, Highways and Transport Client Manager, ☐ 821000 Ext 8706 e-mail [stewart.chandler@iow.gov.uk](mailto:stewart.chandler@iow.gov.uk)

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## Isle of Wight Council Climate and Sustainable Development Impact Assessment – Scoring Rationale

### Outer – United Nations Sustainable Development Goals

Area	Score	Rationale
<b>No Poverty</b>	4	This proposal helps to ensure continued equal access to basic services and council services through maintaining local transport provision.
<b>Zero Hunger</b>	3	
<b>Good health and wellbeing</b>	4	This proposal helps improve mental health and well being through reducing social isolation especially within rural communities through maintaining concessions and transport provision.
<b>Quality Education</b>	4	This proposal assists access to education and vocational training on the Island through maintaining concessions and transport provision.
<b>Gender Equality</b>	3	
<b>Clean Water &amp; Sanitation</b>	3	
<b>Affordable and clean energy</b>	3	
<b>Decent work and economic growth</b>	4	The proposal benefits local employment will support jobs within the local bus service provision. Likewise, it will maintain access to employment opportunities through local bus services.
<b>Industry, Innovation, and Infrastructure</b>	3	
<b>Reduced inequalities</b>	5	By maintaining the current levels of concessions, it shall assist in reducing inequalities in persons with protected characteristics, that would otherwise have limited transport options
<b>Sustainable cities and communities</b>	5	Maintaining access to safe, affordable, accessible and sustainable public transport to all whom live in communities along the specific bus routes.
<b>Responsible consumption and production</b>	4	Maintaining concessions and local levels of bus service provision allows businesses and visitors to undertake related travel more sustainably.
<b>Climate Action</b>	4	Maintains local communities access to sustainable travel. This will continue to help reduce local emissions in relation to transport, in particular reduction in sole occupancy car journeys.
<b>Life below water</b>	3	
<b>Life on land</b>	4	Having a sustainable local public transport network, allows for a true alternative to against sole occupancy car journeys, which in turn help improve local air quality.
<b>Peace, justice, and strong institutions</b>	3	
<b>Partnerships for the Goals</b>	3	

## Isle of Wight Council Climate and Sustainable Development Impact Assessment – Scoring Rationale

<b>Inner – Climate &amp; Environment Strategy</b>		
<b>Area</b>	<b>Score</b>	<b>Rationale</b>
<b>Transport</b>	5	Promoting and enabling the continued use of sustainable transport by all and improved air quality as a result.
<b>Energy</b>	3	
<b>Housing</b>	3	
<b>Environment</b>	4	Promoting and enabling the continued use of public transport against sole occupancy car journeys will help improve local air quality.
<b>Offset</b>	4	Enables the Council staff to increasingly rely upon public transport for work related travel.
<b>Adaptation</b>	3	



## Cabinet Report

Purpose: For Decision

### ISLE OF WIGHT COUNCIL

Date **14 MARCH 2024**

Title **RIVER MEDINA CROSSING STRATEGY – FUTURE OPTIONS**

Report of **LEADER (WITH RESPONSIBILITY TRANSPORT AND INFRASTRUCTURE, HIGHWAYS PFI AND TRANSPORT STRATEGY, STRATEGIC OVERSIGHT AND EXTERNAL PARTNERSHIPS)**

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#### Executive Summary

1. Following a number of technical and financial reviews the council is seeking to best understand the options and recommendation for future operating models for the chain ferry crossing at East Cowes / Cowes across the mouth of the River Medina.
2. The results of the Cabinet Office Gateway 5 Review and the independent technical review carried out by 3S associates have indicated that the right measures and management arrangements are in place to ensure the future operation of the FB6 vessel, caveated that the chain depth issue is yet to be resolved.
3. The findings of the 3S review indicate that several constraints still exist in respect of the current vessel which prevents further improvements in performance and further ways on which the overall cost burden of the service to the council, can be reduced. Changes to operating procedures could deliver limited improvements but FB6 cannot be expected ever to meet the original specified performance. Furthermore FB6 cannot be operated without a push boat under extreme ebb-tide conditions.
4. This report sets out the process of commissioning an options appraisal and a Future Operational Strategy for alternative technical and economical solutions to the current vessel operated by the council.

#### Recommendations

5. That Cabinet approve the continued management model of the floating bridge 6, and
6. Implement the recommended operational efficiencies set out in the 3S Operational Review report;

7. Commission a River Medina Crossing Strategy, that will:
  - a. review the previous Business Case
  - b. Produce a long and shortlist options appraisal of alternative technical and economical solutions to the current vessel
  - c. Develop a financial base case
  - d. Develop a performance output-based specification for a possible replacement vessel.
  - e. Develop a contracting, operational model and procurement strategy
  - f. conduct soft market testing with potential vessel providers to ascertain the feasibility of constructing a new floating bridge capable of meeting the requirements set out in the output specification.

## **Background**

8. The sixth Cowes Floating Bridge (FB6), a chain operated ferry, has now been in service for over six years, commencing on 13 May 2017. The single vessel operated by the council operates a continuous service across the Medina River for 19 hours per day, seven days per week.
9. The current position of FB6 is well documented and the issues that have been experienced since the vessel commenced service. A full account and background to this together with the history of problems encountered was set out in the Scrutiny report dated 9 March 2021 and the Cabinet report of 25 October 2021.

## **The Gateway Review**

10. As per a request from the Solent Local Enterprise Partnership (SLEP) the responsible funding body for FB6, a Cabinet Office Gateway 5 review was undertaken by Local Partnerships in November 2021. The full report is attached with summary recommendations in Appendix 1.
11. It was acknowledged by Local Partnerships that FB6 had experienced significant reliability problems and associated repair costs since it first became operational.
12. The purpose of the Gateway 5 Review was to assess the status of the FB6 project at a specific point in the project life and to determine the level of confidence in the ability of the council to deliver the original aims and objectives as it moves forward from this point.
13. The Local Partnerships review team assessment of FB6 has provided an overall Delivery Confidence Assessment of Amber. The review team found that the significant existing issues are receiving effective management attention.
14. A change in the overall Delivery Confidence Assessment scoring to Green was conditional on the recommendations identified in the review report being actioned, which has now taken place.
15. The results of the Cabinet Office Gateway 5 Review are welcomed in that it gave confidence that most of the right measures and management arrangements are in place to ensure the future operation of FB6.

## Legal Process and Mediation

16. Following a series of lengthy service disruptions between 2018 and 2021, the council underwent a dispute with the naval architects and the shipbuilder (the two defendants in this case). This was achieved through mediation as a necessary prerequisite to further legal action and in an effort to avoid lengthy and costly court proceedings.
17. Lester Aldridge, the council's appointed external lawyers, supported the council to negotiate a settlement with the two defendants in this case. This was concluded with the agreement of a confidential settlement in favour of the council.

## Cowes Floating Bridge Operational Review – November 2023

18. An independent Operational Review of Floating Bridge 6, (FB6) was commissioned In June 2023 and a contract was awarded by the council to 3S Business Review Ltd. The review focussed on the need to maintain Minimum Chain Clearance and whether efficiencies could be made to day-to-day operational procedures to improve overall performance. A copy of the 3S report and presentation can be found in Appendix 1.
19. Key Action 6 of the 3S Operational Review considers at a strategic level the potential procurement of a replacement vessel that could design out the current constraints on chain depth, improve operational efficiencies and provide a range of management and commissioning options to lower the risk profile of operating this key route.
20. The 3S operational business report is clear that the company are not an engineering firm per se, although the two directors are experienced engineers with significant project management experience at a National level. The various concepts contained in their report are drawn from inputs received from authoritative sources in order to illustrate conclusions drawn from digital analysis of the performance of the present vessel FB6 **rather than being** offered as engineering solutions. It is recognised that resolving specialised marine sector problems requires the input of similarly experienced marine engineers, and preferably those who are to be accountable for delivering a new vessel if that was determined to be the preferred council option.
21. Three key themes of conclusions arise from the 3S report;

(a) Potential to increase the crossing frequency

Due to the constraints placed on operations, FB6 cannot achieve the 5 return crossings per hour required by the original FB6 Business Case. However, there is scope to streamline operational regimes in order to increase the average frequency from 3.4 to 4.4 return crossings per hour.

(b) Chain depth

- Data has evidenced that with chain depth constraints FB6 cannot be modified to be capable of operating without the push boat at maximum ebb tides.

- It is likely that FB5 would have also breached chain depth restrictions but this was not empirically tested.
- Computer modelling indicates the need for a fundamental review of conceptual designs.
- Anecdotal evidence that the maximum ebb flow speed have been altered by the recent installation of the breakwater needs to be tested and empirically proven or disproven.
- In the event it is not possible to define a solution that achieves Minimum Chain Clearance it is recommended results be referred to the Cowes Harbourmaster for further consideration.
- Whilst the findings of the analysis might appear unhelpful in defining a ready solution to the chain depth issue, they demonstrate the value of carrying out such investigations before embarking on a further major procurement programme.

(c) Procurement of a replacement vessel and disposal of FB6

22. The 3S report concludes that the procurement of a replacement vessel could also provide the opportunity to:
- Improve the loading arrangements, including reducing vehicle approach and departure angles and segregating foot passengers from vehicle traffic, to increase the frequency of the service.
  - Upgrade from diesel to electrical motive power to increase available motive power, improve reliability, reduce maintenance costs and eliminate emissions.
  - Procurement of any replacement vessel must be carefully structured to ensure an appropriate balance of risk as between buyer and seller.
  - Alternative procurement strategies might include leasing a vessel from an accredited builder, or the sale of a licence to an accredited builder to operate the service under strictly defined terms and conditions.
  - In the event FB6 is replaced there is a large potential international market for its resale for operation in an environment more conducive to its basic design.

**Next Steps – A Medina Crossing Strategy**

23. Given the results of the two independent reviews and the ongoing costs of operating the service, the council is now seeking to better understand the options and recommendation for future operating models for the Medina ferry crossing at East Cowes / Cowes.
24. To further understand the available technical engineering solutions and management options available and the range of management and/or commissioning out options for the future of this transport route, the council is seeking to set out a tender for technical consultants to carry out the following:



- (a) A technical and engineering options appraisal with a full technical and cost benefit analysis of shortlisted options.
  - (b) Undertake the testing as recommended in the 3S Operational Review.
  - (c) Develop a Future Operational Strategy that analyses potential commissioning options and the social and economic benefits of each, for example operational models could include but not be limited to limited to:
    - (1) Manage in house as current;
    - (2) Manage in house and commission a new service funded by the IWC design and build only;
    - (3) Manage the existing service in house and commission a new service the is design, build and take over operation from the IWC;
  - (d) Define an outcome specification for a vessel, and alternatively a service specification for the benefit of users and the local community.
25. It is intended that the Medina Crossing Strategy (Commissioning Strategy) would incorporate considerations of the best available technology and a robust study and recommendations in relation to ownership and operational management options and also include a subsequent strategy for procurement, with a specification that considers all available financing options.

### **Corporate Priorities and Strategic Context**

26. Responding to climate change and enhancing the biosphere

The council has set a target to achieve net zero emissions:

- in its business and delivery of services by 2030;
- across the school estate by 2035; and
- as an island by 2040.

27. The council is aiming to include all [scope 1 and 3 emissions](#) created directly by itself or indirectly (for example emissions made by our contractors, investments or travel) in our annual carbon footprint from financial year 2021-22 onwards. The inclusion of greenhouse gas/carbon reporting should be considered in any decisions, for example, can any third parties provide information around energy use, vehicle mileage, transport of goods, or other data?



Socio-economic Outer Ring	Scores
No Poverty	3
Zero Hunger	3
Good health and wellbeing	4
Quality Education	3
Gender Equality	3
Clean Water and Sanitation	3
Affordable and clean energy	3
Decent work and economic growth	3
Industry, Innovation and Infrastructure	4
Reduced inequalities	3
Sustainable cities and communities	4
Responsible consumption and production	4
Climate Action	4
Life below water	4
Life on land	3
Peace, justice and strong institutions	3
Partnerships for the Goals	3

Environment Inner Ring	Scores
Transport	4
Energy	4
Housing	3
Environment	4
Offset	3
Adaptation	4

### Economic Recovery and Reducing Poverty

- 28. The specification for the Future Management Strategy will include a requirement to include long list and shortlist criteria to support the economies affected by the operation of the floating bridge.

### Impact on Young People and Future Generations

- 29. The usage statistics of the current floating bridge will be used to assess the importance of this connection for the education (travelling to schools across the river) and development of future career pathways for young people through supporting strong local economies.

## **Corporate Aims**

30. 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.
31. Key Aspiration 46 of the Corporate Plan sets out the administration intention towards the operating future of the floating bridge as follows:
32. We will aim to find a permanent working solution to Floating Bridge 6 (FB6) and, if appropriate, achieve this by scrapping and replacing it. Key activities:
  - Complete the contract dispute process as soon as possible without compromising the potential for further legal action.
  - Commission an independent engineering report to establish the potential for FB6 to operate as was intended and a cost/benefit analysis of the outcomes by January 2022.
  - Then by March 2022 either: - appoint an independent organisation to design a new floating bridge in consultation with the community; or - appoint an independent organisation to manage the necessary improvement works to make FB6 work as was intended
33. The first two bullet points have now been concluded, the next step is to commission the full long and shortlist options appraisal and future management strategy in respect of both ownership, operational models, financial and technical risk management, and the right time to replace the current vessel.

## **The Medina River Crossing**

34. The continuation of a cross-Medina service between East Cowes and Cowes contributes to the council's priority as set out in the Corporate Plan of growing the economy and tourism.
35. The floating bridge is a discretionary service that the council has no legal obligation to provide. The council's medium-term budget strategy identifies the financial pressures facing the council in meeting its statutory responsibilities. Therefore, where it chooses to provide significant discretionary services, this should be at either no, or at a limited additional cost to the council.
36. FB6 was commissioned with significant financial support from the Solent LEP as part of a wider regeneration support package for the Island.

## **Consultation and Engagement**

37. Affected staff will informally be consulted with on the contents of this report. Formal consultation will subsequently take place (if required) at the appropriate time.
38. Consultation will need to take place with key stakeholders in addition to legal support and advice when decisions are being taken on the future of the floating bridge service. Ongoing discussion and updates to the respective town and parish councils and users will continue.

## Financial / Budget Implications

39. The cost of the design and build of the current vessel was £3.5 million in 2017. Ongoing running cost for FB6 in 2023/24 based on January 2024 forecast is £1.60m (2022/23 £1.60m).
40. The cost of commissioning of the Medina Crossing Strategy will be funded from the confidential settlement sum. The cost of the next stage options appraisal process and procurement strategy is likely to cost in the region of £350k, which is a mix of technical, financial, legal and procurement advisors plus funding an dedicated project manager to lead this work.
41. The council has an obligation to secure value for money for the public purse. This necessarily also requires an evaluation of the costs, benefits, and risks of investing in the Medina Crossing. And also, take account of the "Opportunity Cost" of any investment made being what any investment could otherwise have been used to fund, and its associated public benefits.

## Legal Implications

42. The council as a contracting authority for the purposes of the Public Contracts Regulations 2015. As such the council has a duty to demonstrate that it has acted in accordance with the principles of fairness, transparency, non-discrimination and proportionality in its procurement and to comply with the regulations in relation to contracts over a prescribed financial threshold.
43. Any procurement commenced after October 2024 will be subject to the new Procurement Act 2023 regime although whilst we await guidance, this is unlikely to significantly change any proposal.
44. The council has a statutory duty to secure best value. The Best Value Duty is defined in Part 1 of the Local Government Act 1999 ("the 1999 Act") to "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". This duty includes how the council secure value for money in all spending decisions.
45. The recommendation set out in the report is based upon securing best value through the staged procurement model having regard to the published Treasury guidance green book model.
46. Such an approach seeks to minimise risk and get the best value for money for the authority. It does this by enabling the authority
  - (a) To engage with the market and understand Procurement *options* available
  - (b) To create awareness and interest in the marketplace
  - (c) To engage with the market and understand potential suppliers who are able and willing to tender in this niche market
  - (d) To obtain costs and timescales for various options and determine best available option
  - (e) To avoid rushing in to a costly and a potentially challenging procurement
  - (f) To determine Legal implications and options

47. The risks of not following this proposed model is we do not achieve the above, secure best value and or create risks of not delivering a product that meets the needs of the council.
48. The Audit Commission's report, Competitive Procurement, published in March 2002 states:
49. "Procurement is more than just buying goods and services or outsourcing. When used well it is a mechanism to challenge current services and to determine new models for service delivery. In order to achieve these benefits a strong element of competition should run through the whole process. Effective procurement is fundamental to service improvement."
50. Based on the guidance from the Audit Commission's report, the foundations of a sound procurement strategy rest upon four core principles:
  - (a) Challenge to existing service provision in the context of a clear understanding of the Authority's strategic aims and objectives;
  - (b) Competition is encouraged in order to drive down costs and to promote innovation and improvement;
  - (c) Market consultation and analysis is undertaken in order to shape the form and structure of the future contract tendering stage as well as raising the profile of future procurement activity; and
  - (d) Options appraisal which involves the weighing up of the advantages and disadvantages of different service models.

### **Equality and Diversity**

51. An equality impact assessment is not required for this report but will be included in the options analysis as part of the Medina Crossing Strategy.

### **Property Implications**

52. Property implications will be defined during the development of the Medina Crossing Strategy and consulted with the relevant teams and stakeholders.

### **Options**

53. Options 1: Continue current management model of the floating bridge 6 and implement the recommended operational efficiencies set out in the 3S Operational Review report.
54. Option 2: as per above plus the commissioning of the Future Medina Crossing Strategy to:
  - a. review the previous Business Case
  - b. Produce a long and shortlist options appraisal of alternative technical and economical solutions to the current vessel
  - c. Develop a financial base case
  - d. Develop a performance output-based specification for a possible replacement vessel.
  - e. Develop a contracting, operational model and procurement strategy

- f. conduct soft market testing with potential vessel providers to ascertain the feasibility of constructing a new floating bridge capable of meeting the requirements set out in the output specification.

## **Risk Management**

55. The proposed study will be proactively managed by the Directorate Management Team for Community Services to ensure that all risks and options are considered in the Future Management Strategy to best protect this economically important route and the councils legal and financial position into the future.

## **Evaluation**

56. Developing a Medina Crossing Strategy will provide the opportunity to engage and set out the most suitable option to provide our community with a river crossing that is most technologically, economically, and environmentally sound.
57. The resulting report will be returned to Cabinet for a decision on the preferred option and the management and implementation of said option.

## **Appendices**

58. Appendix 1 – Cowes Floating Bridge F6 Operational Review prepared for the Isle of Wight Council by 3S Business Review Limited, November 2023 - Final Report (DRAFT)
59. Appendix 2 - Cowes Floating Bridge F6 Operational Review prepared for the Isle of Wight Council by 3S Business Review Limited, November 2023 – Presentation

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**COWES FLOATING BRIDGE F6  
Operational Review**

**FINAL REPORT**

**Prepared for the Isle of Wight Council  
by  
3S Business Review Limited**

**November 2023**

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## Foreword

3S Business Review Limited comprises senior businessmen from various sectors of industry, including former directors of leading UK-based international engineering consultancy firms, possessing extensive personal, commercial and technical experience in the specification, procurement and delivery of major, complex, custom-designed electrical and mechanical infrastructure systems for the public transportation and energy sectors.

However, 3S has no expertise in naval architecture and various concepts contained in this report are drawn from inputs received from authoritative sources in order to illustrate conclusions drawn from digital analysis of the performance of the present vessel FB6 rather than offered as engineering solutions.

## Definitions

- Computerised Fluid Dynamics (CFD) model: a digital model constructed to replicate the behaviour of the vessel in response to hydrodynamic side forces.
- Hydrodynamic Side Forces: the total forces exerted on the side of the vessel facing adverse tidal or wind streams
- Hydrodynamic Side Wind Forces: the hydrodynamic forces exerted by wind
- Hydrodynamic Side Tidal Forces: the hydrodynamic forces exerted by tidal flows.
- Vessel Deflection: the deviation of the vessel from a straight transit path between its Eastern and Western berthing positions.
- Wetted Area: the nominal surface area of the submerged hull
- Longitudinal Wetted Area: the surface area of the submerged part of the hull directly facing the adverse tidal stream
- Longitudinal Topside Area: the surface area of the vessel's superstructure most directly facing the adverse wind.
- Maximum Draught: the nominal distance of the lowest point on the underside hull from water level
- Average Draught: the average nominal distance of any point on the underside of the hull from water level
- Displacement: the weight and volume of water displaced by the vessel under various load conditions
- Chain Clearance: the depth of water over the chains
- Minimum Chain Clearance: the minimum depth of water over the chains required by the Cowes Harbourmaster – specified as 1.5 metres in Appendix 10 hereto.

## 1 Introduction

In June 2023 a contract was awarded by the Isle of Wight Council, (IWC), to 3S Business Review Ltd to undertake a review of Floating Bridge 6, (FB6), focusing on the need to maintain Minimum Chain Clearance and day-to-day operational procedures.

This is part of a logical process to evaluate the present vessel and consider IWC's options as whether to retain the present vessel as currently operated, modify the present vessel in

order to achieve its objectives as set out in the Business Case for its original procurement, or replace it with a vessel specified and designed to more completely satisfy operational requirements and environmental constraints.

This process is illustrated in the Flow Chart included as Appendix 1.

The scope of work was split into six key actions:-

- Key action 1 - Scope Computation Fluid Dynamic (CFD) work required and source third party suppliers
- Key action 2 - Obtain tidal data required for CFD
- Key action 3 - Work with IWC to gather, collate and validate technical information to populate the CFD model
- Key action 4 - Work with IWC and the specialist CFD supplier to populate CFD model to replicate the dynamics of FB5 and FB6
- Key action 5 - Review of the operation of FB6 in terms of vehicles, foot passengers and cyclists queuing, paying, loading, and unloading – identifying if and how this could be improved to increase the number of crossings per hour
- Key action 7 - Prepare a comprehensive paper setting out above findings and recommendations for IWC consideration and approval

An important finding from the operational review undertaken for Key Action 5 was that the crossing frequency between East and West Cowes could potentially be improved by changes to operational procedures. On the basis of this finding the contract was extended during October 2023 to include a cost benefit analysis quantifying the further additional revenue likely to be earned in comparison with the costs incurred from introducing a new staff position to take on some of the duties currently assigned to the Master. This work package was identified as Action 8.

Following review of the findings of key actions 1 – 5 it was agreed that 3S would go on to consider the commercial options available to IWC for the procurement of a replacement vessel, (FB7), the key performance requirements of FB7, and the opportunity for the profitable disposal of FB6.

This further work has been added to the above scope of work as Key Action 6.

This Paper has been prepared as the deliverable in response to Key Action 7 including 3S findings and recommendations in response to Key Action 6.

## 2 Executive Summary

3S findings and recommendations can be summarised as follows:-

## 2.1 Potential to increase crossing frequency (Key Actions 5 and 8)

- Due to the constraints placed on operation FB6 cannot achieve the 5 return crossings per hour required by the Business Case<sup>1</sup>. However, there is scope to streamline operational regimes in order to increase the average frequency from 3.4 to 4.4 return crossings per hour.

## 2.2 The Chain Depth Issue (Key Actions 1-4)

- The CFD model (Key Action 4) utilising Tidal Data obtained from a previous study commissioned by IWC (Key Action 2) and drawings and vessel technical data both supplied by IWC and obtained by IWC from the builder of FB6 (Key Action 3) indicates that, due to the basic design and construction of FB6, it cannot be modified so as to be capable of operation without the push boat at maximum ebb tide flow rate.
- In the absence of available drawings an attempt to test the ability of FB5 to cope with the Hydrodynamic Side Forces used in the CFD model assumed a similar underwater profile to FB6. Surprisingly, despite the considerably smaller waterline length and displacement of FB5, the CFD model predicts that Vessel Deflection at extreme Hydrodynamic Wind and Tidal Forces is sufficient for FB5 to also breach Minimum Chain Clearance.
- Accordingly, iterative computer runs were carried out at various values for Longitudinal Wetted Area and Longitudinal Topside Area and resulting Hydrodynamic Wind and Tidal Forces in order to establish whether it is possible to achieve the operational requirement for Minimum Chain Clearance by reducing the overall dimensions and weight of the vessel, or introducing an innovative low-drag hull design, or both.
- Surprisingly, this indicated that even at zero values for Longitudinal Wetted Area and Longitudinal Topside Area the vessel would deflect laterally by a significant amount, and also that the ferry would need to be substantially smaller even than FB5 in order to avoid breaching Minimum Chain Clearance when the ferry is midway<sup>2</sup>.

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<sup>1</sup> Cowes Floating Bridge Final Revised Business Case dated 21 September 2018. Page 37. SRTM assumptions for FB6 (Do something).

Note that in the earlier document, "Floating Bridge Review Report Final for Scrutiny Committee" dated 09 January 2018, a requirement is stated to "Increase number of daily crossings (introduce timetable service 6 crossings per hour)". Given that the Final Revised Business Case refers to FB5 being capable of "4.5 crossings per hour" the 6 crossings per hour target must have been intended to be return crossings - but that is not stated.

<sup>2</sup> The Wolfson Unit study concludes that, in comparison with FB6, "the characteristic ferry areas would need to be reduced by at least 50% before any meaningful change in chain clearance begins to occur, and something of the order of 75% in order to obtain 1.5m clearance over a significant span".

- This in turn supports anecdotal evidence of a recent increase in the maximum ebb flow speed. However, whether this is so, and if so, whether due to the recent emplacement of the harbour entrance breakwater is yet to be empirically proven.
- CFD analysis therefore indicates the need for a fundamental review of conceptual vessel design, assisted by further use of the now established CFD model.
- In the event it is not possible to define a solution that achieves Minimum Chain Clearance it is recommended results be referred to the Cowes Harbourmaster for his further consideration, for which purpose it would be useful to obtain further empirical and anecdotal evidence of possible increase in maximum ebb flow rates.
- Whilst the findings of the CFD analysis might appear unhelpful in defining a ready solution to the chain depth issue, they demonstrate the value of carrying out such investigations before embarking on a further major capital expenditure programme, whether for replacement or radical modification of the existing vessel, and CFD provides a valuable tool for further development and use in future design reviews by suitably qualified naval architects and shipbuilders.

### 2.3 Procurement of a replacement vessel and disposal of FB6 (Key Action 6)

- Procurement of a replacement vessel will also provide the opportunity to:
  - Improve loading arrangements, including reducing vehicle approach and departure angles and segregating foot passenger from vehicle traffic, to increase frequency of service.
  - Upgrade from diesel to electrical motive power to increase available motive power, improve reliability, reduce maintenance costs and eliminate emissions
- Procurement of any replacement vessel must be carefully structured to ensure an appropriate balance of risk as between buyer and seller.
- Alternative procurement strategies might include leasing a vessel from an accredited builder, or the sale of a licence to an accredited builder to operate the service under strictly defined terms and conditions.
- In the event FB6 is replaced there is a large potential international market for its resale for operation in an environment more conducive to its basic design.

## 3 The Chain Depth Issue

### 3.1 Objectives

Three key objectives were agreed with IWC:-

- To understand the impact of extreme wind and tidal forces on Vessel Deflection.
- To predict the impact of available measures to counter extreme Hydrodynamic Side Tidal Forces and Hydrodynamic Side Wind Forces

- To identify any fundamental changes required to basic vessel design in order to achieve the performance criteria set out in the business case for FB6.

### 3.2 Methodology

3S produced a specification for the procurement of a CFD model from an accredited expert supplier to predict the impact of Hydrodynamic Side Wind and Hydrodynamic Side Tidal forces on Vessel Deflection. The Wolfson Unit at Southampton University was selected as the supplier.

The specification agreed for the scope of services to be provided by the Wolfson Unit used the diagram provided by 3S and included as Appendix 2 as its point of reference. The Wolfson Unit was advised that the parameters identified as items 'C', 'D', 'E', 'N', 'O', & 'P' could be set as fixed values.

3S approached the exercise keeping in mind the possibility of procuring a new floating bridge should it be concluded that FB6 cannot be made fit for service. Accordingly the specification for the model included provision for it to be used to facilitate the definition of a realistic set of targets for a new vessel consistent with maintaining Minimum Chain Clearance, (items 'F' & 'G' on the diagram). The outputs from the model would be used in defining the design envelope for size and shape, (e.g. weight, length, beam, and so on; exemplified by items 'A', 'B', 'H', & 'Q' on the diagram), together with an optimum value for chain configuration /weight, (item 'J' on the diagram – with due account taken of items 'K' & 'L').

The primary objective of CFD modelling was to achieve a better understanding of the operation of the existing vessel, FB6, in order to be able to evaluate possible improvements to its hydrodynamic performance. The initial goal was emphasised as maintaining Minimum Chain Clearance under all practical operating conditions.

Using FB6 data as the source for the key model inputs, IWC was tasked with providing design details from which a set of nominal values for variables 'A', 'B', 'H', and 'Q' could be ascertained along with a range of values for the average transit speed, item 'M'. IWC also provided the chain characteristics for FB6. The Wolfson Unit proceeded to create the model with the results to be validated against observed performance. (Observed performance includes Vessel Deflection - item 'X' on the diagram – which is clearly directly impacted by the chain specification and design).

Having established a better understanding of current operations, the model was used to quantify the sensitivity of Minimum Chain Clearance to incremental changes in size and shape of the vessel, and the weight and design characteristics of the chains.

The Wolfson Unit was also asked to consider modelling the performance of FB6 if fitted with a fixed tether anchored to a point upstream to limit Vessel Deflection in order to allow

operations in fast flowing ebb-tide conditions without assistance by the push-boat. A diagram of the proposed arrangement was prepared and is included as Appendix 3.

### 3.3 Findings

The principal scenario modelled was at maximum wind/current velocity, with the ferry positioned at the mid-point of the river. A number of parameters were investigated in order to determine the effect of these conditions upon Vessel Deflection.

- Increasing the chain length was found to increase Vessel Deflection significantly. Chain Clearance also increased with increasing chain length, however very long chains were required to make a material difference.
- Increasing the water depth did not affect the lateral deflection because under maximum Hydrodynamic Side Tidal Forces the chains are suspended in the water and do not touch the river bed. For conditions with slower tidal current and wind speeds (i.e. where the chain is part resting on the river bed) increasing the water depth has been observed to reduce Vessel Deflection.
- Reducing Hydrodynamic Side Forces, either by modelling a smaller ferry or reducing wind speed or tidal flow speed, was found to reduce Vessel Deflection more slowly than expected. This is hypothesised to be because the lateral force exerted by the chain is weak at small deflection angles and increases significantly only when approaching the maximum lateral deflection.
- Increasing the chain mass reduces Vessel Deflection, but a significant increase in mass is required to impart a material difference; doubling the chain mass was observed to reduce Vessel Deflection by only 11%.
- Restraining Vessel Deflection by adding an inelastic tether between the hull of the vessel and a fixed upstream point on the river bed would reduce chain tension and increase Chain Clearance, however it would require a very long tether in order to reduce the maximum lateral deflection by a meaningful amount and this is likely to be impractical from operational standpoints, particularly concerning the movement of other river traffic.
- Predictions made for the ferry in dock under maximum wind/current loading indicate that Minimum Chain Clearance would be achieved for even very short chain lengths (i.e. 166m). Minimising the chain length would reduce Vessel Deflection, however the predictions also indicated that short chains would experience large tension, capable of lifting the East Cowes counterweights.

Since some of these findings were unexpected it was agreed that a second study should be undertaken. Whereas the first study was obtained by conducting CFD analysis on a 3D model which had been generated from 2D line plans the second study utilised 3D CAD files provided by the FB6 builder. The opportunity was taken to expand the study to cover a lighter vessel, initially based on available information for FB5 with the objective of establishing a clear understanding of the sensitivity to vessel weight, and the resulting Average Draught, to facilitate the preparation of an informed specification should the

decision be taken to replace FB6. The second study used data for the two alternatives set out in the following table:-

Characteristic	FB6 Data	Alternative
Length	29.70m	26.67m
Width	14.00m	12.80m
Draught	1.40m	1.37m
Weight	333 tonnes	234 tonnes

On completion of the second study an amended report was produced by the Wolfson Unit. The Report is included as Appendix 4.

The key finding of the second study is that the conclusions of the original report are not changed fundamentally. For the scenarios tested, in which the side forces are very large and the chains are approaching ‘taut’ behaviour, the model is relatively insensitive to even significant changes in wind/current loading.

However, the accuracy of this second study was frustrated by the lack of drawings available for FB5, and a third study was therefore undertaken to establish the Vessel Deflection at various values for Longitudinal Wetted Area, consistent with maintaining Minimum Chain Clearance while maintaining the existing chain size.

In addition, the third study took account of the impact of reducing the Longitudinal Topside Area of FB6 by removal of the upper deck balustrade in order to reduce Hydrodynamic Side Forces in the worst-case adverse wind and tide scenario.

The key finding from the third study is that making the ferry smaller is not going to solve the problem of lateral deflection. The reasoning behind this conclusion is set out as an addendum to the Wolfson Unit Report at Appendix 4

## 4 FB6 Operational Performance

### 4.1 Objectives

The primary objective of Key Action 5 was to conduct a review of the operation of FB6 in terms of vehicles, foot passengers and cyclists queuing, paying, loading and unloading in order to identify whether and, if so, how, this could be improved to increase the number of crossings per hour.

The average crossing frequency achieved by FB6 is currently substantially below the target of 5 return crossings per hour set out in the Final Business Case.

## 4.2 Methodology

3S made strategically timed observations of current operating practice to identify opportunities for changes to deliver improvements in the frequency of return crossings between East and West Cowes.

Using video captures obtained from the floating bridge webcam located at West Cowes, 3S undertook a detailed data collection exercise to gain an understanding of the day-to-day FB6 operations. Data was collected for a total of 37 single crossings over several days in March 2023.

Analysis of the data focused on the time required for a single crossing broken down into the following components:-

- The turnaround time – the time taken between the completion of vehicle offloading for one crossing and the commencement of vehicle loading for the next.
- The time to load vehicles
- The delay between the completion of vehicle loading and the commencement of passenger boarding
- The time to board passengers
- The delay to departure once passenger boarding is complete
- The transit time from departure from one slipway to arrival at the other
- The time to for passengers to disembark
- The delay between the completion of passenger disembarkation and the commencement of vehicle offloading.
- The time to offload vehicles.

Average durations for each of these components were derived and the key reasons for the lower than required crossing frequency were identified.

## 4.3 Findings

The full performance review report is included as Appendix 5. The full set of averages for the single crossing timing components described above is reproduced here for ease of reference as table 1:-

Item	Timing component	Duration
1	Turnaround time	23 seconds
2	The combined time for passengers to board and disembark	41 seconds
3	The delay between vehicle boarding complete and passenger boarding commencing	11 seconds
4	The delay between passenger disembarkation complete and vehicle offloading commencing	11 seconds
5	Delay to departure once passenger boarding complete	150 seconds
	<b>Sub-total</b>	<b>236 seconds</b>



6	Transit time	203 seconds
7	The combined time for vehicles to load and offload	12 seconds per vehicle

**Table 1 – Summary of average timing components for a single crossing of the Medina by FB6**

Based on the data collected for the 37 crossings, and also considering other information on annual patronage, it can be shown that FB6 is operating with an overall average of approximately 8 vehicles per crossing. Using that figure along with the other average values shown in table 1 would result in a total time for a single crossing of 535 seconds or 8.9 minutes. That equates to a frequency of approximately 3.4 return crossings per hour.

The timing analysis considered the performance of FB6 in comparison with the alternative road journey via Newport, nominally estimated to be a 24 minute journey. Based on a worst case assessment for a vehicle intending to board but arriving at the slipway just as FB6 is about to depart, the journey time using FB6 would comprise waiting for the return crossing plus the time for a single crossing – the time for 3 single crossings in total. If the time for three crossings is greater than the time for the alternative road route via Newport then it could be argued that drivers will be less inclined to use the floating bridge. A single crossing time of 8 minutes (one third of the 24 minute time for the Newport route), would equate to a frequency of 3.75 return crossings per hour. However, FB6 is not achieving this frequency.

The performance report also addressed the question of segregation of foot passengers, cyclists, and vehicles on the slipway. If segregation could be implemented then average loading and unloading times could be improved by approximately 1 minute. However, in discussions with IWC, it was agreed that segregation cannot feasibly be implemented with the current vessel and infrastructure.

While the data was being collected for the timing analysis several instances were noted of vehicles experiencing difficulty boarding and disembarking due to the approach angle between the loading ramp and the slipway. The problem is particularly acute for vehicles with low ride height, and several instances of bumper scraping were noted. Further work would be required to determine whether FB6 could be cost effectively modified to address this issue. If improvements could be made this would almost certainly improve average loading and unloading times and would also probably increase revenue as more drivers become inclined to use the floating bridge.

The key variable relating to improvement in crossing frequency is the average delay to departure once passenger boarding is complete. It is believed there may be an opportunity for immediate improvements to reduce the delay to departure once boarding is complete from the observed average of 150 seconds shown in table 1 to, say, 60 seconds, in turn providing an immediate improvement in frequency from 3.4 to 4.0 return crossings per hour.

Under current procedures the Master assumes responsibility for closing the loading ramp and then walks back to the pilot house to prepare for departure. The resulting delay to departure could be reduced by introducing a change of duties to allow the Master to be at the pilot house and ready to depart as soon as boarding is complete. This would potentially require an additional staff post to undertake duties associated with raising the loading ramp prior to departure. It was therefore agreed that 3S should undertake a cost benefit analysis to determine the benefit cost ratio, (BCR), resulting from the additional revenue accrued from a higher crossing frequency in comparison with the costs of introducing the additional staff post.

The Cost Benefit Analysis is included as Appendix 6. The key conclusions were that:-

- The frequency could be increased from 4.0 to 4.4 return crossings per hour.
- Under this scenario potential annual revenue would increase to circa £91k but additional costs of circa £86k would be incurred. This equates to a BCR of 1.07.
- The estimated BCR is not sufficiently attractive to recommend the introduction of an additional Officer post.

The analysis also looked at the possibility of modifying the operational procedures without the need to introduce an additional staff post. It was reported that significant improvements could be made by introducing changes to the duties assigned to the Master while continuing to deploy the same number of staff posts. The conclusions reached were as follows:-

- If it is feasible to control raising of the ramp prior to departure from the pilot house then changes to the duties assigned to the Master could deliver a reduction in the delay to departure, and therefore an increase in crossing frequency and potential revenue, similar to that achieved by deploying an additional staff post.
- To achieve the improved delay to departure time may require a small amount of time to be devoted by the Mate to raising the ramp - depending on the sightlines from the pilot house.

## **5 Conclusions**

### **5.1 The Chain Depth Issue**

- FB6 cannot operate within the constraints on Minimum Chain Depth prescribed by the Cowes Harbour Master, or berth safely at extremes of tidal flow, without the assistance of a push-boat.
- The installation of a tether to limit Vessel Deflection during strong ebb tides is not feasible due to the long length of chain or cable that would be required to achieve an arc of travel sufficient to maintain Minimum Chain Depth.
- CFD analysis indicates the need for a fundamental review of conceptual vessel design, assisted by further use of the now established CFD model.

## 5.2 Operational Performance

The overall conclusions from the timing analysis are that:-

- The average frequency under current operations for FB6 is 3.4 return crossings per hour.
- A circa 20% improvement to an average of 4.0 return crossings per hour could be achieved by preparing FB6 for departure as soon as the last passenger has boarded.
- A further improvement to 4.4 return crossings per hour may be achievable depending on the feasibility of changing some of the duties currently assigned to the Master.
- In order to approach the business case target of 5 crossings per hour using the best case scenario under current operational procedures the transit time would have to reduce to circa 2 minutes. This is probably not achievable with FB6 as currently configured.
- Given that such a new vessel achieves the performance requirement set out in the final business case of 5 crossings per hour and acceptable levels of availability and reliability, it is believed that traffic could be significantly increased permitting a reduction in current fare levels in order to further increase passenger demand by arriving at the 'sweet spot' at which price maximises overall revenue.

## 6 Potential procurement of a replacement (FB7) for current vessel FB6

### 6.1 Background

New Key Action 6 is directed to considering how IWC might proceed with the replacement of the existing vessel with a new vessel designed to suit prevailing environmental conditions and IWC operational requirements.

As mentioned in Section 2.2 of this report, the results of CFD computer runs indicate that the basic conceptual design of FB5 and FB6 will not solve the chain depth issue, and that thought must therefore be given to alternative, and perhaps radically different design concepts.

However, it is believed that any successful design will rely upon a lighter vessel incorporating a more hydrodynamically efficient underwater profile and superstructure.

Accordingly, it is believed that in the design of any replacement vessel consideration should be given to several fundamental design characteristics.

## 6.2 Design Specification

### 6.2.1 Construction Material

CFD indicates that reducing Average Draught and hence Longitudinal Wetted Area will reduce Hydrodynamic Side Tidal Force albeit, based on present maximum tidal speed, not to the point where the vessel will no longer require the assistance of a push boat to maintain prescribed minimum chain depth and berth safely.

Whilst the specification for FB6 called exclusively for steel construction, other materials are not precluded by prevailing regulations. An aluminium hull would considerably lighten the vessel and thereby reduce draught in order to alleviate present Hydrodynamic Side Tidal Force. Advice obtained from local shipbuilder is that as a broad rule of thumb a wholly aluminium vessel offers a weight saving over steel of up to 30%.

Aluminium is widely used for the construction of smaller commercial vessels, for example, the present Red Jet fleet and the new fleet of hybrid diesel/electric passenger vessels being delivered for operation across the London ULEZ zone.

This would also open the market to a larger number of potential suppliers, including established local shipbuilders.

### 6.2.2 Motive Power

Whereas FB6 is propelled by conventional diesel engines there is a growing trend towards electrification of ferry vessels, originating in Scandinavia but now spreading rapidly worldwide.

Electrification will eliminate the need for refuelling and could provide a net weight saving thereby reducing displacement to further minimise Longitudinal Wetted Area

Additionally, electric motors can provide greater power than diesel engines and instant access to maximum torque. Therefore they are better able to provide the power required to deploy heavier chains in order to minimise Vessel Deflection under extreme Hydrodynamic Side Forces.

Electrification would not only better enable IWC to satisfy its objectives towards achieving Net Zero emissions, but also provide considerable improvements in operational performance and savings in routine maintenance downtime and outages for unscheduled repairs.

Preliminary calculations show that adequate power for a full day's operational cycle can be provided by a relatively small battery pack. Alternatively, the vessel could maintain a shore connection via a trailing cable.

As compared to diesel engines, electric motors have very few moving parts, (essentially just one), and therefore require relatively low maintenance. For the same reason they are inherently highly reliable requiring very little unscheduled maintenance work.

And finally, electrification would provide a cleaner, quieter solution than current diesel units.

### **6.2.3 Wind Loading**

FB6 provides an upper deck for passengers to enjoy the vista provided by the Medina River. However, during a 3-minute journey this is at the expense of a larger superstructure than its predecessor, which in turn gives rise to higher Hydrodynamic Side Wind Forces.

During peak holiday seasons it might also contribute to delays in loading and unloading passengers.

In specifying a new vessel, IWC might therefore consider reverting to lower deck only foot passenger accommodation.

### **6.2.4 Reduction of underwater profile to minimise drag**

The Wolfson study concludes that hull shape plays an insignificant role in reducing forces imposed by the tide, and that the key variable Longitudinal Wetted Area.

However, subject to further engineering study, a possible impediment to minimising the Longitudinal Wetted Area is the need to accommodate 2-metre diameter chain wheels, which results in very similar Maximum Draughts for both FB5 and FB6. Clearly, reducing the size of the chain wheel will present issues both for drive stability and wheel wear. However, subject to further expert study one solution might be to replace the single wheel with twin wheels installed in tandem or other chain drive system offering greater economy of headroom.

Another possible innovation to reduce vessel Displacement and hence Average Draught suggested to 3S in the course of producing this report is replacement of the traditional vessel-mounted loading ramps by shore-mounted 'funicular' loading platforms incorporated into each slipway - illustrated by the sketch in Appendix 7. However, this would again require considerable design development.

### **6.2.5 Proven design**

Notwithstanding references herein to innovative concepts to improve vessel performance, it is strongly recommended that wherever possible designers should adhere to proven technologies and design concepts.

In the event that project objectives and required performance cannot be achieved except by the introduction of new, innovative or repurposed technology, then this should be first

proven by all available means including computer simulation, prototyping and practical trials before its incorporation into a final design.

Even then, the risk in any such technology should be placed entirely on the supplier of the end product, backed by his provision of a minimum 36-month warranty and appropriate performance and delivery guarantees, supported by an adequate balance sheet, or appropriate insurances providing adequate indemnity, or both.

### **6.3 Alternative Procurement Strategies**

#### **6.3.1 Direct Purchase**

FB6 was directly purchased by IWC in a process involving three parties – the Council, the Naval Architect and the Ship Builder.

Within this arrangement IWC specified certain key parameters – for example, the overall length of the vessel. The naval architect carried out conceptual design and supervised detail design and construction, and the ship builder carried out detailed design and specification, and specification and procurement of various sub-systems.

In such a process involving multiple interfaces and interdependencies there is always potential for error, confusion and, ultimately the assumption of risk by the ultimate customer, (IWC), when it cannot be clearly allocated elsewhere.

The avoidance of such risk is a key skill in the procurement of major items of custom-built plant and equipment, and requires very careful structuring of supply contracts.

Key principles for the structuring of a conventional set of design and supply contracts for the procurement of FB7 are set out in Appendix 8a. This recommends that a single contract is let for both design and supply against a simple set of key performance criteria defined by IWC.

These performance criteria are then adopted by the supplier who has the responsibility to supply a vessel fit for its intended purpose or suffer damages for breach, or rejection or both.

One issue in this process is the time required to establish and execute the overall procurement process, which, as illustrated in Appendix 8b, could extend to 3 years for initial delivery.

One major drawback is the raising of funds to purchase the new vessel, including pending the sale of FB6.

Clearly, one very major requirement for initial planning and budgeting purposes will be to prepare a reliably accurate (plus or minus 10%) estimate of the cost of designing, building and administering the procurement of the vessel. As the estimator must first specify and

prepare an outline design of the vessel, consult industry and compare resulting estimates with costs of the very few comparable vessels, this in itself will be an expensive exercise.

### 6.3.2 Leasing of Vessel, or Sale of Licence to Design, Build, Own, and Operate, (DBOO)

#### Lease

One means of avoiding additional IWC expenditure is to lease from a designer/builder a replacement vessel designed and constructed to achieve IWC's specified performance requirements.

It is understood that this method has been used by Red Funnel to procure vessels for its Red Jet service

Adequate relevant shipbuilding design and manufacturing capability is believed to exist on the Isle of Wight, in addition to the wider UK and international markets.

An informal expression of interest in such an arrangement has been expressed by a local designer/builder, and it is believed further such interest can be obtained in the wider market.

A disadvantage is that IWC will be required to operate and maintain the vessel, presenting obvious technical interfaces that must be carefully defined and managed to avoid IWC's exposure to technical and financial risk in the event of technical problems.

#### Design, Build Own and Operate.

An alternative approach is for IWC to invite bids for the purchase of a license for the operation of a franchise to operate a new service according to a performance specification prepared by IWC, as described in Appendix 9.

Under this arrangement the licensee assumes all responsibility for maintenance and operation and therefore relieves IWC of all responsibility and risk.

Again, an informal expression of interest in such an arrangement has been expressed by a local designer/builder, and it is believed further such interest can be obtained in the wider market.

To avoid the obvious downside of 'privatisation' this could be constructed as a public/private partnership in which the council prescribes and enforces minimum service requirements and maximum fare levels.

As it is believed a new and reliable vessel will attract considerably more revenue than presently enjoyed, such an arrangement could include an 'anti-embarrassment' provision whereby profits are jointly monitored by the licensee and IWC and any excess profits are shared with IWC.

### Build programme

One major advantage of a lease or DBOO strategy is that the time for delivery of the vessel can be substantially reduced from the 3 years shown in Appendix 8b to the 12 to 18-month timeframe achieved for similar size passenger ferries recently delivered to other UK end clients.

## **7 Recommendations**

### **7.1 Operational Regime**

- Make identified changes to the present operational regime in order to increase crossing frequency.

### **7.2 Vessel Replacement**

- Consider replacing the existing vessel with a replacement vessel designed with the aid of the CFD model in order to cope with specified maximum Hydrodynamic Side Wind Forces and Hydraulic Side Tidal Forces including:
  - Optimise hull shape and lighten construction in order to reduce Displacement and hence-Longitudinal Wetted Area to minimise Hydrodynamic Side Tidal Forces.
  - Optimise hull shape to further minimise Hydrodynamic Side Tidal Forces
  - Reduce Longitudinal Topside Area to minimise Hydrodynamic Side Wind Forces
- Take the opportunity of vessel redesign also to:
  - Minimise road vehicle approach and departure angles to avoid damage to vehicles and accelerate loading
  - Segregate passenger and vehicle traffic in order to permit concurrent boarding
  - Configure vessel driving position in order to optimise ergonomics to reduce turnaround time.
- Ensure that the Cowes Harbour Master is consulted as a key stakeholder prior to the finalisation of the specification for a replacement floating bridge.
  - Current guidance on maintaining adequate depth of water over the chains can be found in the Notice to Mariners included here as Appendix 10.
  - Clearances are required to be maintained at all times, including when the floating bridge is in motion. It could be argued that this constraint is overly onerous since mariners are advised “not to pass when the Chain Ferry is in motion”. The conclusion from the CFD modelling study that required clearances are achieved when docked, even with short chain lengths, adds weight to this stance.



- Hence it is recommended that discussions are held with the Harbour Master to explore whether a compromise can be reached such that a more pragmatic specification can be reached for any replacement floating bridge<sup>3</sup>.

### 7.3 Procurement Strategy for replacement Floating Bridge

- Consider alternative procurement and ownership strategies in order to:
  - Establish a single responsibility for conceptual and detailed design, and construction.
  - Limit the input of IWC to stating only operational performance characteristics to be achieved by the vessel.
- Consider inviting innovative utilisation of private capital for the supply of a suitable vessel under either:-
  - a term lease for the supply of a vessel for maintenance and operation by IWC, or,
  - the sale of a term licence to an owner-operator responsible for the design, supply and operation of the vessel according to specified performance and commercial criteria including maximum fare structure.

## 8 Disposal of FB6

In the event IWC decides to dispose of FB6 it is believed there should be a ready market for its resale to another operator.

It is believed FB6 is capable of providing a satisfactory service in a less aggressive and intense operating environment, precluding the extreme Hydrodynamic Side Forces presented by the Medina River.

Accordingly, it is believed good interest might be obtained from the more than 300 operators of chain and cable ferries around the world listed in Appendix 11.

Of these, many are small operations not requiring a vessel of this size, but the remaining available market should provide good opportunity for profitable disposal. If so, informal ball park estimates obtained of present value suggest an achievable resale price of between £1.0 and £1.5 million.

However, this depends entirely on the strength of the market, which IWC might choose to test particularly before embarking on a conventional direct purchase.

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<sup>3</sup> It is alleged that the new breakwater changed the characteristics of the river Medina by bottling up tidal outflow. This resulted in a higher current velocity at peak ebb tide. However, whilst the peak velocity of the ebb tide current may have increased the duration of the peak has apparently reduced significantly. This adds weight to the case for a compromise for a replacement floating bridge.

In any event it is recommended that FB6 should be retained as a standby vessel for at least 3 months following completion of commissioning of FB7.

## 9 Potential Further Studies

If the decision is taken to replace FB6 then a number of programme management tasks must be undertaken, including:-

- Assembly of an outline performance specification
- Preparation or solicitation of an outline technical specification

Depending on the selected procurement strategy and mechanism it may also be necessary to undertake the following further work:

- Preparation or solicitation of budget prices for turnkey design, supply, and commissioning
- Preparation of prequalification and enquiry documents
- Adjudication of expressions of interest and tenders
- Overall monitoring of any resulting contract for turnkey design, manufacture, commissioning, and initial maintenance /operation

## APPENDICES

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## List of Appendices

Appendix 1 - FB6 Evaluation Process

Appendix 2 - CFD Modelling Reference Diagram

Appendix 3 – Diagrammatic Illustration of Tether Concept

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Appendix 5 – FB6 Performance Review

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Appendix 7 - “Funicular” Loading Platform

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8a - Principles for purchase of new vessel by IWC

8b - Illustrative procurement timeline for purchase of a new vessel by IWC

Appendix 9 – Lease of vessel or sale of a license to design build own and operate (DBOO)

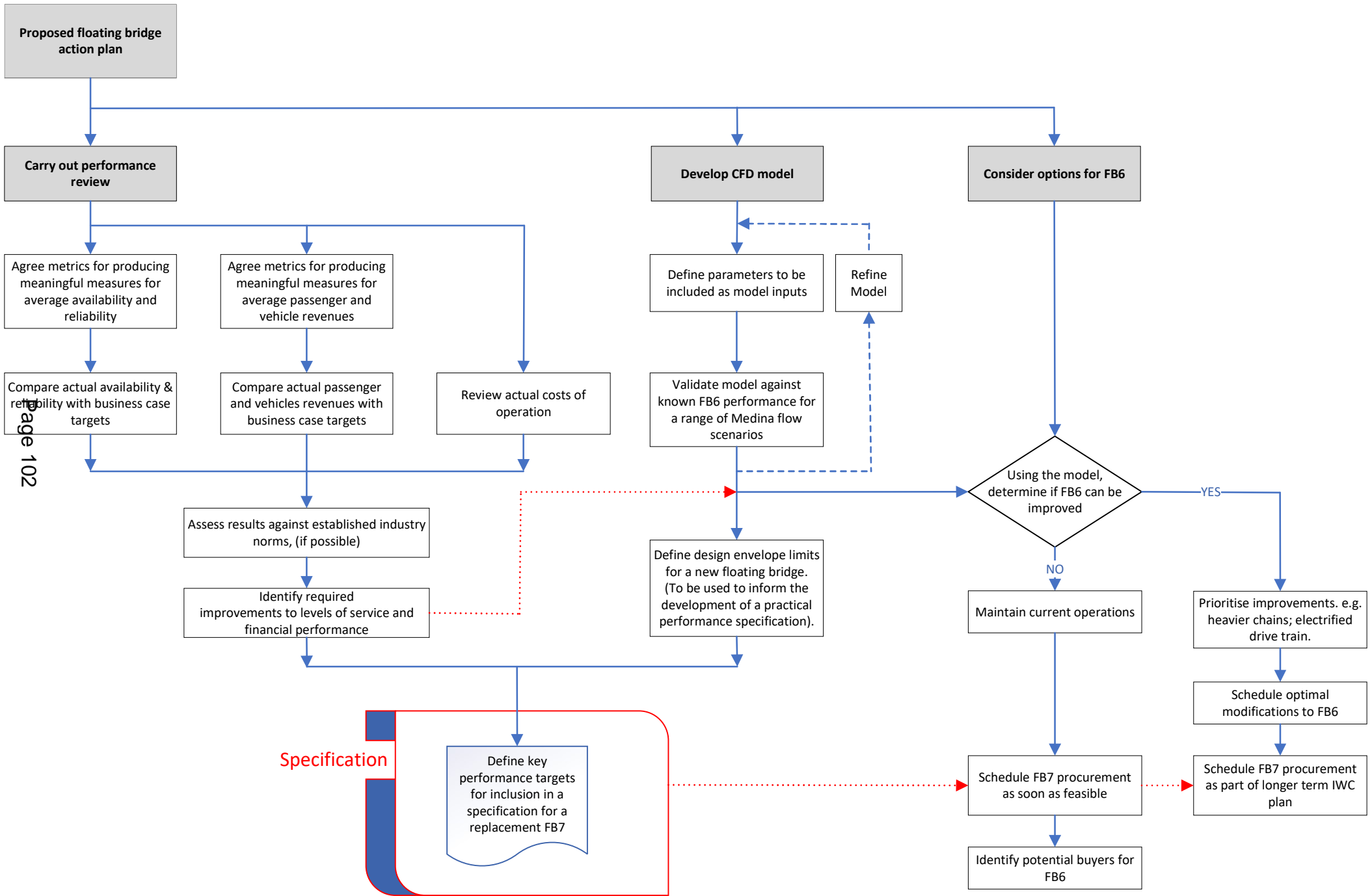
Appendix 10 – Notice to Mariners

Appendix 11 – Potential market for the profitable disposal of current vessel FB6

**APPENDIX 1**

**FB6 Evaluation Process**

Draft



## **APPENDIX 2**

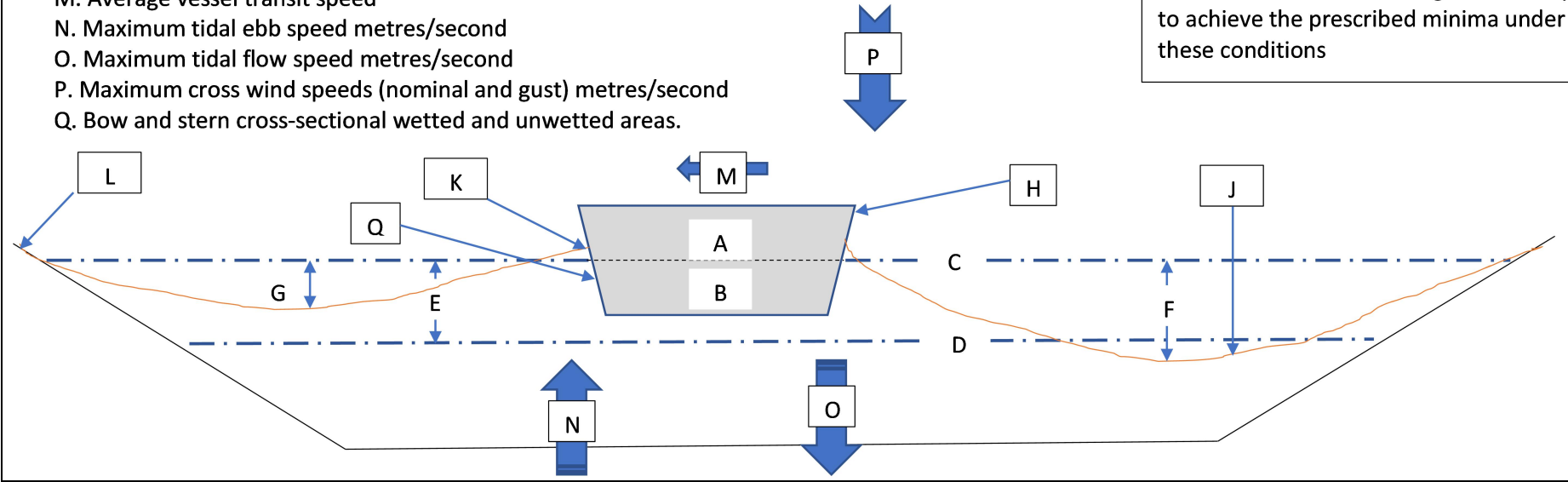
### CFD Modelling Reference Diagram

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**Appendix 1 Suggested main parameters for the construction of a CFD Model**

- A. Unwetted hull and superstructure area exposed to cross wind (square metres) - empty and fully laden
- B. Wetted hull dimensions and area (square metres) exposed to tidal pressure - empty and fully laden.
- C. Maximum transit distance
- D. Minimum transit distance
- E. Maximum tidal range
- F. Minimum permitted depth of trailing chain below surface
- G. Minimum permitted depth of leading chain below surface
- H. Vessel mass maximum (fully loaded) and minimum (empty)
- J. Chain link configuration (e.g. open or studded), mass kg/metre and surface area per metre length
- K. Chain exit height above surface
- L. Chain anchorage height above tide height at peak and bottom of tidal range
- M. Average vessel transit speed
- N. Maximum tidal ebb speed metres/second
- O. Maximum tidal flow speed metres/second
- P. Maximum cross wind speeds (nominal and gust) metres/second
- Q. Bow and stern cross-sectional wetted and unwetted areas.

'X' = the deviation of the course of the vessel from its 'no tide, no wind' direct path under maximum and selected intermediate values for tide and wind speed. This will be reflected in differing actual values for F and G, enabling calculation of the chain length necessary to achieve the prescribed minima under these conditions



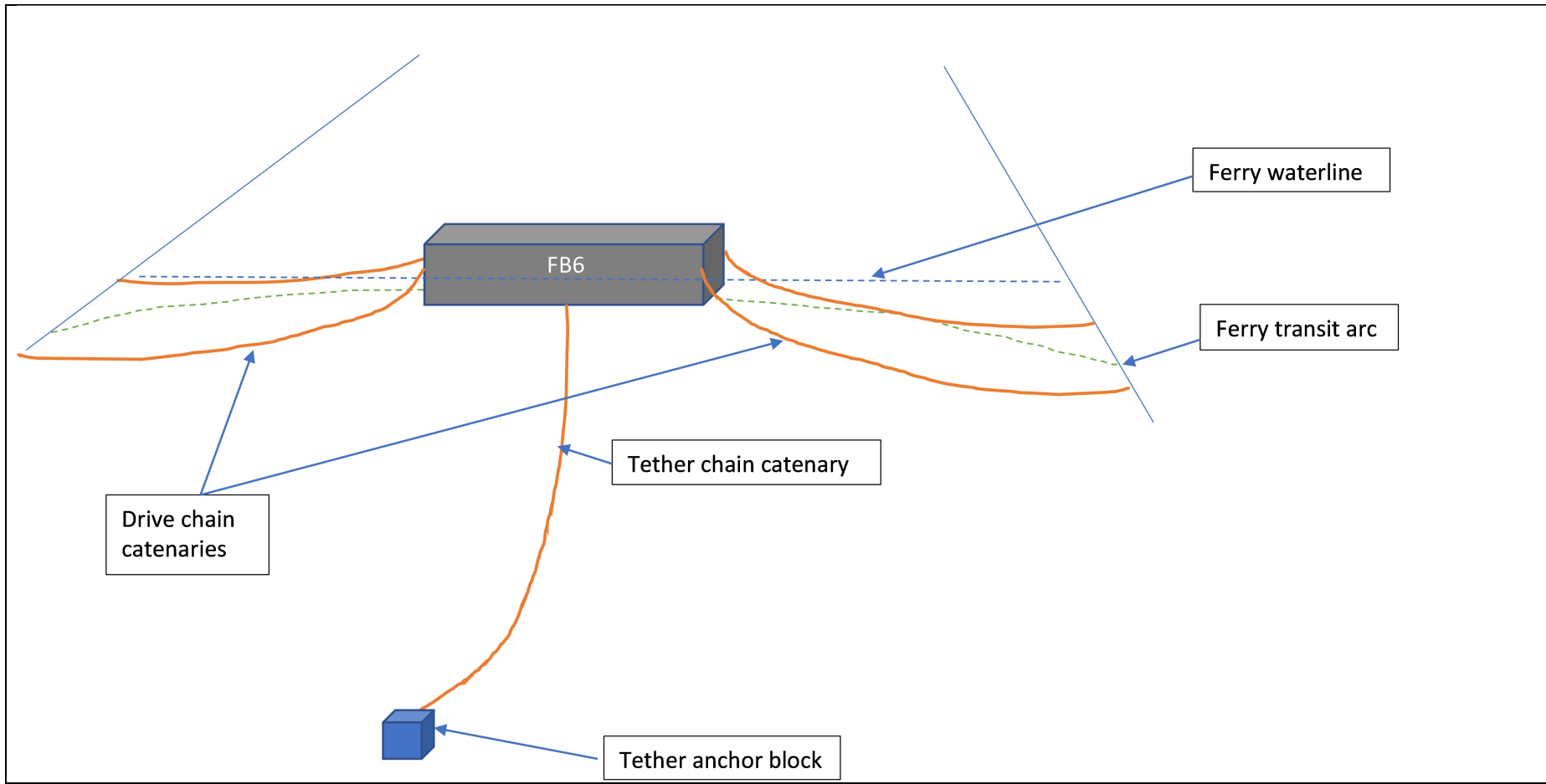


## **APPENDIX 3**

### Diagrammatic Illustration of Tether Concept

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Appendix 2 Implementation of a tether as a substitute for the push-boat



**APPENDIX 4**

CFD Modelling Report

Draft



**WOLFSON UNIT**  
**FOR MARINE TECHNOLOGY &**  
**INDUSTRIAL AERODYNAMICS**



**Report No. 2904****Date : October 2023****Compiled By : LEJ****Verified By : MP****Isle of Wight Council****Development and application of a numerical chain shape prediction tool for a RoRo chain ferry****1 INTRODUCTION**

The Cowes floating bridge is a vehicular chain ferry that runs from East to West Cowes, crossing the River Medina. The current vessel ('Bridge No. 6') has been observed to deflect sideways under the influence of side current and wind loading and to approach the slipways at an angle to its intended trajectory. In order to better understand the mechanisms behind this behaviour, and with a view to mitigating it, a numerical tool has been written that predicts the chain deflection shapes under various scenarios by modelling the constituent physical processes. The chain shape prediction tool has been applied to a range of scenarios in order to better understand the parameters affecting lateral deflection of the ferry.

**2 PROBLEM DEFINITION**

The floating bridge departs/lands from slipways at East/West Cowes and runs on a set of two chains. At the West side the chains are permanently attached to the slipway. On the East side the chains run over pulleys and are attached to counterweights in underground pits, believed to weight nominally 3.5 tons each. The ferry hull (excluding ramps) is approximately 30m long with a beam of 14m, and travels at 2 knots forward speed.

The Isle of Wight Council (IOWC) have provided a number of documents specifying properties of the floating bridge. The distance between the chain tether points is determined to be 165m from CAD drawings contained within document 'WLS.PTR.8.REV A.pdf', the maximum tidal current was determined to be 2m/s from the document 'R3614\_Final\_Cowes FloatingBridge\_Tidal Survey\_12July21 ABP Mer.pdf' and the physical properties of the chain (dimensions, density) were determined from 'Chain Specification-Report-001-rev-0 BCTQ.pdf'. IOWC also provided two dimensional drawings of the ferry, from which a 3D model was constructed using CAD software (Figure 1). Properties of the floating bridge used to model the chain deflection are included in Table 1. The chain drag coefficient is taken from reference [1].

Horizontal distance between chain tether points	165m
Forwards ferry speed	2 knots
Maximum lateral current speed	3.89 knots
Maximum lateral wind speed	34 knots
High, median and low tide	4.3, 2.4 and 0.5m above datum
Chain density	8000kg/m <sup>3</sup>
Chain volume (per unit length)	0.00261m <sup>3</sup>
Chain mass/unit length	20.84kg/m
Chain drag coefficient	2.2

**Table 1 Floating bridge physical and environmental parameters**

### 3 CHAIN SHAPE PREDICTION METHOD

The chain shape prediction tool has been written using Matlab and solves a system of equations in order to balance the internal chain tension against the forces acting upon the vessel. The program takes a series of input parameters describing the problem, including both constants (e.g. the span between the tether points) as well as user variable properties (such as the vessel position). The tool then predicts the lateral deflection of the ferry, the tension in the chains and the shape of the chains, including their depth below water and lateral deflection.

#### 3.1 Modelling Assumptions

Schematics illustrating the coordinate system and key concepts of the chain deflection model are provided in Figure 2 and Figure 3. The x-direction corresponds to the horizontal line connecting the tether points of the chain. The z-direction is the vertical direction, and the y-direction is the lateral direction, 90 degrees to the shortest path of the ferry. Further assumptions are as follows.

- The forces acting upon the ferry are assumed to consist of:
  1. The hydrodynamic resistance to forwards motion, acting in opposition to the direction of motion (i.e. along the x-axis)
  2. The hydrodynamic sideforce due to the presence of lateral current, acting in the y-direction
  3. The aerodynamic sideforce due to the presence of lateral wind, acting in the y-direction
  4. The chain tension acting upon the ferry, at the point the chains enter the ferry, comprising both a horizontal (x) and lateral (y) force
- The chain is defined as possessing two ‘spans’. Span 1 is the length of chain between West Cowes and the ferry, span 2 is the length of chain between East Cowes and the ferry.
- Each chain span is assumed to be under tension
- The difference in the x-component of tension between the two chain spans is equal to the resistance of the vessel.
- The sum of the y-component of tension in the chains at the point at which they enter the vessel is equal to the sideforce acting upon the vessel.
- The chains are assumed to behave as catenaries in the x-z plane under the influence of gravity, and also in the x-y plane under the influence of the lateral current, when present.

- The vessel is permitted to deviate laterally from its intended path (or ‘track’), but is not permitted to yaw
- Where the chain is resting upon the river bed, it is assumed that at the touchdown point the horizontal gradient of the chain will match the horizontal gradient of the river bed.
- The lateral current is assumed to be uniform, and to extend fully to the river bed
- The chain is assumed to be free to move laterally on the river bed, and the effect of friction is not modelled

### **3.2 Algorithm**

The chain program first solves the equation system for the theoretical scenario in which there is no river bed and the chains are allowed to hang unimpeded. If it is determined that the chain would hang below the river bed the chain program then undertakes an iterative procedure to determine the shape of the chain whilst part resting on the river bed. This involves seeking the solution where the chain leaves the river bed at the same angle to the horizontal as the river bed itself.

The chain shape solutions are statically indeterminate, hence in order to solve the system of equations ‘searching’ functions, such as the secant method, are employed. If no physical solution is possible, for example if the chain length specified is too long to hang as a catenary but instead pools on the floor, the program may not find a solution.

### **3.3 Inputs**

The chain program requires a number of inputs, some which are intended to be varied by the user and some which are required to model the problem in hand but are not expected to be changed.

#### **3.3.1 User variable inputs**

- Vessel location along route (measured from West Cowes)
- Vessel direction (i.e. West to East or vice versa)
- Lateral current speed
- Lateral wind speed
- Forwards speed of ferry
- Total chain length
- Tide height above datum
- Chain density
- Chain volume per unit length
- Chain drag coefficient
- Width of chain (n.b. ‘bar diameter’ not total chain diameter)
- Logical switch to ‘fix’ lateral deflection to user specified value

#### **3.3.2 Problem specific constant inputs**

- Horizontal distance between East and West chain tether points
- Horizontal distance between chain exit points on vessel
- Vertical distance above the waterline of the chain exit points on the vessel
- Number of chains
- Reference drag areas (aerodynamic and hydrodynamic) at 2 knots forward speed and zero leeway



- Reference drag area at maximum wind/current speed condition
- River bed elevation profile

**3.3.3 Hydrodynamic and Aerodynamic Forces**

The hydrodynamic and aerodynamic forces acting upon the vessel were predicted by conducting computational fluid dynamics (CFD), employing a 3D CAD model generated from the 2D drawings supplied by IOWC. Forces were predicted for two conditions:

1. The design forwards boat speed in the absence of lateral wind or current
2. The design forwards boat speed in the presence of the maximum lateral wind speed and current

Two CFD solvers were used to determine the required forces. A single-phase solver was used to conduct simulations of the vessel above the waterline to provide the aerodynamic windage (Figure 5). A hydrodynamic solver modelling the free-surface was used to conduct simulations of the hull only, in order to provide the hydrodynamic resistance and current forces (Figure 6). Results for the simulations are provided in Table 2.

It should be noted that whilst the chain shape tool is able to scale force data from the CFD simulations to estimate forces for intermediate conditions, the forces are only strictly valid for the conditions simulated.

Forwards Speed (kts)	Current Speed (kts)	Wind Speed (kts)	Hydrodynamic Drag (kN)	Aerodynamic Drag (kN)	Hydrodynamic Sideforce (kN)	Aerodynamic Sideforce (kN)
2.0	2.0	0.0	1.21	0.00	0.00	0.00
2.0	1.8	34.0	1.64	0.03	28.41	36.17

**Table 2 Hydrodynamic and aerodynamic forces on the ferry as predicted by CFD**

**3.4 River bed topology**

The river bed topology was determined by importing the file ‘Chain Extension Report Rev A BCTQ.pdf’ into CAD software and exporting the river bed as a series of elevation points. The distance between the East and West Cowes chain tether points was estimated by cross referencing drawings contained in the file ‘WLS.PTR.8.REV A.pdf’.

## 4 RESULTS AND DISCUSSION

### 4.1 Nomenclature

The lateral deflection of the ferry from its intended path is denoted  $\Delta y$ .

The chain tension ( $T$ ) is defined as the horizontal tension in the chain at the apex (i.e. the lowest part of the chain). The chain tension at a point vertically higher on the chain will be greater, due to the weight of the chain below, however the horizontal component will be constant across the span and equal to this reference tension.

The chain tension in span 1 is denoted  $T_1$ , the chain tension in span 2 is denoted  $T_2$ . If the ferry is not in motion the tension both spans is equal, and denoted  $T$ .

The horizontal span for which the chain lies 1.5m below the water is provided and denoted  $L_1$  and  $L_2$  for span 1 and span 2 respectively.

### 4.2 Flow scenarios

Three flow scenarios have been considered, defined in Table 3. The principal performance metric is the lateral deflection in scenario 2.

Scenario	Vessel Position	Tide Height	Boat Speed (kts)	Current Speed (kts)	Wind Speed (kts)
1	Survey 14-4 West	2.4m	0	3.4	34
2	Mid-span	2.4m	2	3.89	34
3	In dock at West Cowes	2.4m	0	3.89	34

**Table 3 Scenario definitions**

### 4.3 Comparison to reported observations

The results from the chain shape prediction program have been compared to reported observations. Document “178005 IoWC Chain Assessment” provides survey data for a ferry position with midships nominally 36m from West Cowes (denoted survey 14-4 West). The document specifies a maximum current of 3.4 knots and a wind speed of 34 knots, and under these conditions the ferry is laterally deflected by approx. 6.9m at the midships, and the maximum chain deflection is approx. 10m.

The chain shape tool has been used to predict the chain behaviour under these conditions, as a function of chain length (Table 4, Figure 7). This table also includes the horizontal (i.e. xy plane) angle the chain makes to the vessel at the West side of the vessel, and the vertical (i.e. xz plane) angle the chain makes to the vessel at the East side. The results suggest that deflections comparable to the survey are observed for relatively short chain lengths, e.g. 167.5m. It is also noted that the chain tension is significantly higher (more than double) than that determined by document 178005. The total sideforce acting on the ferry used within this report is approx. 57.8kN (obtained by scaling the results in Table 2), which is larger than to that reported in document 178005 (approx.. 52kN), and furthermore in the chain shape model used here the sideforce is balanced almost entirely by the West-most chain span; the East chain leaves the vessel at a very shallow angle, and hence does not contribute to the restoring sideforce. This means that the lateral tension is shared between only two chains, whereas document 178005 assumes the tension is shared between four chains, accounting for the observed increase in chain tension.

It is also noted that the predicted chain tension exceeds the amount required to lift the counter weights in the East Cowes chain pits (estimated at 34kN). Possible reasons why the chain tension may be predicted to be higher than reality are suggested:

- In reality the ferry is able to yaw, and was observed to do so during the tidal survey. This will reduce the lateral sideforce due to both aerodynamic and hydrodynamic loading, and hence reduce the predicted chain tension.
- The maximum current reported by the harbourmaster was 3.4kts, however the current will decrease in proximity to the river bed and also in proximity to the river shore. It therefore seems feasible that the current velocity experienced by the ferry may have been lower than the peak value observed.
- The provenance of the wind speed specified in the report is not declared (e.g. where/when it was recorded, or assumed). In the absence of this information the wind speed is taken at face value, however even a modest reduction in wind speed may significantly affect the chain tension.
- The counterweight system likely possesses significant frictional resistance to motion due to the submerged chain path and its age.

To put the dependency upon wind/loading into context, for the 167.5m chain length case, if the current and wind speed are both reduced by 37% the predicted chain tension reduces to 34kN.

Despite the comparatively high predicted chain tension, a chain length of 167.5m was used for all subsequent calculations in this report (unless otherwise stated). This is a pragmatic choice made principally because this chain length yields similar magnitude lateral deflections to the reported observations, and considering the presence of uncertainties in the survey conditions.

Chain Length (m)	T (kN)	Horiz. Theta (deg)	Vert. Theta (deg)	$\Delta y$ (m)	L1 D>1.5m (m)	L2 D>1.5m (m)
167.5	76.4	22.3	6.5	8.5	0.0	60.0
170	51.9	32.8	9.1	12.6	0.0	67.7
175	35.5	48.0	14.3	18.5	0.0	72.6
180	28.2	60.4	19.1	23.4	0.0	74.7

**Table 4 Chain shape prediction results for Survey 14-4 conditions (scenario 1)**

#### 4.4 Effect of varying chain length

IOWC have indicated that a chain length of 185m was ordered for the ferry, however it is not known what length is deployed between the tether points and/or what length lies within the chain pits.

The effect of varying chain length from 167.5m to 185m has been investigated for the maximum wind/current load condition, scenario 2 (Table 5). Results for a 167.5m and 175m long chain are plotted graphically in Figure 8 and Figure 9. Both the lateral deflection and vertical chain clearance are strongly dependent upon the chain length. The lateral deflection increases with increasing chain length, which is undesirable, however the chain clearance increases with increasing chain length.

Under this onerous maximum side current/wind condition the chain sideforce is approximately 80% of the chain weight, and the chain does not contact the river bed for the majority of the span. As the chain length is increased, the vessel experiences more lateral deflection, the horizontal chain angle increases and less tension is required within the chain to balance the sideforce. Only at 185m length

does the chain depth fall 1.5m below the waterline, however the lateral deflection is very large for this condition.

The lateral deflections predicted by the chain shape tool may seem large at first consideration, but are put into context by considering the maximum deflection achievable if the chain were to be pulled taut at the mid span. Such deflections may be calculated using Pythagoras (Table 6), and in the context of these values the predicted deflections appear reasonable.

Chain Length (m)	T1 (kN)	T2 (kN)	$\Delta y$ (m)	L1 D>1.5m (m)	L2 D>1.5m (m)
167.5	112.5	113.4	12.8	0.0	0.0
170	79.3	80.2	18.2	0.0	0.0
175	55.9	56.9	25.9	0.0	0.0
180	45.3	46.2	32.2	0.0	0.0

**Table 5 Chain shape prediction results for scenario 2 using various chain lengths**

Chain Length (m)	Horizontal Span (m)	Maximum possible deflection at mid-span (via Pythagoras) (m)
165.5	165	6.4
166	165	9.1
167.5	165	14.4
170	165	20.5
175	165	29.2
180	165	36.0

**Table 6 Maximum chain deflection at the mid-span as a function of chain length, assuming a taut/triangular deformation**

#### 4.5 Effect of increasing water depth

The effect of increasing water depth is investigated by varying the tide height relative to the bed topology. This is also equivalent to increasing the water depth by dredging the river bed. Due to the strong current/sideforce condition the chain does not touch the river bed (except where it lies above the waterline) and hence increasing the water depth does not materially affect the results (Table 7, Figure 10).

Analysis of conditions with reduced sideforce (not included here) suggests that, for situations where the chain part rests on the river bed, increasing the water depth will reduce lateral deflection slightly.

Tide Height (m)	T1 (kN)	T2 (kN)	$\Delta y$ (m)	L1 D>1.5m (m)	L2 D>1.5m (m)
4.3	111.4	112.4	12.9	0.0	0.0
3.4	111.7	112.6	12.9	0.0	0.0
2.4	112.5	113.4	12.8	0.0	0.0
1.5	113.9	114.8	12.7	0.0	0.0
0.5	115.9	116.9	12.4	0.0	0.0

**Table 7 Chain shape predictions for scenario 2 at different water depths**

#### 4.6 Effect of varying chain mass

The effect of varying chain mass was determined by increasing the chain density. Increasing the chain mass reduces the lateral deflection and increases the chain clearance (Figure 11), however the effect appears modest, noting that trebling the chain mass only reduces the lateral deflection by 8%.

In practice, increasing the chain mass requires either adding studs, or else increasing the chain diameter. Both of these changes will also increase the chain drag, which may reduce the effectiveness of increasing chain weight. DNV suggest that the chain drag coefficient will be increase by nominally 10% if studs are added [1].

Chain Mass (factor)	T1 (kN)	T2 (kN)	$\Delta y$ (m)	L1 D>1.5m (m)	L2 D>1.5m (m)
1	112.5	113.4	12.8	0.0	0.0
1.1	113.3	114.3	12.7	0.0	0.0
1.25	113.2	114.1	12.7	0.0	0.0
1.5	115.3	116.2	12.5	0.0	0.0
2	117.3	118.3	12.3	0.0	0.0
3	122.4	123.4	11.8	0.0	0.0

**Table 8 Chain shape predictions for scenario 3 varying chain mass**

#### 4.7 Effect of varying ferry area

The effect of reducing the ferry area has been investigated as a hypothetical exercise for scenario 2 (Table 9). Reducing the ferry area will reduce the resistance and sideforce acting upon the ferry proportionally, assuming the changes are small and the shape of the ferry remains the same. It should however be noted that although reducing the force acting upon the ferry will reduce the sideforce, it will not reduce the catenary effect of the drag upon the chain in the lateral direction.

Reducing the area of the ferry (and hence sideforce) has only a small effect upon the lateral deflection. This result is surprising, however it should be borne in mind that 1) the tension in the chain will vary little with lateral deflection until the slack in the chain is taken up and 2) the lateral component of tension is proportional to the horizontal angle at which the chain exits the ferry, which increases with lateral deflection. Combined, these factors mean that the sideways force exerted by the chain will be relatively weak until the ferry is near its maximum deflection, at which point it will increase rapidly with increasing deflection.

Area/Area_Ref (m)	T1 (kN)	T2 (kN)	$\Delta y$ (m)	L1 D>1.5m (m)	L2 D>1.5m (m)
1	112.5	113.4	12.8	0.0	0.0
0.9	104.6	105.5	12.7	0.0	0.0
0.8	96.7	97.4	12.6	0.0	0.0
0.7	87.7	88.4	12.7	0.0	0.0
0.5	72.0	72.5	12.3	0.0	0.0

**Table 9 Chain shape predictions for scenario 3 scaling the aero/hydrodynamic forces by hypothetical area changes**

#### 4.8 Effect of decreasing current and/or wind speed

The effect of decreasing wind and current speed independently is provided in Table 10 to Table 12. It can be seen that although the aero and hydrodynamic sideforce is similar in magnitude, reducing the current speed has the greater effect upon chain tension – this is hypothesised to be due to the horizontal catenary effect reducing the chain angle to the vessel. It is also apparent that the lateral deflection remains significant even at 50% current and wind speed (Figure 12). The observance of significant deflection at low current/wind speed is attributed to the same factors discussed in section 4.7.

Current Speed	Wind Speed	T1 (m)	T2 (kN)	$\Delta y$ (kN)	L1 D>1.5m (m)	L2 D>1.5m (m)
100%	100%	112.5	113.4	12.8	0.0	0.0
90%	100%	100.5	101.4	12.8	0.0	0.0
75%	100%	85.3	86.2	12.7	0.0	0.0
50%	100%	65.8	66.6	12.5	0.0	0.0

**Table 10 Chain shape predictions for scenario 3 for different current speeds**

Current Speed	Wind Speed	T1 (m)	T2 (kN)	$\Delta y$ (kN)	L1 D>1.5m (m)	L2 D>1.5m (m)
100%	100%	112.5	113.4	12.8	0.0	0.0
100%	90%	104.1	105.0	12.7	0.0	0.0
100%	75%	91.6	92.6	12.8	0.0	0.0
100%	50%	78.4	79.3	12.5	0.0	0.0

**Table 11 Chain shape predictions for scenario 3 for different wind speeds**

Current Speed	Wind Speed	T1 (m)	T2 (kN)	$\Delta y$ (kN)	L1 D>1.5m (m)	L2 D>1.5m (m)
100%	100%	112.5	113.4	12.8	0.0	0.0
90%	90%	92.1	93.0	12.7	0.0	0.0
75%	75%	65.3	66.1	12.5	0.0	0.0
50%	50%	31.0	31.8	11.5	16.9	0.0

**Table 12 Chain shape predictions for scenario 3 for different wind and current speeds**

#### 4.9 Effect of adding a tether

The effect of adding an inelastic tether is modelled by fixing the lateral position of the vessel in space and solving the chain shape algorithm (Table 13). When the vessel is not permitted to move laterally the chains are slackened. The chains thus hang lower, and ‘billow’ past the ferry under the action of the current (Figure 13). The chain tension is markedly lower than the untethered case, as the chains are no longer balancing the aero/hydrodynamic sideforce.

In order to limit the vessel deflection using an inelastic tether an arrangement similar to that shown in Figure 4 would be required. The distance up/downstream of the tether fixing point from the ferry path is indicated in Table 14 as a function of maximum permissible ferry deflection. It is apparent that an inelastic tether would likely be an impractical means of limiting maximum lateral deflection due to the large distance required between the tether point and the crossing. An alternative method would be a heavy chain catenary, however the effectiveness may be limited due to the shallow draft available.

Tether Offset (m)	T1 (kN)	T2 (kN)	$\Delta y$ (m)	L1 D>1.5m (m)	L2 D>1.5m (m)
Free	112.5	113.4	12.8	0.0	0.0
10	31.9	32.8	10.0	14.4	0.0
7.5	23.5	24.5	7.5	28.0	17.3
5	21.4	22.4	5.0	32.6	19.8
2.5	20.3	21.2	2.5	33.4	20.2
0	19.3	20.3	0.1	33.8	21.0

**Table 13 Chain shape predictions for scenario 3 with lateral deflection held constant**

Maximum Lateral Deflection (m)	Required tether distance (m)
2.5	1360
5.0	678
10.0	450
15.0	335

**Table 14 Distance from tether to ferry path required to limit the maximum lateral deflection**

#### 4.10 Chain clearance when docked

Results for scenario 2 almost exclusively show less than 1.5m vertical chain clearance across the span. Predictions have been made for the same wind and current conditions whilst the ferry is at West Cowes (scenario 2) in order to determine whether the vertical chain clearance increases when docked (Table 15).

The results show that even short chain lengths are predicted to yield greater than 1.5m chain clearance over significant spans when docked (Figure 14). The use of short chain lengths would directly limit the maximum lateral deflection possible, however reducing the chain length also increases the chain tension, particularly under high current and wind speed conditions, and the tensions predicted here significantly exceed those required to lift the counterweights.

Chain Length (m)	T1 (kN)	T2 (kN)	$\Delta y$ (m)	L1 D>1.5m (m)	L2 D>1.5m (m)
165.5	186.6	186.6	3.0	0.0	0.0
166	132.2	132.2	4.3	0.0	0.0
166.5	104.4	104.4	5.4	0.0	49.9
167.5	80.9	80.9	7.0	0.0	71.2
170	53.7	53.7	10.5	0.0	74.1

Table 15 Chain shape predictions for scenario 2 for different chain lengths



## 5 CONCLUSION

A numerical tool has been written that predicts the chain shape and lateral deflection of the ferry for the Cowes floating bridge. Information provided by IOWC has been used to provide input parameters for the numerical model, however the chain length in particular remains unclear. The chain shape prediction tool has been applied to a number of scenarios.

When attempting to recreate behaviour observed during a survey, comparable results were predicted only when the chain was comparatively short relative to the span (167.5m), however the predicted chain tensions were higher than that required to lift the counterweights in the East Cowes chain pit. Factors that may reduce the chain tension in reality as compared to the modelled scenario were identified.

The principal scenario of interest was the maximum wind/current velocity condition, with the ferry positioned at the halfway point across the river. This is an onerous condition for which the sideforce acting upon the chain is calculated to be 80% of its weight due to gravity. For this condition the chains were, in general, predicted not to lie on the river bed but to be suspended in the water. A number of parameters were investigated in order to determine their effect upon the lateral deflection of the ferry.

Increasing the chain length was found to increase the lateral deflection significantly. The chain immersion also increased with increasing chain length, however very long chains were required to make a material difference.

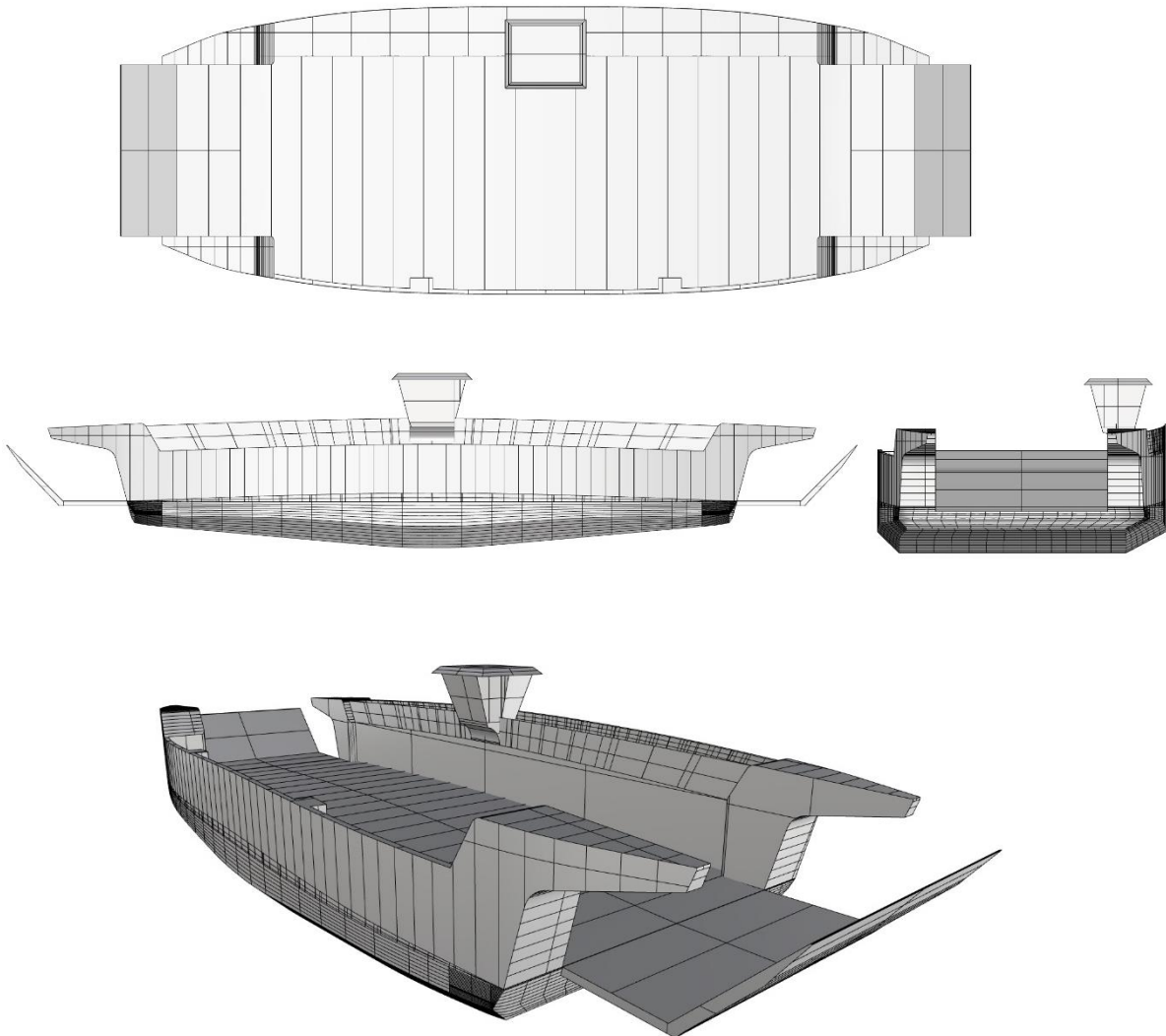
Increasing the water depth did not affect the lateral deflection. This is because under the maximum sideforce condition the chains are suspended in the water and do not touch the river bed. For conditions with slower current/wind speeds (i.e where the chain is part resting on the river bed) increasing the water depth has been observed to reduce lateral deflection.

Reducing the sideforce acting upon the ferry, either by modelling a smaller ferry or reducing the wind/current directly, was found to reduce the lateral deflection more slowly than expected. This is hypothesised to be because the lateral force exerted by the chain is weak at small deflection angles and increases significantly only when approaching the maximum lateral deflection.

Increasing the chain mass reduces the lateral deflection, but a significant increase in mass is required to impart a material difference in lateral deflection; trebling the chain mass was observed to reduce the lateral deflection by only 8%.

Restraining the lateral deflection of the vessel by adding an inelastic tether would reduce chain tension and increase vertical chain clearance, however it would require a very long tether distance in order to reduce the maximum lateral deflection by a meaningful amount and this is likely to be impractical.

Predictions made for the ferry in dock under maximum wind/current loading indicate that 1.5m vertical chain clearance would occur for even short chain lengths. Minimising the chain length would reduce the maximum possible lateral deflection, however the predictions also indicated that short chains would experience large tension, capable of lifting the East Cowes counterweights.

**6 FIGURES**

**Figure 1 Illustration of the 3D CAD model produced from 2D drawings and used for the CFD analysis**

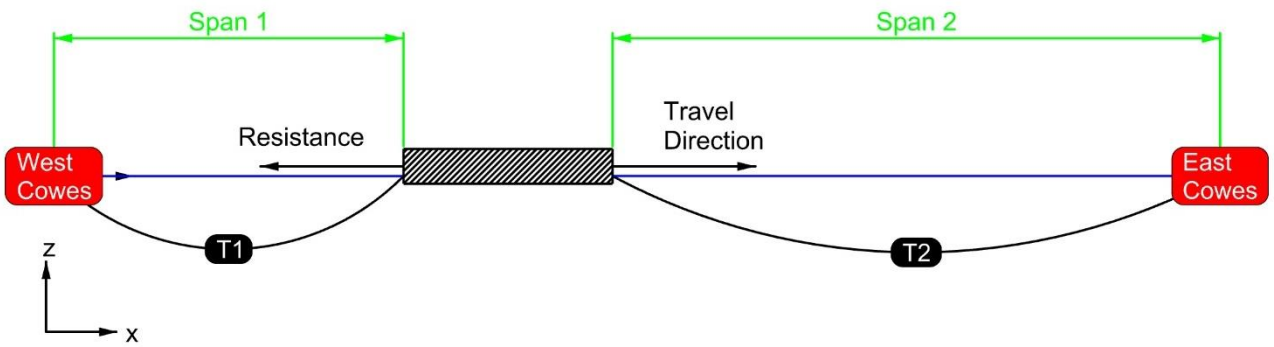


Figure 2 Schematic showing the chain deformation model in the x-z plane

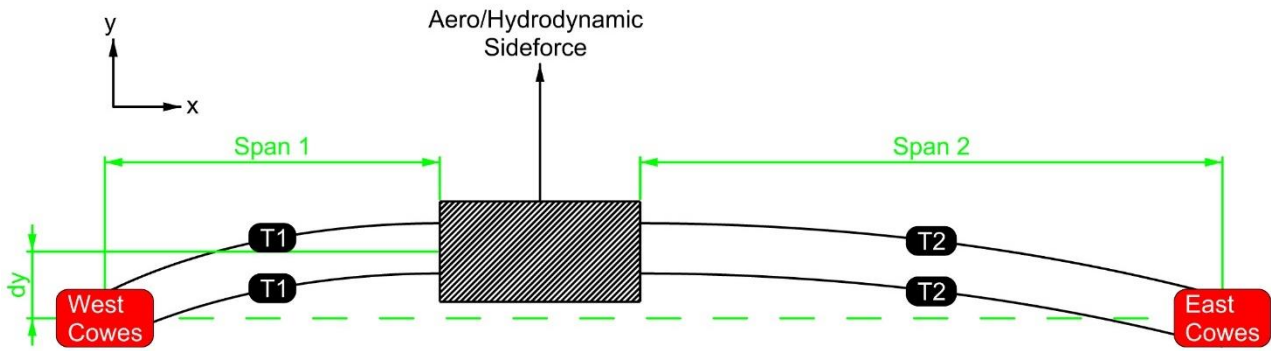


Figure 3 Schematic showing the chain deformation model in the x-y plane

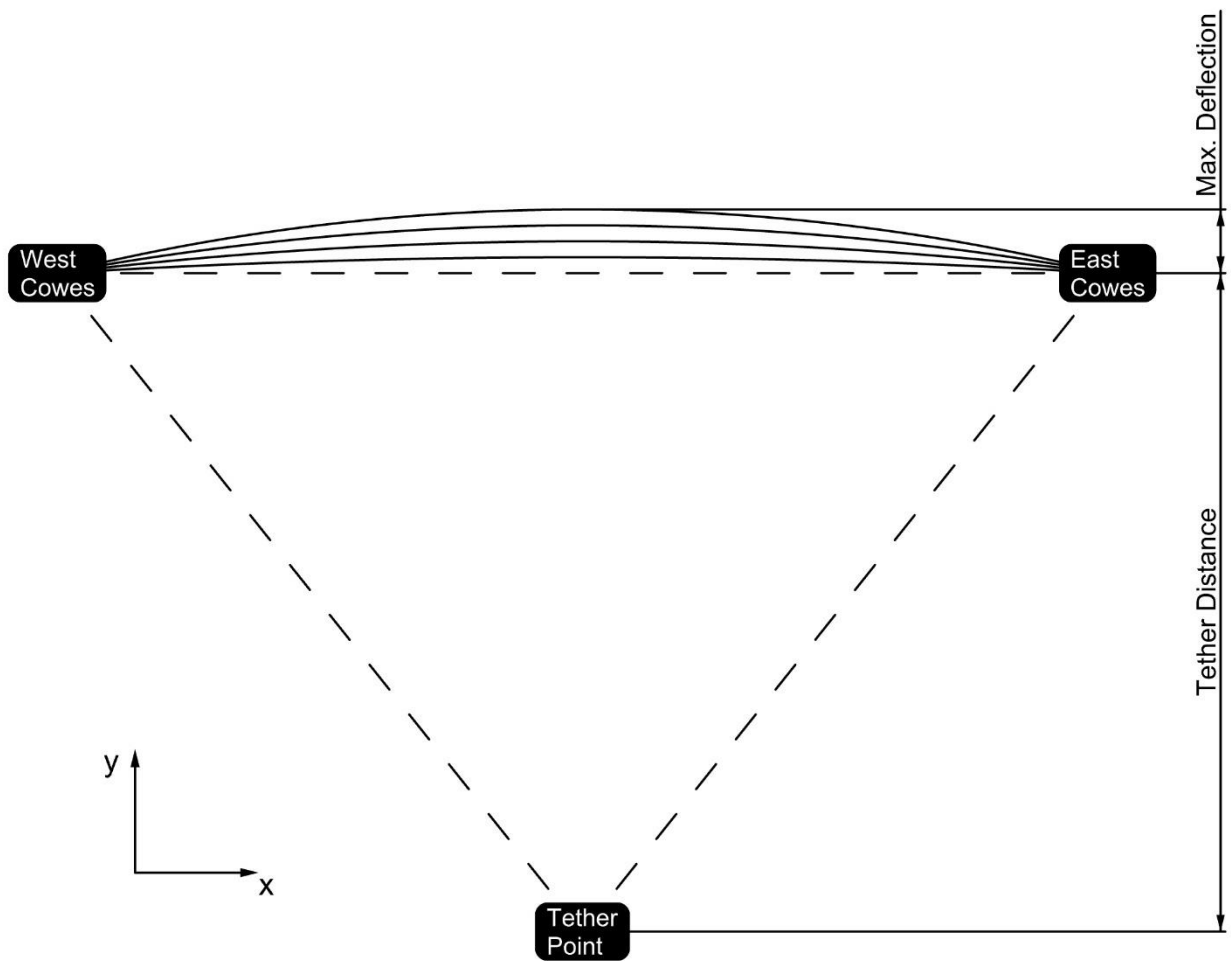
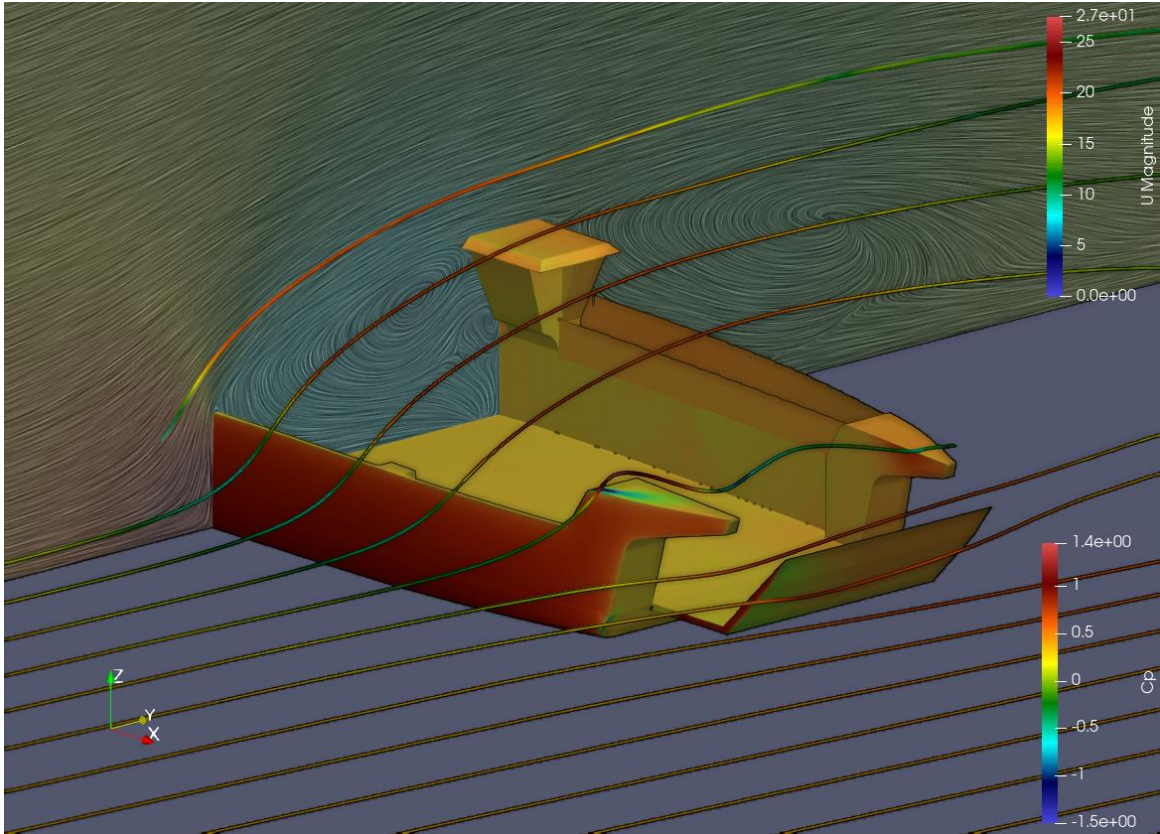
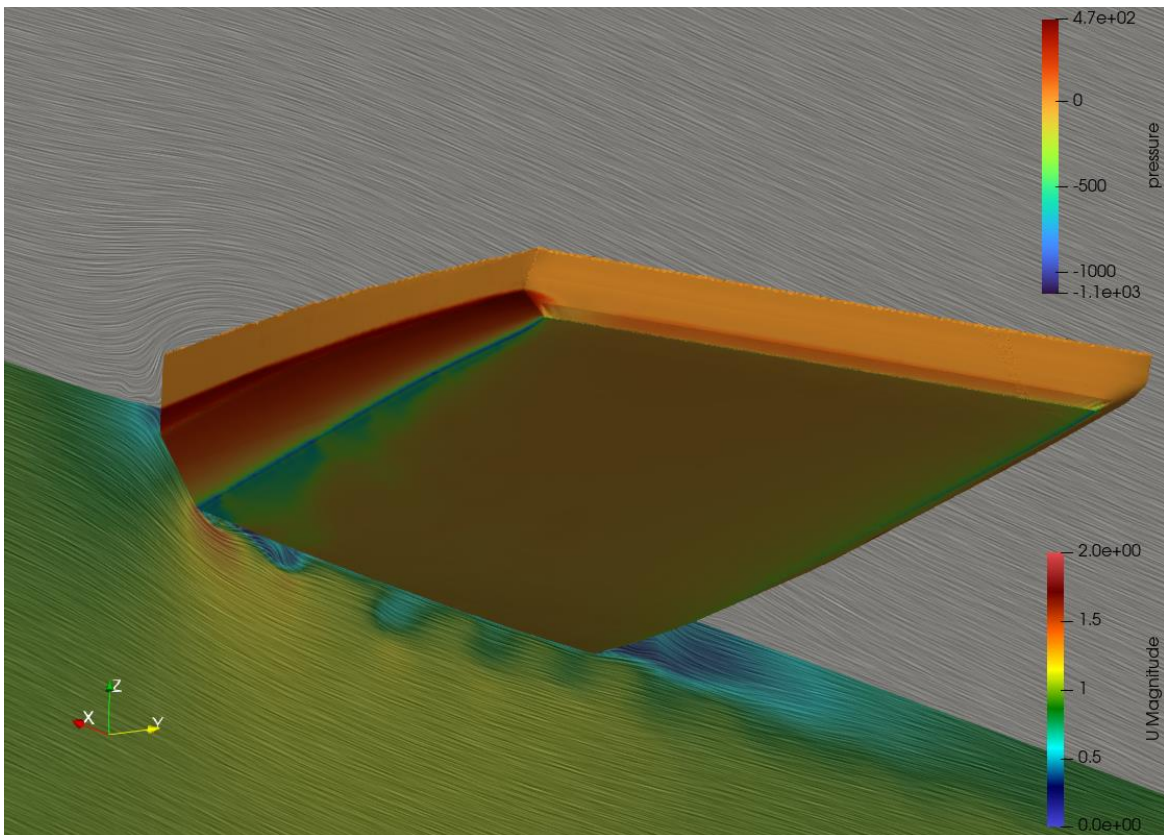


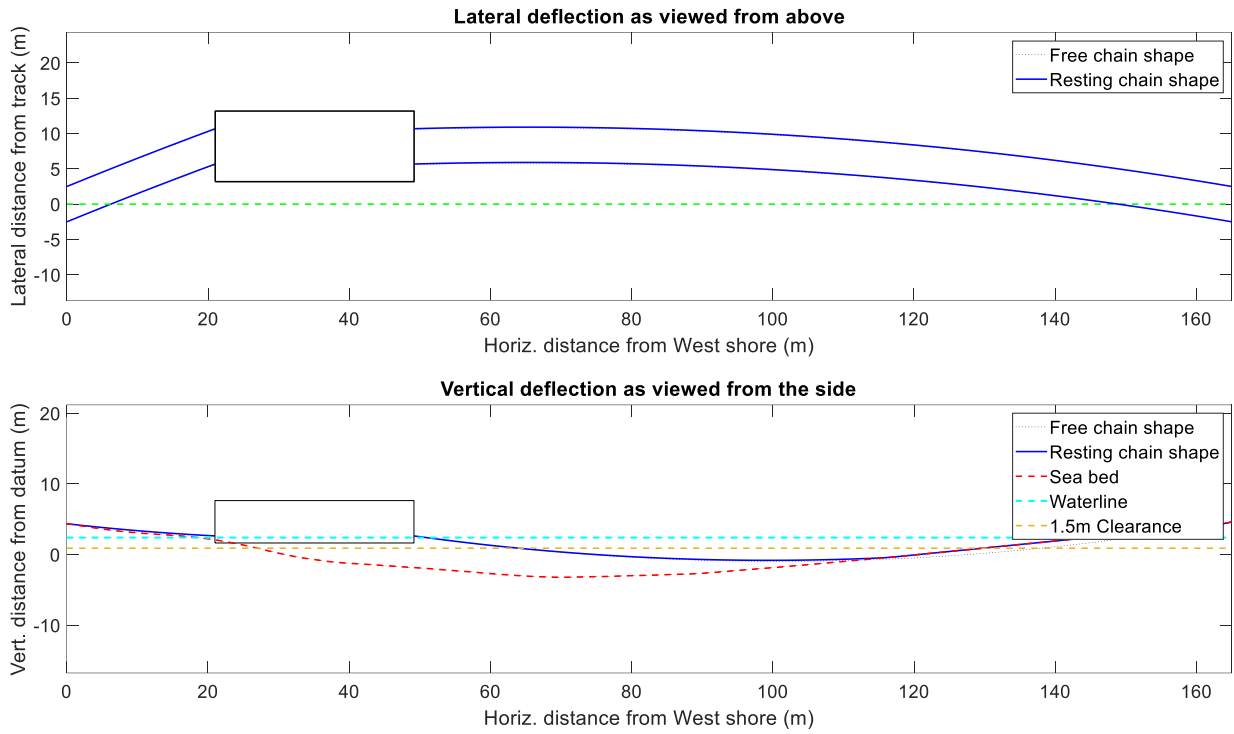
Figure 4 Schematic showing overhead view of the tether concept



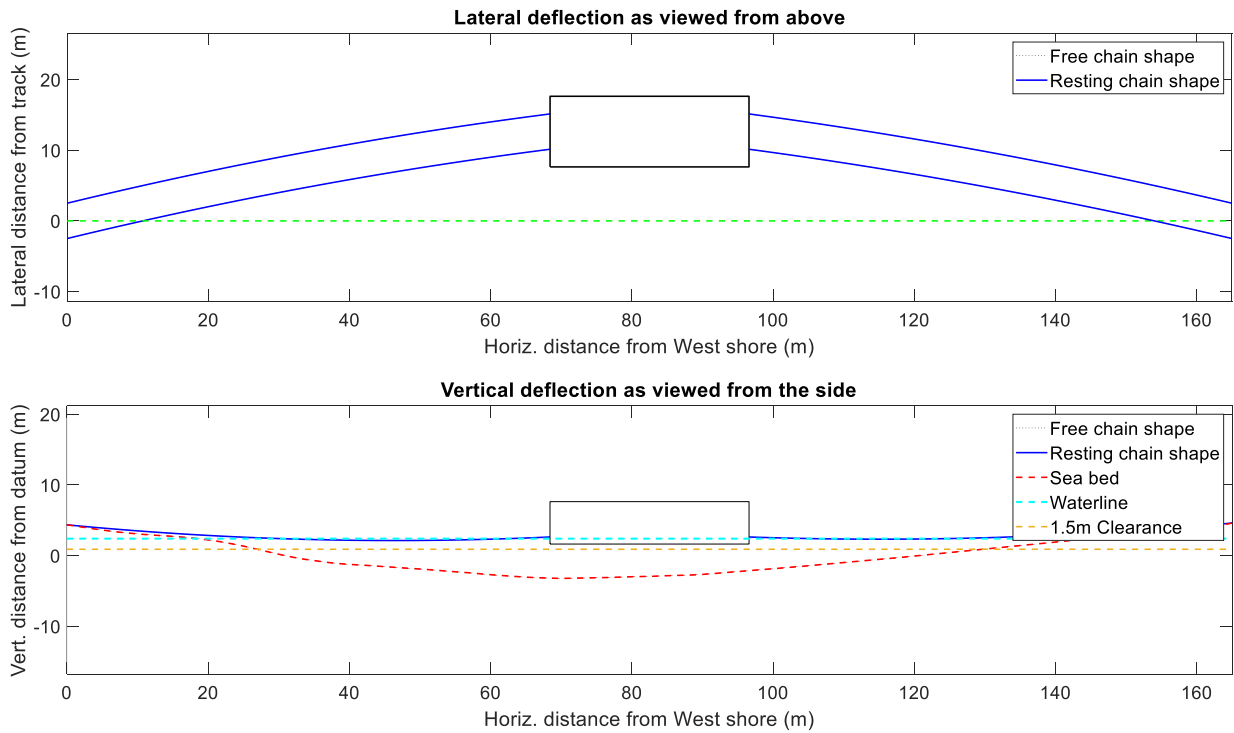
**Figure 5 Flow visualisation from CFD analysis of the flow over the ferry at 34 knots wind speed**



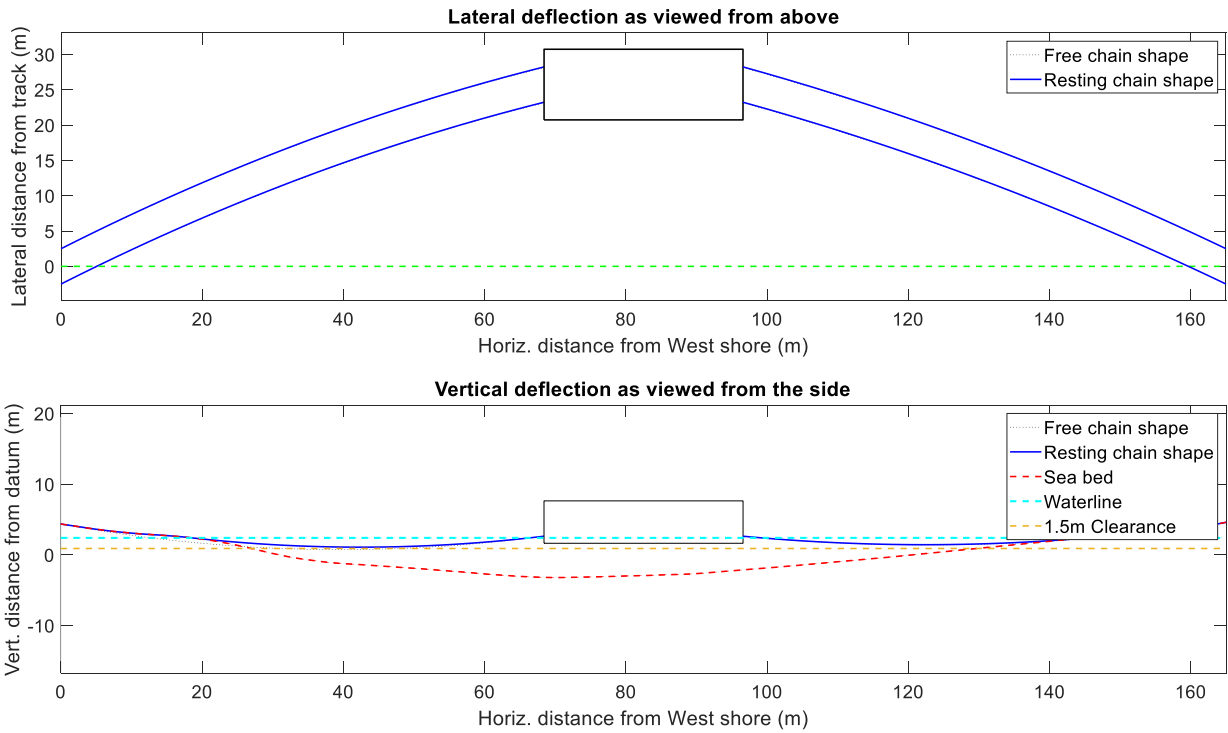
**Figure 6 Flow visualisation from the free-surface CFD analysis showing the water flow under the ferry at 2 knots forward speed and 3.89 knots lateral current (approx. 63 degrees effective yaw)**



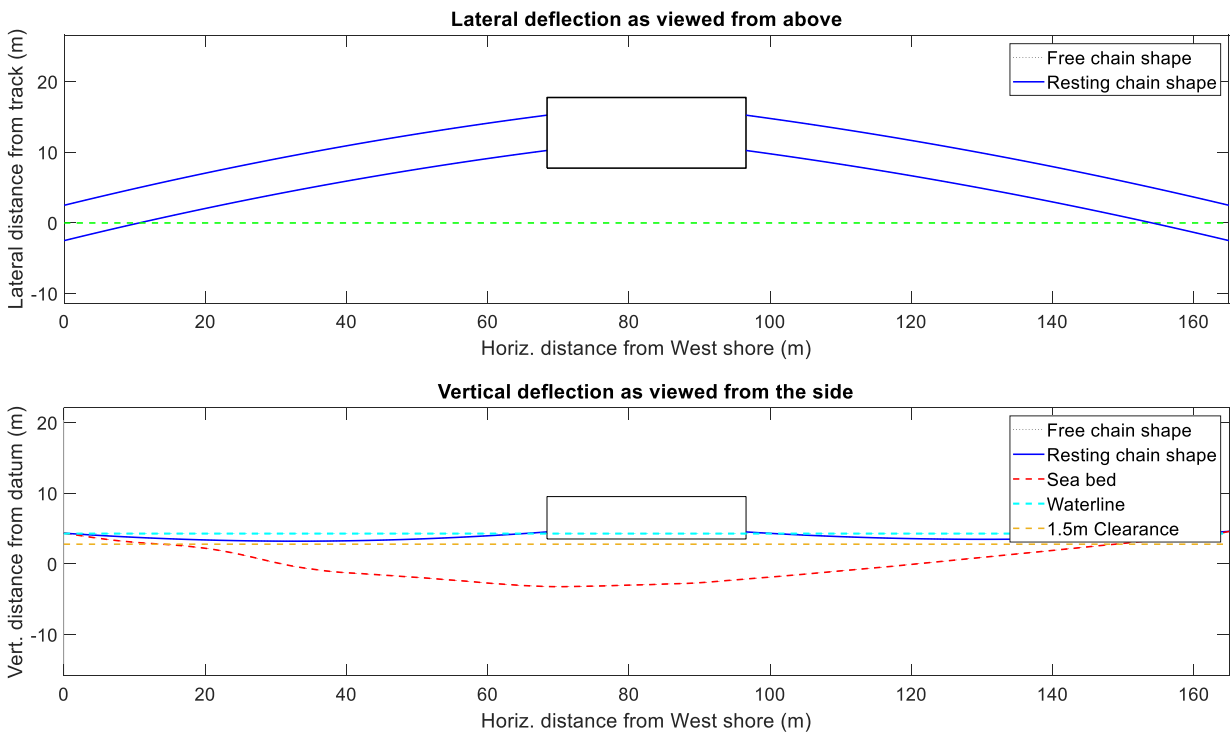
**Figure 7 Chain shape prediction for survey 14-4 West condition (scenario 1) in conjunction with a 167.5m chain length**



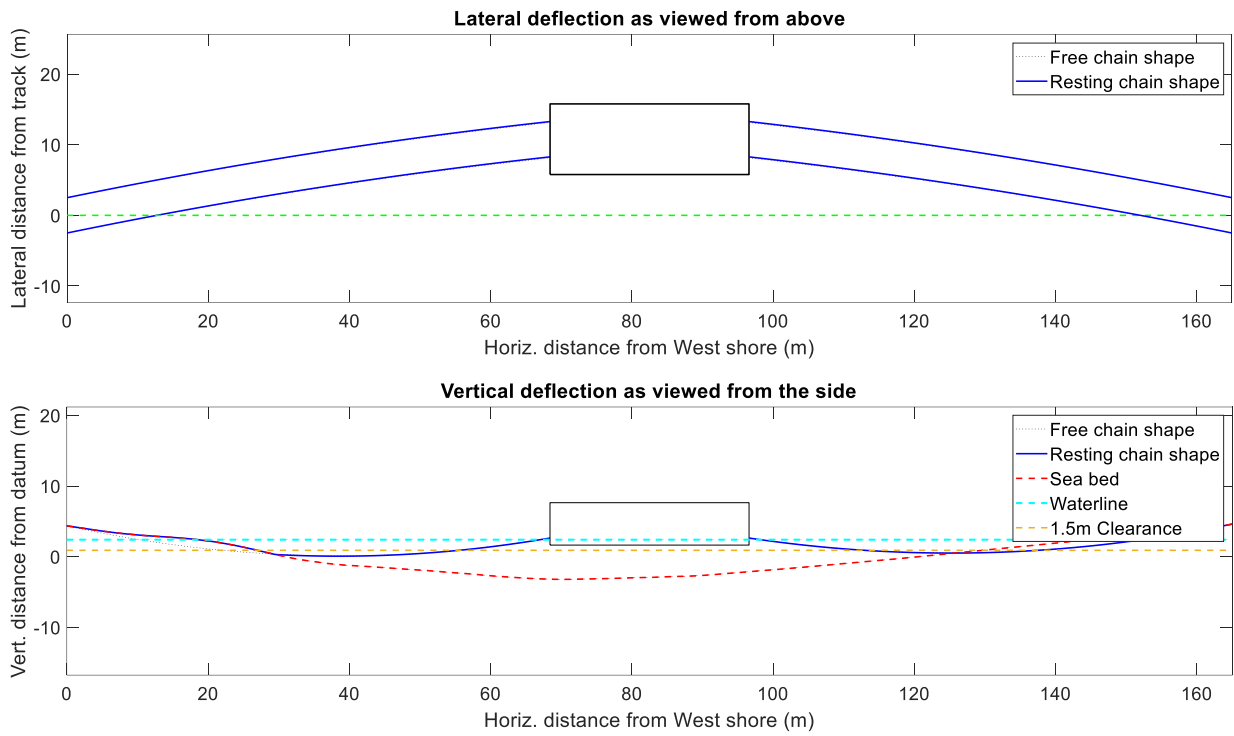
**Figure 8 Chain shape prediction for scenario 2 (maximum wind/current) and a 167.5m chain length**



**Figure 9 Chain shape prediction for the scenario 2 with a 175m long chain**

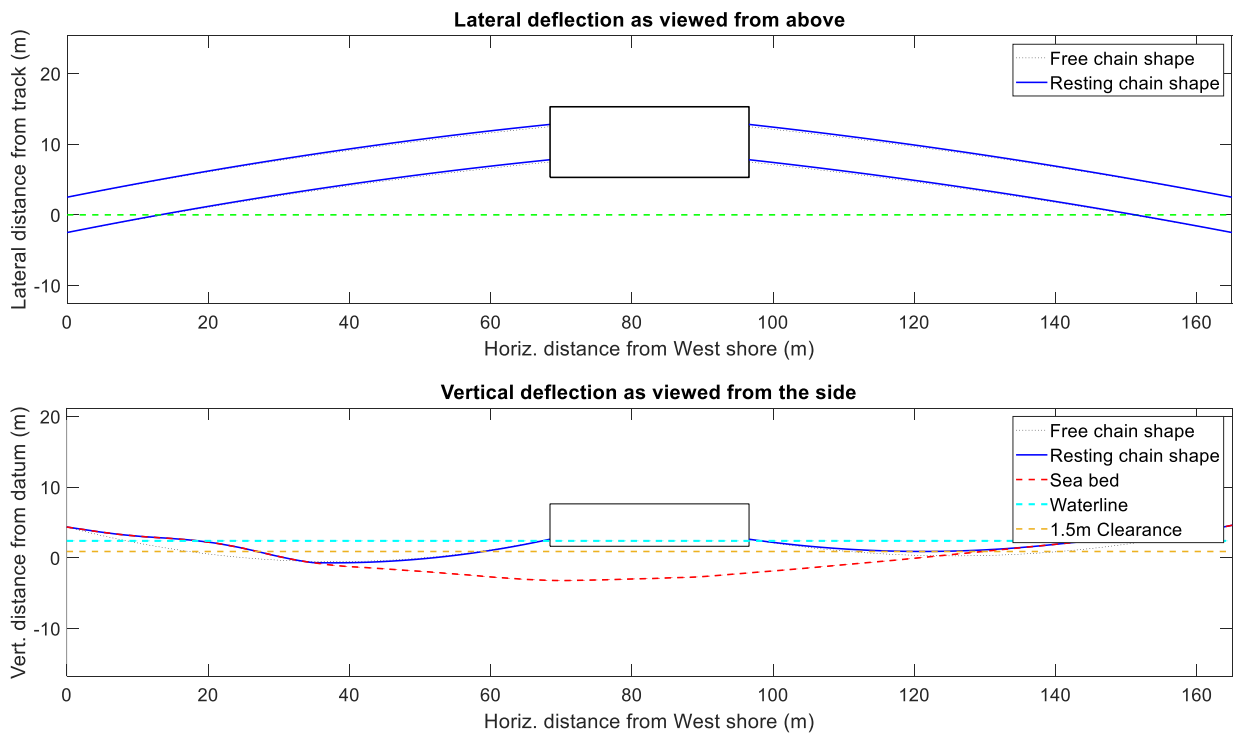


**Figure 10 Chain shape prediction for the scenario 2 at high tide (4.3m) with a 167.5m chain**

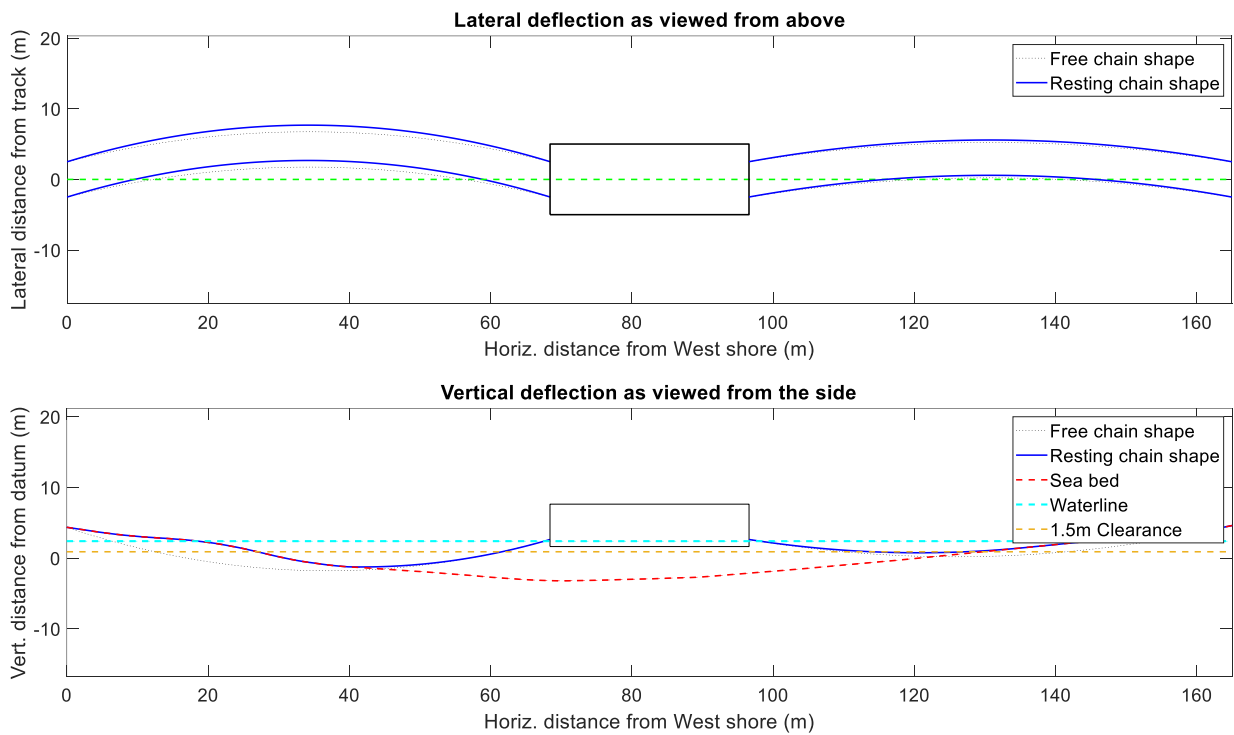


**Figure 11 Chain shape prediction for scenario 2 with a 167.5m chain possessing three times the baseline chain mass**

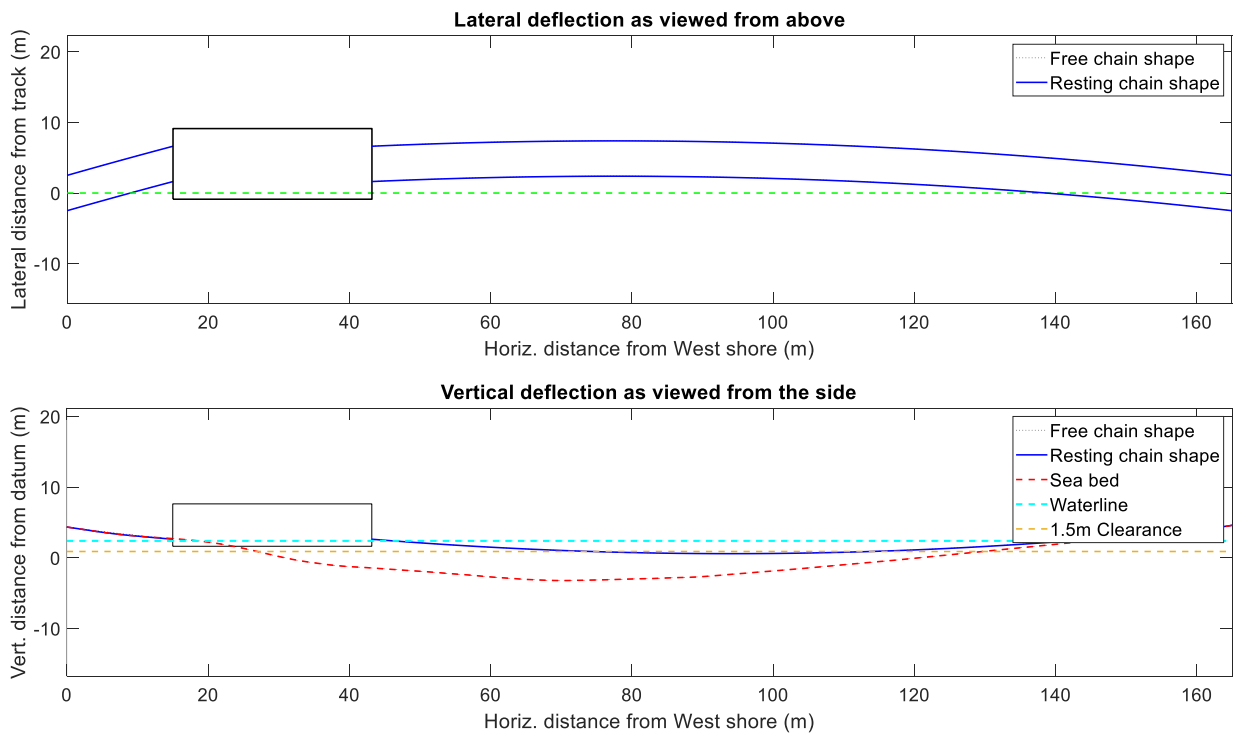




**Figure 12 Chain shape prediction for scenario 2 with current and wind speed reduced by 50% and a 167.5m chain**



**Figure 13 Chain shape prediction for the scenario 2 with the ferry restrained from moving in the lateral direction, representing the effect of adding an inelastic tether, with a 167.5m chain**



**Figure 14 Chain shape prediction for maximum wind/current speed whilst the ferry is at West Cowes (scenario 3), using a short chain length of 166m**

## 7 REFERENCES

[1] Recommended Practice DNV-RP-C205, Environmental Conditions and Environmental Loads (2007), Det Norske Veritas

## 8 APPENDIX A -GEOMETRY INVESTIGATION

On completion of the initial report it was requested by IOWC that the influence of the geometry upon the results should be investigated. In particular, it was noted that the 3D geometry used for force predictions was created manually, by manipulating 2D CAD drawings provided by IOWC. In order to minimise any uncertainty caused by the 2D to 3D conversion process, IOWC therefore obtained 3D models of the hull and superstructure from the ferry manufacturer, and the analysis was repeated for this geometry. In addition, the effect of operating a hypothetical smaller ferry was investigated by scaling the manufacturers 3D model, in accordance with the dimensions listed in Table 16.

This resulted in a total of three ferry geometries being analysed, denoted A,B and C, referring to the (original) 2D derived model, the manufacturers model and the scaled model respectively. Illustrations of the three CAD models are provided in Figure 15 to Figure 17, plotted at the same scale for comparison. It can be seen that whilst the 2D derived geometry is broadly similar to the manufacturers geometry, some differences exist; principally the shaping of the ramps.

Each geometry was simulated four times using CFD, consisting of two flow conditions using the hydrodynamic solver (forwards motion only and forwards motion plus maximum lateral current flow), and two flow conditions using the aerodynamic solver (forwards motion only and forwards motion plus maximum lateral wind speed). The results of the CFD simulations are provided in Table 17 and Table 18. The difference in maximum sideforce (summing current and wind force) between all simulations is noticeable but not significant, varying only between 58-65kN, with the relative difference in forces between geometries B and C reflecting the relative dimensional differences between the geometries.

The chain shape and lateral deflection for the new geometries were predicted using the chain prediction tool, and are provided in Table 19 to Table 21. The predicted lateral deflection for all three geometries is very similar, varying by a maximum of 0.3m between cases for a given chain length. The fact that the results do not vary much with the changes in geometry is due to a combination of 1) the geometries being predicted to produce relatively similar force magnitudes and 2) the model predicting only small changes in lateral deflection with changes in sideforce for this very high load case.

The reason the model predicts deflections that are so similar in magnitude is illustrated by plotting the lateral deflection of geometry A as a function of wind/current loading for scenario 2 (Figure 18) - results are provided both for the Cowes floating bridge 6 with representative sea bed topology, and also for a theoretical deep water scenario. It can be seen that as the wind/current speed increases from zero the lateral deflection initially increases rapidly, but that upon reaching approximately 60% of the maximum wind/current speed for scenario 2 the lateral deflection increases only slowly. Another way of interpreting this is that the ferry can be deflected sideways with comparatively little force, however once the chains approach being taut a significant change in sideforce is required in order to produce a meaningful change in lateral deflection.

The wind/current loading scenarios investigated in this report yield large sideforces that place the ferry in the regime where the chains are approaching being taut, hence the modest reduction in sideforce achieved by reducing the ferry size has only a small impact.

As an aside, it can be seen that the deep water prediction differs from the floating bridge 6 prediction only when the current/wind speed falls low enough for the chain to part-rest upon the sea bed, between zero and nominally 60% of the worst-case wind/current load. In this region the deep water prediction shows less lateral deflection.

## 9 APPENDIX A CONCLUSIONS

The comparison of different ferry geometries and geometry scales does not fundamentally change the conclusions of the original report. For the scenarios tested, in which the side forces are very large and the chains are approaching ‘taut’ behaviour, the model is relatively insensitive to even significant changes in wind/current loading. The only model property found to strongly influence/limit the lateral deflection thus far is the chain length, with the caveat that reducing chain length is likely to increase chain tension.

Property	FB6 (Geometry B)	Scaled Model (Geometry C)
Length (m)	29.70	26.67
Width (m)	14.00	12.80
Draught (m)	1.40	1.37
Weight (tonnes)	333	234

**Table 16 Dimensions of the as-built ferry (geometry B) and hypothetical scaled ferry (geometry C)**

Geometry	Condition	Forward s Speed (kts)	Current Speed (kts)	Wind Speed (kts)	Hydro. Drag (kN)	Aero. Drag (kN)	Hydro. Sideforce (kN)	Aero. Sideforce (kN)
A - From 2D	Fwd	2.0	0.0	0.0	1.21	0.03	28.41	36.17
B - From 3D	Fwd	2.0	0.0	0.0	1.17	0.03	28.63	33.74
C - 3D Scaled	Fwd	2.0	0.0	0.0	1.05	0.03	27.06	30.95

**Table 17 Predicted hydrodynamic and aerodynamic forces for each ferry geometry – forwards boat speed only**

Geometry	Condition	Forwards Speed (kts)	Current Speed (kts)	Wind Speed (kts)	Hydro. Drag (kN)	Aero. Drag (kN)	Hydro. Sideforce (kN)	Aero. Sideforce (kN)
A - From 2D	Max. Sideforce	2.0	1.8	34.0	1.64	0.0	28.41	36.17
B - From 3D	Max. Sideforce	2.0	1.8	34.0	1.79	0.0	28.63	33.74
C - 3D Scaled	Max. Sideforce	2.0	1.8	34.0	1.52	0.0	27.06	30.95

**Table 18 Predicted hydrodynamic and aerodynamic forces for each ferry geometry – forwards boat speed with maximum wind and current side loading**

Chain Length (m)	T1 (kN)	T2 (kN)	$\Delta y$ (m)	L1 D>1.5m (m)	L2 D>1.5m (m)
167.5	112.5	113.4	12.8	0.0	0.0
170	79.3	80.2	18.2	0.0	0.0
175	55.9	56.9	25.9	0.0	0.0
180	45.3	46.2	32.2	0.0	0.0

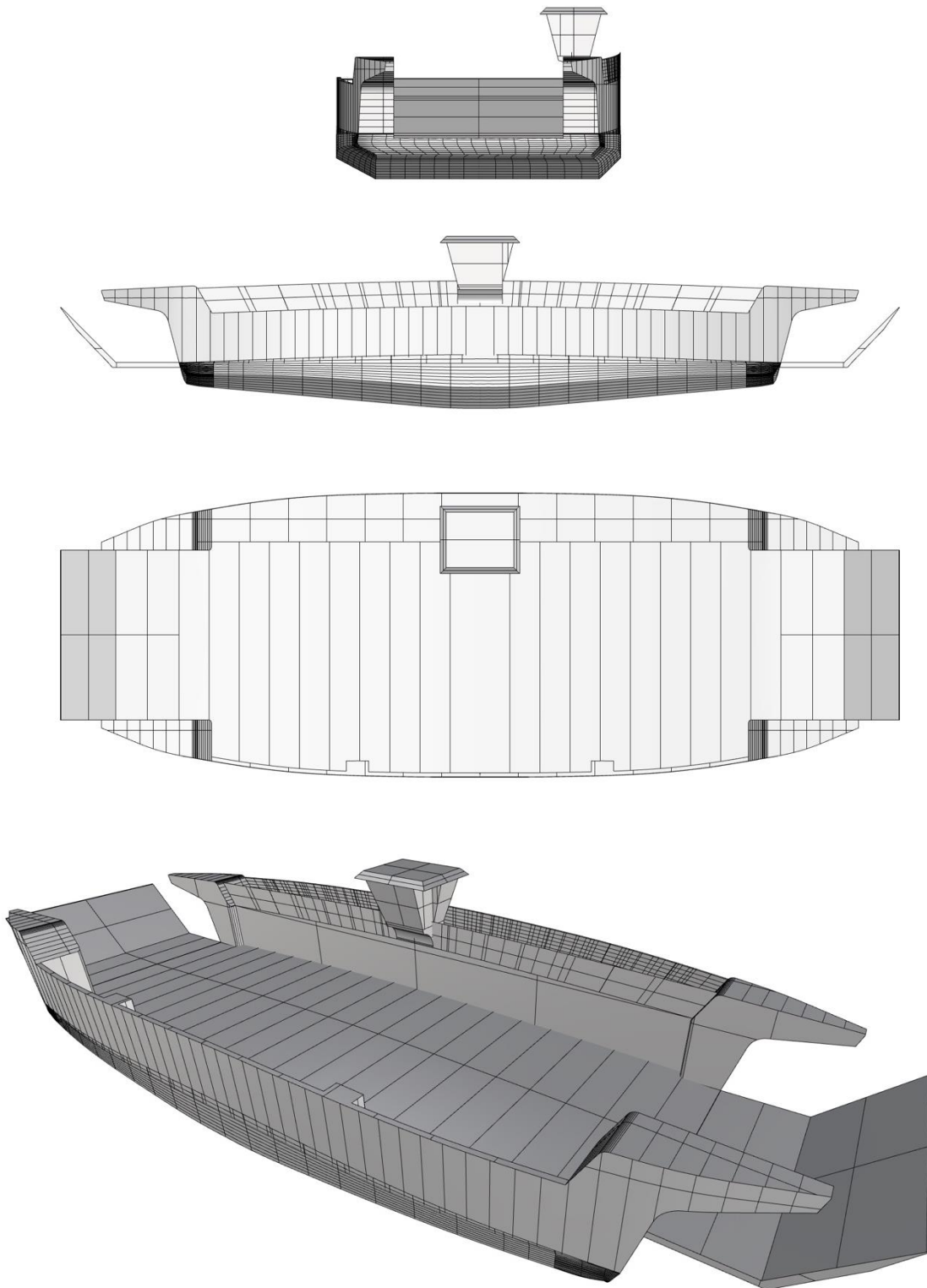
**Table 19 Chain shape prediction results for geometry A (2D derived) in scenario 3 using various chain lengths (duplicated from section 4.4)**

Chain Length (m)	T1 (kN)	T2 (kN)	$\Delta y$ (m)	L1 D>1.5m (m)	L2 D>1.5m (m)
167.5	109.8	110.7	12.8	0.0	0.0
170	77.4	78.3	18.2	0.0	0.0
175	54.8	55.7	25.8	0.0	0.0
180	44.3	45.2	32.0	0.0	0.0

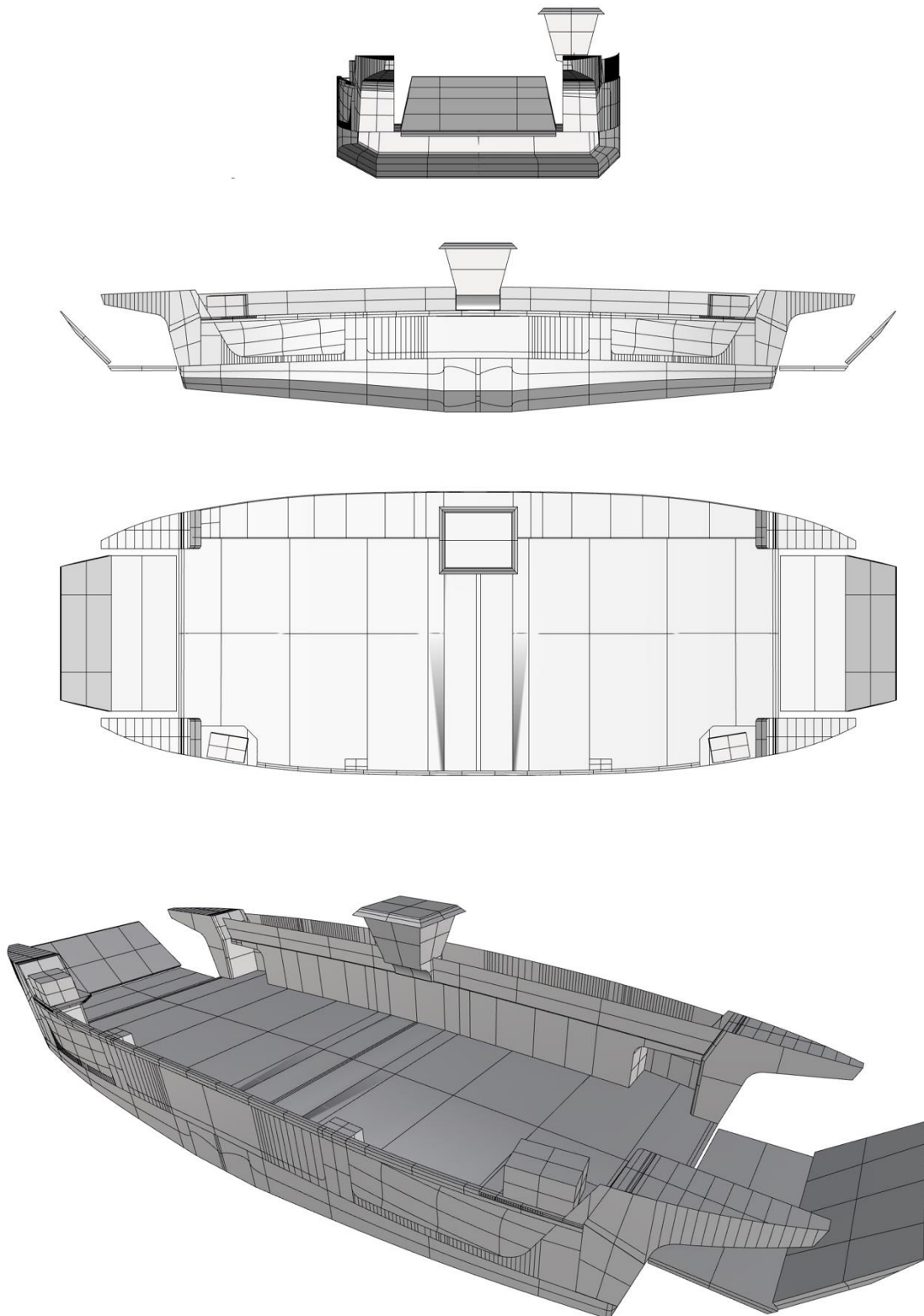
**Table 20 Chain shape prediction results for geometry B (manufacturers 3D geometry) in scenario 3 using various chain lengths (duplicated from section 4.4)**

Chain Length (m)	T1 (kN)	T2 (kN)	$\Delta y$ (m)	L1 D>1.5m (m)	L2 D>1.5m (m)
167.5	104.5	105.3	12.7	0.0	0.0
170	74.3	75.1	17.9	0.0	0.0
175	52.1	52.9	25.7	0.0	0.0
180	42.1	42.9	32.0	0.0	0.0

**Table 21 Chain shape prediction results for geometry A (reduced size 3D geometry) in scenario 3 using various chain lengths (duplicated from section 4.4)**

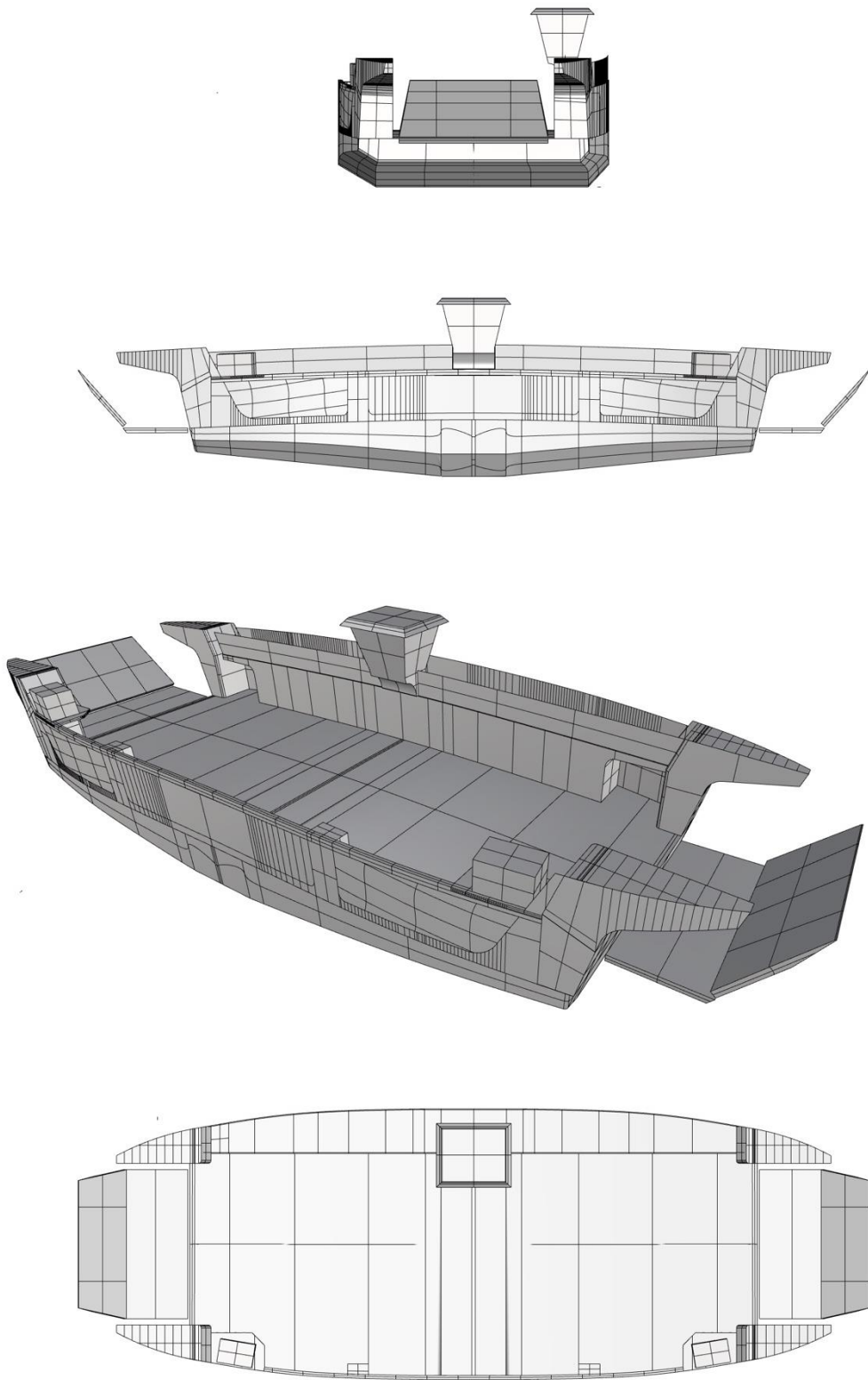


**Figure 15 Geometry A - derived from 2D lines**

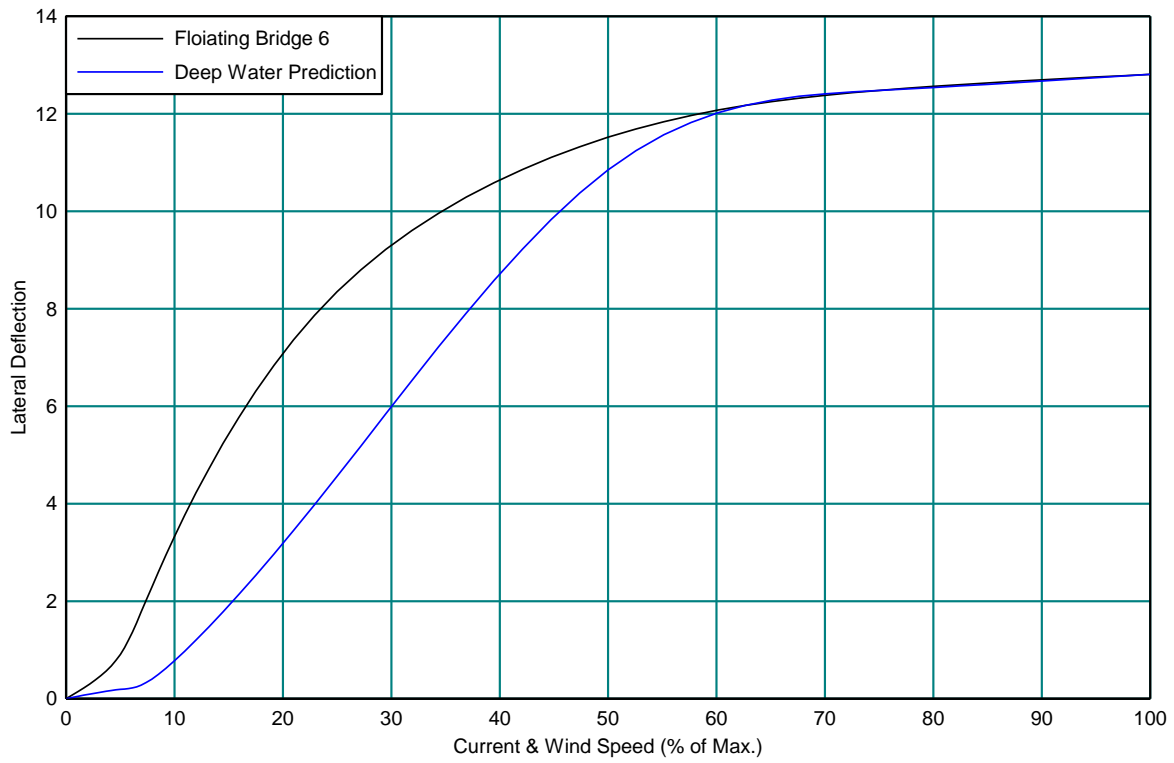


**Figure 16 Geometry B - manufacturers 3D model**





**Figure 17 Geometry C - scaled manufacturers model**



**Figure 18 The effect of reducing the side current/wind loading upon lateral deflection, predicted for the Cowes floating bridge with shallow water depth and for a theoretical ‘deep water’ scenario**





## Addendum to the Wolfson Unit Report

To investigate the impact of reducing ferry size on chain deflection the model was set up with the following conditions:-

1. The chain length is specified as 167.7m
2. The current speed is specified as 2m/s
3. The effect of the chain weight upon chain shape is calculated
4. The effect of the current/drag upon chain shape is calculated
5. The effects of the wind/current sideforce on the vessel are NOT included

Effectively this is a theoretical scenario where the forces acting on the ferry are zero.

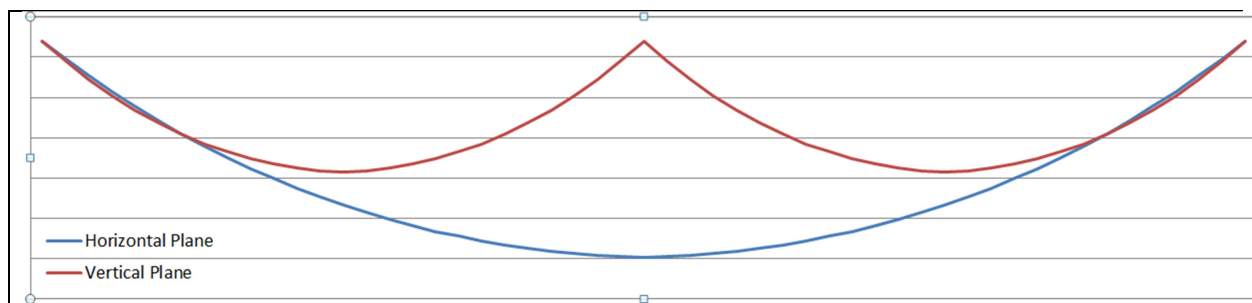
The findings from the Wolfson Unit are as follows:-

“Under these conditions, with the ferry at mid-span and a current speed of nominally 2m/s, the model predicts a lateral chain deflection of approx. 9.7m and a vertical drop of approx. 2.8m. In other words, the model predicts that even if there are no forces acting on the ferry, for a current of 2m/s the lateral deflection will still be 9.7m”.

“I realise this may be surprising, however the maths appears to confirm this. The reason the lateral deflection is so large is because, when we consider the effect of chain weight, the chain is divided into two spans, however when we consider the effect of sideforce/current, the chain has a single span that is nominally 165m”.

“The chain weight is therefore opposed by four ‘termination points’ per chain, i.e. one at the end of each half-span, whereas the chain sideforce is countered by only two. Crucially, catenaries do not behave linearly, and this means the chain deflects significantly more in the sideways direction than the vertical direction per unit force (and the drag force here is approx. 80% of the weight for this current speed)”.

In summary, in the vertical plane each chain forms two catenaries - between each slipway and the floating bridge - with the chain weight divided between the two spans. In the horizontal plane the tidal forces are effectively acting on the total length of the chain so the maximum lateral deflection, (based on the drag force under extreme ebb-tide conditions), is greater. The following diagram, (not to scale), provides an illustration of the conditions.



Based on the findings from the theoretical exercise described above, the model predicts that making the ferry smaller is not going to solve the problem of lateral deflection.

**APPENDIX 5**

**FB6 Performance Review**

Draft

### 1 Client Requirement

Contract Schedule 1 sets out a requirement for a “review of the operation of FB6 in terms of vehicles, foot passengers and cyclists queuing, paying, loading and unloading – identifying if and how this could be improved to increase the number of crossings per hour”.

Contract Schedule 1 also identifies slow speed of loading and unloading as a key issue which “...directly impacts on the number of crossings per hour and the income generated”. It is suggested that this stems from “... the need to segregate foot passengers, cyclists, and vehicles.

This paper sets out the findings from a limited review of FB6 operations. A number of interim conclusions are presented for consideration as the basis for further discussion.

While carrying out the review problems came to light with loading and unloading of some classes of vehicle at very low tides. A draft proposal for an additional package of work to undertake a thorough review of this issue is included as Section 7.

Throughout the paper the term “crossing time” refers to the overall duration for a single crossing between East Cowes and West Cowes or vice versa. The term “crossings per hour” refers to the number of crossings per hour starting from either East Cowes or West Cowes. To clarify, a crossing time of 10 minutes would equate to 3 crossings per hour.

### 2 Available Data

We have undertaken some initial data collection on operational timings using observations of the FB6 webcam feed. Overall crossing times have been assessed by considering five key components:-

1. The transit time from departure from one slipway to arrival at the other
2. The combined time for boarding and offloading of passengers
3. The combined time for boarding and offloading of vehicles
4. The delay to departure; i.e. the delay between boarding complete and departure from the slipway.
5. Total other delays<sup>1</sup>, which comprise:-
  - a. The turnaround delay; i.e. the delay between completion of vehicle offloading for the previous crossing and commencement of vehicle boarding.
  - b. The delay from completion of vehicle boarding to commencement of passenger boarding.
  - c. The delay from completion of passenger offloading to commencement of vehicle offloading.

Timings have been assessed from six batches of data covering 37 crossings in total:-

- 4 crossings starting at 15:14 on 09 March 2023

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<sup>1</sup> On occasion further delays may be incurred due to the passage of other river traffic, although these should be infrequent and usually of short duration.

## Floating Bridge 6 Operations Review

- 6 crossings starting at 18:12 on 09 March 2023
- 5 crossings starting at 08:56 on 10 March 2023.
- 5 crossings starting at 16:19 on 13 March 2023.
- 5 crossings starting at 08:13 on 14 March 2023.
- 12 crossings starting at 06:50 on 16 March 2023

### 3 Data Analysis

**Chart 1** is a column chart comparing the average times for the five key timing components for each of the six batches of data.

Initial observations:-

- The variation in the average combined timings for boarding and offloading of passengers is small.
- The variation in the average timings for other delays is small.
- The average transit time is generally in excess of three minutes, with some significant variations. The variations are to be expected as the transit time is dependent on several factors, notably the state of the tide and the impact of turbulent currents on docking.

The variation in the average combined timings for boarding and offloading of vehicles has been investigated in more detail.

**Chart 2** shows the combined timings for boarding and offloading of vehicles expressed as a time per vehicle for each crossing. It can be concluded that there is only a small variance across all 37 crossings from the average timing of approximately 12 seconds per vehicle.

The variation in the average combined timings for the delays to start has also been investigated in more detail.

**Chart 3** shows the timings for the delay to departure for each crossing. It can be concluded that there is a large variation in the timings across all 37 crossings.

There is no obvious explanation for the large variation in the delay to departure timings unless FB6 is being operated for much of the day against a target number of crossings per hour? **Chart 4** which shows the average crossing times for each of the six batches of data tends to support this explanation.

### 4 Derivation of the “Best-case” Number of Crossings per hour

#### 4.1 Current operations – no segregation of foot passengers, cyclists, and vehicles

Based on the data analysis, an estimate has been prepared for the “best-case” crossing time under the current operating procedures for crossings during the core 12 hour period<sup>2</sup>

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<sup>2</sup> The “core 12 hour period” is defined in the 21 Sep 2018 Final Business Case at page 41.



## Floating Bridge 6 Operations Review

outside off-peak hours<sup>3</sup>. Using the data collected for the 37 crossings the best case average crossing time has been assessed as the sum of:-

- The average transit time. (3 minutes 23 seconds).
- The average combined timing for boarding and offloading of passengers. (41 seconds).
- A time of 1 minute 36 seconds for the combined timing for the boarding and offloading of vehicles. This figure has been arrived at using an average of 12 seconds per vehicle with an average of 8 vehicles per crossing<sup>4</sup>
- A nominal time of 1 minute for the delay to departure variable. This figure is proposed as a reasonable minimum based on observations from the 37 crossings. If the driver were to return to the cab while the loading ramp was being raised following completion of boarding this time could be reduced<sup>5</sup>.
- The average time for other delays. (45 seconds).

**Chart 5** shows this best-case scenario of 7 minutes 25 seconds in comparison with the observed timings from **Chart 4**.

### 4.2 Operations with segregation of foot passengers, cyclists, and vehicles

If it were possible to segregate foot passengers, cyclists, and vehicles then:-

1. The average combined time of 41 seconds highlighted above for boarding and offloading of foot passengers could be removed from the best case total of 7 minutes 25 seconds since all boarding and offloading could be completed within the time window of 1 minute 36 seconds allowed for the combined timing for the boarding and offloading of vehicles.
2. The delay from completion of vehicle boarding to commencement of passenger boarding, (11 seconds) would be eliminated.
3. The delay from completion of passenger offloading to commencement of vehicle offloading, (11 seconds) would be eliminated.

The best case scenario would then become 6 minutes 22 seconds.

Further discussion is required with IWC to establish whether segregation is indeed feasible, taking into consideration the following observations:-

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<sup>3</sup> It appears that off-peak operations can achieve much shorter crossing times, as shown at Chart 4 for the batch of crossings commencing at 18:12 on 09 March. Even shorter crossing times have been observed. For example, an average crossing time of approximately 6mins 30 secs for 5 crossings commencing with the 06:58 crossing on 16 March. Primarily due to the much reduced times for boarding and offloading reflecting the low numbers of passengers and vehicles carried.

<sup>4</sup> The 21 Sep 2018 Final Business Case at page 51 presents an “observed total vehicle demand” for March 2018 of 12,000 vehicles. Using the concept of the “core 12 hour period” defined at page 41 with 3 crossings per hour, and using the business case daily demand framework, this March 2018 figure would equate to just over 7 vehicles per crossing. The average number of vehicles per crossing from the relatively small set of data reviewed for this report is approximately 8.5. An average of 8 has been used here as a reasonable overall figure which should avoid arriving at too short a time for boarding and offloading vehicles.

<sup>5</sup> Recognising that current operational procedures may prevent the driver leaving the vehicle deck before the loading ramp is raised.

## Floating Bridge 6 Operations Review

1. The Sandbanks chain ferry appears to operate with coincident loading or unloading of all classes, as shown on screenshot taken from the Sandbanks webcam feed included in Appendix 1. Two Google maps screenshots are also included in Appendix 1. These show the Sandbanks slipway with the foot passenger lane, (beyond the initial barrier), divided from the vehicle lanes with a solid white line for part of the distance to the ferry ramp.
2. The Sandbanks slipways are wider but would it be feasible to introduce segregation at East & West Cowes by installing a painted “corridor” on the slipways together with appropriate signage to direct foot passengers, cyclists, and vehicles?
3. If segregation were achieved with a painted corridor foot passengers waiting for the next ferry would not be required to cross a lane of traffic to board given the location of the shelters at the tops of the slipways.
4. At West Cowes disembarking cyclists are routed across the ramp in the face of the vehicles in order to exit on the left of the slipway but the time penalty is minimal<sup>6</sup>.

Pending the outcome of discussions with IWC on these items the best case scenario timing of 7 minutes 25 seconds has been retained for use in the assessment of findings set out in Section 5.

### 5 Assessment of the Findings

Table 1 provides an analysis focused on the number of crossings per hour and the number of vehicles per hour for the current operation of FB6 as observed from the webcam stream together with the results that could be achieved from the “best case” described above. The analysis considers operation at full capacity and under average loading conditions. The commentary sets out the case for the values used in the table.

Table 1 also sets out the findings for a related key metric:- the worst case waiting time experienced by car drivers in the queue to board. If FB6 has just departed this waiting time, (for the next crossing), will be twice the overall crossing time. Clearly the waiting time is a major factor in determining the time to the destination which, in the worst case, will be the worst case waiting time plus the crossing time:- equivalent to three times the crossing time.

Ideally the worst case time to the destination should be less than the nominal time for the road journey via Newport. If this time is assumed to be 24 minutes the crossing time should, therefore, be less than 8 minutes – equivalent to 3.75 crossings per hour. Clearly if crossing times routinely exceed this 8 minute threshold vehicle drivers will be less inclined to queue to use the floating bridge.

Considering the data for average timings, table 1 shows that the items with the most significant impact on crossings per hour are:

1. The transit time
2. The delay to departure after boarding complete
3. The combined vehicle boarding and offloading time

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<sup>6</sup> The average number of cyclists in this data set is less than 1.2 per crossing and under the current procedures all cycles clear the slipway quickly

## Floating Bridge 6 Operations Review

Using the average time of 12 seconds per car for the combined boarding and offloading time and an average FB6 transit time of 3 minutes 23 seconds, the number of crossings per hour under current operations varies between 2.7 and 3.4. (Operating at capacity and at average loading).

Reducing the delay to departure after boarding complete from the current average of circa 2 minutes 30 seconds to a “best case” 1 minute would improve these figures to between 3.1 and 4.0 crossings per hour.

A tentative comparison set of values for FB5 is included in Table 1, although very little concrete data is available in the public realm so the values shown should be treated with caution, subject to validation if data are available from other IWC sources.

In the case of FB5 it appears the Medina transit could be completed comfortably in 2 minutes. With a number of assumptions as set out in table 1 for other timings the number of crossings per hour at capacity would be 4.26 and 5.5 at an assumed average loading of 7 vehicles.

The Final Business Case dated 21 September 2018 presents an average of 4.5 crossings per hour for FB5<sup>7</sup>. This is consistent with the findings shown in Table 1. The requirement for FB6 is set at 5 crossings per hour. Clearly this is not currently being met.

### 6 Interim Conclusions

1. The average number of crossings per hour required to deliver a minimum level of service is 3.75.
2. The average number of crossings per hour under current operations for FB6 is 3.4
3. The analysis suggests that a 20% improvement to an average of 4 crossings per hour would be achieved by preparing FB6 for departure as soon as the last passenger has boarded<sup>8</sup>.
4. In order to approach the business case target of 5 crossings per hour using the best case scenario under current operational procedures the transit time would have to reduce to circa 2 minutes. This is probably not achievable with FB6 as currently configured.
5. Alternatively, if segregation of foot passengers, cyclists, and vehicles can be implemented then average loading and unloading times could be improved by circa 1 minute, meaning that an average of 5 crossings per hour could be delivered if an average transit time of 3 minutes could be achieved.

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<sup>7</sup> Page 37. Table titled “Revised Business Case – SRTM Assumptions for FB6 (Do Something)

<sup>8</sup> It may be that greater control of queuing passengers is required to prevent late-comers delaying the raising of the ramp.

### 7 Proposed Additional Work Package – Ramp Transition Angle Review

#### 7.1 Overview

While reviewing the video captures to gain an understanding of the factors determining the number of crossings per hour several examples of a problem with the loading and unloading of vehicles at very low tides became apparent.

3S decided to trial the loading of a vehicle onto FB6 at an extreme state of the tide. This confirmed that under certain conditions adoption of a direct loading path presented a transition angle between the vessel loading ramp and concrete ramp that challenged even the 3S 4WD off-road vehicle designed to accommodate unusually large approach and departure angles.

Private cars plainly need to take a less direct course in order to avoid grounding, which can significantly slow loading and unloading, particularly in the event of a grounding resulting in vehicle damage.

It is noted from diagram reference BCP/J/10384/00<sup>9</sup> super-imposing the dimensions of FB6 on FB5, that the loading ramp hinges of FB5 are significantly closer to the waterline than those of FB6. Hence, FB5 could achieve a much smaller transition angle between the vessel loading ramp and concrete slipway than FB6.

The relative disadvantage of FB6 is then further increased at states of the tide where it might be obliged by its greater draught to berth further from the water line, particularly if there is a change in slope of the concrete slipway.

Clearly this is a problem that attracted a lot of early bad press and we understand it has been mitigated to an extent, albeit we suspect that more than a few drivers instead drive around rather than risk damage. However, if the problem can be further mitigated then it can only improve public perception.

Accordingly, the recommendations set out at Section 7.2 are tabled for consideration by IWC

#### 7.2 Recommendations

1. 3S to interview the operating staff to establish whether the impediments to loading and unloading vehicles at extremes of tide are sufficiently significant, particularly noting the impact on loading /unloading times.

If the impediments are significant, then:-

2. Identify all contributory factors, including:-
  - a. Berthing constraints at extremes of tide and consequent operating regimes
  - b. The value of transition angle at which loading problems become significant
  - c. The reasons for variation of transition angles at various states of tide

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<sup>9</sup> Included in the document pack provided by IWC by email dated 16 July 2023

## **Floating Bridge 6 Operations Review**

3. Draw up a task specification for the recruitment of a data logger to determine whether resulting revenue loss and user inconvenience is sufficiently significant to warrant further study.
4. If further study is warranted, then set out in concept possible operational and engineering solutions for consideration.
  - a. One potential means of reducing the transition angle is by increasing the lengths of the loading ramps, such as presently fitted to the Sandbanks vessel.

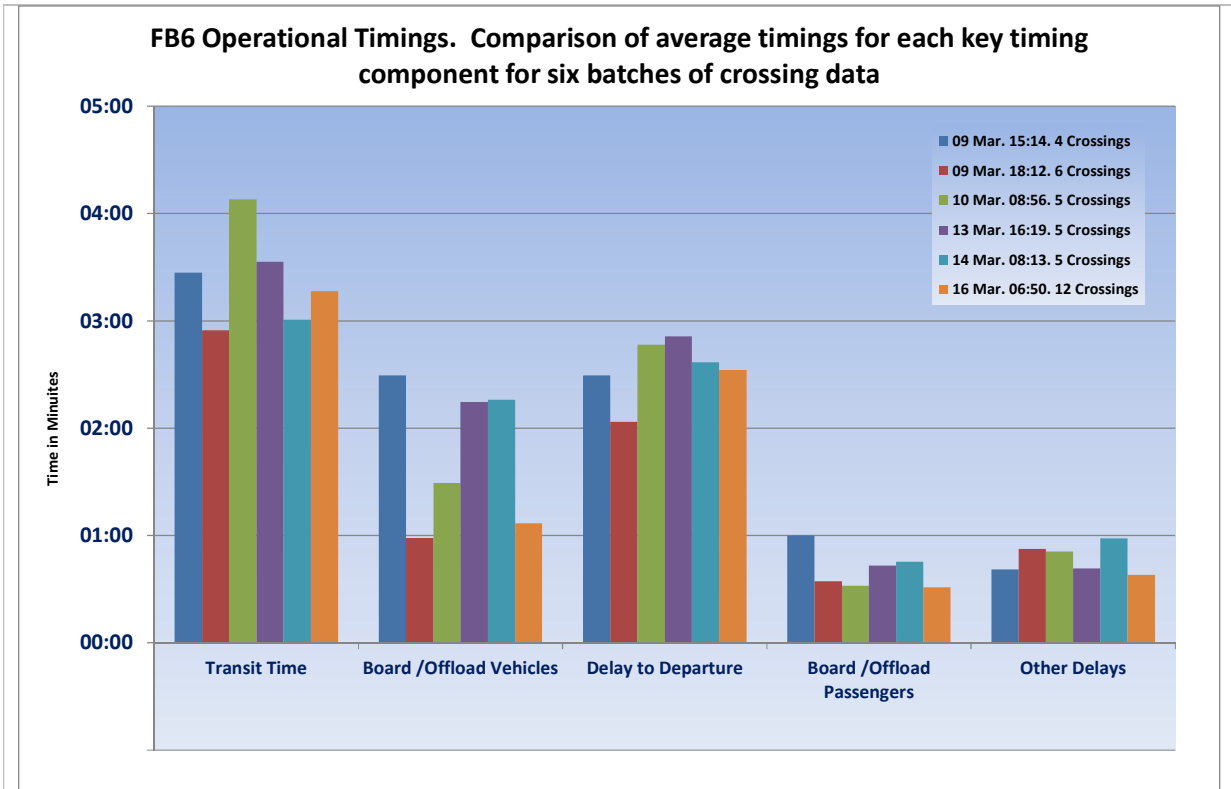


Chart 1

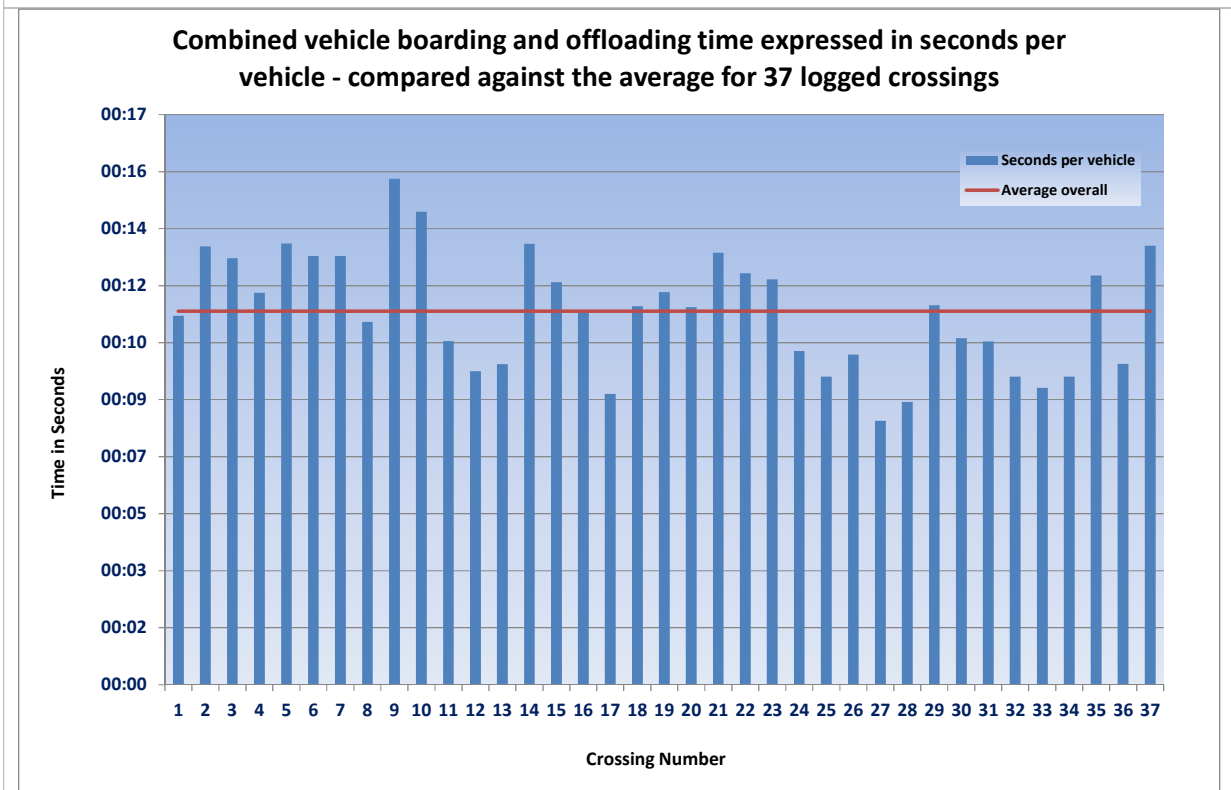


Chart 2

# Floating Bridge 6 Operations Review

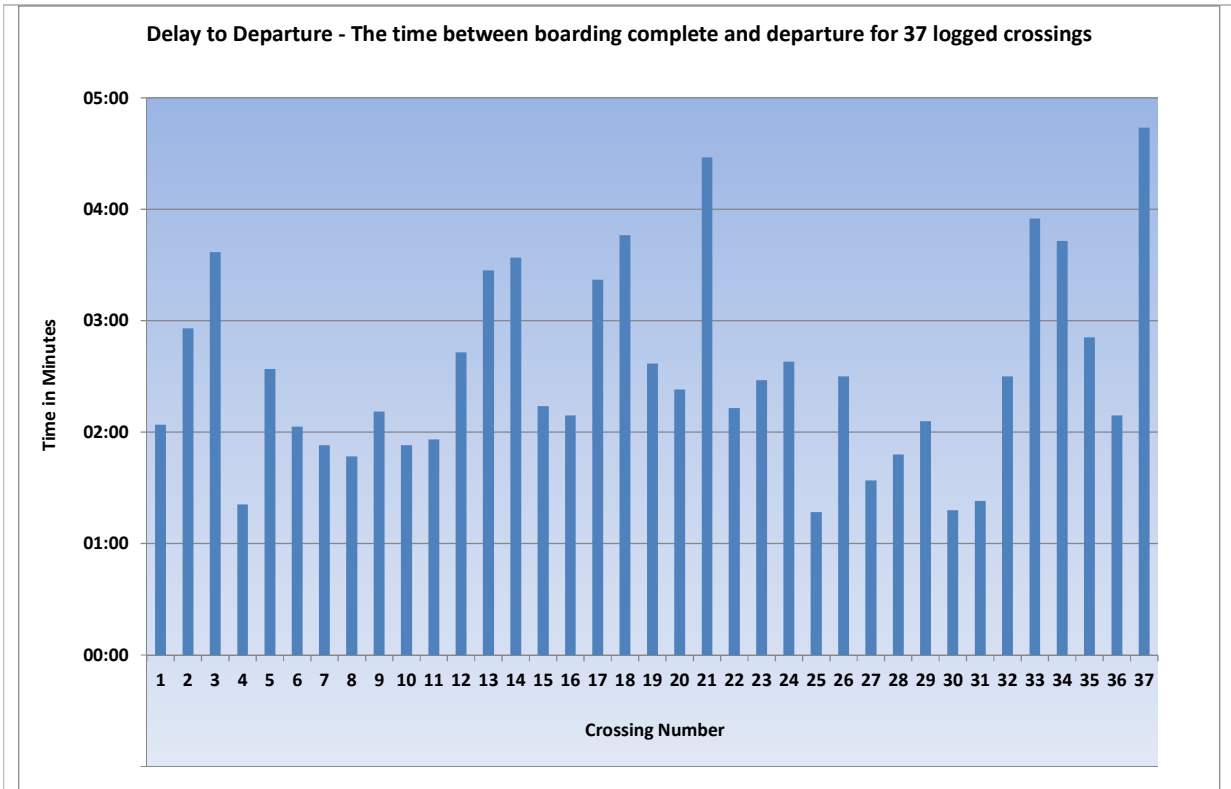


Chart 3

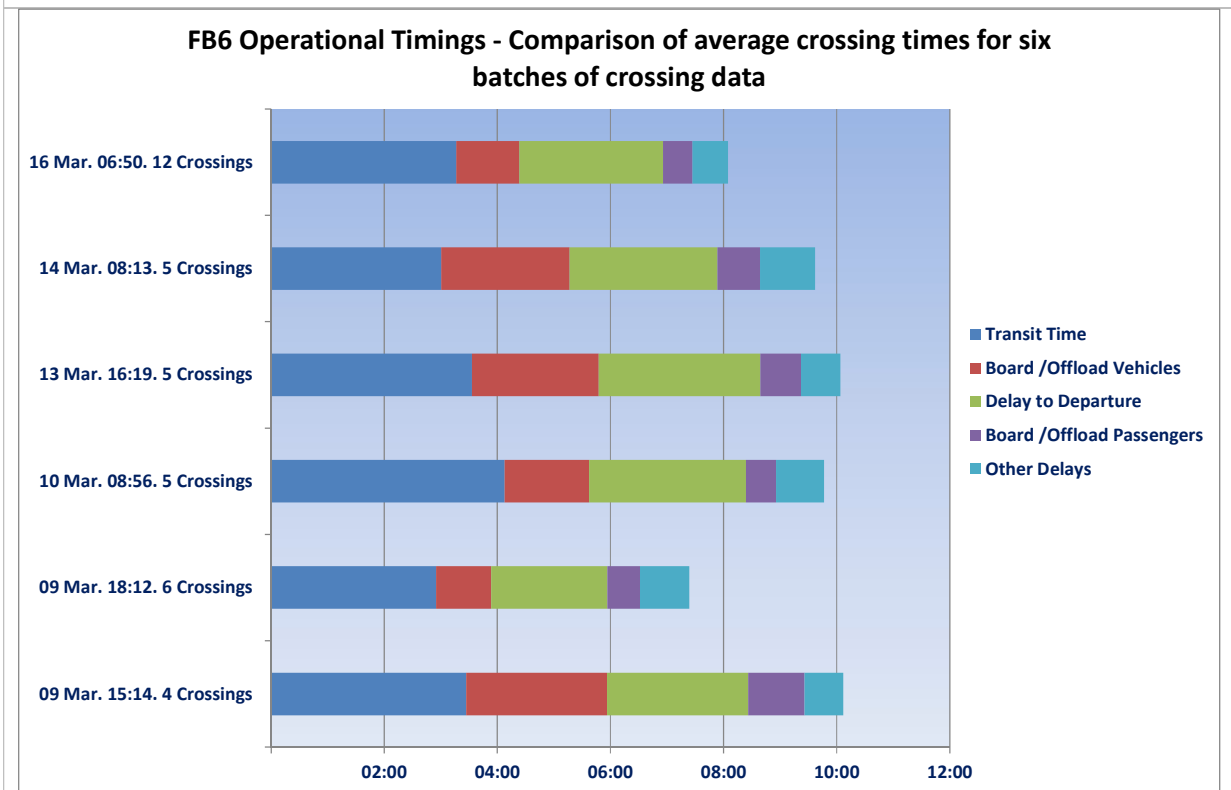
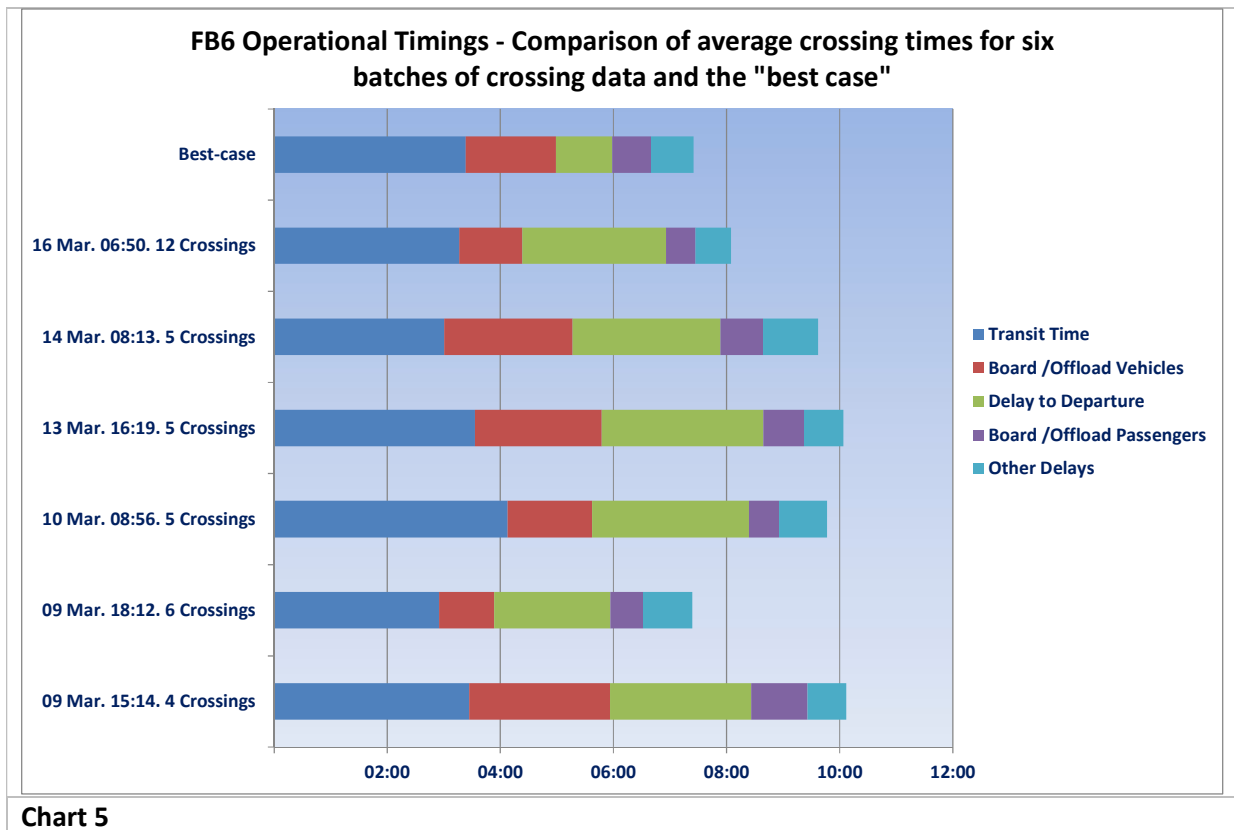


Chart 4

# Floating Bridge 6 Operations Review





Measure	FB6				FB5		Comments
	Current		"Best Case"		Estimated		
	Capacity	Average	Capacity	Average	Capacity	Average	
Vehicles carried	19	8	19	8	15	7	
Vehicle board /offload	03:48	01:36	03:48	01:36	03:00	01:24	12 seconds per car
Turnaround	00:23	00:23	00:23	00:23	00:23	00:23	Turnaround time is a characteristic of the approach road arrangements rather than the vessel
Passenger board /offload	00:41	00:41	00:41	00:41	00:41	00:41	Whilst boarding times will vary as a function of the number of passengers, average boarding times are also strongly influenced by the operating procedures which allow bunching of passengers on the slipway prior to boarding and on the vessel at the exit gate prior to offloading. Timings may have been longer on FB5 due to the tighter spacing, but perhaps not substantially so?
Delay to departure	02:30	02:30	01:00	01:00	00:30	00:30	This time would probably have been shorter on FB5 due to the shorter distance to the drivers cab?
Transit time	03:23	03:23	03:23	03:23	02:00	02:00	Based on measured averages for the current FB6 figures and small numbers of observations for FB5
Delay from completion of vehicle boarding to commencement of passenger boarding	00:11	00:11	00:11	00:11	00:11	00:11	Essentially the time for the first passenger to walk down the slipway from the waiting point to the loading ramp.
Delay from completion of passenger offloading to commencement of vehicle offloading	00:11	00:11	00:11	00:11	00:11	00:11	Essentially the time for the last passenger departing the loading ramp to clear the slipway.
<b>Overall crossing time</b>	<b>11:07</b>	<b>08:55</b>	<b>09:37</b>	<b>07:25</b>	<b>06:56</b>	<b>05:20</b>	
Crossings per hour	2.7	3.4	3.1	4.0	4.3	5.6	
Vehicles per hour	51	27	59	32	65	39	
Worst-case waiting time	22:14	17:50	19:14	14:50	13:52	10:40	
Worst-case time to destination	33:21	26:45	28:51	22:15	20:48	16:00	



**APPENDIX 6**

Cost Benefit Analysis

Draft

# Cost Benefit Analysis for the Deployment of an Additional Staff Position to improve FB6 Crossing Frequency

## 1 Client Requirement

IWC has instructed 3S to prepare a cost benefit analysis for the possible deployment of additional staff to improve FB6 crossing frequency.

Under current operating procedures there is a significant delay to departure once boarding of vehicles, cycles, and passengers is complete. This delay arises in large part because the Master stays on the vehicle deck until boarding is complete and then raises the loading ramp using the control panel adjacent to the ramp before walking up to the pilot house. IWC has requested that 3S undertakes a review to determine whether it would be beneficial to introduce an additional staff position such that the Master could remain at the pilot house at all times and be ready for an immediate departure from the slipway once boarding is complete. This would allow more crossings per hour to be operated with a potential increase in revenue. This report provides an assessment of the potential increase in revenue and whether that increase would justify the costs of introducing an additional staff position.

The report also considers the opportunities for changes to operating procedures which may offer a more cost effective solution to delivering additional revenue.

The report takes as its point of reference the FB6 Operations Review report produced by 3S dated 30 June 2023. As previously, the term “crossing time” refers to the overall duration for a single crossing between East Cowes and West Cowes or vice /versa. The term “crossings per hour” refers to the number of crossings per hour starting from either East Cowes or West Cowes. To clarify, a crossing time of 10 minutes would equate to 3 crossings per hour.

## 2 Current Operations

Chart 1 is based on the chart included in the earlier FB6 Operations Review report showing the delays to departure observed for each of the 37 crossings studied for the review. A dotted line has been added to highlight the minimum delay to departure:- 1 minute 13 seconds, (73 seconds).

Table 1 provides an extract of the data presented in the FB6 performance review which derived an average crossing frequency of 3.36 return crossings per hour under current operating procedures. The average delay to departure observed for the 37 crossings was 2 minutes 30 seconds.

Table 1 shows that the average crossing frequency can be improved from 3.36 to 3.93 if the delay to departure is set as the minimum observed time, (73 seconds). In principle there is no reason why all crossings cannot achieve the same, or a similar, delay time so this value of 73 seconds is used as the baseline in this report for any improvements calculated for the cost benefit analysis.

Table 2 provides a detailed breakdown of the 73 second delay to departure for the crossing in question. (The 09:00 departure from West Cowes on 14 March 2023). Note that the first

## Cost Benefit Analysis for the Deployment of an Additional Staff Position to improve FB6 Crossing Frequency

phase of ramp raising is controlled by the rams acting around the deck hinge point while the second phase is controlled by the lifting chains.

### 3 Operations with the Master at the Pilot house throughout

The delay to departure could be reduced if the Master were at the pilot house when passenger boarding is complete. This could be achieved by introducing an additional staff position to undertake the duties currently performed by the Master on the vehicle deck, notably assisting with vehicle loading and taking responsibility for raising the loading ramp prior to departure using the control panel adjacent to the ramp.

On the basis that the additional staff position would be assuming some of the duties previously assigned to the Master it is assumed that this position would be appointed as a Floating Bridge Officer at Grade 6 – in common with the positions of Master and Mate.

It may be feasible to define the duties assigned to the additional Officer differently if safe working can be assured with the Master taking responsibility for raising the ramp prior to departure using the control panel in the pilot house<sup>1</sup>. If raising the ramp from the pilot house is deemed acceptable, the precise nature of the duties to be assigned to the additional Officer depends on the sightlines from the pilot house:-

- a. If the sightlines from the pilot house are adequate for the Master to take the decision on when to raise the ramp then the duties of the additional Officer can be fully focused on assisting with operations on the vehicle deck.
- b. If the sightlines are not sufficiently good then the duties would additionally include the responsibility to stand by the ramp and communicate to the pilot house that the ramp can safely be raised.

In either case the introduction of the additional Officer would allow the Master to remain at the pilot house throughout, (or to make short visits to the vehicle deck to carry out any necessary inspections, returning to the pilot house comfortably in advance of the completion of passenger loading).

If the Master were at the pilot house throughout then all preparations for departure could be completed well before passenger boarding is complete. With reference to table 2 the delay to departure after passenger boarding complete could, therefore, be reduced to 28 seconds if the vehicle gates were closed as the last passenger boarded. 28 seconds being the sum of:-

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<sup>1</sup> This should be consistent with the Master controlling the ramp from the pilot house on arrival, initially by partial lowering of the ramp approximately one minute out from the slipway and then with full lowering to allow offloading once docked?

## Cost Benefit Analysis for the Deployment of an Additional Staff Position to improve FB6 Crossing Frequency

- The time to close the vehicle gates 12 seconds
- The time to raise the ramp 14 seconds
- The time between the vehicle gates being closed and commencement of ramp raising 2 seconds

Table 3 shows an alternative set of timings based on the vehicle gates being closed as soon as the last vehicle has boarded, (rather than waiting until all passengers have boarded). In this scenario the delay to departure could be reduced to the time to raise the ramp. In this case 14 seconds<sup>2</sup>.

Pending review of the full findings of this report 20 seconds is proposed as a more cautious value for the delay to departure, likely to represent a reasonable average duration across the range of expected operating scenarios and not overly optimistic for use in a practical cost benefit analysis. A figure of 20 seconds also provides for closure of the vehicle gates to be delayed slightly to allow for any cyclists to complete boarding.

Table 4 shows the improvement in return crossings per hour from 3.93 to 4.44 which could be achieved by reducing the delay to departure to 20 seconds. i.e. an improvement of 0.51 crossings per hour.

#### 4 Potential Additional Revenue

Table 5 shows three sets of figures for the annual numbers of vehicles and passengers:-

1. Estimated figures derived from the average loadings observed for the 37 crossings described above and using the business case concept of the core 12 hour period<sup>3</sup> as set out in the June 2023 FB6 Operations Review report.
2. Actual figures logged for the twelve months commencing May 2022
3. Actual figures logged for the twelve months commencing May 2022 adjusted to account for periods of less than 100% availability.

The estimates are slightly higher than the actual figures for both vehicles and passengers but, encouragingly, the values are in close agreement.

Table 6 provides an estimate of revenue earned by FB6 using the adjusted logged numbers for vehicles and passengers and with assumptions on the proportion of saver and non-saver fares collected.

Arguably the greater part of any increase in revenue as a consequence of operating more frequent crossings will result from an increased number of vehicles as it becomes more attractive to use the service. It is unlikely that passenger numbers will increase significantly

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<sup>2</sup> Prior to arrival at the slipway the ramp is partially lowered while FB6 is in motion. Whilst it would perhaps be feasible to depart from the slipway on completion of the 1<sup>st</sup> phase of the ramp raising – thereby saving time – this option has not been considered since it would require the Master to deal with events both fore and aft.

<sup>3</sup> The 21 Sep 2018 Final Business Case at page 51 presents defines at page 41 the “core 12 hour period”.

## Cost Benefit Analysis for the Deployment of an Additional Staff Position to improve FB6 Crossing Frequency

from the established baseline, at least in the short-term. Hence the estimated increase in annual revenue from an average improvement of 0.51 crossings per hour against the current reference point of 3.36 crossings per hour can be calculated for vehicles as:-

$$£602092 \times (0.51 / 3.36) = \mathbf{£91,389}$$

This calculation assumes that average loadings can be maintained. This should be a conservative assumption given that average loadings are likely to increase over time for a more frequent service.

### 5 The costs of introducing an additional staff position

The following referenced extracts from the Isle of Wight Pay Policy dated March 2023 have been taken account of in arriving at an estimated cost for introducing the additional Officer position.

1. The annual salary for the required grade 6 position ranges from £22,777 at point A through to £24,054 at point E<sup>4</sup>.
2. Annual working hours are 1,633 per annum, full time equivalent<sup>5</sup>.
3. Core hours are determined by managers according to the specific needs of the service and will cover a period of 14 hours between 6am and 10pm. Work carried out within core hours is paid at plain time rates unless specified otherwise<sup>6</sup>.
4. Pension contributions. As scheme members, employees pay contributions and the council pays in the balance of the cost of providing accrued benefits after taking into account investment returns. Every three years, an independent actuary calculates how much the council should contribute to the scheme. The amount will vary, but the current level of contribution made by the council is 23.5 per cent<sup>7</sup>.
5. Shift Allowance. Plain time rates only apply to shifts whose start and finish times fall within designated core hours for the service<sup>8</sup>.

Table 7 provides a cost estimate using the above guidance for the Grade 6 salary mid-point C and based on two-shift working for 365 days per annum.

The calculation derives an hourly effective rate based on the sum of the salary, pension, and employer's NI costs apportioned over the FTE 1633 hours per annum. This rate is then applied to the two-shift working pattern which equates to 4380 working hours per annum. (The two shifts being 07:00 to 13:00 and 13:00 to 19:00 each day as advised by IWC).

The total additional annual cost is estimated at **£85,415**.

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<sup>4</sup> Ref Appendix A

<sup>5</sup> Ref Section 5.2

<sup>6</sup> Ref Section 5.2.

<sup>7</sup> Ref Section 5.17

<sup>8</sup> Ref Section 8.4

## Cost Benefit Analysis for the Deployment of an Additional Staff Position to improve FB6 Crossing Frequency

This assessment assumes the additional post is added to the FB6 Officer pool so no additional provisions need to be made for training, sickness, and absence.

### 6 An alternative scenario under modified operational procedures

If safe operating practice allows the ramp to be raised from the pilot house prior to departure then consideration should be given to modifying the current operating procedures and changing the duties assigned to the Master.

Currently the Master leaves the pilot house after arrival at the slipway and descends to the car deck to assist with vehicle unloading and unloading. This element of the procedure would remain.

Rather than waiting until all boarding is complete the Master could return to the pilot house on completion of vehicle boarding and prepare for departure. Having prepared for departure he would then be in a position to raise the ramp if passenger boarding had been completed by that point – or wait the short time until boarding was complete.

If the sightlines from the pilot house are not good enough to allow the ramp to be raised safely by the Master in isolation it would be necessary for the Mate to attend at the ramp for a short period of time following completion of boarding and to communicate with the pilot house to advise when the ramp can be raised.

Table 8 sets out the results from this possible alternative approach using the same durations presented in Table 2 for the elements which have to be considered in arriving at an overall delay to departure. The results are shown as a set of notional times which would have been logged had this procedure been adopted for the crossing in question:-

- The Master departs for the pilot house at 08:58:18 on completion of vehicle boarding
- While en route the vehicle gates are closed and passenger boarding commences
- Having taken 28 seconds to walk to the pilot house the Master takes a further 10 seconds to prepare for departure.
- For this sample crossing, by the time the Master has prepared for departure all passengers have boarded – by 08:58:47, taking 17 seconds to do so.
- Having checked boarding is complete the Master raises the ramp which takes 14 seconds
- FB6 is then ready to depart at 08:59:10.

The delay to departure once passenger boarding is complete for this sample crossing is 23 seconds. If the average duration of circa 20 seconds were used instead<sup>9</sup> the delay to departure once passenger boarding is complete would reduce to 20 seconds.

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<sup>9</sup> Ref table 1.



## Cost Benefit Analysis for the Deployment of an Additional Staff Position to improve FB6 Crossing Frequency

### 7 Conclusions

Scenario 1. The introduction of an additional Officer position to improve crossing frequency

- Under this scenario annual revenue increases to circa £91k but additional costs of circa £86k are incurred. This equates to a benefit cost ratio, (BCR), of 1.07.
- The expected BCR is not sufficiently attractive to recommend the introduction of an additional Officer post<sup>10</sup>.

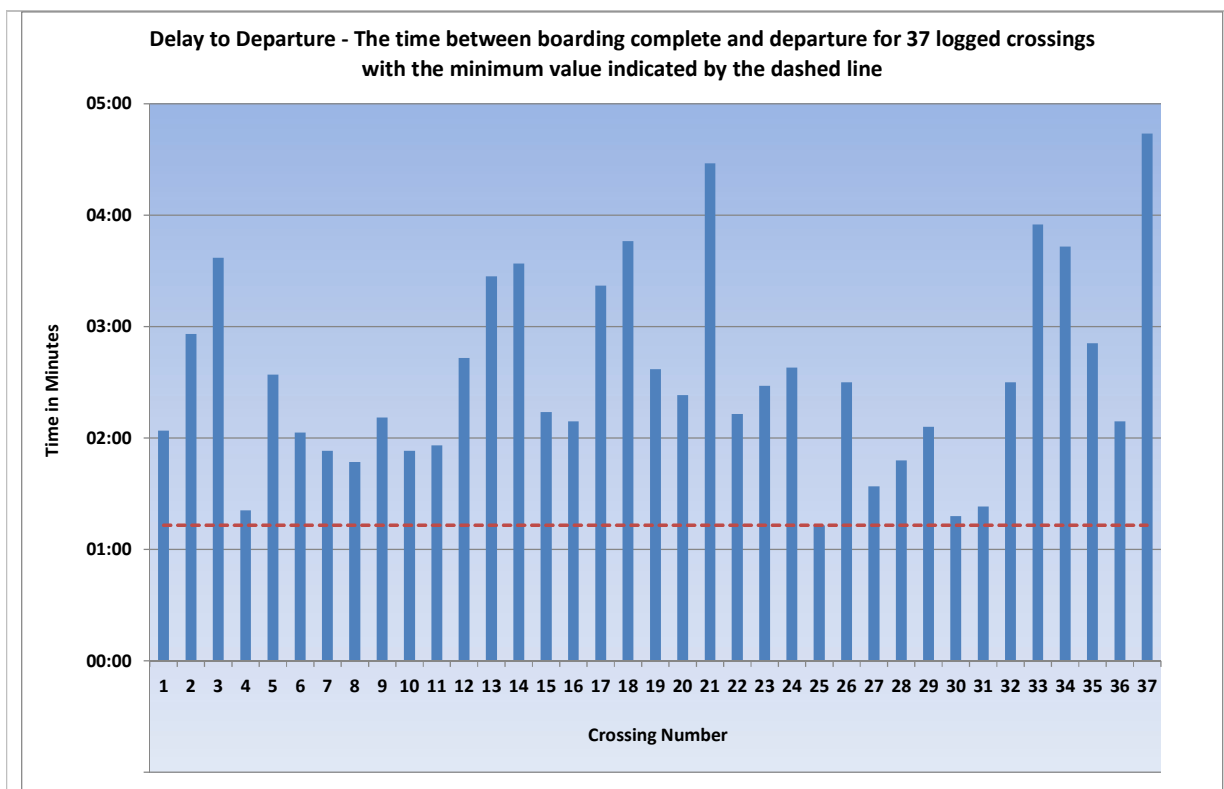
Scenario 2. Changes to the duties assigned to the Master

- If it is feasible to control raising of the ramp prior to departure from the pilot house then changes to the duties assigned to the Master as set out in section 6 above would deliver a reduction in the delay to departure similar to that achieved under scenario 1 above.
- To achieve the improved delay to departure time may require a small amount of time to be devoted by the Mate to raising the ramp - depending on the sightlines from the pilot house.
- Appendix 1 contains a set of three photographs taken from the upper passenger deck of FB6. The photographs looking east and west were taken from positions on the guard rail as close to the pilot house as possible. The actual sightlines from the pilot house will be better since the pilot house extends out over the car deck but the photographs nevertheless provide a useful view of the conditions under which the Master operates.
- If this scenario 2 can be implemented then similar improvements in annual revenue to those which could be achieved under scenario 1 could be expected; without the costs incurred by introducing an additional Officer post.

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<sup>10</sup> It may be that the additional; post could be introduced at a lower salary point than grade 6. However, even with a grade 1 point A salary the BCR only improves to 1.21.

## Cost Benefit Analysis for the Deployment of an Additional Staff Position to improve FB6 Crossing Frequency



**Chart 1 Delay to departure under current operations**

Measure	Units	Average Values	
		Current	Best-case
Vehicles carried	Number	8	8
Vehicle board /offload	Seconds	96	96
Turnaround	Seconds	23	23
Passenger board /offload	Seconds	41	41
Delay to departure	Seconds	150	73
Transit	Seconds	203	203
Delay vehicle board to passenger board	Seconds	11	11
Delay passenger offload to vehicle offload	Seconds	11	11
<b>Total</b>	<b>Seconds</b>	<b>535</b>	<b>458</b>
Overall crossing time	Minutes	08:55	07:38
<b>Crossings /hour</b>	<b>Number</b>	<b>3.36</b>	<b>3.93</b>

**Table 1 Crossings per hour under current operations**

**Cost Benefit Analysis for the Deployment of an Additional Staff Position to improve FB6 Crossing Frequency**

Event		Time	Durations	
Board Vehicles	Start	08:57:38		
	End	08:58:18		
Board Passengers	Start	08:58:30	00:00:17	00:00:12
	End	08:58:47		
Vehicle gates close	Start	08:58:54	00:00:12	00:00:07
	End	08:59:06		
Ramp raise	Start	08:59:08	00:00:14	00:00:02
	1st phase end	08:59:15		
	2nd phase end	08:59:22		
Master walks to pilot house	Start	08:59:22	00:00:28	00:01:13
	End	08:59:50		
Prepare to depart	Start	08:59:50	00:00:10	
	End	09:00:00		
Depart		09:00:00		

**Table 2 Detailed breakdown of the minimum observed delay to departure**

Event		Equivalent Times		Duration
Board Vehicles	Start	08:57:38		
	End	08:58:18		
Vehicle gates close	Start		08:58:18	
	End		08:58:30	
Board passengers	Start		08:58:30	
	End		08:58:47	
Ramp raise	Start		08:58:47	00:00:14
	1st phase end		08:58:54	
	2nd phase end		08:59:01	
Depart			08:59:01	

**Table 3 Breakdown of the delay to departure if the Master were at the pilot house throughout**

## Cost Benefit Analysis for the Deployment of an Additional Staff Position to improve FB6 Crossing Frequency

Measure	Units	Average Values			
		Current	Best-case	Target	Improvement
Vehicles carried	Number	8	8	8	
Vehicle board /offload	Seconds	96	96	96	
Turnaround	Seconds	23	23	23	
Passenger board /offload	Seconds	41	41	41	
Delay to departure	Seconds	150	73	20	
Transit	Seconds	203	203	203	
Delay vehicle board to passenger board	Seconds	11	11	11	
Delay passenger offload to vehicle offload	Seconds	11	11	11	
<b>Total</b>	<b>Seconds</b>	<b>535</b>	<b>458</b>	<b>405</b>	
Overall crossing time	Minutes	08:55	07:38	06:45	
<b>Crossings /hour</b>	<b>Number</b>	<b>3.36</b>	<b>3.93</b>	<b>4.44</b>	<b>0.51</b>

**Table 4 Crossing frequency improvement with a 20 seconds delay to departure value**

Class	Estimated values based on FB6 Performance Review				Logged totals	Adjusted Logged totals
	Average Loading	Return Crossings per hour	Operating Hours	Estimated annual totals		
Vehicles	8	3.36	12	235469	226000	231574
Passengers	11			323770		

**Table 5 Vehicle and passenger loadings**

## Cost Benefit Analysis for the Deployment of an Additional Staff Position to improve FB6 Crossing Frequency

Fares						
Car	Saver	£2.50				
	Non-saver	£3.00				
Passenger	Saver	£0.50				
	Non-saver	£1.00				
Class	Logged Annual Totals		Saver	Non-Saver	Weighted Fare	Annual Revenue
Vehicle	231574		80%	20%	£2.60	£602,092
Passenger	304000		80%	20%	£0.60	£182,400
						<b>£784,492</b>

**Table 6 Estimated annual revenue with 80% of fares being saver fares**

Employment Costs					FTE Hours	Hourly cost	Hours required	Total cost
Position	Salary	Pension 23.5%	NI 13.8%	Total				
<b>Grade 6</b>	£24,054	£5,653	£3,319	£33,026	1633	£20.22	4,380	<b>£88,582</b>

**Table 7 Additional costs**

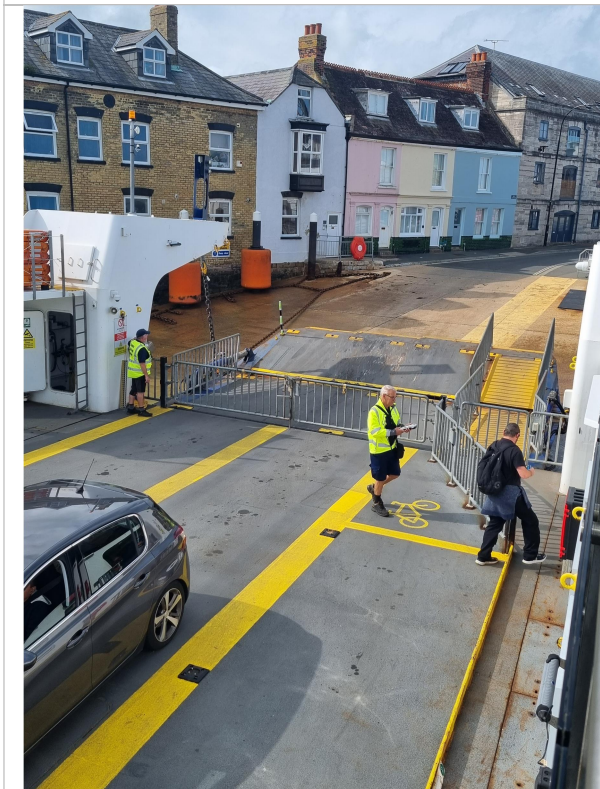
Event		Equivalent Times			Duration
Board Vehicles	Start	08:57:38			
	End	08:58:18			
Master departs for pilot house				08:58:18	00:00:23
Vehicle gates close	Start		08:58:18		
	End		08:58:30		
Board passengers	Start		08:58:30		
	End		08:58:47		
Master arrives at pilot house				08:58:46	
Prepare to depart	Start			08:58:46	
	End			08:58:56	
Ramp raise	Start			08:58:56	
	1st phase end			08:59:03	
	2nd phase end			08:59:10	
Depart				08:59:10	

**Table 8 An alternative operations scenario**

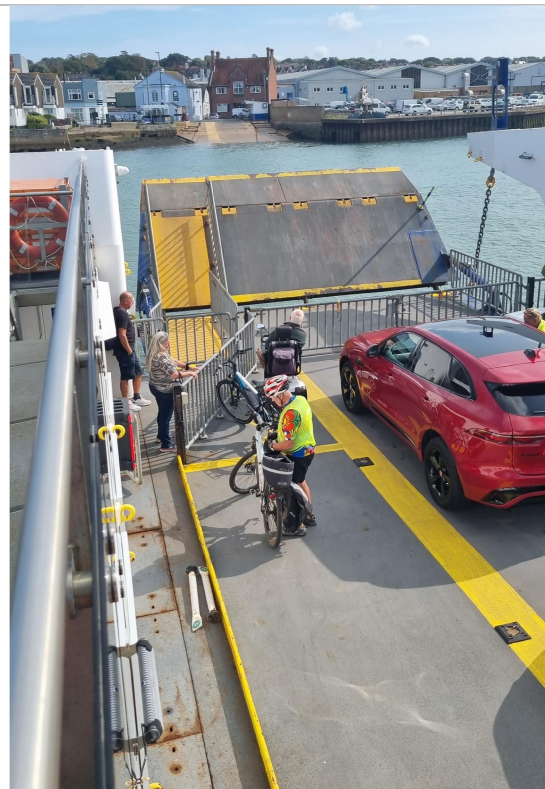
**Appendix 1 Photographs from the upper passenger deck on FB6**



**Photo 1 Pilot House**



**Photo 2 Looking West**



**Photo 3 Looking East**

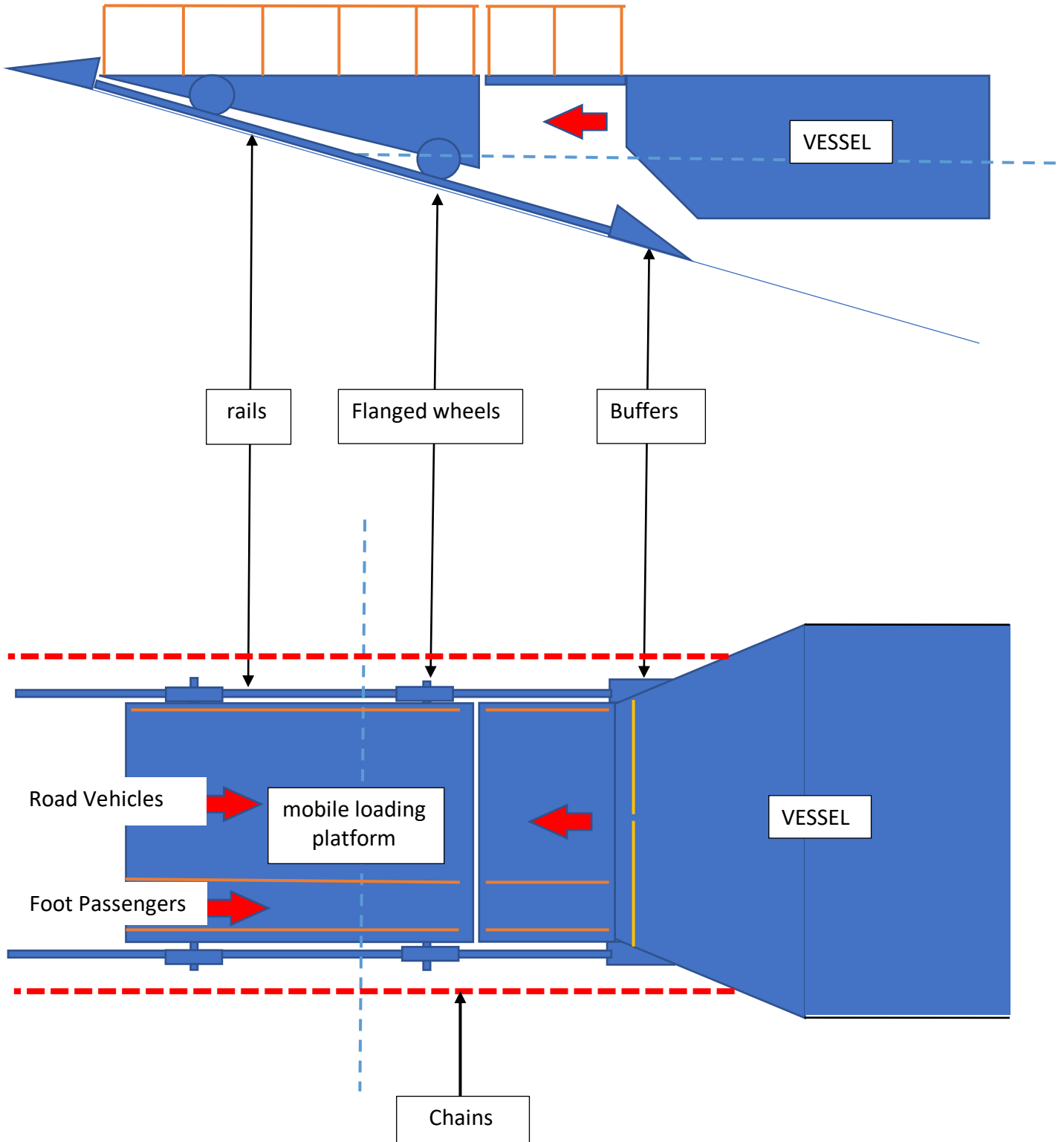
**APPENDIX 7**

**“Funicular” Loading Platform**

Draft

# FB7 - POSSIBLE INNOVATIVE DOCKING ARRANGEMENT

General arrangement sketch





## **APPENDIX 8**

Conventional Procurement Strategies for FB7

### **Appendix 8a**

Principles for purchase of new vessel by IWC

### **Appendix 8b**

Illustrative procurement timeline for purchase of a new vessel by IWC

## Floating Bridge 7 Procurement

### A. PURPOSE

This paper sets out a proposed high-level strategy for the procurement of a new floating bridge, (FB7), prepared against the background of continuous operational and maintenance problems experienced with FB6, on the premise that the replacement of FB6 represents the only cost-effective long-term solution.

### B. ASSUMPTIONS

- A chain ferry must continue to operate between Cowes and East Cowes as an integral part of a thriving local economy, serving the needs both of local businesses and residents.
- FB7 will feature a fully electrified drive train, probably powered by high-capacity batteries. Electric drive technology has advanced rapidly since commencement of design of FB6 and provides the most attractive and cost-effective option in terms of motive power, fuel efficiency, reliability, and routine maintenance requirements.

### C. FORM OF CONTRACT

Many of the problems that have arisen with FB6 can be traced back to a procurement strategy within which both the Designer and Builder were contracted under separate agreements, thereby giving rise to potential confusion of responsibilities that left considerable risk with IWC. In addition, IWC prescribed hardware characteristics that further compromised contractor accountability.

Accordingly, it is proposed that FB7 should be procured via a single design/build contract that places sole accountability for delivery on one contractor based upon a client specification that sets out only the client's minimum performance requirements. Such an approach is essential to avoid compromising contractor responsibilities, and to best protect IWC in the event problems materialise when FB7 is commissioned into service.

It is envisaged that standard IWC contract procedures will be followed, with tenders invited from a prequalified list of financially robust and technically competent organisations. It is recommended that as part of the prequalification process potential contractors be invited to submit their detailed assessments of the underlying causes of the problems experienced with FB6, and to compare and evaluate the different operating experience of FB5 and FB6, stating their conclusions. This process will allow IWC greater confidence in its identification of contractors best able to deliver FB7 to specification, time and budget.

### D. PERFORMANCE SPECIFICATION

The performance specification will set out the key operational requirements to be met by FB7. In this, the fundamental requirement is the total daily number of available vehicle and foot passenger movements between Cowes and East Cowes.

## Floating Bridge 7 Procurement

The contract specification for FB6 prescribed the vessel's physical carrying capacity for vehicles and foot passengers. The specified capacity required a significant increase in the longitudinal underwater profile of the vessel compared to FB5, thereby creating increased drag which compromised the operator's ability to maintain adequate depth of water over the chains in all tidal conditions. This has, in turn, necessitated the deployment of a push boat during extreme monthly tidal flows.

It is therefore proposed that the performance specification for FB7 should focus on the available capacity of the chain ferry system over a daily operating cycle, rather than the physical capacity of the vessel, including its ability to provide an adequate service at periods of peak demand. Temporal capacity will reflect the efficiency with which vehicles can be loaded and unloaded, and the vessel's average transit time. This will permit compliant offers for the delivery of smaller, lighter vessels able to satisfy capacity requirements within the range of tidal conditions at the operating location. Operations can then be optimised to meet demand through the day by increasing crossing frequency at peak times.

It is recommended that a localised, time-limited hydraulic survey be commissioned by IWC to provide bidders with broadly representative data as to the general range of conditions to be expected in operating a chain ferry at this location on the River Medina. The results of this survey will be provided as part of the Request For Proposals process, and the successful contractor will be required either adopt the survey at his own risk, or commission his own survey for his design of FB7.

Bidders will also be required to define and price any civil work to ramps and chain pits, if any, that it deems necessary in order to permit consistently successful landings and the avoidance of groundings in unexceptional conditions.

Table 1 sets out a number of topics which must be addressed in the composition of a full set of operational requirements. The list proposed is deliberately non-exhaustive on the understanding that an agreed set of quantified requirements will be produced as an early first step in the procurement process, ideally by consulting with a wide range of stakeholders.

Table 1 also sets out some of the secondary constraints, (those beyond the primary constraint addressed above relating to tidal conditions), which must be allowed for in the final design.

Balancing requirements and constraints is critical to overall success. Once the successful contractor has arrived at a conceptual design it will be possible to define the number of vehicles carried per crossing. This will dictate the optimum frequency of operation to meet the expected demand. However this frequency may have to be

## **Floating Bridge 7 Procurement**

reduced at certain times to deliver minimum disruption to other river traffic. On the other hand, inadequate frequency may result in unacceptable queuing times on the approach roads. Clearly consultation will be required once the contractor's conceptual design is complete to in order to define and agree the optimum solution.

### **E. OPERATION AND MAINTENANCE**

Bidders will be required to:

- provide full training for the operation and routine maintenance of the vessel and ancillary supporting systems.
- quantify and price all special maintenance tools and equipment and minimum spares holdings necessary for three years operation from date of delivery.
- provide a three-year routine maintenance schedule and state approximate intervals for the replacement and refurbishment of main components, stating current replacement costs

### **F. PROGRAMME**

Agreement must be reached on a target programme date for entry into service for incorporation in the prequalification invitation. An early assessment of schedule risks must be undertaken, (making use of experience gained with the procurement of FB6), to allow key dates to be advertised to the general public with a high level of confidence that they can be achieved or bettered.

**Table 1. Requirements and Constraints:- Topics for Consideration**

Requirements	Constraints
<b>Environmental</b>	
Noise reduction	
Carbon emissions reduction	
Energy efficiency improvements	
<b>Finance</b>	
Ticketing systems & pricing	Source of funding /affordability
Advertising opportunities	
<b>People Management /Health &amp; Safety</b>	
Incorporation of the relevant standards for chain ferry design and operation	
Staffing levels optimisation	Separation of foot passengers and vehicles
	Comfortable accommodation for foot passengers
<b>Operations</b>	
Vehicles carried per day	Impact on other river traffic
Foot passengers carried per day	Impact on highways traffic
Operating hours	
Crossing times	
Waiting times	
Maximum vehicle size /weight	
Maintenance scheduling	
Spares holding	
Minimum vehicle approach and departure angles at extreme tidal conditions	
<b>Technical</b>	
Electrical systems definition. (Including, as appropriate battery sizing and charging cycle assessment)	

### Illustrative procurement timeline for purchase of a new vessel by IWC

Task	Start	End	Months																																									
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40		
Form executive steering group	1	1	█																																									
Appoint procurement advisors (3S)	1	1	█																																									
Appoint Project Team	1	1	█																																									
Interpret procurement regulations for major capital purchase	1	2	█	█																																								
Define procurement strategy and general process	2	3		█	█																																							
Identify requirements for external technical advice and appoint advisors	2	3		█	█																																							
Prepare outline budget for internal and external supply costs	3	4			█	█																																						
Prepare procurement plan and detailed timeline	3	4			█	█																																						
Prepare schedule of key performance criteria	3	6			█	█	█	█																																				
Prepare Performance specification	4	7			█	█	█	█																																				
Updated business case review and sign-off	7	8					█	█																																				
Prepare pre-qualification criteria for FB7 design/build companies	7	9					█	█	█																																			
Advertise for or approach potential FB7 design/build companies	7	9					█	█	█																																			
Advertise or approach suppliers of key sub-systems for FB7 (e.g. electric drives)	7	9					█	█	█																																			
Commission limited hydraulic survey of tidal flow at operating site	7	9					█	█	█																																			
Interview and appraise potential suppliers of identified critical sub-systems	7	9					█	█	█																																			
Prepare prequalification invitation for design/build contractors	7	9					█	█	█																																			
Prepare terms and conditions for design and supply of FB7	7	9					█	█	█																																			
Issue prequalification invitations and receive responses and select potential bidders	10	11								█	█																																	
Prepare RFP including hydrological data and nominated potential suppliers.	9	11								█	█	█																																
Receive and evaluate bids	11	13									█	█	█																															
Request additional data from short listed contractors (incl. computer models)	13	15										█	█	█																														
Negotiate design build/contract	15	16											█	█																														
Conceptual design	16	19											█	█	█																													
Conceptual design review and approval	17	20												█	█	█	█																											
Detailed design	20	25													█	█	█	█	█																									
Detailed design review and approval	21	27														█	█	█	█	█	█																							
Build	27	35																				█	█	█	█	█	█	█	█	█														
Deliver and Commission	35	37																																					█	█	█			
Trial running, operator training, initial operations	37	40																																									█	█
Final handover	40	40																																										█

## **APPENDIX 9**

Lease of vessel or sale of a license to design build own and  
operate (DBOO)

Draft

### Cowes Floating Bridge

#### Design, Build, Own, Operate (DBOO) Procurement Model

##### General principles

Prospective Licensees will tender for payment of a fixed basic fee for provision by the Isle of Wight Council (the Licensor) of a licence to operate a replacement vessel, (FB7), of the Licensee's design, supply, ownership and operation for a pre-defined period, according to a performance specification defined by Isle of Wight Council.

The Licensee's responsibility will, at his own cost, include the supply or procurement and maintenance of all shore facilities required for the operation of the service and, in the event of electrification, shore distribution and/or battery charging facilities.

IWC's objective is to transfer the responsibility, cost and risk of operating the service to the private sector without incurring the loss of control and profiteering often associated with the privatisation of public services.

In this model, IWC therefore prescribes the service frequency, fare structure, maximum fares and operating requirements it believes necessary to best serve the public and local economy, and the Licensee bids to operate the system within these constraints in return for a licence fee.

Thereafter, it is in the Licensee's interest to maximise the attractiveness and availability of the service in order to build revenues, recognising that consumers can alternatively drive to Cowes, thereby negating monopoly pricing and encouraging the Licensee to reduce price to a level that maximises overall revenue.

However, should the Licensee succeed in building revenues to unforeseen levels, an 'anti-embarrassment' provision enables IWC to share in this commercial success.

A major benefit of this model to IWC is that the compensation previously secured in respect of the under-performance of FB6 can be largely retained, together with the resale value of FB6, which could operate quite successfully in a less tidal environment, bearing in mind the very many cable and chain ferries operated around the World.

*(See attached list of currently operating cable and chain ferries)*



### A. Bidding Process

The bidding process will be in two phases:

1. Prequalification to bid for the Design, Build, Ownership and Operation of Floating Bridge 7
  - Applications for prequalification to be based upon a draft performance specification and contract structure
  - Adjudication will consider applicants' relevant capability and financial status
2. Firm priced bids against a final performance specification and contract structure
  - IWC will offer a licence to operate FB7 for 25 years.
  - Bidders must offer a compliant main bid, and may also offer additional, alternative non-compliant bids
  - Alternative bids may, for example, propose variations to
    - Licence period
    - Performance criteria
    - Commercial terms
  - For fully compliant bids, financial adjudication will focus firstly on the licence fee offered by the Bidder (subject only for adjustment for inflation according to a formula set out in the enquiry).
  - IWC will not be bound to accept the highest license fee, or any bid.

### B. Performance and operational specification

IWC will prescribe only key characteristics and operating criteria, rather than vessel dimensions, constructional materials or technical specifications.

The Performance Specification will prescribe:

#### 1. Service requirements

- Annual availability (maximum number of daily cycles lost due to outages for repairs, surveys, approvals and routine maintenance)
- Service Hours per day
- Minimum number of return crossings per hour
- Minimum number of return crossings within a daily operating cycle
- Maximum return journey cycle time
- Vessel capacity (minimum number of vehicles and foot passengers)
- Maximum vehicular access constraints (approach and departure angles)

#### 2. Environmental criteria

- Maximum permitted noise level
- Maximum permitted daily emissions

#### 3. Safety requirements

- Minimum clearance over chains at specified states of the tide
- Easy passenger egress from vehicles in emergency conditions
- Physical segregation of vehicles and foot passengers

#### 4. Fare structure and fare levels

IWC will specify fare structure, and maximum fares to be charged for vehicles and foot passengers during the first 12 months of operation, thereby freeing the licensee free to reduce fare levels in order to increase demand to the point where and overall revenues are maximised.

Thereafter, at each anniversary, fares may be adjusted for inflation to the maximum calculated by application of an agreed formula reflecting national inflation indices.

#### 5. Required Availability

- **Operating hours**
  - Mon - Sat = 5am until 12.30am = 19.5 hours a day
  - Sun = 6.30am until 12.30am = 18 hours a day
  - Average number hours per day = 19.29 hours
- **Service requirement** 6 return journeys per hour
- **Routine annual servicing outages maximum of** 15 days per annum

### C. Parties obligations and responsibilities

#### 1. Licensee's responsibilities

The Licensee will:

- Validate and adopt at his sole risk all criteria specified and information supplied by IWC for incorporation in his design of a vessel fit for the intended purpose and duty.
- Validate and adopt at his sole risk all environmental and climatic data obtained from third party sources or agencies.
- Validate and adopt at his sole risk all statistical information supplied by IWC concerning the patronage and revenues achieved by the existing and previous vessels.
- Accept full responsibility for any and all changes in operating conditions and other circumstances impacting achievement of performance criteria
- On or before commencement of commissioning of the vessel the Licensee will:
  - accept the transfer of all IWC operational personnel according to the Transfer of Undertakings (Protection of Employment) Regulations (TUPE) in order to protect employees against any loss of rights and benefits by reason of their transfer.
  - employ or compensate former IWC employees in accordance with TUPE regulations.

#### 2. IWC's responsibilities

IWC will have no ongoing obligations to the licensee for the operation of the facility

### D. Breach of terms of licence

#### 1. Non-critical breaches

In the event of temporary failure to achieve non-critical contracted performance criteria during any daily operating cycle the Licensee will pay prescribed penalties to IWC.

Non-critical failures will include temporary reductions in:

- frequency
- capacity
- availability

Provided that the Licensee will be excused service interruptions resulting from agreed instances of Force Majeure.

#### 2. Critical breaches

In the event of failure to achieve critical performance criteria the service will be suspended pending resolution, and the Licensee will pay contracted penalties for each day the service is not available.

The Licensee will also make his best endeavours to provide at his own cost adequate alternative facilities for foot passengers at no greater fare.

Critical failures will include non-achievement of:

- Environmental criteria (e.g. emissions, noise)
- Safety standards (in contravention of specified criteria or statutory regulations)
- Minimum chain depth
- Safety criteria

#### 3. Fundamental Breach

In the event the Licensee fails to resolve non-critical or critical failures within a period of, say, 90 days, IWC will have the right to serve notice of termination.

In this event the Licensee will pay liquidated damages for breach for each day the service remains unavailable pending re-commencement of a compliant service by IWC or another Licensee appointed by IWC.

### E. Calculation of Licence Fee

The Licensee will propose a fixed annual license fee based on his sole assessment of:

- Capital costs
- Servicing and maintenance costs
- Operating costs
- Revenue secured from vehicle and passenger traffic at contracted fare levels
- Environmental and operating conditions.
- Any and all contingent risks, costs and liabilities

Plus, the Licensee's requirement for Overhead and Profit.

IWC will provide any requested and available historical cost and revenue statistics in his possession, and free access to the provider of any Computerised Fluid Dynamics models, but the validity and interpretation of this information and any predictions as to increases in passenger demand will be at the sole risk of the Licensee.

The License Fee will be adjusted annually for inflation coincident and commensurate with formulaic adjustments to fare levels.

### F. Anti-embarrassment provision

In the event that annual revenues in any year exceed an agreed threshold level, for each increment of annual revenue in excess of this level the Licensee shall pay IWC a supplemental fee equal to the percentage increase of Actual Revenue over Threshold Revenue x Annual Licence Fee x an agreed uplift factor, adjusted for inflation incurred since date of contract by reference to the fares escalation formula. i.e. (ignoring cost escalation).

$$\frac{AR - PR}{PR} \times 100 \times AF \times UF$$

Where

AR = Actual Revenue

PR = Prescribed Threshold Revenue

AF = Annual Licence Fee

UF = Uplift Factor

To the extent the Uplift Factor is less than 1, the Licensee has additional incentive to grow revenues.

#### Worked example:

AR = £2,000k

PR = £1,000k

AF = £200k

UF = 0.5

$$\text{Supplemental Fee} = \frac{£2000k - £1000k}{£1000k} \times £200k \times 0.5 = £100k$$

So, in this example the total License Fee payable for the year in question would be £300k.

In the event that, in any one year, AR is equal to or less than PR, the Licensee receives for that year only the contracted basic fee plus calculated inflation.

### **G. Revenue model**

An indicative estimate of annual revenue has been prepared based in traffic recorded in the previous Floating Bridge from 2011 to 2016 in order to avoid accounting and correcting for disruption and consequent adverse impact of traffic between 2017 and 2023 resulting from technical issues and the pandemic.

Comparison of the average 2011 – 2016 traffic recorded in Appendix 2 with the histogram for May 2022 to May 2023 in Appendix 1 suggests a reduction of around 33% in vehicles carried from around 330,000 in 2011 to 2016 to around 220,000 in 2022/23.

Accordingly, the total annual revenue calculated in Appendix 5 reasonably assumes that, given also the general increase in traffic levels since 2016, revenues can be rebuilt to previous 2011-2016 levels.

On this basis the ongoing annual revenue of around £1,000 000 predicted in Appendix 5 might be considered both achievable and robust.

It will nevertheless be the sole responsibility of the Bidder to assess the traffic levels and revenue to be reflected in his bid.

The indicative ongoing revenue calculation, parameters and data base are contained in the following Appendices.

#### **Appendix 1**

FB6 Traffic from May 2022 to May 2023

#### **Appendix 2**

FB5 Traffic for years 2011 to 2016

#### **Appendix 3**

Impact of fare increases in demand and overall revenue 2006 to 2016

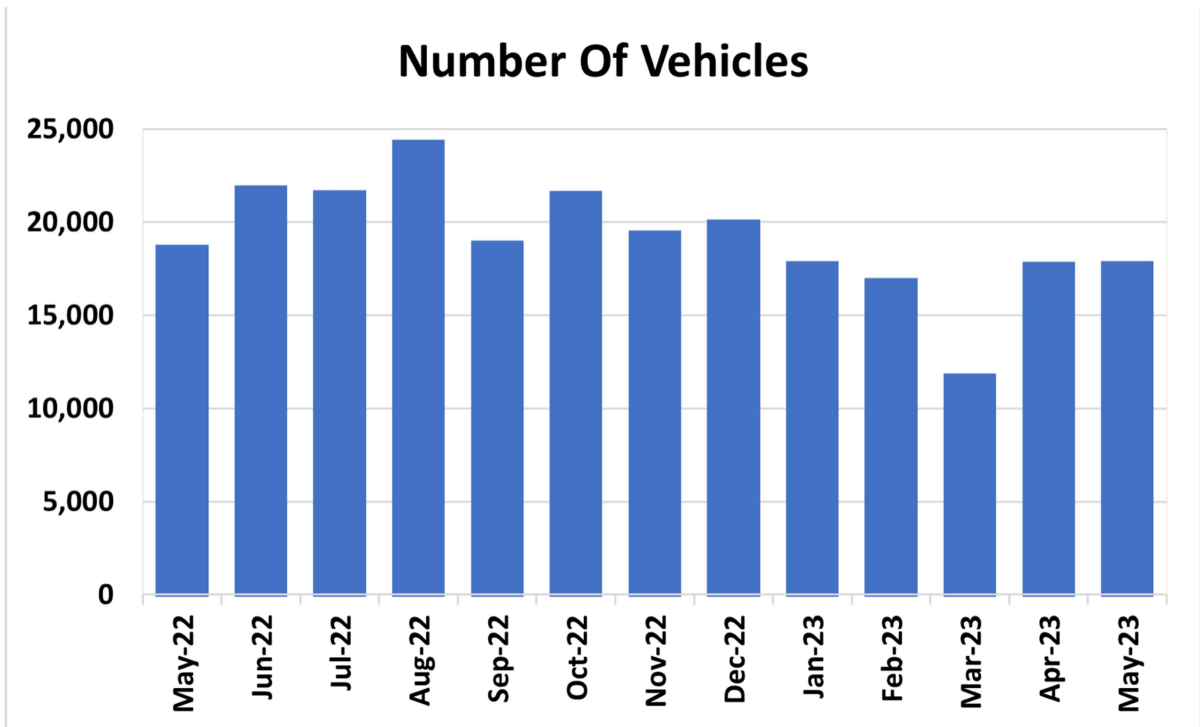
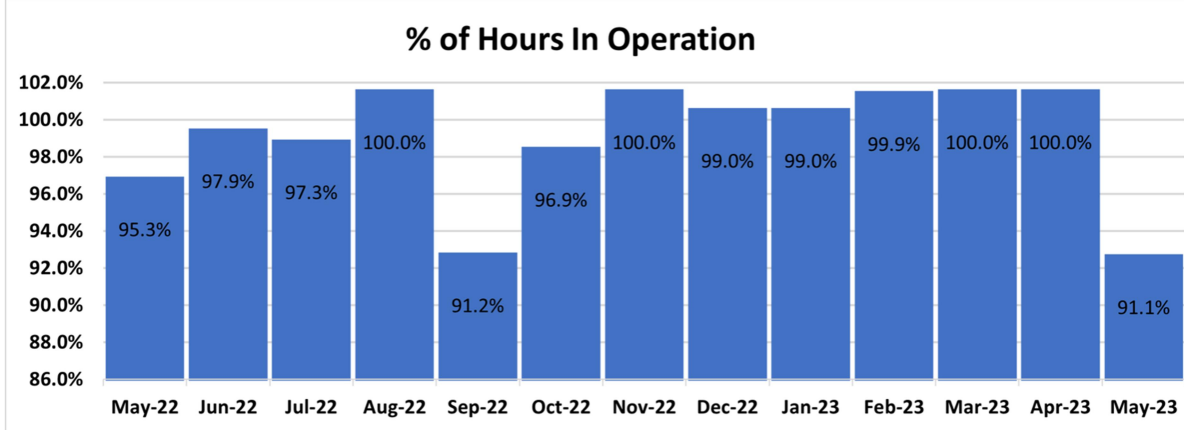
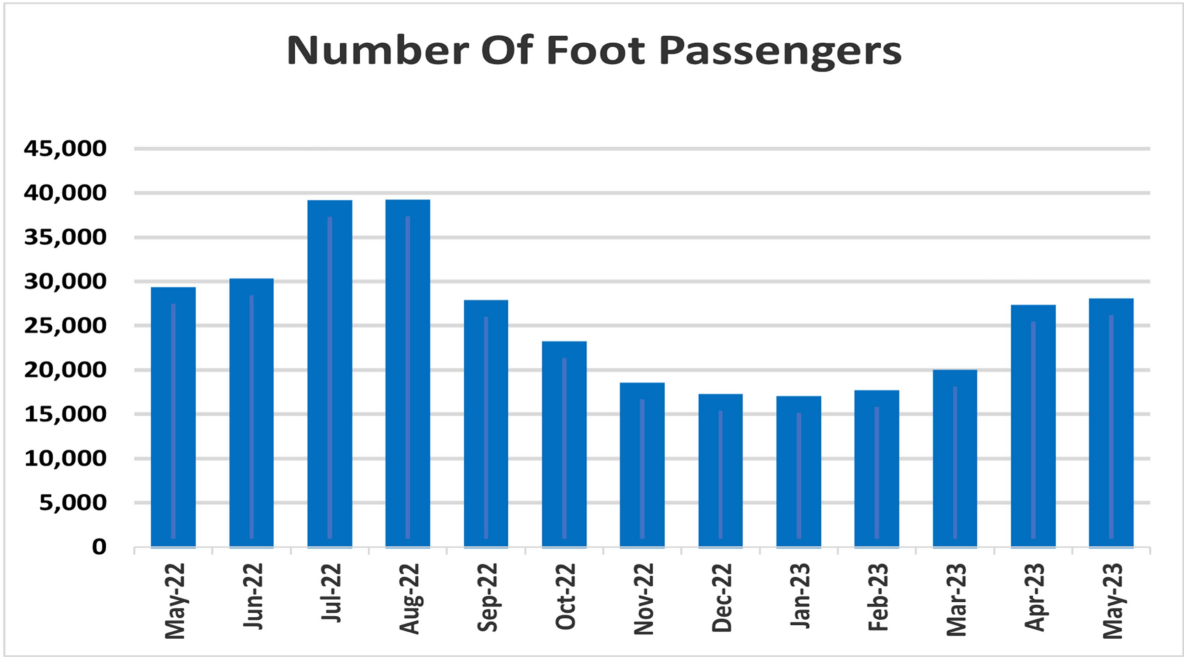
#### **Appendix 4**

Present (2023) fare structure

#### **Appendix 5**

Indicative annual revenue calculation based on 2011 – 2016 traffic and 2023 fares

**APPENDIX 1      FB6 Statistics May 2022 to May 2023**





## Appendix 2 - FB5 Traffic for years 2011 to 2016

Month	Cars	Disabled	Lorries	Lorries + trailer	Motorbikes	Large vans	Free travel
Jan-11	16507	408	9	0	174	1550	366
Feb	22383	669	20	0	252	2068	485
Mar	22041	519	16	0	331	2382	396
Apr	11497	50	5	0	208	893	65
May	26652	103	21	0	483	2432	176
Jun	30375	102	16	0	545	2837	240
Jul	30813	87	11	3	467	2618	257
Aug	31529	61	24	0	718	2738	184
Sep	27985	74	11	1	528	2580	262
Oct	27292	70	7	2	352	2320	235
Nov	22780	43	15	4	226	2540	189
Dec	23337	46	26	3	193	2120	207
<b>Total</b>	<b>293191</b>	<b>2232</b>	<b>181</b>	<b>13</b>	<b>4477</b>	<b>27078</b>	<b>3062</b>

Month	Cars	Disabled	Lorries	Lorries + trailer	Motorbikes	Large vans	Free travel
Jan-12	22047	22	17	4	225	2319	217
Feb	21711	35	20	1	214	2335	161
Mar	14985	14	27	1	193	1421	121
Apr	24852	33	18	2	252	2115	126
May	23771	35	23	2	324	2390	145
Jun	29736	55	18	1	456	2715	199
Jul	28465	30	17	4	427	2568	195
Aug	29902	20	15	6	586	2527	161
Sep	29369	26	14	2	473	2337	180
Oct	27979	30	31	2	303	2270	164
Nov	24840	36	24	2	311	2144	197
Dec	23557	24	28	3	195	1755	182
<b>Total</b>	<b>301214</b>	<b>360</b>	<b>252</b>	<b>30</b>	<b>3959</b>	<b>26896</b>	<b>2048</b>

Month	Cars	Disabled	Lorries	Lorries + trailer	Motorbikes	Large vans	Free travel
Jan-13	19538	22	20	3	162	1659	206
Feb	20943	20	14	2	165	1781	251
Mar	30515	19	19	2	217	2581	255
Apr	17141	5	12	3	167	1246	155
May	27601	22	18	1	420	1972	213
Jun	26955	11	20	3	470	2157	194
Jul	30114	24	17	7	387	2247	260
Aug	30958	20	22	5	706	2319	233
Sep	27886	18	25	2	307	2136	227
Oct	27157	15	22	3	234	2066	250
Nov	22910	17	22	3	166	1863	264
Dec	21409	9	13	9	197	1507	217
<b>Total</b>	<b>303127</b>	<b>202</b>	<b>224</b>	<b>43</b>	<b>3598</b>	<b>23534</b>	<b>2725</b>

Month	Cars	Disabled	Lorries	Lorries + trailer	Motorbikes	Large vans	Free travel
Jan-14	19456	10	18	4	178	1620	246
Feb	20856	24	17	8	176	1718	253
Mar	13082	16	40	11	238	1168	185
Apr	13799						103
May	22272						208
Jun	27676	11	22	22	502	2346	296
Jul	27842	8	25	15	433	2292	284

Aug	29481	6	19	8	594	2315	220
Sep	24626	9	30	5	488	2136	268
Oct	23279	10	27	33	351	2006	355
Nov	20657	4	24	17	271	1822	324
Dec	22587	12	43	30	279	1868	349
<b>Total</b>	<b>265613</b>	<b>110</b>	<b>265</b>	<b>153</b>	<b>3510</b>	<b>19291</b>	<b>3091</b>

Month	Cars	Disabled	Lorries	Lorries + trailer	Motorbikes	Large vans	Free travel
Jan-15	19811	29	34	24	276	1814	342
Feb	18532	12	25	31	311	1832	279
Mar	21403	19	27	34	375	2115	283
Apr	20174	11	26	10	370	1725	147
May	25064	16	41	23	438	2037	196
Jun	25688	29	53	31	534	2416	210
Jul	25782	14	31	13	485	2308	160
Aug	22994	9	36	9	511	1900	132
Sep	21129	38	20	6	369	1824	147
Oct	21784	22	23	8	399	1848	128
Nov	17404	14	25	9	280	1552	146
Dec	11870	2	7	4	175	998	84
<b>Total</b>	<b>251635</b>	<b>215</b>	<b>348</b>	<b>202</b>	<b>4523</b>	<b>22369</b>	<b>2254</b>

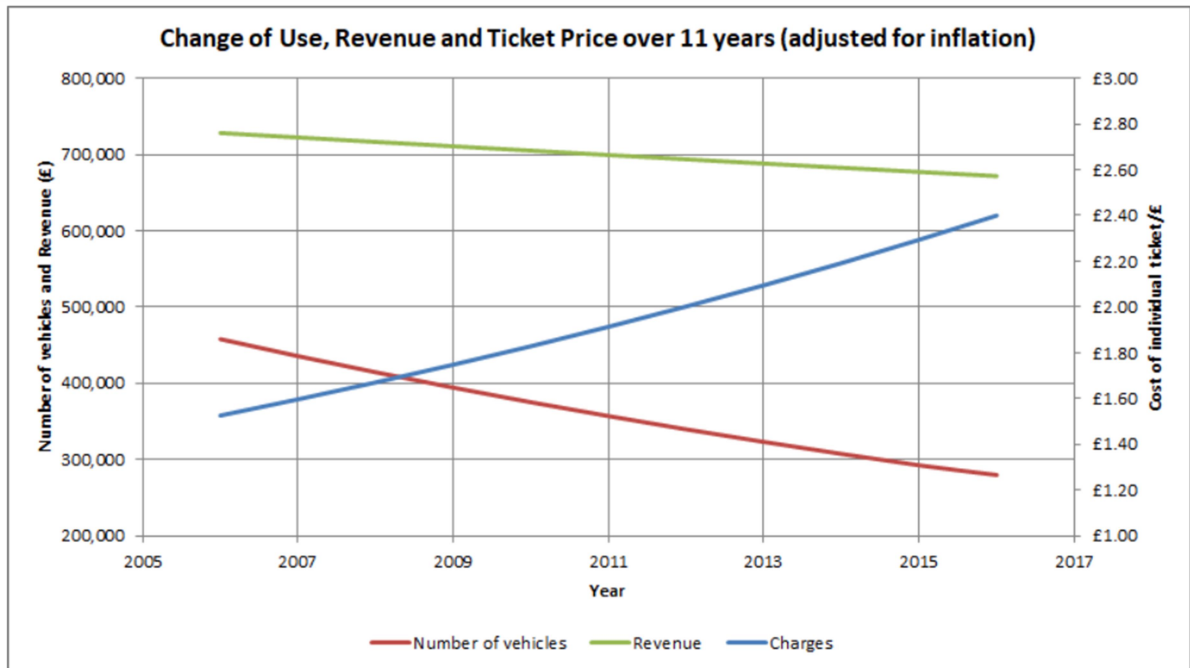
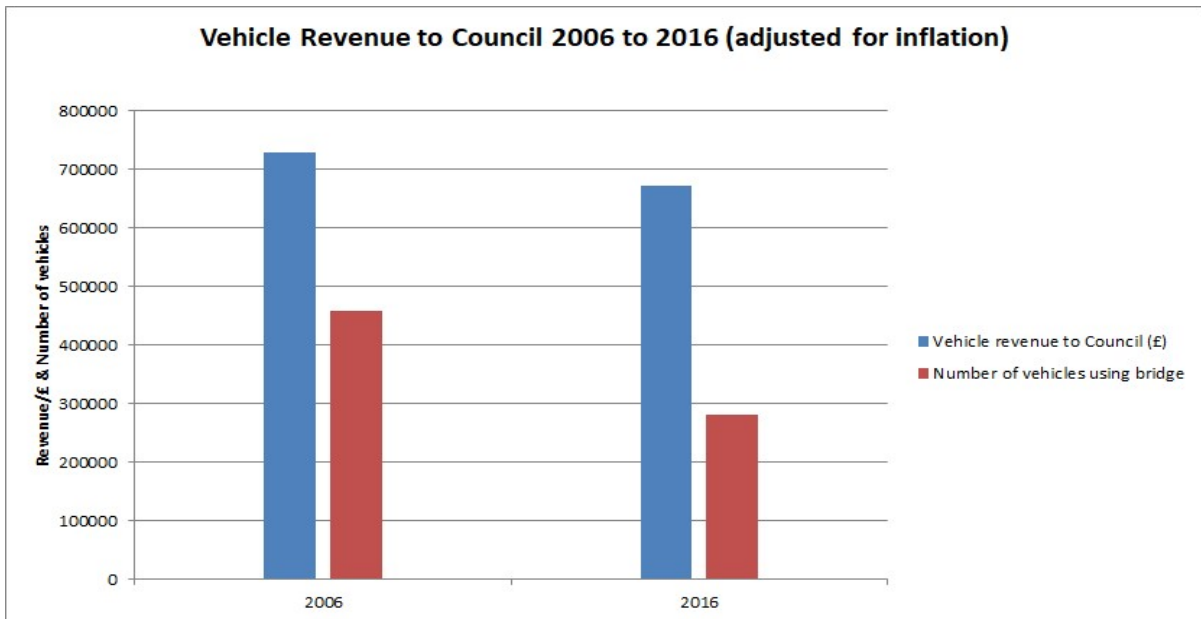
Month	Cars	Disabled	Lorries	Lorries + trailer	Motorbikes	Large vans	Free travel
Jan-16	9934	3	8	1	157	904	88
Feb	18281	8	21	10	306	1695	174
Mar	18574	3	16	10	387	1734	158
Apr	22215	4	16	5	368	2038	195
May	16411	6	17	5	392	1543	101
Jun	23653	6	22	8	523	2206	176
Jul	23255	7	26	11	565	1901	160
Aug	23854	6	22	3	581	2014	134
Sep	22076	10	21	4	463	1827	176
Oct	20514	11	24	0	24	6	90
Nov	19876	6	19	6	377	1587	145
Dec	19876	6	19	6	377	1587	145
<b>Total</b>	<b>238519</b>	<b>76</b>	<b>231</b>	<b>69</b>	<b>4520</b>	<b>19042</b>	<b>1742</b>

<b>Grand Total</b>	<b>1653299</b>	<b>3195</b>	<b>1501</b>	<b>510</b>	<b>24587</b>	<b>138210</b>	<b>14922</b>
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<b>Average Annual Total</b>	<b>275550</b>	<b>533</b>	<b>250</b>	<b>85</b>	<b>4098</b>	<b>23035</b>	<b>2487</b>
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## APPENDIX 3

### Impact of fare changes on overall demand between 2006 and 2016



## APPENDIX 4

### Cowes Floating Bridge 2023 Fare Structure

	Saver Card Price	Non-Saver Card Price
Foot Passenger Single	50p	£1.00
Foot Passenger Return	N/A	£1.50
Car/Small Van	£2.50	£3.00
Motorcycle	£1.20	£1.70
Large Van/Minibus	£2.70	£3.30
Lorry (up to 7.5T)	£7.00	£9.00

## APPENDIX 5

### Indicative Annual Revenue Calculation based on FB5 traffic from 2011 to 2016 (from statistics in Appendix 2)

#### Traffic assumptions

Appendix 2 contains obvious unrectified minor anomalies and items of missing data.

Total lack of data for November and December 2016 has been addressed by extrapolating the preceding 10 months.

Whilst the schedule contains no foot passenger data, from the histogram in Appendix 1 this is assumed to be 23,000 users per annum.

However, the schedule is otherwise believed to provide a good general record of traffic over the 6-year period.

#### Fare assumptions:

- 50% of vehicle users and 75% of foot passengers enjoy the saver discount

User type	Number p.a.	Ave fare paid £	Annual Revenue £
Car	275,550	2.75	757,763
Lorry	250	8.00	2,000
Lorry with trailer.	85	12.00	1,020
Motorcycle	4,098	1.50	6,147
Large van	23,035	3.00	69,105
Foot Passenger	276,000	0.60	<u>165,600</u>
<b>Total annual revenue</b>			<b>1,001,635</b>

**APPENDIX 10**

**Notice to Mariners**

Draft



## COWES HARBOUR COMMISSION

### LOCAL NOTICE TO MARINERS No. 08 of 2022

#### Cowes Chain Ferry – Safety Advice

*(This notice replaces Local Notice to Mariners 04 of 2021 and 09 of 2021 which are hereby cancelled)*

**Notice is hereby given** that all mariners should be aware of the following safety information when navigating in the vicinity of the Cowes Chain Ferry.

All mariners are reminded of the contents of [Coves Harbour General Directions Section 6](#) with specific reference to paragraphs 6.1 and 6.5 which refer to the **right of way**.

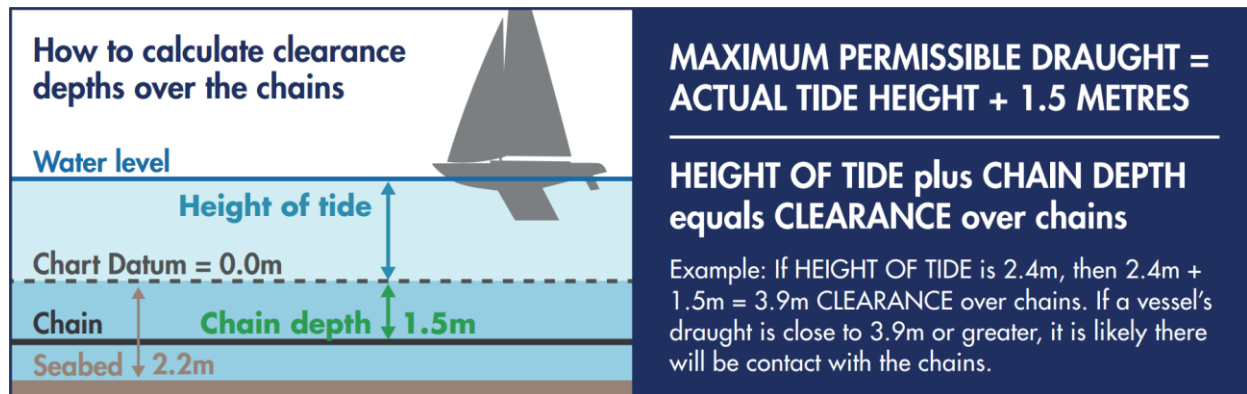
All mariners are advised that when passing the Cowes Chain Ferry, they shall navigate with particular caution. The following points shall be borne in mind when planning your passage and making your approach:

1. The Chain Ferry has right of way over all river traffic, unless you contact them on VHF Ch. 69 to arrange an unimpeded passage, which must be done in advance and acknowledged by the Chain Ferry,
2. The Chain Ferry is situated on a blind bend at the narrowest stretch of the river,
3. If the yellow lights are flashing, the ferry is about to move or is already moving, therefore you must give way,
4. Do not pass the Chain Ferry when it is in motion as clearances over the chains are reduced,
5. Be aware of strong tidal flows, especially spring tides, if travelling in the direction of tide and be prepared to give way to the Chain Ferry in plenty of time,
6. If you must pass the Chain Ferry on strong ebb tides, please do so at slow speed and pass in the centre of the gap between the ferry and the shore.
7. Do not pass too close to the Chain Ferry or too close to the shore



## Calculating clearance over the chains

For calculating your clearance over the chains please use the following diagram:



When within 0.8 metres of the maximum permissible draught, the Chain Ferry **with adequate notice** shall be instructed to wait on the **EAST bank** for the transit of the vessel

To assist you in calculating your clearance over the Chain Ferry, Cowes Harbour Commission website displays daily tidal information as well as [monthly tide tables](#).

In addition, there are numerous tide boards located around the harbour where the height of tide can be found:

- Shrape Beacon
- Watchhouse Beacon
- 4A Beacon
- North Outer Wall of Cowes Yacht Haven
- North end of Medina Wharf

*This local notice to mariners will remain in force until further notice.*

### Ed Walker

Harbour Master, Harbour Office, Town Quay, Cowes, Isle of Wight, PO31 7AS  
Email: [chc@cowes.co.uk](mailto:chc@cowes.co.uk) Website: [www.cowesharbourcommission.co.uk](http://www.cowesharbourcommission.co.uk)

**4<sup>th</sup> January 2022**

Owners, Agents, Charterers, Marinas, Yacht Clubs and Recreational Sailing Organisations should ensure that the contents of this Notice are made known to the masters or persons in charge of their vessels or craft.



## **APPENDIX 11**

Potential market for the profitable disposal of current  
vessel FB6

Draft

## LIST OF CHAIN AND CABLE FERRIES OPERATED WORLDWIDE

### Albania

- Butrint Ferry, across the Vivari Channel near Butrint<sup>[8]</sup>

### Australia

- Berowra Waters Ferry, at Berowra Waters in New South Wales
  - Blanchetown Punt<sup>[9]</sup>
  - Bombah Point Ferry, at Bombah Point<sup>[10]</sup>
  - Cadell Ferry, across the Murray River at Cadell, South Australia<sup>[11]</sup>
  - Daintree River Ferry, across the Daintree River in Queensland
  - Hibbard Ferry, across the Hastings River near Port Macquarie, New South Wales<sup>[12][13]</sup>
  - Lawrence Ferry, across the Clarence River in New South Wales<sup>[14][15]</sup>
  - Lower Portland Ferry, across the Hawkesbury River near the village of Lower Portland, New South Wales
  - Lyrup Ferry, across the Murray River at Lyrup, South Australia<sup>[11]</sup>
  - Mannum Ferry, across the Murray River at Mannum, South Australia (two parallel ferries)<sup>[11]</sup>
  - Moggill Ferry, across the Brisbane River near Ipswich, Queensland<sup>[16]</sup>
  - Morgan Ferry, across the Murray River in Morgan, South Australia<sup>[11]</sup>
  - Mortlake Ferry, across the Parramatta River in Sydney, New South Wales
  - Narrung Ferry, across the Murray River at Narrung, South Australia<sup>[11][17]</sup>
  - Noosa River Ferry, across the Noosa River in Queensland<sup>[18]</sup>
  - Purnong Ferry, across the Murray River in Purnong, South Australia<sup>[11]</sup>
  - Raymond Island Ferry, chain ferry from Paynesville to Raymond Island in Victoria
  - Sackville Ferry, across the Hawkesbury River near the village of Sackville, New South Wales
  - Settlement Point Ferry, across the Hastings River near Port Macquarie, New South Wales<sup>[12][13]</sup>
  - Speewa Ferry, across the Murray River between New South Wales and Victoria at Speewa
  - Swan Reach Ferry, across the Murray River in Swan Reach, South Australia<sup>[11]</sup>
  - Tailem Bend Ferry, across the Murray River in Tailem Bend, South Australia<sup>[11]</sup>
  - Ulmarra Ferry, across the Clarence River in New South Wales<sup>[15]</sup>
  - Waikerie Ferry, across the Murray River in Waikerie, South Australia<sup>[11]</sup>
  - Walker Flat Ferry, across the Murray River in Walker Flat, South Australia<sup>[11]</sup>
  - Webbs Creek Ferry, across the Hawkesbury River in the village of Wisemans Ferry, New South Wales
  - Wellington Ferry, across the Murray River in Wellington, South Australia<sup>[11]</sup>
  - Wisemans Ferry, across the Hawkesbury River in the village of Wisemans Ferry, New South Wales
  - Wymah Ferry, across the Murray River between New South Wales and Victoria
- 
- The Mannum Ferry.
  - The Moggill Ferry
  - Wisemans Ferry

### Austria

- Rollfähre Klosterneuburg, across the Danube River at Klosterneuburg
- Drahtseilbrücke Ottensheim, across the Danube River at Ottensheim

### Belize

- Xunantunich Ferry, across the Mopan River at Xunantunich

## Canada

- Adams Lake Cable Ferry, across Adams Lake in British Columbia<sup>[19]</sup>
  - Baynes Sound Connector, across Baynes Sound from Buckley Bay to Denman Island in British Columbia. The longest cable ferry in the world at the time of its opening.<sup>[20]</sup>
  - Belleisle Bay Ferry, across Belleisle Bay in New Brunswick
  - Big Bar Ferry, across the Fraser River at Big Bar, British Columbia
  - Bleriot Ferry, across the Red Deer River near Drumheller, Alberta<sup>[21]</sup>
  - Clarkboro Ferry, across the South Saskatchewan River near Saskatoon, Saskatchewan
  - Country Harbour Ferry, across Country Harbour near Port Bickerton, Nova Scotia.
  - Crowfoot Ferry, across the Bow River in Alberta<sup>[21]</sup>
  - Ecolos Ferry, across Ottawa River between Clarence-Rockland ON and Thurso QC
  - Englishtown Ferry, across the mouth of St. Anns Bay in Nova Scotia
  - Estuary Ferry, across the South Saskatchewan River near Estuary, Saskatchewan
  - Evandale Ferry, across the Saint John River in New Brunswick
  - Finnegan Ferry, across the Red Deer River in Alberta<sup>[21]</sup>
  - Gagetown Ferry, across the Saint John River in New Brunswick
  - GladeFerry, across the Kootenay River in British Columbia<sup>[19]</sup>
  - Gondola Point Ferry, across the Kennebecasis River in New Brunswick
  - Hampstead Ferry, across the Saint John River in New Brunswick
  - Harrop Cable Ferry, across Kootenay Lake in British Columbia<sup>[19]</sup>
  - Howe Island ferries, across the Bateau Channel, St Lawrence River, Ontario
  - Kennebecasis Island Ferry, across the Kennebecasis River in New Brunswick
  - Klondyke Ferry, across the Athabasca River in Alberta<sup>[21]</sup>
  - LaHave Cable Ferry, across the LaHave River in Nova Scotia
  - Lancer Ferry, across the South Saskatchewan River near Lancer, Saskatchewan
  - Laval-sur-le-Lac Île-Bizard Ferry, across the Rivière des Prairies between Montreal and Laval, Quebec
  - Lemsford Ferry, across the South Saskatchewan River near Lemsford, Saskatchewan
  - Little Fort Ferry, across the North Thompson River in British Columbia<sup>[19]</sup>
  - Little Narrows Cable Ferry, across the Little Narrows of Whycomomagh Bay in Nova Scotia
  - Low Bar Ferry, across the Fraser River at High Bar, British Columbia
  - Lytton Ferry, across the Fraser River at Lytton, British Columbia
  - McLure Ferry, across the North Thompson River in British Columbia<sup>[19]</sup>
  - Needles Cable Ferry, across Lower Arrow Lake in British Columbia
  - Quyon Ferry, across Ottawa River between Fitzroy Harbour ON & Quyon, QC
  - Riverhurst Ferry, across Lake Diefenbaker, Saskatchewan
  - Rosevear Ferry, across the McLeod River near Edson, Alberta<sup>[21]</sup>
  - Simcoe Island Ferry, between Wolfe Island and Simcoe Island, St Lawrence River, Ontario
  - Usk Ferry, across the Skeena River at Usk, British Columbia<sup>[19]</sup>
  - Westfield Ferry, across the Saint John River in New Brunswick
- 
- Lytton Ferry (Fraser River)
  - Needles Cable Ferry (Arrow Lakes)
  - Riverhurst Ferry
  - Laval-sur-le-Lac-Île-Bizard Ferry

## Chile

- Balseo de San Javier, across San Pedro River, Los Ríos Region.<sup>[22]</sup>

## Croatia

- Medsave cable ferry Medsave Ferry, across the Sava River (Medsave–Zaprešić) in Zagreb County, overhead cable
- Otočanka Ferry, across the Sava River (Otok Samoborski–Savski Marof) in Zagreb County, overhead cable
- Oborovo, across the Sava River (Oborovo–Vrbovo Posavsko) in Zagreb County, overhead cable
- Martinska ves, across the Sava River (Dubrovčak Lijevi–Dubrovčak Desni) in Sisak-Moslavina County, overhead cable
- Tišina, across the Sava River (Tišina Kaptolska–Tišina Erdedska) in Sisak-Moslavina County, overhead cable
- Sunjanka, across the Sava River (Graduša Posavska–Lukavec Posavski) in Sisak-Moslavina County, overhead cable
- Kratečko, across the Sava River (Kratečko–Sunjsko Selište) in Sisak-Moslavina County, overhead cable
- Pitomača Jelkuš Ferry, across the Drava River, in Virovitica–Podravina County
- Pitomača Križnica, across the Drava River, in Virovitica–Podravina County
- Osijek Zoološki vrt, across the Drava River, Osijek-Baranja County

## Czech Republic

- Dolní Žleb Ferry, reactive ferry across the Elbe at Dolní Žleb near Děčín, lower cable
- Vrané nad Vltavou – Strnady, reactive ferry across the Vltava before Prague, with overhead cable
- Klecánky – Roztoky ferry over the Vltava under Prague, secured by overhead cable
- Máslovice, Dol - Libčice ferry over the Vltava under Prague, secured by lower cable
- Lužec nad Vltavou ferry over the Vltava, secured by overhead cable
- Zlenice - Senohraby swimming pool, ferry over the Sázava river, overhead security cable installed but usually unused
- Oseček ferry, Elbe river, formerly secured by overhead cable, now without it
- Kazín ferry, Berounka river, 1992–2007 propelled through lower chain, since 2015 unsecured boat
- Nadryby ferry, Berounka river, secured by the overhead cable
- Darová ferry, Berounka river, propelled through the overhead cable

## Denmark

- Østre Ferry, across Isefjord between Hammer Bakke and Orø. Uses cables for steering, but propellers for propulsion.
- Udbyhøj Ferry, across Randers Fjord.

## Estonia

- Kavastu Ferry, across Emajõgi in Kavastu (manual mechanism, more than century old flywheel)

## Finland

- Ahvionsaari Ferry, from Kiviapaja to Ahvionsaari in Savonlinna
- Alassalmi Ferry, across Alassalmi strait on lake Oulujärvi between Manamansalo island and mainland
- Arvinsalmi Ferry, across Arvinsalmi strait between the municipalities of Rääkkylä and Liperi
- Barösund Ferry, across Barösund strait between Barölandet and Orslandet islands
- Bergö Ferry, in Bergö

- Eskilsö Ferry
  - Föri in Turku
  - Hanhivirta Ferry, in Enonkoski
  - Haukkasalo Ferry
  - Hirvisalmi Ferry, across Hirvisalmi strait between the mainland and Paalasmaa island in Juuka
  - Hämmärönsalmi Ferry, across Hämmärönsalmi strait (Rimito-Hanka) in Rimito, Nådendal (part of r. road 1890)
  - Högsar Ferry, between Högsar and Storlandet islands in Nagu, Pargas(part of r. road 12019)
  - Karhun Cable Ferry, between the mainland and the island of Karhu, Ii
  - Keistiö Ferry, between Keistiö and Iniö islands in Iniö, Pargas
  - Kietävälänvirta Ferry, between Partalansaari and Viljakansaari in Puumala(part of road 15176)
  - Koivukanta Ferry, to Kesamonsaari in Savonlinna
  - Kokonsaari Ferry, from Kesamonsaari to Kokonsaari in Savonlinna
  - Kivimo Ferry, between Roslax on mainland Houtskär and Kivimo islands in Houtskär, Pargas
  - Kokkila Ferry, between Kokkila on the mainland and Angelniemi on Kimitoön (part of r. road 1835)
  - Kuparonvirta Ferry, between Hirvensalo and Anttola in Mikkeli (part of road 15147)
  - Kyläniemi Ferry, between Utula and Kyläniemi
  - Mossala Ferry, between Björkö and Mossala islands in Houtskär, Pargas(part of regional road 12003)
  - Pellinki Ferry, between the mainland and the island of Pellinki
  - Pettu Ferry, between Pettu and Utö islands in Finby, Salo
  - Pikkarala Ferry, across Oulujoki river in Pikkarala, Oulu
  - Potkusalmi Ferry, to Ritosaari in Savonlinna
  - Puutossalmi Ferry, in Kuopio
  - Rongonsalmi Ferry, between Viljakansaari and Lieviskä in Puumala, (part of road 15170)
  - Saverkeit Ferry, between mainland Houtskär and Västra Saverkeit islands in Houtskär, Pargas (part of r. road 12005)
  - Skagen Ferry, between Jumo and Iniö islands in Iniö, Pargas (part of r. road 12230)
  - Skåldö Ferry, between Degerö and Skåldö islands in Ekenäs, Raseborg
  - Tappuvirta Ferry, Tappuvirrantie
  - Tuohisaari Ferry, from Liistonsaari to Tuohisaari in Savonlinna
  - Vartsala Ferry, between Vartsala and Kivimaa islands in Kustavi (part of r. road 192)
  - Vånö Ferry, between Vånö and Attu islands in Pargas (part of r. road 12027)
- Alassalmi cable ferry
  - Karhun cable ferry
  - Koivukanta ferry in winter and parallel ice road for lighter vehicles
  - Pikkarala ferry wintering on the shore of Oulujoki.

## Åland

- Björkölinjen, across Björkö Sund strait between the islands of Korsö (in Kumlinge municipality) and Bockholm (in Brändö m.)
- Embarsundlinjen, across Embarsund strait in Föglö municipality, between the islands of Finholma and Jyddö
- Töftölinjen, across Prästösund strait between the islands of Töftö (in Vårdö municipality) and Prästö (in Sund m.)
- Seglingelinjen, across the strait between the islands of Seglinge and Snäckö (both in Seglinge village in Kumlinge municipality)
- Simskälalinjen, across the strait between the islands of Alören and Östra Simskåla (both in Vårdö municipality)

- Ängsöundlinjen, across Ängösund strait between the islands of Lumparland (in Lumparland municipality) and Ängö (in Vårdö m.)

## France

- Bac du Sauvage Ferry, across a branch of the Rhône in the Camargue

## Gambia

- Bansang Ferry, across the River Gambia at Bansang in the Central River Division

## Germany

- Aken Ferry, across the Elbe at Aken in Saxony-Anhalt
  - Barby Ferry, across the Elbe at Barby in Saxony-Anhalt
  - Caputh Ferry, across the Havel at Caputh in Brandenburg
  - Coswig Ferry, across the Elbe at Coswig in Saxony-Anhalt
  - Ellikon–Nack Ferry [de], across the Rhine from Lottstetten in Baden-Württemberg to Marthalen in Switzerland
  - Ferchland Grieben Ferry, across the Elbe between Ferchland and Grieben in Saxony-Anhalt
  - Gräpel Cable Ferry [de], across the Oste at Gräpel in Lower Saxony
  - Ketzin Cable Ferry, across the Havel at Ketzin in Brandenburg
  - Kiewitt Ferry, across the Havel at Potsdam in Brandenburg
  - Maintal–Dörnigheim Ferry, across the Main near Maintal in Hesse
  - Friesenheimer Insel – Sandhofen Ferry, across an old arm of the Rhine in Mannheim
  - Pritzerbe Ferry, across the Havel between Havelsee and Kützkow in Brandenburg
  - Rathen Ferry, across the Elbe at Rathen in Saxony
  - Räbel Ferry, across the Elbe between Räbel and Havelberg in Saxony-Anhalt
  - Rothenburg Ferry, across the Saale at Rothenburg in Saxony-Anhalt
  - Sandau Ferry, across the Elbe at Sandau in Saxony-Anhalt
  - Straussee Ferry, across the Straussee at Strausberg in Brandenburg
  - Teterower See Ferry, to an island in the Teterower See in Mecklenburg-Vorpommern
  - Veckerhagen Ferry, across the Weser between Veckerhagen in Hesse and Hemeln in Lower Saxony
  - Westerhüsen Ferry, across the Elbe at Magdeburg in Saxony-Anhalt
- 
- The Pritzerbe Ferry
  - The Rathen Ferry

## Hong Kong

- Nam Sang Wai Ferry, Hong Kong
- Nam Sang Wai Ferry, at Nam Sang Wai in northwestern New Territories

## Hungary

- Cable ferry crossing the river Tisza between Tizatardos and Tiszalök, Hungary.
- One cable ferry across the Danube between Csepel and Soroksár, in Budapest<sup>[23]</sup>
- A cable ferry crosses the Tisza between Tiszalök and Tizatardos

## Ireland

- A cable ferry serves Little Island and Waterford Castle in the River Suir

## Italy

- Two cable ferries across the port of Cesenatico, in Romagna
- One cable ferry across the port of Bellaria-Igea Marina, in Romagna
- An engineless cable ferry (Traghetto di Leonardo) between Imbersago(Lecco) e Villa d'Adda (Bergamo), in Lombardia, in the Ecomuseo Adda di Leonardo da Vinci river museum
- Another "Traghetto di Leonardo" across the Tevere river, in Lazio, in the Riserva Naturale di Nazzano natural reserve

## Mozambique

- Ferry across Shire River, 37 km south of Malawi's southernmost border

## Netherlands

- Cuijk ferry, across the Meuse at Cuijk
- Genemuiden ferry, across the Zwarte Water at Genemuiden
- Jonen ferry, across the Walengracht at Jonen, only taking foot passengers and cyclists, winched to the other bank by an electric motor on one of the banks.
- Lexkesveer, across the Nederrijn near Wageningen,
- Oijen Ferry, across the Meuse at Oijen
- Wijhe Ferry, across the IJssel at Wijhe
- Wijk bij Duurstede ferry, across the Lek. This one uses a floating cable.

## New Zealand

- Tuapeka Mouth Ferry, in Tuapeka – South Island, on the Clutha River

## Norway

- Fjone ferry, across lake Nisser in Nissedal, Telemark<sup>[25]</sup>
- Espevær Ferry, in Bømlo, Hordaland
- Duesund–Masfjordnes, in Nordhordland
- Mjånes-Hisarøy, in Gulen, Sogn og Fjordane<sup>[26]</sup>

## Poland

- Biechowy Ferry, across the Warta between Biechowy and Piersk<sup>[27]</sup>
- Borusowa Ferry, across the Vistula between Borusowa and Nowy Korczynroad no. 973<sup>[28]</sup>
- Brody Ferry, across the Oder at Brody road no. 280<sup>[29]</sup>
- Brzeg Dolny Ferry, across the Oder between Brzeg Dolny and Głoska
- Ciszycza Ferry, across the Vistula between Tarnobrzeg and Ciszycza road no. 758
- Czchów Ferry, across the Dunajec between Czchów and Piaski Drużków
- Czeszewo Ferry, across the Warta at Czeszewo
- Dębno Ferry, across the Warta between Dębno and Orzechowo
- Gniew Ferry, across the Vistula between Gniew and Janowo road no. 510
- Grzegorzowice Ferry, across the Oder between Grzerorzowice and Ciechowice road no. 421
- Janowiec Ferry, across the Vistula between Kazimierz Dolny and Janowiec
- Korzeniewo Ferry, across the Vistula between Korzeniewo and Opalenieroad no. 232
- Kozubów Ferry, across the Warta between Kozubów and Osina
- Krzemienna Ferry, across the San between Krzemienna and Jabłonica Ruska

- Miłsko Ferry, across the Oder between Miłsko and Przewóz road no. 282
  - Nozdrzec Ferry, across the San between Nozdrzec and Dąbrówka Starzeńska
  - Opatowiec Ferry, across the Vistula between Opatowiec and Ujście Jezuićkie
  - Otfinów Ferry, across the Dunajec between Otfinów and Pasięka Otfinowska
  - Pogorzelica Ferry, across the Warta between Pogorzelica and Nowa Wieś Podgórna
  - Połaniec Ferry, across the Vistula between Połaniec and Gliny Małe
  - Połęćko Ferry, across the Oder between Połęćko and Chlebowo road no. 138
  - Pomorsko Ferry, across the Oder at Pomorsko road no. 281
  - Siedliszowice Ferry, across the Dunajec between Siedliszowice and Wietrzychowice
  - Sławsk Ferry, across the Warta between Sławsk and Węglewskie Holendry
  - Świniary Ferry, across the Vistula between Baranów Sandomierski and Świniary road no. 872
  - Waki Ferry, across the Warta at Waki
- Ferry in Kazimierz Dolny-Janowiec (Poland – Vistula river)
  - Ferry in Gniew (Poland, Vistula river)
  - High-rope ferry in Borusowa on the Vistula River

## Slovakia

- Perec Ferry, across the Perec tributary of the river Hron, between Starý Tekov and Nový Tekov in Levice district - Foot ferry, came into use in the late 18th century and ceased operations in 2014, replaced by a bridge.

## South Africa

Malgas Ferry on the Breede River, Western Cape, South Africa

- Malgas Ferry, across the Breede River at Malgas, Western Cape

## South Korea

- Abai village ferry in Sokcho<sup>[30]</sup>

## Spain

- Pas de barca de Flix, across the Ebro river, in Flix, Catalonia
- Pas de barca de Miravet, across the Ebro river, in Miravet, Catalonia

## Sweden

- Adelsön Ferry [sv], in Lake Mälaren from Munsö to Adelsö<sup>[31]</sup>
- Ammerö Ferry [sv], in Lake Revsund from Ammer to Stavre<sup>[32]</sup>
- Ängö Ferry [sv], between Ängön and Fruvik on Bokenäset<sup>[33]</sup>
- Arnö Ferry [sv], in Lake Mälaren from Oknö to Arnö<sup>[34]</sup>
- Avan Ferry [sv], across Lule River from Avan to Norra Sunderbyn<sup>[35]</sup>
- Boheden Ferry [sv], across Djupträsket from Sandudden to Boheden<sup>[36]</sup>
- Bohus Malmön Ferry [sv], from Malmön to Roparöbacken<sup>[37]</sup>
- Bojarkilen Ferry, across Bojarkilen in Strömstad<sup>[38]</sup>
- Bolmsö Ferry [sv], across Lake Bolmen from Sunnaryd to Bolmsö<sup>[39]</sup>
- Hamburgsund Ferry [sv], across Hamburgsund from Hamburgsund to Hamburgön<sup>[40]</sup>
- Högmarsö Ferry, from Högmarsö to Svartnö<sup>[41]</sup>
- Högsäter Ferry [sv], across Byälven from Högsäter to Fryxnäs<sup>[42]</sup>
- Isö Ferry [sv], across Storsjön from Isön to Åsö<sup>[43]</sup>



- Ivö Ferry [sv], across Ivö Lake between Barum and Ivö Island<sup>[44]</sup>
  - Kornhall Ferry [sv], across the Nordre älv between Kornhall and Brunnstorpsnäs<sup>[45]</sup>
  - Kstersundet Ferry, across Kstersundet from Nordkoster to Sydkoster<sup>[46]</sup>
  - Lyr Ferry [sv], between the islands of Lyr and Orust<sup>[47]</sup>
  - Malö Ferry [sv], between the islands of Malö and Orust<sup>[48]</sup>
  - Rödupp Ferry [sv], across the Kalix river at Rödupp<sup>[49]</sup>
  - Stegeborg Ferry [sv], across the Slätbaken between Slottsholmen and Norrkrog<sup>[50]</sup>
  - Sund-Jaren Ferry [sv], across the Stora Le lake<sup>[48]</sup>
  - Töreboda Ferry, across the Göta Canal in Töreboda<sup>[51]</sup>
  - Torpön Ferry, across Lake Sommen from Torpön to Blåvik<sup>[52]</sup>
  - Vaxholmen Ferry, from the town of Vaxholm to Vaxholm Castle
  - Ytterö Ferry, from Ytterön to Yttre park<sup>[53]</sup>
- The Swedish ferry *Saga* on the Hamburgsund route. The Swedish ferry *Vaxholmen* with its destination, Vaxholm Castle, in the Stockholm Archipelago.

## Switzerland

- Basel Ferries [de], four routes across the Rhine in the city of Basel
- Ellikon–Nack Ferry [de], across the Rhine from Marthalen to Lottstetten in Germany
- Fahr Abbey Ferry [de], across the Limmat river at Fahr Abbey

## United Kingdom

- Butts Ferry, across the River Exe in Exeter, Devon
- Cowes Floating Bridge, across the River Medina on the Isle of Wight
- Dartmouth Higher Ferry, across the River Dart in Devon
- Hampton Ferry, across the River Avon near Evesham in Worcestershire
- Hampton Loade Ferry, across the River Severn in Shropshire (closed 2016)
- King Harry Ferry, across the River Fal in Cornwall
- Normanton-on-Soar Chain Ferry, across the River Soar in Nottinghamshire
- Reedham Ferry, across the River Yare in Norfolk
- Sandbanks Ferry, across the entrance to Poole Harbour in Dorset
- Stratford-upon-Avon Ferry, across the River Avon at Stratford-upon-Avon in Warwickshire
- Symonds Yat river crossings, a pair of hand powered ferries across the River Wye in Herefordshire
- Torpoint Ferry, across the River Tamar between Devon and Cornwall.
- Trowlock Island Ferry, a hand powered ferry to Trowlock Island in the River Thames in south-western Greater London
- Windermere Ferry, across Windermere in Cumbria

## United States

- Akers Ferry, across the Current River near Salem in Missouri
- Avoca Island Ferry, across the intracoastal waterway to Avoca Island near Morgan City in Louisiana
- Bemus Point-Stow Ferry, across Chautauqua Lake in New York
- Buena Vista Ferry, across the Willamette River in Oregon
- Canby Ferry, across the Willamette River in Oregon
- Los Ebanos Ferry, across the Rio Grande between Los Ebanos, Texas and Gustavo Díaz Ordaz, Tamaulipas
- Elwell Ferry, across the Cape Fear River in North Carolina
- Fredericktown Ferry, closed in 2013 across the Monongahela River in southwestern Pennsylvania<sup>[54]</sup>

- Green River Ferry, across the Green River in Mammoth Cave National Park
  - Hatton Ferry, across the James River in Virginia
  - Ironton Ferry, across an arm of Lake Charlevoix in Michigan
  - J-Mack Ferry, across an arm of the Sacramento River in California<sup>[55][56]</sup>
  - Merrimac Ferry, across the Wisconsin River in Wisconsin
  - Merry Point Ferry, across the Corrotoman River in Virginia
  - Parker's Ferry, across the Meherrin River in North Carolina
  - Princeton Ferry, across the Sacramento River in California<sup>[56]</sup>
  - Reed's Ferry, across the Green River northeast of Rochester, KY
  - Rochester Ferry, across the Green River in Rochester, KY
  - Sans Souci Ferry, across the Cashie River in North Carolina
  - Saugatuck Chain Ferry, across the Kalamazoo River in Michigan
  - Sunnybank Ferry, across the Little Wicomico River in Virginia
  - Sycamore Island Ferry, across the Potomac River in Maryland
  - Ticonderoga Ferry, across Lake Champlain between Ticonderoga, New York and Shoreham, Vermont
  - Upper Ferry, across the Wicomico River in Maryland<sup>[57]</sup>
  - Valley View Ferry, across the Kentucky River in Kentucky
  - Wheatland Ferry, across the Willamette River in Oregon
  - White's Ferry, across the Potomac River in Maryland
  - Whitehaven Ferry, across the Wicomico River at Whitehaven, Maryland<sup>[57]</sup>
  - Woodland Ferry, across the Nanticoke River in Delaware<sup>[57]</sup>
- Canby Ferry
  - White's Ferry on the Potomac River
  - Wheatland Ferry
  - Princeton Ferry (undergoing renovation)

## **Zambia**

- Chambeshi Ferry, across the Chambeshi River near Mbesuma
- Kabompo Ferry, across the Kabompo River 80 km south-east of Kabompo
- Kafue Ferry, across the Kafue River 4.5 km west of the Zambezi

## **Zimbabwe**

- Ekusileni Ferry, across the Insiza River downstream of Filabusi

# COWES FLOATING BRIDGE FB6 Operational Review

**Prepared for the Isle of Wight Council by  
3S Business Review Limited**

**November 2023**

# What is 3S?

- **3S Business Review Limited** comprises former directors of a British ‘top 10’ international engineering consulting and project management firm
- **John Springate** served as CEO, and is a business graduate with long experience in the structuring and negotiation of major capital projects
- **Steve Reynolds** is a Chartered Engineer with similarly long experience in the delivery of major systems control and transportation projects
- Under their management their firm comprised 1700 staff and undertook major infrastructure projects in the building, environmental, power and transportation sectors
- Their transportation experience includes Channel Tunnel, HS1, NR West Coast Main Line, LUL Jubilee Line, DLR, HK Tuen Mun Tramway, Delhi Metro, Manchester Metrolink, Edinburgh Tram and many major highway schemes

# How did 3S become involved with FB6?

- John and Steve undertake only projects of personal interest to them
- John is a long-term resident of the IOW and a Cowes-based 'Yachty'
- Aware of the challenges posed by FB6, John persuaded Steve to join him in providing 3 years of initially pro bono advice to IWC
- In view of John and Steve's accumulated knowledge of FB6 and its challenges, IWC then commissioned 3S to prepare this report
- As project and risk managers John and Steve focus on identifying and commercially resolving operational issues at least cost to IWC, rather than proposing technical solutions best left to experienced shipwrights

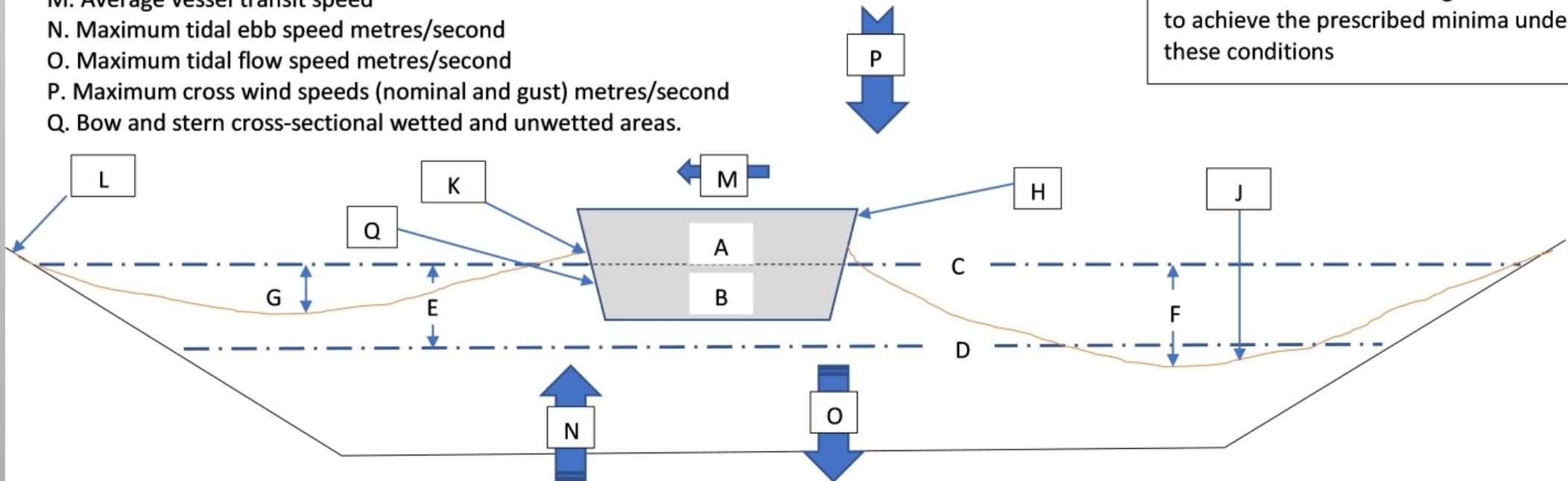
# What did IWC ask 3S to do?

- **Produce a Computerised Fluid Dynamics (CFD) digital model replicating the response of FB6 to extreme wind and tidal forces**
- **Identify potential improvements enabling FB6 to cope better with these extreme forces, and hopefully dispense with the push boat**
- **Identify possible operational improvements, hopefully enabling FB6 to achieve increased frequency of service and passenger revenues**
- **Produce a strategy for the possible replacement of FB6 should adequate improvements not prove to be possible**
- **For this, 3S specified modelling objectives and parameters, and identified the Wolfson Unit at Southampton University to build and run the model**

# Building a CFD Model

- A. Unwetted hull and superstructure area exposed to cross wind (square metres) - empty and fully laden
- B. Wetted hull dimensions and area (square metres) exposed to tidal pressure - empty and fully laden.
- C. Maximum transit distance
- D. Minimum transit distance
- E. Maximum tidal range
- F. Minimum permitted depth of trailing chain below surface
- G. Minimum permitted depth of leading chain below surface
- H. Vessel mass maximum (fully loaded) and minimum (empty)
- J. Chain link configuration (e.g. open or studded), mass kg/metre and surface area per metre length
- K. Chain exit height above surface- L. Chain anchorage height above tide height at peak and bottom of tidal range
- M. Average vessel transit speed
- N. Maximum tidal ebb speed metres/second
- O. Maximum tidal flow speed metres/second
- P. Maximum cross wind speeds (nominal and gust) metres/second
- Q. Bow and stern cross-sectional wetted and unwetted areas.

'X' = the deviation of the course of the vessel from its 'no tide, no wind' direct path under maximum and selected intermediate values for tide and wind speed. This will be reflected in differing actual values for F and G, enabling calculation of the chain length necessary to achieve the prescribed minima under these conditions

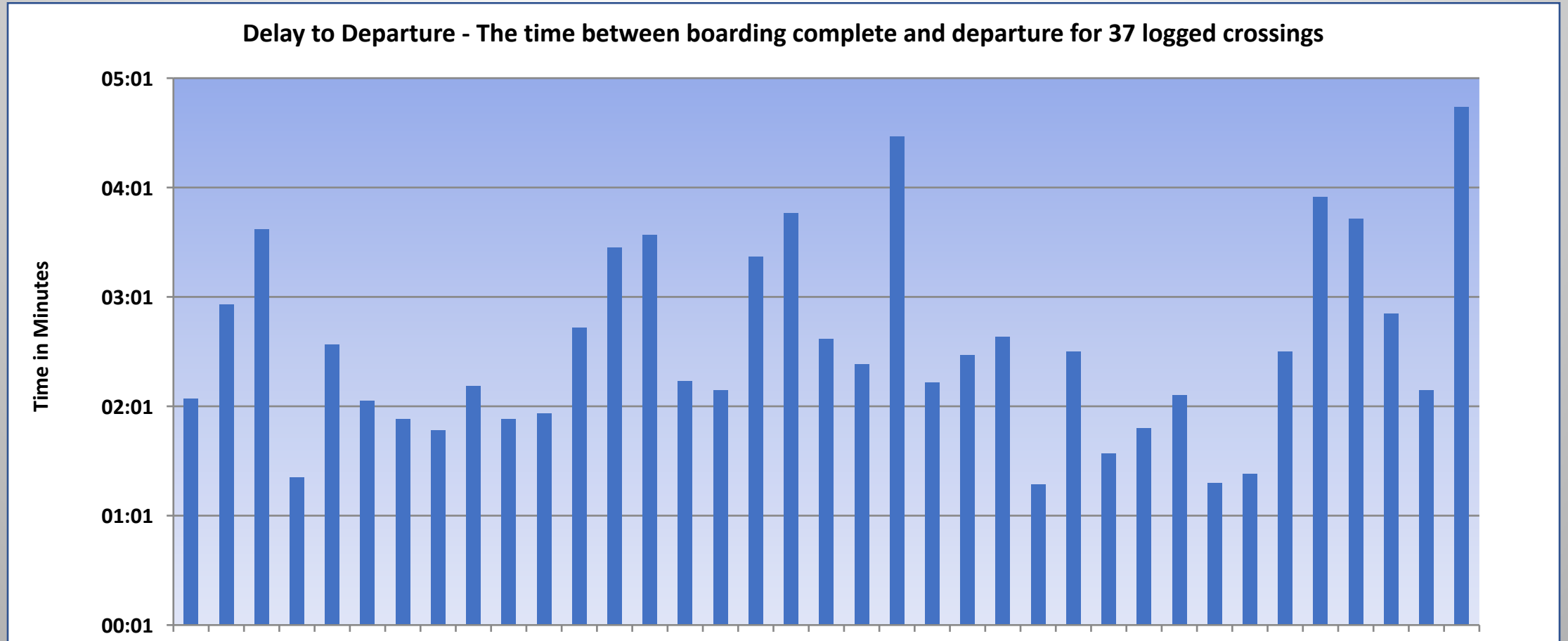


# What conclusions did 3S reach?

- **Due to the constraints placed on operation FB6 cannot achieve the 5 return crossings per hour required by the Business Case**
- **However, there might be scope to streamline procedures to increase the average frequency from 3.4 to 4.4 return crossings per hour**
- **FB6 cannot be modified so as to be capable of operation without the push boat at maximum ebb tide flow rate**
- **Maintaining the prescribed depth of water over the chains presents a particular challenge probably requiring a radically redesigned vessel**
- **However, the push boat also assists FB6 in berthing safely, and resolving this might be less of a challenge**

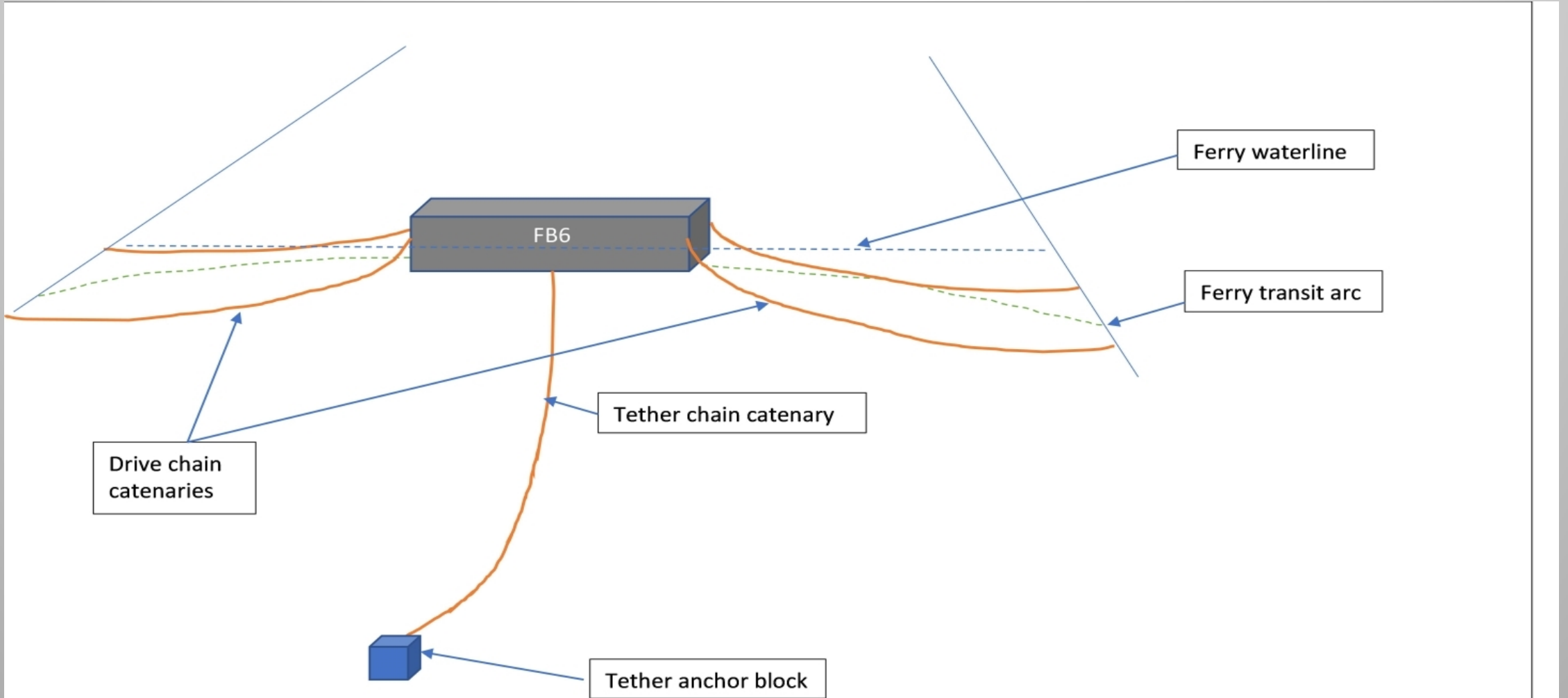


# Delay to Departure after Boarding Complete



# Testing alternative solutions

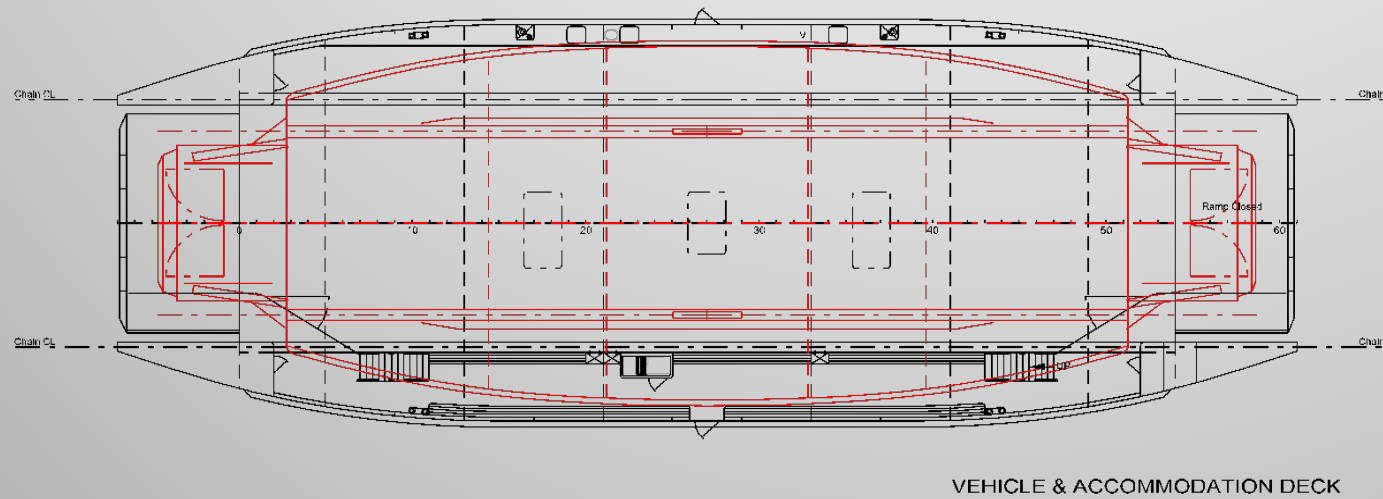
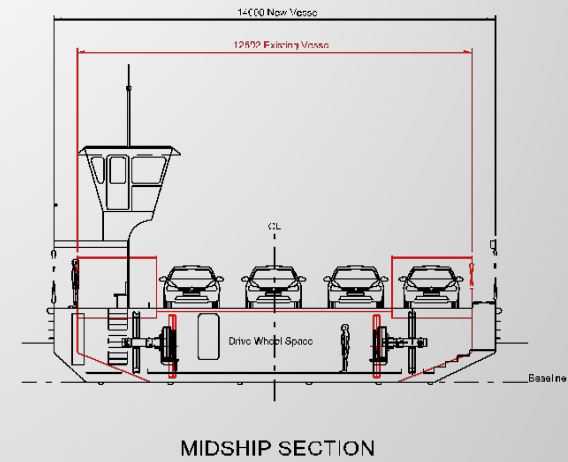
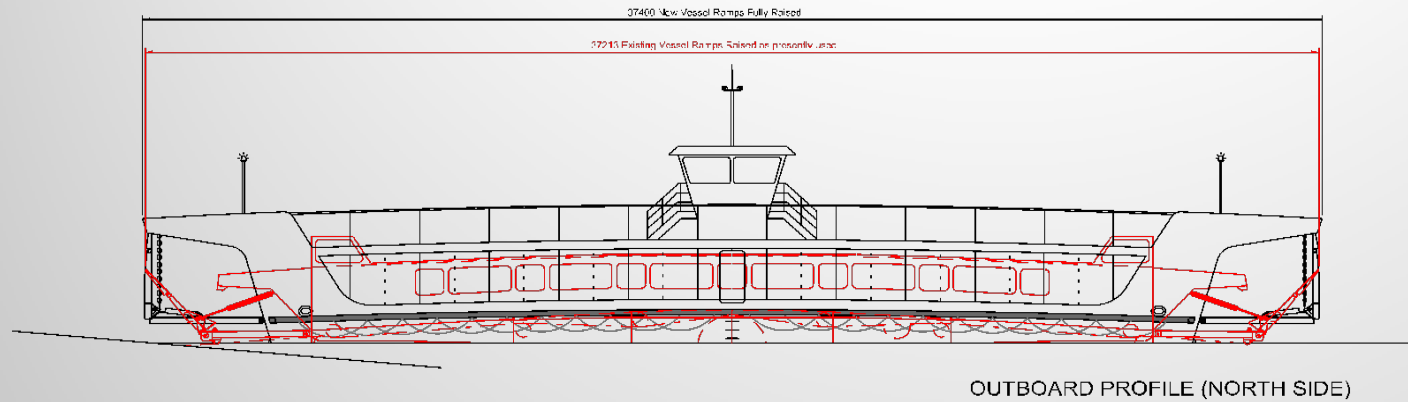
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# What are the main problems with FB6?

- **FB6 is over 100 tons heavier than FB5 which increases the underwater hull area directly facing tidal forces**
- **FB6 also has a much greater longitudinal topside profile than FB5 resulting in increased exposure to wind forces**
- **However, CFD modelling showed FB5 would be unable to maintain the prescribed chain depth at present ebb speeds of 2 meters/sec**
- **This supports theories of recent increases in maximum tidal ebb speed, whether due to subsequent marine works or silting**
- **It also indicates that the solution is not simply to replicate FB5**

# FB5 and FB6 Dimensional Comparison



# What design changes are necessary?

- This is difficult to answer in the context of this report as it requires further expert technical thought and more thorough investigation
- However, a lighter, smaller vessel would go some way towards resolving the berthing issue and assist in achieving the required chain depth
- Aluminium construction could provide a weight saving of 30% over steel
- Greater hydrodynamic efficiency of hull design and a smaller topside profile would provide further improvements
- The CFD model will be of key importance in testing design concepts to help ensure that any such innovations will work in practice

# Could a new vessel offer other benefits?

- **A smaller vessel operating more frequently could increase daily capacity**
- **Redesign of the FB6 loading ramps to reduce approach angles would speed vehicle loading and restore usage by owners of vulnerable cars**
- **A more radical redesign of ramps could also revisit passenger and car segregation to improve foot passenger safety and further speed loading**
- **Replacement of diesel with electric motors would reduce maintenance requirements, servicing downtime and noise levels**
- **An electric boat would be lighter and eliminate refueling requirements**
- **Greater power and torque of electric motors could increase crossing speeds**
- **And electrification would assist IOW's achievement of Net Zero by eliminating emissions!**

# How do we set about procuring FB7?

- **Firstly, by producing a performance specification stating in broad terms what we want the vessel to actually DO**
- **For example, to be capable of transporting a given number of vehicles in its normal daily cycle - rather than specifying the vessel's size or capacity**
- **Then place a contract with an accredited company who will adopt IWC's performance specification, and design and build his vessel to achieve it**
- **For this, IWC would place a single contract on a 'Turnkey' supplier, rather than expose itself to risk by separately employing a designer and builder**
- **The 'Turnkey' contract would allow IWC to recover liquidated damages, or reject the new vessel if IWC's performance specification is not met**

# How does IWC then pay for a new FB7?

- **With over 300 cable ferries in use worldwide it is likely FB6 can be sold to an operator with a less demanding operational environment**
- **However, this presents cash flow issues for an outright purchase**
- **An alternative is to lease the new vessel from the designer/builder**
- **If the lease includes maintenance the supplier relieves IWC of this element of risk in achieving availability and reliability requirements**
- **This will leave only the interface arising from IWC's responsibility for staffing the vessel and managing day-to-day operations**
- **However, this could be eliminated by IWC's sale of a license to Design, Build Own and Operate the vessel for a defined period – e.g. 25 years**



# Where does this leave users and taxpayers?

- In any lease or DBOO license IWC can impose limits on fare levels
- Given greater efficiency and hence ridership, fares might even be reduced, further increasing passenger demand and total revenues
- If growth provides a private DBOO operator with excessive profits, a portion can be clawed back by IWC anti-embarrassment provisions
- It is believed that many users have abdicated for reasons of vehicle damage, poor frequency and poor reliability, but can be won back
- A vessel lessor or DBOO licensee who directly suffers the financial consequences of a service stoppage will do all he can to avoid them

# Where do we go from here? Replacement?

- The report contains a great deal more detail than is presented here
- It is for IWC to decide whether to consider procuring a new vessel
- If so, further thought must be given to feasibility based upon:
  - Production of a Performance Specification for the new vessel
  - Likely cost of a compliant vessel
  - Identification of available ‘Turnkey Suppliers’, ‘Lessors’ and ‘DBOO Licensees’
  - Development of respective contract terms and conditions
  - Further research of opportunity to sell FB6 to another operator

# Where do we go from here? – other options?

- Replacing FB6 is only one of a number of optional solutions
- The immediate option is securing the most efficient operation of FB6
- Other options include a tunnel or bridge
- Or discontinuing the service altogether
- All options must be carefully evaluated in terms of cost, time, social, macro-economic, environmental and other aspects
- Following which, replacement of FB6 by FB7 might be dismissed
- However, for completeness the following slides assume replacement

# Preparatory Work

- **Agree procurement route – DBOO**
- **Form an executive steering group**
- **Appoint procurement advisors (3S)**
- **Appoint project team**
- **Agree form of contract**
- **Identify any requirements for external technical advisors**
- **Prepare outline budget**

# Principal pre-procurement work packages

- **Procurement plan and detailed timeline**
- **Schedule of key performance criteria**
- **Provisional performance specification**
- **Outline scope of work – including associated civil works and power supply provision**
- **Schedule of key stakeholders to be consulted prior to finalising the design for a new floating bridge**
- **Updated business case for review & sign-off**

# Prequalification

- **Agree prequalification criteria**
- **Publish the procurement notice**
- **Publish the invitation to prequalify**
- **Assess the prequalification responses against the agreed criteria**
- **Evaluate respondents' views on the feasibility of delivering a new floating bridge against the stated performance criteria.**
- **Update the provisional Performance Specification as appropriate**
- **Determine a select list of potential tenderers**

# Invitation to Tender to Contract Award

- **Agree tender evaluation criteria**
- **Issue Invitation to Tender requiring mandatory compliant main bids plus non-compliant alternatives**
- **Respond to bidders questions and clarification requirements**
- **Evaluate tenders and select preferred bidder, (noting that IWC is not bound to accept the most economic or any bid)**
- **Conduct final negotiations and award contract**

# Contract Management

- **Conceptual and detailed design reviews at key milestones**
- **Monthly contract management meetings**
- **Change control**
- **Witness and certify commissioning**
- **Certify service entry**
- **Monitor initial performance**
- **Manage warranty support**



# COWES FLOATING BRIDGE FB6 Operational Review

**Prepared for the Isle of Wight Council by  
3S Business Review Limited**

**November 2023**

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## Cabinet Report

Purpose: For Decision

**ISLE OF WIGHT COUNCIL**

Date	<b>14 MARCH 2024</b>
Title	<b>PUBLISHING THE ISLAND PLANNING STRATEGY FOR PUBLIC REPRESENTATION AND SUBMISSION TO THE PLANNING INSPECTORATE</b>
Report of	<b>CABINET MEMBER FOR PLANNING, COASTAL PROTECTION AND FLOODING</b>

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### **Executive Summary**

1. A new local plan, the Island Planning Strategy, is being prepared to replace the Island Plan Core Strategy 2012. The current draft Island Planning Strategy has taken into account the significant level of public consultation undertaken to date. For the Island Planning Strategy to be adopted and be used in planning decisions it must go through formal stages as directed by statute.
2. The next stages for the draft Island Planning Strategy are:
  - (a) publish for the Regulation 19 period for representation
  - (b) receive the public representations
  - (c) submit the plan, the supporting evidence base and all the representations received to the Planning Inspectorate (PINS) for public examination
3. This report is seeking a decision from the Cabinet regarding the recommendations to it from Full Council and the views of the Policy and Scrutiny Committee for Neighbourhoods and Regeneration and then to agree to recommend to Full Council that the draft Island Planning Strategy is published for a period of public representation and subsequently to submit the plan to the Planning Inspectorate for an independent examination. Cabinet has a number of options in relation to the recommendations from Full Council and Policy and Scrutiny Committee and these are set out in detail in paragraph 48 of this report.
4. Once the draft plan has been through the formal stages and is adopted, the Council will have an up-to-date plan and therefore it will reset its five-year land supply and housing delivery test requirements. When the Council can demonstrate it has an up-to-date local plan, can meet its five-year land supply and meet the housing delivery test minimum requirements it will not have to have due regard to the National Planning Policy Framework's tilted balance of the policy presumption in favour of

sustainable development.

5. An adopted plan will also give the officers and councillors of the local planning authority more tools to positively shape development, including the delivery of 'island affordable housing' and a greater ability to refuse applications that do not accord with the new policies. It will also provide the basis for supplementary planning documents (SPDs) to be created, which can give further detail on what the Council expects from policy compliant proposals.
6. Further independent external legal and demographic work (Appendices 4 and 5) has concluded that there is no justifiable basis to pursue 'exceptional circumstances' for the island, despite the addition of footnote 25 to the NPPF in December 2023. The demographic report concludes that there is a high probability of the housing need figure for the island being higher than the standard method, not lower, if an alternative method is used (i.e. pursuing exceptional circumstances). Delaying the process of adopting the draft plan will place the island at greater risk of planning applications being submitted for sites that are considered unacceptable at a time when the local planning authority is in a weaker position due to it having to give regard to the tilted balance.

## Recommendation

7. To agree some of the Full Council recommended changes and all of the recommended changes from the Policy and Scrutiny Committee for Neighbourhoods and Regeneration to the draft Island Planning Strategy as attached at Appendix 1; and then
8. To recommend to Full Council that the draft Island Planning Strategy be approved and 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 Communities in consultation with the Cabinet Member for Planning, Coastal Protection and Flooding, 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 began the process of preparing a new local plan, the

Island Planning Strategy (IPS) in 2017, 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.

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. Adopting a new plan will also allow the council to use the suite of new policies in planning decision making that cover multiple topics that align with corporate priorities.
15. The Local Government Association (LGA) undertook a peer review into Planning Services in 2022. 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.*

	Draft IPS adopted	Draft IPS not progressed
Reset housing number for the island	✓	✗
Housing number 38% lower than the standard method	✓	✗
Demonstrate 5 year housing land supply (A)	✓	✗
Housing Delivery Test result over 75% (B)	✓	✗
Due to A & B above, no longer under the presumption in favour of sustainable development	✓	✗
Use IPS policies in decision making	✓	✗
Deeper discounting on affordable housing	✓	✗

Align with LGA Peer Review recommendation		
Government requirement to update local plan by end of 2025		

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, to ensure maximum public engagement in the preparation of the plan and has undertaken two rounds of public consultation.

**Regulation 19**

Publication of a local plan This report seeks authority to publish the draft plan for a period of public 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.

Should it be agreed to proceed to this stage, the plan will be published for six weeks and the public will be invited to comment on the plan.

**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 areas 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 60 per cent of market value, depending on the type of property) and ensures that local connection criteria are applied to all affordable properties.
- 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.
- 22. It is recognised that there is a chronic shortage of affordable properties on the island, especially those for affordable rent. By allocating land for new homes there will be greater certainty for delivery. At this moment in time the most effective and likely delivery mechanism for new affordable homes is through developers providing them on larger sites and paying for them through market houses. Whilst some may consider this is not ideal, permitting larger scale development is the only mechanism that has ensured delivery of affordable housing to the scale that is required on the island.

23. If no allocations are made in the plan, then in all likelihood the delivery of affordable housing will reduce even further with no real certainty about where future supply will come from or how it will be paid for.

**Responding to climate change and enhancing the biosphere**

24. 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. It is worthwhile to note that the Biosphere designation was obtained with the policies of the Core Strategy being adopted, including a housing figure of 520 new homes per year across the plan period. The Draft IPS also includes Draft Policy C11 that would require all new homes to be net zero carbon.



**Economic Recovery and Reducing Poverty**

25. 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**

26. 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**

27. The Corporate Plan 2021 - 2025 sets out the council'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

28. 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, parish and community councils
- Complete all Island consultation on draft Island plan by and seek adoption through the formal process by September 2023.

29. 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.*

30. There are also multiple aspirations that directly and indirectly link to the IPS and its policies, and these include:
- (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 and Engagement**

31. The draft IPS has been through extensive public consultation, beyond that required by the regulations, 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.
32. It should be noted that there may be many people who feel that the comments they made, and changes suggested to the plan, during previous public consultations have been ignored. This is not case; all comments were considered but not all resulted in changes being made to the draft IPS. However, those people would be able to fully engage in the Regulation 19 period of public representation and make comments and suggest the changes to the draft IPS they think are necessary.
33. Any comments received during the Regulation 19 period are submitted, together with the draft plan and supporting evidence base, to the Secretary of State who will then appoint an independent Planning Inspector. The role of the Inspector will be to carry out an examination in public to review the submitted plan, evidence base and all comments made during the Regulation 19 period.

## **Scrutiny Committee**

34. The [Policy and Scrutiny Committee for Neighbourhoods and Regeneration on 5 October 2023](#) received an update report on the Draft IPS.
35. A further [meeting of the Policy & Scrutiny Committee for Neighbourhoods and Regeneration on 12 December 2023](#) received a copy of the Draft IPS for review.
36. At the meeting on 12 December 2023, a number of recommendations were agreed by the Policy & Scrutiny Committee for Neighbourhoods and Regeneration. Appendix 3 to this report sets out the seven recommendations that were agreed at Policy & Scrutiny Committee for Neighbourhoods and Regeneration on 12 December 2023 and also identifies the changes that have been made to the draft IPS to address each of these recommendations.

## **Financial / Budget Implications**

37. 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 the consultation and the examination process following submission. If a decision is made to not publish the Draft IPS for Regulation 19 and reconsider the content and form of a new local plan (option 7 in paragraph 48), there may be a level of abortive costs associated with the existing Draft IPS and evidence base. To date, since the preparation of the Draft IPS commenced in 2016, approximately £600,000 has been spent on the process.

## **Legal Implications**

38. 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 (public) representation is one of these actions.
39. 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.
40. A Regulation 19 version of the draft IPS was considered at the [Extraordinary Full Council meeting on 5 October 2022](#), but the decision made at that time by Full Council was not to take the draft IPS forward to the next stage.
41. At the [Full Council meeting on 16 November 2022](#) a motion was agreed that set out ten items of objection to the draft IPS version in front of it, and the matter was referred back to Cabinet for further consideration.
42. At the [Full Council meeting on 18 January 2023](#) and in light of potential changes to national planning policy/legislation, a motion was agreed that revised the timescale within which Cabinet was required to report back to Full Council.

43. Cabinet is now considering a recommendation to agree a revised version of the draft Island Planning Strategy to recommend on to Full Council that the draft IPS is published and submitted. Cabinet must inform Full Council of the reasons for any amendments to the draft IPS, any disagreement that Cabinet has with any of the Full Council objections within the motion of 16 November 2022 and the Cabinet's reasons for any such disagreement.

## Equality and Diversity

44. The draft IPS has been subject to a draft equality impact assessment (Appendix 6) 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.
45. 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

46. Once adopted the IPS will contain planning policies that may be relevant to future plans for Isle of Wight Council owned property and land.
47. 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.

## Options

48. It is considered that the following options are available to Cabinet, of which options 1, 3, 5 and 6 (as highlighted in bold) form the recommendations at the start of this report:

**(1) To accept some or all the items of objection from Full Council in November 2022 and make changes to the draft IPS to address the objections accepted.**

(2) To not accept some or all the items of objection from Full Council in November 2022 and to give the reasons for not accepting the objections.

**(3) To accept some or all the recommendations from the Policy & Scrutiny Committee for Neighbourhoods and Regeneration and make changes to**

**the draft IPS to reflect the recommendations accepted.**

- (4) To not accept some or all the recommendations from the Policy & Scrutiny Committee for Neighbourhoods and Regeneration and to give the reasons for not accepting the recommendations.

And then, subject to the choices made on the options above;

- (5) To agree the version of the draft IPS to recommend to Full Council is published for the Regulation 19 period for public representation and then submitted to the Planning Inspectorate for examination.**

- (6) 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.**

Or

- (7) To not proceed with the current Island Planning Strategy approach and to review the approach towards a new local plan.

## **Risk Management**

49. 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 a draft IPS which is considered by staff to be sound and therefore capable of being submitted to the Planning Inspectorate, following the regulation 19 period for representation.

### **Full Council and Scrutiny recommendations**

50. Each of the ten items of objection within the Full Council motion of 16 November 2022 (see paragraph 41) have been carefully considered and staff have recommended changes to the draft IPS in response to three of them. Seven of the items have not resulted in changes being recommended by Officers to the draft IPS. These, and the staff reason(s) why for each, are as follows.

#### ***Item 1 – Housing Company and Council Owned Housing Sites***

*IPS to provide clear commitment to use IOW Council owned land, that is designated as suitable for housing, to being allocated to the IOW Council's Housing Company (who can work with Housing Associations or others as partners if they wish) to provide social homes affordable to Islanders.*

Officer response to item 1: The Isle of Wight Council as a landowner has the ability to deliver this commitment immediately outside of the local plan preparation process. As such this is not considered necessary and could be unduly restrictive on the Council. **No change made to Draft IPS**

**Item 2 – Affordable rented accommodation**

*For housing developments other than those receiving funding from Homes England (who have their own requirements for the balance of rented/shared ownership as a condition of loans or grants) the affordable housing delivered should be 80% affordable rented and 20% shared ownership.*

Officer response to item 2: Affordable housing policy (H5) altered to reflect the need for more rental properties and setting out local connections. **Change made to Draft IPS**

**Item 3 – Time limits on finalising legal agreements**

*To avoid developers delaying the signing off on legal agreements, a 6 month limit to be imposed on same. Failure to achieve sign-off within that period to result in planning permission being refused.*

Officer response to item 3: Additions to policy G5 (which sets out the approach to taking into account an applicant's previous performance on delivering planning permissions) following confirmation of new powers from the Levelling Up and Regeneration Act (LURA) on delivery of planning permissions. **Change made to Draft IPS**

**Item 4 – SHLAA Process**

*IPS to specify that the process for determining the Strategic Housing Land Availability Assessment (SHLAA) shall be transparent and open with the portfolio holder or their deputy attending all meetings with external parties and minutes to be taken. The respective Ward Member to be invited to attend all related internal meetings and external meetings with third parties. The Planning Protocols Working Group (PPWG) to define, for incorporation in the IPS, how recommendations by officers shall be progressed including member committee scrutiny and member committee scrutiny sign off.*

Officer response to item 4: A local plan policy does not need to set the process for undertaking a piece of evidence, where national planning practice guidance already exists, and which sets out the process to be followed. The desire to review the IWC SHLAA methodology is recognised, and this can and will be done outside of the process of agreeing the draft IPS. **No change made to Draft IPS**

**Item 5 – Priority allocation of housing reductions**

*IPS to give special consideration to capitalising on reduced housing targets in order to relieve pressure on green field sites by retaining some existing development boundaries.*

Officer response to item 5: consideration has been given to this, and it was concluded that such an approach was unlikely to withstand scrutiny at a public examination (please also see the officer response to item 8). **No change made to Draft IPS**

**Item 6 – IPS timescales**

*Revised IPS to be brought back to Full Council no later than April 2023 and in doing so to clarify the regulatory process forward and the legal implications should that revision not be progressed.*

Officer response to item 6: The Full Council decision in January 2023 removed the requirement to meet this timeframe. **No change made to Draft IPS**

***Item 7 – Local Energy Security***

*IPS to recognise the need for local energy security and to provide for a future feasibility study into the generation on IOW of geothermal energy.*

Officer response to item 7: Changes to policy wording (C10 and C11) to reference local energy security and resilience. **Change made to the Draft IPS**

***Item 8 – Contemporary and accurate data.***

*IPS to include contemporary and accurate data regarding housing needs, population growth, age profile demographics and related trends including ONS and other sources such as DWP and Health sector analysis. These key data points to inform the IPS calculations and in conjunction with recognising the exceptional circumstances of the IOW, to define a clear case for further reduced housing targets aligning with the IOW population growth and resident needs.*

Officer response to item 8: KC and professional advice has been sought on this issue when considered against existing national planning policy and was circulated to all members in October 2022. At present, the position remains that there is not sufficient data or evidence to work up such a position that would stand up to scrutiny at examination. **No change made to Draft IPS**

***Item 9 – Affordability***

*IPS to define the definition of Affordable Rented Housing based on not more than 1/3 of the net average local earnings.*

Officer response to item 9: Policy AFF1 uses the Local Housing Allowance (or a series of % discounts from market value, whichever is lower) as the definition for affordable housing on the island. Local Housing Allowance (LHA) rates are used to calculate Housing Benefit for tenants renting from private landlords. **No change made to Draft IPS**

***Item 10 – Zero Carbon***

*IPS to clarify a consistent and comparable basis to be used for calculation of the carbon impact of delivery, lifetime and site restoration of developments.*

Officer response to item 10: It is recommended that local plan policy should not fix a particular piece of software or methodology to be used as many will be available, all providing the same output, and to be specific now may prevent better approaches in the future. **No change made to Draft IPS**

51. The draft IPS has also quite rightly been considered by the Policy & Scrutiny Committee for Neighbourhoods and Regeneration, who have recommended a number of changes to be made. In the professional view of officers it is possible to incorporate changes to address all seven of these recommendations without increasing the risk of the plan being found unsound.
52. 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).

53. The Council's annual monitoring reports and the Housing Delivery Test undertaken by the Department for Levelling Up and Housing and Communities (DLUHC) demonstrate that delivery over the last three years has been 66% and therefore, whilst the Council can demonstrate the required land supply position the presumption in favour of sustainable development remains applicable.
54. Under the current NPPF, to remove the presumption in favour of sustainable development, the Council must deliver a greater level of housing (above 75% of the required housing number using the Government Standard method which would equate to 525 homes per annum) and/ or adopt an up-to-date development plan and still deliver 75% or above of any new yearly target within that adopted plan. The proposed housing requirement in the Draft IPS is 453 homes per annum – 75% of this is 340 homes. The council has exceeded this figure in 8 of the last 10 years.
55. It would also mean that the certainty a local plan can give to developers, affordable housing providers and communities would also be delayed.
56. Should the draft plan go through all the formal stages and be adopted, it will crucially mean the Council has an up-to-date plan and that it will lower its five-year land supply figure and consequently its housing delivery test figure. An up-to-date plan along with being able to demonstrate a five-year land supply and meeting the requirements of the housing delivery test will mean that the Council will no longer have to have regard to the tilted balance and the presumption in favour of sustainable development in its planning decisions.

#### **Exceptional circumstances**

57. 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, (and in the case of the draft IPS including a housing requirement that is 38% less than the standard method) this helps to mitigate against the plan being found unsound. It is the view of officers, which is supported by KC advice, that this approach has a greater likelihood of success over not accepting the standard method and instead arguing 'exceptional circumstances'.
58. In late 2022 the government launched a consultation on changes to both the NPPF and the plan making system. In October 2023, the Levelling Up and Regeneration Act was passed as legislation. On 20 December 2023, the government published a new National Planning Policy Framework. The revised NPPF included a new footnote (25), which is reproduced below:

*'Such particular demographic characteristics could, for example, include areas that are islands with no land bridge that have a significant proportion of elderly residents.'*

59. This footnote is linked to paragraph 61 of the NPPF relating to whether the characteristics of an area may represent 'exceptional circumstances' which could justify using a different approach to calculating housing need than the standard



method the government expect local planning authorities to use.

60. The NPPF remains unchanged (paragraph 61) in that any different approach to calculating housing need should also reflect current and future demographic trends, market signals and, as set out in Planning Practice Guidance, take account of historic under delivery.
61. It is recognised that the addition of footnote 25 could impact on the approaches set out in the IPS, including that to the calculation of housing need. As a result, further legal and demographic work was commissioned to provide independent external views on the implications of this new footnote on the Draft IPS.
62. The conclusion of both the legal and demographic work (attached to this report as Appendices 4 and 5 respectively) is unequivocal that the addition of footnote 25 to the NPPF does not justify a change of approach in relation to housing need and 'exceptional circumstances'. The demographic work concludes that should the exceptional circumstances route be pursued, there is a high probability that the housing need number generated would be in excess of the standard method, not below it. The Draft IPS currently includes a housing requirement that is 38% below the standard method. Copies of both pieces of work have been shared with Group Leaders together with separate Group Leader briefings on each topic (legal and demographic).

#### **Future national policy changes**

63. Should the national policy landscape continue to evolve and change the Cabinet and/or the Council may decide it does not wish to proceed with the IPS as currently written and withdraw it from the formal process to prepare an alternative local plan. This withdrawal could happen at any of the formal stages listed in paragraph 14 from Regulation 19 up to and including Regulation 25. 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. However if the decision is made not to move forward with the Draft IPS to Regulation 19 and submission, then the ability to proceed with a local plan under the current plan-making system (which allows a lower housing requirement to be put forward) may be lost altogether.

#### **Use of policy in decision making**

64. Without an adopted IPS the Planning Committee and Planning Officers of the local planning authority will also 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.
65. Recent Planning Committee meetings have seen a sense of frustration over the inability to apply some of the Draft IPS policies, particularly that around deeper discounts for affordable housing. For example a recent application for 57 homes in Bembridge saw a 25% discount from market value secured, however draft policy AFF1 in the IPS sees discounts of up to 40% from market value. Once the Draft IPS is published under Regulation 19 the LPA (including Planning Committee) can

start to apply limited weight to the draft policies within it when making decisions.

66. Whilst not proceeding with the IPS and reviewing the approach to a new local plan is certainly an option available (paragraph 48 option 7), 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 (see paragraph 37). 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, the Local Nature Recovery Strategy and a number of documents related to the flood management strategy for the island.
67. 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.

## Evaluation

68. As a result of (a) the Full Council motion in November 2022, (b) the recommendations of Policy & Scrutiny Committee for Neighbourhoods and Regeneration in December 2023, (c) taking into account previous public and stakeholder consultation in 2019 and 2021 and (d) ongoing evidence base updates the draft IPS has been amended (attached as Appendix 1 to this report), with some of the headline changes summarised below and detailed in Appendices 2 and 3:
- Following a further years' monitoring data, a reduction in the housing number to **453 dwellings per annum**, which is a 38 per cent reduction on the housing figure calculated by the Government's standard method of 730 dwellings per annum.
  - Affordable housing policy (H5) altered to reflect the need for more rental properties and setting out local connections (**addressing item 2 of the November 2022 Full Council motion**).
  - Additions to policy G5 (which sets out the approach to taking into account an applicant's previous performance on delivering planning permissions) following confirmation of new powers from the LURA on delivery of planning permissions (**addressing item 3 of the November 2022 Full Council motion**).
  - Collection of financial contributions towards primary healthcare facilities (such as new or extended doctors' surgeries) in areas where the existing healthcare facilities do not have the capacity to accommodate the impact of new residential development added to policy (G3) following partnership working with the Hampshire and Isle of Wight Integrated Care Board.
  - Requirement explicitly set out in policy (EV13 and EV14) to separate foul and surface water in new development so surface water doesn't connect to the sewer system to help alleviate flooding.

- Changes to policy wording (C10 and C11) to reference local energy security and resilience (**addressing item 7 of the November 2022 Full Council motion**).
69. At the Policy & Scrutiny Committee for Neighbourhoods & Regeneration on 12 December 2023, and in subsequent follow up correspondence, there was discussion around the proposed allocation of sites in the draft IPS and the implications of this on future Planning Committee decisions. A view was raised that paragraph 6.15 of the Draft IPS removes the right of the Planning Committee to make a decision on whether an allocated site is suitable for development.
70. Policy G2 of the Draft IPS sets out the spatial strategy for the island and where the priority locations for housing development and growth are. Paragraph 6.15 is part of the supporting text for that policy and is reproduced below:
- '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.'*
71. Policy H2 and Appendix 2 of the Draft IPS set out which sites would be allocated, and the expectations that any applications coming forward on those sites would have to meet a wide range of site specific and other policy requirements.
72. All of the proposed allocations in the Draft IPS (set out in policy H2 and Appendix 2) align with the spatial strategy set out in Policy G2. As such, the basic locational principle of development on these allocated sites would be considered policy compliant post adoption of the plan. Planning Committee would still be entitled to come to a different view, however a reason for refusal based on the location of a site may be considered unreasonable if that location aligns with the spatial strategy set out in adopted policy.
73. It should be noted that the allocation of sites can only be confirmed through the adoption of the local plan once it has passed through public examination. The evidence base supporting the IPS, including the SHLAA, Integrated Sustainability Appraisal and Housing Evidence Papers that all help set out the spatial strategy and allocations process, will all form part of that examination in public. From the first regulation 18 consultation in 2018 to the version of the draft IPS attached as Appendix 1 to this report, the emerging IPS has always included proposed allocations that align with the spatial strategy set out within draft policy.
74. The eventual adoption of the plan would allow the local planning authority to use the full weight of new planning policies in its decision-making, to give greater influence over those issues of Island-wide significance such as housing delivery, the affordability of new homes, greater protections to our environment and agricultural land and to greater standards of design.
75. In overall summary, Officers are of the opinion that the version of the draft IPS attached as Appendix 1 to this report gives the greatest likelihood of success of the plan being found sound at examination.

## Appendices Attached

76. The report is supported by the following Appendices:
77. Appendix 1: Proposed draft Island Planning Strategy Regulation 19 submission version
78. Appendix 2: Schedule of main changes to the draft Island Planning Strategy including those addressing three items from the Full Council motion of 16 November 2022
79. Appendix 3: Schedule of changes to the draft Island Planning Strategy made in response to the seven recommendations of the Policy & Scrutiny Committee for Neighbourhoods & Regeneration
80. Appendix 4: Island Planning Strategy further advice, Michael Bedford KC, December 2023
81. Appendix 5: Demographic advice note, LSH, February 2024
82. Appendix 6: Draft Equalities Impact Assessment

## Background Papers

83. [Extraordinary Full Council meeting on 5 October 2022](#)
84. [Full Council meeting on 16 November 2022](#)
85. [Full Council meeting on 18 January 2023](#)
86. [Full Council meeting on 7 May 2023](#)
87. [Policy & Scrutiny Committee for Neighbourhoods and Regeneration on 5 October 2023](#)
88. [Policy & Scrutiny Committee for Neighbourhoods and Regeneration on 12 December 2023](#)
89. [Emerging Island Planning Strategy](#)

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# **Draft Island Planning Strategy**




## **Regulation 19 version**

### **Temporary front cover**

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

DRAFT

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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.
- 1.3** 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 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.
- 1.4** The island has particular economic challenges which hamper the delivery of housing. A number of barriers to development have been identified, many of which are driven by the physical severance from the mainland. Evidence suggests that it is a combination of factors resulting in a cumulative impact rather than one single issue. For example, increased cost of materials and labour, combine with low revenues driven by market conditions. These market issues are compounded by the difficulties of securing funding for increased levels of affordable housing. The island consistently relies on smaller, island-based developers with smaller sites, lower delivery rates and more limited development pipelines. Low returns on investment and higher risks act to deter national housebuilders from building on the island.
- 1.5** The provision of affordable housing is a particular challenge on the island. To meet more of the island's housing need, particularly for affordable housing, the council has identified that action is required either on its own or in concert with others in the housing field. However, even if this approach is a success, it is still unlikely to lead to a significant uplift in housing delivery due to the market and severance issues highlighted above.

### The Local Plan

- 1.6** 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.
- 1.7** 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



## Island Planning Strategy Section 1: Introduction

adopted, the IPS will replace the Island Plan Core Strategy and form the main part of the local plan for the island.

- 1.8** 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.
- 1.9** 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 Core Strategy policies relating to waste and minerals will be saved until they are replaced by the Island Planning Strategy Waste and Minerals document.
- 1.10** 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.
- 1.11** 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

- 1.12** 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.
- 1.13** 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

- 1.14** 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.
- 1.15** 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- under review)
  - Economic Development Action Plan 2015-2018 (2015, IWC)
  - Island Transport Plan (2011-38)
  - Emerging Local Transport Plan 4
  - Climate & Environment Strategy
  - IOW Flood Risk Management Strategy
  - IOW Strategic Flood Risk Assessment
  - IOW Sustainable Drainage Systems SPD
  - SuDS Manual (CIRIA)
  - IOW Enforcement Strategy
  - The South Marine Plan
  - Place Plans, Parish Plans and Village Design Statements
  - Solent 2050 An Economic Strategy for the Solent (April 2022)

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

### 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) IOW Integrated Care System.
- 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). Figures for the first quarter of 2022 suggest a 2% increase in visitor numbers above those of 2019. 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 period between the 2011 and 2021 censuses increased to 140,500 people, a net growth of 1.6% since 2011. The island is in the lowest third in England in terms of population density. Population growth was driven by an expansion in the number of residents aged 65 and over with those aged between 35 and 49 years decreasing over the same period. The Island's current population (29.2% residents aged 65 and over) is proportionally older than both the South East and England with the average age on the Isle of Wight being 51 years, the joint second highest in the South East alongside the New Forest (ONS,

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

Census 2021).

- 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 383 dwellings per annum (dpa) since adoption of the Core Strategy (11 years). Longer term averages are 380dpa (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	21/22	22/23	Total
Homes required	520	520	520	520	520	520	520	520	520	520	520	5720
Actual homes built	409	410	396	417	321	360	350	253	445	490	357	4208
<b>Shortfall</b>												<b>-1512</b>

**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](http://www.gov.uk))). The latest Local Housing Needs Assessment in 2022 identified a need for 489 affordable dwellings per annum. In 2021/22, 114 affordable dwellings were completed. 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 £27,628. 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 2022 is 9.27, based on an average house price of £256,000. This compares to affordability ratios in Portsmouth and Southampton of 7.31 and 7.37 respectively and has risen sharply on the island by 15% in the last 24 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;

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- 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
- 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 moves 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

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

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.

- 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 2021 the largest sectors, by employment, were health and social work (19%), wholesale and retail (15.2%), construction (9.3%), education (8.5%), accommodation and food (7.9%), manufacturing (7.4%) and administration (5.4%). 15.5% of employed residents were in professional occupations and 14% were employed in skilled trade occupations.
- 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.



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- 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 area. 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. The 2021 Census shows 12.8% of those in employment travelled to work on foot, with 51.3% using a car or van and 22.3% working mainly or from home.
- 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.

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

- 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;**

- ✓ **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

## Island Planning Strategy Section 3: How the IPS reflects corporate priorities

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](http://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. A Biosphere Steering Committee has been set up and met in January 2023 with the role 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 7 years on the island.

Year	Total new homes completed	Affordable homes (AH) completed	% of completions as AH
2022/23	357	71	19.9%
2021/22	490	114	23.3%
2020/21	445	123	28%
2019/20	253	6	2.4%
2018/19	350	0	0%
2017/18	360	18	5%
2016/17	321	34	10.6%
2015/16	417	35	8.4%
<b>Total</b>	<b>2993</b>	<b>401</b>	<b>13.4%</b>

Table 1: Affordable housing delivery on the island since 2015/16

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- 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 8 years shown in the table totals 3912 homes, and only 401 affordable homes have been completed in that period, leaving a deficit of 3511, or 439 homes per year. This recent lack of affordable housing delivery is crystallised by currently over 2,300 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 2,301 has decreased slightly by 132 households from the figure of 2,433 in February 2022.

Bedroom Need	1 bed	2 bed	3 bed	4+ bed	Total
Band 1	2	2	0	1	5
Band 2	177	40	33	37	287
Band 3	671	356	218	58	1303
Band 4	258	270	143	35	706
<b>Total</b>	<b>1108</b>	<b>668</b>	<b>394</b>	<b>131</b>	<b>2301</b>

**Table 2: Island Homefinder Band A to Band D statistics, May 2023**

- 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 ratio of 8.05 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

## Island Planning Strategy Section 3: How the IPS reflects corporate priorities

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.

Where local data is available for a settlement in a parish level housing needs survey, the make-up of the on-site affordable housing is expected to fully take this into account to help inform the type and mix of affordable homes secured through policies H5 and H8. Where this is not available it is expected that undertaking a local housing survey will be explored in agreement with the council and parish, town or community council and with the agreement of all parties, could be funded by the developer.

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.
- 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 2023 addendum explain the approach the Council

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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 health facilities 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, including technological infrastructure and with a particular focus on sewage capacity.



**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 National Landscape, 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;



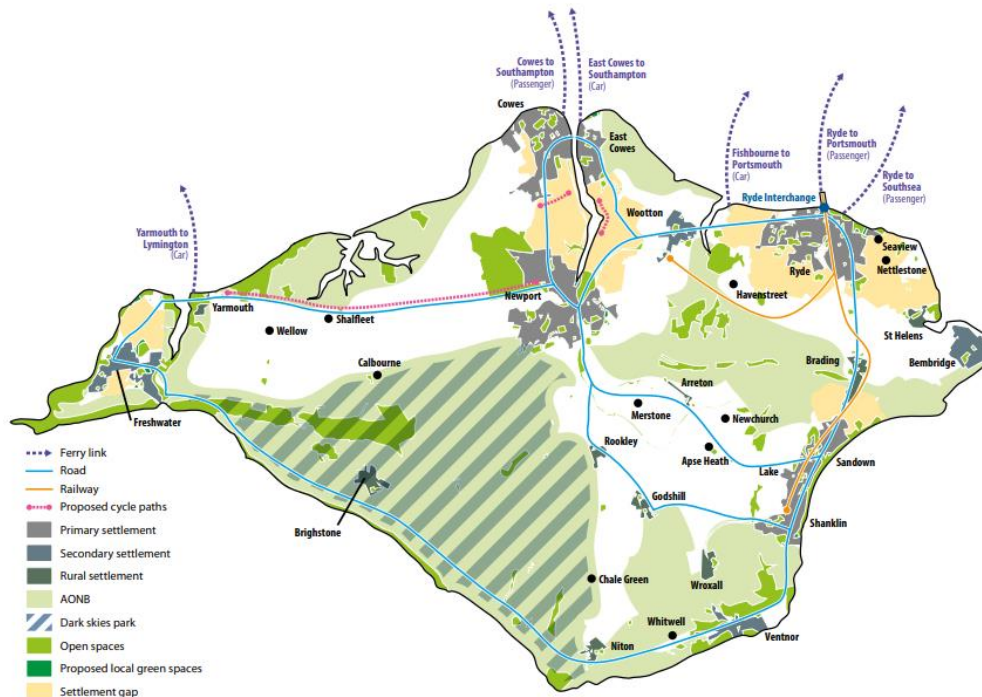
**Economy:** As well as houses, it is also important to make sure we protect as many existing jobs as possible and also make it easy for new jobs to be created. IPS policies make sure that land is secured and available for a range of businesses to maintain and increase the number of jobs. Our High Streets 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 National Landscape (formerly 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:

- **100%** of the total homes on allocated sites are within the adjusted settlement boundaries of primary and secondary settlements (90% are in primary settlements and 10% within secondary settlements);

## Island Planning Strategy Section 3: How the IPS reflects corporate priorities

- **47%** 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;
- **84%** of the homes allocated on greenfield land are already in the planning application or pre-application process;
- **35%** 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	<b>321</b>	6%
West Medina Regeneration Area	510	388	<b>898</b>	17%
Newport Regeneration Area	241	1,517	<b>1,758</b>	33%
East Medina Regeneration Area	325	165	<b>490</b>	9%
Ryde Regeneration Area	951	485	<b>1,436</b>	27%
The Bay Regeneration Area	190	204	<b>394</b>	8%
<b>TOTAL WITHIN THE PLAN PERIOD</b>	<b>2,358</b>	<b>2,939</b>	<b>5,297</b>	

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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 National Landscape in **'Isle of Wight National Landscape'**. 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 to Coastal Flooding and Coastal Risks'** 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 including their settings (and 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 to or total loss of significance of designated heritage assets 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 and 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;
  - ii) demonstrate as a minimum appropriate review/consultation with the Historic Environment Record and other references such as Conservation Area Appraisals and, if necessary, original survey;
  - iii) for sites that include or have the potential to include heritage assets with archaeological interest, an appropriate desk-based assessment and, where necessary, a field evaluation; and
- ii) 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. Buildings which are constructed in a traditional vernacular style and of traditional materials (for example natural stone) should be retained and restored wherever possible.
- 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. Consideration of the Island's heritage at risk should also form part of early engagement and assessment of proposals. There are a number of assets on the [Heritage at Risk Register](#) on the island.
- 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 are required to align with 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.
- 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 consulted on the transition arrangements that will see biodiversity net gain become mandatory in 2024 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)**

**EV4 Water Quality Impact on Solent Marine Sites (Nitrates)  Strategic**

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:

- 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.

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.

- 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 50 metre buffer between new development and ancient woodland. Where assessment shows impacts will extend beyond 50 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 50 metres should be provided between new development and ancient woodland, however larger buffers will be required if an assessment shows the impacts would extend beyond 50 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 National Landscape 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 National Landscape (formerly AONB)

### EV11 Isle of Wight National Landscape (formerly AONB)

Strategic

Planning applications for major development within the Isle of Wight National Landscape 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 National Landscape; and
- b) reinforce and respond to, rather than detract from, the distinctive character, setting and special qualities of the National Landscape; and
- c) would not, either individually or cumulatively, undermine the integrity or the predominantly open and undeveloped, special scenic and rural character of the National Landscape; 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 achieving the aims and delivery of the Isle of Wight National Landscape 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 National Landscape.

- 4.89** The Isle of Wight National Landscape covers approximately half of the Island (191 square km). National Landscapes 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 National Landscape is complex and comprises a range of landscape types, as defined by the West Wight and East Wight Landscape Character Assessments and the National Landscape Management Plan. The National Landscape 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 National Landscape 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 National Landscape 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 National 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 National Landscape but within its setting can also have an impact. For example, views out of the National Landscape 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 National Landscape.



**4.93** The National Landscape 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 National Landscape. 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 National Landscape.

**4.94** The council acknowledges that in some situations, development proposals that would fail to conserve and enhance the National Landscape 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 National 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?

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## 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 water 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) separating foul and surface water and not directing surface water into the sewer system unless no other feasible option is available. In such cases, developers must work with Southern Water to ensure no adverse impact on the sewer network and the delivery of any necessary network enhancements align with occupation of the development. Planning conditions or obligation clauses 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.

The Council is allocating land, as shown on the Policies Map, for a new Isle of Wight Water Recycling Plant (IWWRP) in Sandown. The IWWRP has the potential to provide up to 8.5 million litres of water a day and will assist in providing resilience to water supplies on the island for all residents.

**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 CO<sub>2</sub> 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
- 4.104** .The Council is allocating land in Sandown, directly adjacent to the existing wastewater treatment works and shown on the policies map, for a new Water Recycling Plant. Southern Water's Water Resources Management Plan (WRMP) identifies a series of new infrastructure projects to ensure there is a resilient source of water supply to customers. The Isle of Wight Water Recycling Project (IWWRP) proposes to take water from the existing Sandown Wastewater Treatment Works, treating it to a higher standard in a new Sandown Water Recycling Plant, before the water is then pumped through a new buried pipeline to be discharged upstream in the River Yar. The discharged water would then mix with other river water and flow approximately 800m downstream to an abstraction point at the existing Sandown Water Supply Works. The water would then be abstracted, treated to drinking water standards and pumped into the existing water distribution network. The IWWRP represents essential water supply infrastructure that will help to make customer supplies on the island more resilient in droughts.

**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, using the SuDS SPD as guidance, for the disposal of surface water in order to ensure there is no net loss of flood storage capacity or impact on water quality and demonstrate how surface water will not be connected to the sewer system;
- 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.

**4.105** 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.

**4.106** 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.

**4.107** 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. Other key documents include the Isle of Wight Strategic Flood Risk Assessment (SFRA) and the Sustainable Drainage Systems (SuDS) SPD. Applicants should use these documents at the earliest stage to help inform how proposals can appropriately address flood risk in a positive way.

**4.108** 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.

**4.109** 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.

**4.110** 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.

**4.111** 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.

**4.112** 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
- Sustainable Drainage Systems Supplementary Planning Document





## 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.

**4.113** 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

**4.114** 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.

**4.115** 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.

- 4.116** 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).
- 4.117** 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.
- 4.118** 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.
- 4.119** 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 environmental, 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.

- 4.120** 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.
- 4.121** 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. Existing buildings, infrastructure and land-use (subject to the relevant planning permission) could adapt and diversify to changing circumstances, where it reduces vulnerability, increases resilience and raises funds to facilitate subsequent relocation
- 4.122** 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.
- 4.123** 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.
- 4.124** 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.
- 4.125** 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).
- 4.126** 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.

**4.127** 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.

**4.128** 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:

- Utilises the current and increasing future erosion rates set out in the supporting evidence document provided for this policy as part of the Island Planning Strategy and considers additional information where relevant to the local understanding of coastal risk.
- would not impair the ability of communities and the natural environment to adapt sustainably to the impacts of a changing climate;
- would not compromise the character of the coast including designations or hinder the creation and maintenance of a continuous signed and managed route around the coast, and the development provides wider sustainability benefits;
- 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 so 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 demonstrating adequate and secure financial arrangements for the removal of the development before the site is immediately threatened by shoreline change and restoration conditions. This could include considering the use of modular forms of construction, designed to mean buildings can be disassembled and reassembled in a new location as a way of minimising the cost of relocation



## 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.

- 4.129** 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.
- 4.130** 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. Development that is located within the National Landscape which requires relocation will need to give very careful consideration of ensuring there no adverse impact on the National Landscape and will be expected to adhere to the criteria set out in policy EV11.
- 4.131** 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 and Coastal Risks

### 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.



- 4.132** 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.
- 4.133** 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.
- 4.134** 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.
- 4.135** 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.
- 4.136** 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.

- 4.137** 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.
- 4.138** 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.



- 4.139** 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.
- 4.140** 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.
- 4.141** 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.
- 4.142** 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.
- 4.143** 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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## Island Planning Strategy Section 5: Community



- 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. The use of modular housing solutions will be supported;
- 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 historic places (such as Conservation Areas) and the National Landscape;
- d) incorporate appropriate amenity/ living space relative to the nature of accommodation being proposed and adhering to the nationally described space standard;
- 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, providing measures to support wildlife habitat and corridors which could include the use of swift bricks and bee bricks in new development;
- h) preserve the integrity of traditional shop front or building detailing;
- i) ensure advertisements respect the amenity of the area, with appropriate levels of illumination to avoid unacceptable levels of light pollution, especially in conservation areas, utilising low carbon illumination systems wherever possible;
- 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) ensure separation of foul and surface water, incorporate rainwater harvesting and / or grey water recycling measures to reduce surface water run-off, fully align with the SuDS SPD and allow an appropriate re-use of water;
- n) Incorporate the design principles of '20 minute neighbourhoods'

## Island Planning Strategy Section 5: Community

- 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 the nationally described space standard to be met for residential development in respect of room sizes and amenity space. 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

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allowing for 'right sizing'. Consideration should be given to documents such as Building for 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.

- 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;

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- 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 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) healthcare 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. This will be supported by seeking developer contributions from qualifying developments to provide primary care facilities where they are needed (see policy G3).

**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

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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.



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- 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 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 supported through developer contributions on qualifying developments). 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.
- 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 and to support local energy security and resilience on the island, the council will support proposals for:

- a) major development of renewable energy schemes in appropriate locations and 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 National Landscape and designated areas, and grade 1-3a agricultural land (for photovoltaics) and will be informed by consideration of any impacts on the setting of designated areas.

Schemes within the National Landscape will be considered when there are no alternative sites outside of the National Landscape 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

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technologies and community level schemes. Where schemes require a fuel source, for 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**

To help meet the objectives of the Climate & Environment Strategy and to support local energy security and resilience on the island, 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/m<sup>2</sup>/yr**. Bungalows should achieve a space heating demand of **20-30 kWh/m<sup>2</sup>/yr**.

2. Energy Use Intensity (EUI) targets

All housing should achieve an Energy Use Intensity (EUI) of no more than **35 kWh/m<sup>2</sup>/yr**. Bungalows should achieve an EUI of no more than **40 kWh/m<sup>2</sup>/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/m<sup>2</sup>/yr) = EUI (kWh/m<sup>2</sup>/yr).

4. Embodied carbon

An upfront embodied carbon target must be met of **< 300kgCO<sub>2</sub>/m<sup>2</sup>**.

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.

There may be development sites which can demonstrate that the net zero thresholds set out in criteria 1-4 above can be met on average across the development site, and subject to appropriate justification, this approach will be supported.

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

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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 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/m<sup>2</sup>/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/m<sup>2</sup>/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

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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.

- 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, particularly on larger developments, where the viability or feasibility of meeting the policy on each individual property 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. In such instances, averaging the net zero thresholds across the site may be appropriate and enable a site as a whole to be 'net zero'. For example, certain properties due to site location / orientation may not be able to meet 1 of the KPIs, however other properties within the site may significantly exceed the KPIs, meaning the average output will still be 'net zero'.
- 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



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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 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

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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.
- 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

Strategic

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):

- a) Wastewater Treatment Works, Sandown
- b) Water Supply Treatment Works, Sandown
- c) Cross-Solent water connection, Gurnard
- d) Cross-Solent electricity connection, Thorness Bay
- e) Cross-Solent gas connection and regulator station, Gurnard

Development proposals in the surrounding areas should adequately consider the existing facilities and should not prejudice their future operation and/ or expansion.

The council will support the provision of storage options for gas, electricity and water that contribute to maintaining supplies and increasing resilience.

- 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

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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.
- 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.

**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

## Island Planning Strategy Section 5: Community

- 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 including for example, 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 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) 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 will be required to 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.



- 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 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 public sector owned Key Priority Sites allocated at Camp Hill and Newport Harbour that are likely to deliver towards the end of the plan period.

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 support for commercial 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 Plans. 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 respond to societal changes that occur over a plan 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

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.

**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.



- 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. 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 has the ability to grow 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.
- 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) A contribution for primary healthcare infrastructure is required for all qualifying developments of 20 or more dwellings. Where a new surgery is required or where provision is to be included within the development, negotiations will be required between the health providers, local planning authority and the developer;
- f) Coastal and flood risk reduction, water management;
- g) Provision of digital infrastructure;
- h) On site open space in line with EV6 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.
- 6.24** Contributions for new primary healthcare provision will be sought on all qualifying developments of 20 net dwellings or more. Contributions collected are for primary healthcare infrastructure only (e.g., new facilities or extensions to physical premises). Contributions will be sought only where the population generated by the proposed development is unable to be accommodated within the existing GP surgery capacities. Contributions will be calculated based on evidence relating to occupancy rates, current patient list sizes, size and space standards and cost guidance. Applicants should refer to the Health Contributions Supplementary Planning Document for detailed guidance.
- 6.25** 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.

### Managing Viability

#### G4 Managing Viability

Strategic

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:

- a) securing public subsidy;
- b) flexibility in the affordable housing tenure, type and size mix;
- c) 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.

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.

Any viability assessments submitted to the local planning authority, and the findings of any review of these will be made publicly available.

- 6.26** 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.



- 6.27** 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.
- 6.28** 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.
- 6.29** 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.
- 6.30** 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.
- 6.31** 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.
- 6.32** 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 island 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 (in line with Section 114 of the Levelling Up & Regeneration Act);
- 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.

Where development is being built out in an 'unreasonably slow manner, the council will be able to utilise powers set out in Section 112 of the Levelling Up & Regeneration Act 2023 to issue a completion notice and if necessary, revoke the planning permission in question.

Where an application is submitted by a landowner or developer with a history of non-implementation or unreasonably slow build out on sites, the council will be able to utilise powers set out in Section 113 of the Levelling Up & Regeneration Act 2023 to decline to determine the planning application.

**6.33** There are a significant number of 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.

**6.34** 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.



- 6.35** 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.
- 6.36** 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.
- 6.37** 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.
- 6.38** 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.
- 6.39** 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.
- 6.40** 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.
- 6.41** The Council will also use powers set out in the Levelling Up & Regeneration Act 2023 to ensure that developments are not built out in an unreasonably slow manner, and if they are, reserve the right to serve completion notices and decline to determine future planning applications submitted on the same site by the same applicant / landowner or alternative sites by the same applicant / landowner.



- 7.1** The policies in this section are designed to support the delivery of the housing requirement of the local plan . 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. Supporting 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 6,795 **net additional dwellings** over the plan period (2022-37), at average **of 453 dwellings per year**.

The supply of new homes will come from the following sources:

From large sites with planning permission:	<b>2,358 dwellings</b>
From sites allocated in policy H2:	<b>2,939 dwellings</b>
From windfall sites*:	<b>1,500 dwellings</b>
<b>TOTAL:</b>	<b>6,797 dwellings</b>

*\* 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 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 six 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:

	<b>Large sites with planning permission</b>	<b>Allocated sites</b>	<b>Windfall</b>	<b>Total</b>
<b>Bembridge</b>	13	146	30	<b>189</b>
<b>Brading</b>	0	0	30	<b>30</b>
<b>Brighstone</b>	55	0	30	<b>85</b>
<b>Freshwater</b>	44	180	30	<b>252</b>
<b>Gurnard</b>	44	12	30	<b>86</b>
<b>Nettlestone &amp; Seaview</b>	78	0	30	<b>108</b>

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 453 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 6,795 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), meet a specific local need that has been identified 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 2,813 units, at an average of 563 dwellings per annum. Using the local plan housing number of 453 dwellings per annum, the 5-year requirement is 2,265 dwellings, meaning a 25% buffer is included within the delivery trajectory for years 1 to 5 of the plan period. This is reflective of the fact that 35% 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	250	250	331	305	206	776	240	2358
Allocated sites	0	10	304	355	302	1163	805	2939
Windfall	100	100	100	100	100	500	500	1500
<b>Total</b>	<b>350</b>	<b>360</b>	<b>735</b>	<b>760</b>	<b>608</b>	<b>2439</b>	<b>1545</b>	<b>6797</b>

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 (primarily 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 7 years from 2016/17 – 2022/23, completions on sites between 5 and 9 dwellings totalled 263 dwellings, or 38 per annum, whilst completions from sites of 4 dwellings or less in the same period totalled 674 dwellings, or 96 per annum. The council has taken a conservative approach of including 100dpa from windfall sites, which represents 75% of the recent supply from these sites that provide a realistic and robust source of supply, appreciating that windfall opportunities may 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** In total, small sites under 1 hectare form nearly 32% of the housing requirement which helps to provide choice and opportunities for small builders. Nine of the site allocations in the plan are under 1 hectare and have a combined yield of 190 dwellings and twelve large sites under 1 hectare have planning permission and a combined yield of 166 dwellings. Windfall on sites for 4 dwellings or less historically will contribute on average 96 dwellings per year or 1444 dwellings over the plan period. A further 370 dwelling units will come forward from sites on the brownfield register.
- 7.13** Other development proposals may come forward and be acceptable subject to conformity with the policies within the IPS. 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 having undertaken any relevant studies or investigations.
- 7.14** 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.
- 7.15** 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.
- 7.16** 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
- 7.17** 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.

- 7.18** 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
- 7.19** 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, are public sector owned and have the potential to deliver transformational development on brownfield land across the medium- and long-term timing of the plan period and therefore have their own site-specific policies to guide development proposals.
- 7.20** All sites have been considered 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.
- 7.21** 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.
- 7.22** 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.
- 7.23** 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.
- 7.24** Where fully justified and certainty of delivery can be demonstrated, major residential sites that currently have planning consent that is due to expire but have not yet come forward for delivery, will be considered for allocation in future local plan reviews.

### 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 assess potential impacts, inform design proposals (avoiding adverse impacts where possible) 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. The SPD will also need to be informed by proportionate heritage impact assessment.

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- 7.25** 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.
- 7.26** 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.
- 7.27** 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.
- 7.28** 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.
- 7.29** 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.
- 7.30** On and off-site provision and contributions to community infrastructure, including education and health provision, will be sought in line with policies G3 and G4 and secured through a section 106 legal agreement.
- 7.31** 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 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
- l) the on-site open space is provided together with management put in place to support its future retention and maintenance.
- m) 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;
- n) good links to the wider footpath and cycle network are provided,
- o) the development will deliver highway improvements necessary for the development to go ahead;
- p) 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.

- 7.32** 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

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and Homes England) to bring forward additional high-quality, sustainable mixed-use development on public sector land within the town centre.

**7.33** 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.

**7.34** 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.

**7.35** 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



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- 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.
- 7.36** 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.
- 7.37** 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.
- 7.38** 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.
- 7.39** On and off-site provision and contributions to community infrastructure will be sought in line with policies G3 and G4 and secured through a section 106 legal agreement.
- 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 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.'

### 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 (EV6);
- 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 with a net gain of 20 or more dwellings will be expected to make contributions for primary care facilities where the capacity of existing facilities is exceeded.

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.

The use of modular housing solutions will be supported and is recognised as an efficient way of delivering housing of all types and tenures.

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**7.46** 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.

**7.47** 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.

**7.48** Any application submitted will be determined against the above policy, the development plan as a whole and any other material consideration. The council's approach towards developer contributions and viability are set out in policies G3 and G4 respectively.

**7.49** 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**

**7.50** 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**

**7.51** 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.

**7.52** '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) a 'specific local need that has been identified' is being contributed to (see Glossary for definition);
- b) they would not unduly damage the amenity of neighbouring properties and the prevailing character of the surrounding area;
- c) the layout would respect the density/ size of surrounding plots; and
- d) the development is generally expected to be between one and three dwellings.

Any proposal which fails to respect the character of the area will be refused.

- 7.53** There will be circumstances across the Island where existing settlements and villages without settlement boundaries could accommodate additional housing without having an impact on the character of the area. Such sites may be designated in neighbourhood plans.
- 7.54** 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 sit between the curtilage of existing buildings to either side.
- 7.55** 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.
- 7.56** 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 expected to be at a scale of a of 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 (or the equivalent value of the development site?) 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 National Landscape, 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.

The Council will expect a target mix of 80% for social or affordable rent and 20% to be other affordable housing products that could include, but are not limited to, starter homes, discounted market sales or other affordable routes to home ownership.

Alternative mixes that contribute to meeting identified local housing needs should, as a minimum, be informed by the following sources of data:

- a) The Island Homefinder register (IWC);
- b) Adopted neighbourhood plans;
- c) Parish level housing needs surveys completed after 2018;
- d) IOW Housing Needs Assessment (HNA) 2018 and Local Housing Needs Assessment 2022.

However affordable housing is provided, the Council will ensure through a planning obligation that it remains as the principal residence of the occupant(s) and will expect that it is affordable in perpetuity, subject to the product type.

Affordable housing provided on site should be delivered in a 'tenure blind' way that does not allow clear distinction between affordable and open market properties.

Affordable housing secured through this policy will be subject to a local connection criteria that prioritises the homes for those living within the parish where the development is located.

**7.57** 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.

**7.58** 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*

## Island Planning Strategy Section 7: Housing

*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 households falling into need. As the Local Plan is planning for an 'island realistic' housing requirement, the focus of affordable housing provision will be centred on those currently in need.

- 7.59** 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 453 dwellings per annum, using a basic application of the 35% affordable housing requirement from allocated sites (i.e. non-windfall), this could see 69 affordable units per annum delivered in addition to those from sites that already have planning permission (approximately 55 per annum, to over 120 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.
- 7.60** 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).
- 7.61** 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 too prescriptive on affordable housing tenure.
- 7.62** 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.
- 7.63** 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.
- 7.64** A contribution will be required towards the delivery of affordable housing to be provided with the National Landscape (formerly AONB), which fall within the definition of designated rural areas, in accordance with the council's Affordable Housing Supplementary Planning Document.
- 7.65** 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.
- 7.66** 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

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providing affordable housing to meet a specific local need that has been identified , 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

Single 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 following criteria:

- a) meet a proven essential need for a rural worker to live permanently at or near their place of work;
- b) re-use a redundant, structurally sound building appropriate for this use which enhances its setting;
- c) secure the optimal re-use of a heritage asset or would be appropriate sympathetic enabling development (as detailed in [Enabling Development and Heritage Assets | Historic England](#)) to secure the future of the heritage asset;
- d) provide an exceptional quality design solution that respects local architectural styles and the character of the landscape

Proposals within the National Landscape will also need to demonstrate how they conserve and enhance the natural beauty of the area.

### Rural workers dwellings

- 7.67** 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

- 7.68** 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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- 7.69** 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**

- 7.70** 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**

- 7.71** 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.
- 7.72** 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**

- 7.73** 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 on rural exception sites to meet 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 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 National Landscape on the island.

- 7.74** 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.
- 7.75** 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 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.
- 7.76** 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.
- 7.77** 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 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.
- 7.78** 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.

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- 7.79** 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.
- 7.80** 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.
- 7.81** 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 National Landscape.

### 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%
Social/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').

- 7.82** 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 in 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.

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- 7.83** 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.
- 7.84** The policy approach is designed to ensure that the reality of the local housing market 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.
- 7.85** 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 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 and 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.

- 7.86** 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.
- 7.87** 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

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uncertain for the reasons set out above

- 7.88** 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
- 7.89** 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.
- 7.90** 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.
- 7.91** 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 in line with the spatial strategy set out in G2

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 plot passport / site specific design code will be agreed between the council and developer to enable individual plots to come forward in line with any agreed plot passport / design code.

- 7.92** 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.
- 7.93** 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".*

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- 7.94** 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

- 7.95** 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.
- 7.96** 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.
- 7.97** 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

- 7.98** 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.
- 7.99** 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.

**7.100** 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.

**7.101** 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.

**7.102** 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.

**7.103** 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

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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.

- 7.104** 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.
- 7.105** 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.
- 7.106** 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.
- 7.107** 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.
- 7.108** Any application submitted will be determined against the above policy, the development plan as a whole and any other material consideration. 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.
- 7.109** 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 Solent Freeport designated in December 2022 (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](http://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 to 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 m<sup>2</sup> 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) diversification of the uses for farmland, where farming remains the principal 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 National Landscape.
- 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 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 on 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, adopted by the Isle of Wight Council in November 2022, 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.' (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 Airbnb<sup>1</sup> 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

<sup>1</sup> [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.

## The Bay Area Place Plan and Sandown Bay Tourism Opportunity Area

### E10 The Bay Area Place Plan and Sandown Bay Tourism Opportunity Area

The council supports the principle of development that aligns with the principles, values and objectives of The Bay Area Place Plan.

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 town and parish councils of Sandown, Shanklin and Lake, in partnership with the Isle of Wight Council, formally launched The Bay Area Place Plan in early 2024. The plan will successfully coordinate different projects and initiatives across the area and help guide investment and regeneration projects. The plan sets a strategic direction for The Bay Area and has been prepared following extensive consultation and engagement with the local community and businesses that operate across the Bay.
- 8.109** 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 20<sup>th</sup> 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.
- 8.110** 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.
- 8.111** 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.
- 8.112** 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.

- 8.113 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.
- 8.114 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.
- 8.115 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.
- 8.116 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.

- 8.117 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.

**8.118** 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 (where there are no other impacts, or any impacts can be adequately mitigated) 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.

**8.119** 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](http://www.solentfreeport.com)).

**8.120** Officially launched in June 2022 and designated in December 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.

**8.121** 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; Cowes, Northwood and Gurnard; East Cowes and Whippingham; and Bembridge, Brading and St Helens)



## 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) The East-West Green Link project will create a comprehensive sustainable transport corridor from Ryde to Yarmouth;
- 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 Local Cycling & Walking Infrastructure Plans;
- 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;
- h) the Military Road.

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 (which is recognised as an essential transport link) 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 council has secured £13.5m in Levelling Up Funds from Government for the East-West Green Link project. The East-West Green Link project will create a comprehensive sustainable transport corridor from Ryde to Yarmouth. It will improve transport infrastructure along the entire route and create new links to existing infrastructure to ensure connectivity for all ports on to a sustainable transport network. These new routes and connections will provide low-carbon low-cost options that enable more visitors to access key tourist attractions while enabling more residents to commute to key employment sites.
- 9.16** The project comprises of three core components:
- a. Ryde - Yarmouth Public Transport Corridor
  - b. West Wight Greenway
  - c. Newport Hub and Spokes Scheme
- 9.17** 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.
- 9.18** 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.
- 9.19** 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.



**9.20** 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
<b>Newport</b>	Coppins Bridge Gyratory
	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
<b>Ryde</b>	Queens Road/ West Street
	Argyll Street/ West Street
	Quarr Hill/ Newnham Road
	Binstead Road/ Pelhurst Road
	Marlborough Road/ Great Preston Road
	Ashey Road / Carters Road/ Smallbrook Lane Roundabout
<b>The Bay</b>	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

**9.21** 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.

**9.22** 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.

**9.23** 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
<b>Newport</b>	Carisbrooke Road/ Recreation Road
<b>Northwood</b>	Newport Road/ Nodes Road
<b>Brading</b>	Rowborough Lane/ Beaper Shute/ Carpenters Road
	Yarbridge crossroads (New Road/ Morton Road/ Marshcombe



	Shute/ The Mall)
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Table 9.2 Further junctions where contributions may be sought

- 9.24** 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.
- 9.25** 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.

- 9.26** 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.
- 9.27** 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.

- 9.28** 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.
- 9.29** 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.

- 9.30** 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.

- 9.31** 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.

- 9.32** 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.
- 9.33** 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.
- 9.34** 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.

- 9.35** 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
- 9.36** 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'.
- 9.37** 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.

- 9.38** 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.
- 9.39** 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.
- 9.40** 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.
- 9.41** 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.
- 9.42** 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 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 to 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 a 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 as 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 453 units for 3 consecutive years</i>	H1, H2
Affordable housing completions	<i>Above 159 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
<b>Section 4: Environment</b>	
EV1 Conserving and Enhancing Our Historic Environment	<ul style="list-style-type: none"> <li>• Number of listed buildings completely demolished</li> <li>• Number of designated heritage assets added to/removed from the statutory list or at risk register</li> <li>• Number of applications where substantial harm is a consideration per year</li> </ul>
EV2 Ecological Assets and Opportunities for Enhancement	<ul style="list-style-type: none"> <li>• Number of applications proposing the loss of designated sites per year</li> <li>• Number of applications permitted proposing the loss of designated sites per year</li> <li>• Number of applications submitted with a biodiversity checklist per year</li> <li>• Number of qualifying applications with biodiversity net gain plans approved.</li> <li>•</li> </ul>
EV3 Recreation Impact on the Solent Marine Sites	<ul style="list-style-type: none"> <li>• Amount in financial contributions agreed in accordance with the Bird Aware Solent Strategy per year</li> </ul>
EV4 Water Quality Impact on Solent Marine Sites (Nitrates)	<ul style="list-style-type: none"> <li>• Number of applications requiring nutrient neutrality calculations</li> </ul>
EV5 Trees, Woodland and Hedgerows	<ul style="list-style-type: none"> <li>• Number of applications proposing the loss of ancient woodland and ancient or veteran trees per year</li> <li>• Number of applications refused proposing the loss of ancient woodland and ancient or veteran trees per year</li> </ul>
EV6 Protecting and Providing Green and Open Spaces	<ul style="list-style-type: none"> <li>• Number of applications received proposing the loss of identified open space per year</li> <li>• Number of applications permitting the loss of identified open space per year</li> <li>• Amount of SANGs permitted per year</li> </ul>
EV7 Local Green Spaces	<ul style="list-style-type: none"> <li>• Number of sites proposed by local communities as Local Green Spaces per year</li> <li>• Number of applications received within designated Local Green Spaces per year</li> <li>• Number of applications permitted within designated Local Green Spaces per year</li> </ul>
EV8 Protecting High Grade Agricultural Land	<ul style="list-style-type: none"> <li>• Number of major applications permitted involving the loss of high grade agricultural land</li> </ul>
EV9 Protecting Our Seascapes and Landscapes	<ul style="list-style-type: none"> <li>• Number of applications identified as having a potential impact on seascape per year</li> <li>• Number of applications permitted having a potential impact on seascape per year</li> </ul>
EV10 Preserving Settlement Identity	<ul style="list-style-type: none"> <li>• Number of applications received within the settlement gaps per year</li> <li>• Number of applications permitted within the settlement gaps per year</li> </ul>
EV11 Isle of Wight National Landscape (formerly AONB)	<ul style="list-style-type: none"> <li>• Number and percentage of applications determined not in accordance with the Isle of Wight National Landscape (formerly AONB) comments per year</li> </ul>
EV12 Dark Skies	<ul style="list-style-type: none"> <li>• Number of applications received within the proposed Dark Skies Park including roof glazing and large expanses of glazing per year</li> <li>• Number of applications permitted within the proposed Dark Skies Park including roof glazing and large expanses of glazing per year</li> </ul>
EV13 Managing Our Water	<ul style="list-style-type: none"> <li>• Number of dwellings approved where water consumption per</li> </ul>

## Island Planning Strategy: Section 10 Delivery, Monitoring and Review

Resources	<p>household is 100lpppd per year</p> <ul style="list-style-type: none"> <li>Number of applications where there is a net increase in surface water run-off (compared to the pre-development rate)</li> </ul>
EV14 Managing Flood Risk in New Development	<ul style="list-style-type: none"> <li>Number of dwellings permitted in flood risk zones 2, 3a and 3b per year</li> <li>Number of planning applications granted contrary to Environment Agency on flood risk grounds per year</li> </ul>
EV15 Monktonmead Catchment Area	<ul style="list-style-type: none"> <li>Number of applications received for development proposals located within the Monktonmead catchment area per year</li> <li>Number of development proposals permitted that provide on-site sustainable drainage systems per year</li> </ul>
EV16 Managing Our Coast	<ul style="list-style-type: none"> <li>Number of applications received for development proposals within CCMA's per year</li> <li>Number of permissions granted for development proposals within CCMA's per year</li> <li>Number of completions within CCMA's per year</li> </ul>
EV17 Facilitating Relocation from Coastal Change Management Areas	<ul style="list-style-type: none"> <li>Number of applications received for relocation from CCMA's per year</li> <li>Number of permissions granted for relation from CCMA's per year</li> </ul>
EV18 Improving Resilience to Coastal Flooding and Coastal Risks	<ul style="list-style-type: none"> <li>Number of applications located on waterfronts with a 'hold the line policy' per year</li> <li>Number of applications proposing provision and/ or maintenance of coastal defences or land raising per year</li> </ul>
EV19 Managing Ground Instability in New Development	<ul style="list-style-type: none"> <li>Number of applications received located within areas identified as being at potential risk from future ground instability per year</li> <li>Number of applications permitted within areas identified as being at potential risk from future ground instability per year</li> <li>Number of applications refused within areas identified as being at potential risk from future ground instability per year</li> </ul>
<b>Section 5: Community</b>	
C1 High Quality Design for New Development	<ul style="list-style-type: none"> <li>Number of applications refused on design grounds per year</li> <li>Number of appeals lost on design grounds per year</li> </ul>
C2 Improving Our Public Realm	<ul style="list-style-type: none"> <li>Amount of new public realm created per year</li> </ul>
C3 Improving Our Health and Wellbeing	<ul style="list-style-type: none"> <li>Number of applications accompanied by a health impact assessment</li> </ul>
C4 Health Hub at St Mary's Hospital	<ul style="list-style-type: none"> <li>Number of applications for health-care and care-related employment floorspace per year</li> <li>Number of applications per year for health-care and care-related employment floorspace per year</li> <li>Square meters of health-care and care-related employment floorspace delivered per year</li> <li>Provision of an extra care village</li> <li>Number of dwellings permitted on the site</li> </ul>
C5 Facilitating Independent Living	<ul style="list-style-type: none"> <li>Number of dwellings permitted that contribute to the Independent Living Strategy per year</li> <li>Number of major residential proposals providing at least 20% as being suitable for older people and/ or those with mobility problems</li> </ul>
C6 Providing Annexe Accommodation	<ul style="list-style-type: none"> <li>Number of applications for annexes per year</li> <li>Number of applications permitted for annexes per year</li> </ul>
C7 Delivering Locality Hubs	<ul style="list-style-type: none"> <li>The delivery of locality hubs in the identified locations</li> </ul>
C8 Facilitating a Blue Light Hub	<ul style="list-style-type: none"> <li>Identification of the best location for a blue light hub</li> <li>Granting planning permission for a blue light hub</li> </ul>

## Island Planning Strategy: Section 10 Delivery, Monitoring and Review

C9 Education Provision	<ul style="list-style-type: none"> <li>Number of applications for education facilities per year</li> </ul>
C10 Supporting Renewable Energy and Low Carbon Technologies	<ul style="list-style-type: none"> <li>Number of applications including renewable energy provision per year</li> <li>Number of applications permitted including renewable energy provision per year</li> <li>Number of large-scale renewable schemes permitted per year</li> <li>Number of large-scale renewable schemes within the Isle of Wight National landscape permitted per year</li> <li>Permitted increase in installed capacity per year</li> </ul>
C11 Net Zero Carbon and Lowering Energy Consumption in New Development	<ul style="list-style-type: none"> <li>Number of developments built to net zero thresholds</li> <li>Number of applications proposing to exceed BREEAM 'Very Good' per year</li> <li>Number of applications permitted proposing to exceed BREEAM 'Very Good' per year</li> <li>Number and percentage of major development schemes permitted providing at least 10% of energy from renewable energy</li> <li>Number and percentage of schemes with 250+ dwellings incorporating community district heating systems</li> </ul>
C12 Utility Infrastructure Requirements for New Development	<ul style="list-style-type: none"> <li>Number of developments providing appropriate utility infrastructure</li> <li>Number of developments directly connecting to existing appropriate utility infrastructure</li> </ul>
C13 Maintaining Key Utility Infrastructure	<ul style="list-style-type: none"> <li>Number of applications relating to key utility infrastructure per year</li> <li>Number of applications permitted relating to key utility infrastructure per year</li> <li>Number of applications for energy storage</li> <li>Number of applications permitted for energy storage</li> </ul>
C14 Providing Social and Community Infrastructure	<ul style="list-style-type: none"> <li>Number of community facilities delivered by type per year</li> <li>Number of community facilities re-provided by type per year</li> <li>Number of community facilities lost by type per year</li> </ul>
C15 Community-led Planning	<ul style="list-style-type: none"> <li>Number of community-led planning documents endorsed by the council</li> </ul>
<b>Section 6: Growth</b>	
G2 Priority Locations for Housing Development and Growth	<ul style="list-style-type: none"> <li>Number of dwellings permitted within each primary settlement, secondary settlement, rural service centres and sustainable rural settlements per year</li> <li>Number of dwellings permitted on previously developed land per year</li> <li>Number of dwellings permitted within each regeneration area per year</li> </ul>
G3 Developer Contributions	<ul style="list-style-type: none"> <li>Number of legal agreements securing developer contributions per year</li> <li>Amount of funds secured through developer contributions per year</li> </ul>
G5 Ensuring Planning Permissions are Delivered	<ul style="list-style-type: none"> <li>Number of applications seeking a new consent for a lapsed permission per year</li> <li>Number of applications seeking a new consent for a lapsed permission granted per year</li> <li>Number of applications seeking a new consent for a lapsed permission refused per year</li> </ul>
<b>Section 7: Housing</b>	
H1 Planning for Housing Delivery	<ul style="list-style-type: none"> <li>Number of applications received relating to sites allocated for residential uses per year</li> </ul>

## Island Planning Strategy: Section 10 Delivery, Monitoring and Review

	<ul style="list-style-type: none"> <li>• Number of applications permitted relating to sites allocated for residential uses per year</li> <li>• Number of dwellings permitted on sites allocated for residential uses per year</li> <li>• Number of dwellings permitted within, or immediately adjacent each primary settlement, secondary settlement, rural service centres and sustainable rural settlements per year</li> </ul>
H2 Sites Allocated for Housing	<ul style="list-style-type: none"> <li>• Number of applications received relating to sites allocated for residential uses per year</li> <li>• Number of applications permitted relating to sites allocated for residential uses per year</li> <li>• Number of dwellings permitted on sites allocated for residential uses per year</li> </ul>
KPS2 Newport Harbour	<ul style="list-style-type: none"> <li>• Outcome of feasibility studies and technical work in wider opportunity area of Newport Town Centre to inform any revisions to KPS2 policy content</li> </ul>
H3 Housing Allocations General Requirements	<ul style="list-style-type: none"> <li>• Number of applications received relating to sites allocated for residential uses per year</li> <li>• Number of applications permitted relating to sites allocated for residential uses per year</li> <li>• Number of dwellings permitted on sites allocated for residential uses per year</li> </ul>
H4 Infill Opportunities outside Settlement Boundaries	<ul style="list-style-type: none"> <li>• Number of applications received for 'infill' per year</li> <li>• Number of applications permitted for 'infill' per year</li> <li>• Number of applications refused for 'infill' per year</li> <li>• Number of dwellings permitted for 'infill' per year</li> </ul>
H5 Delivering Affordable Housing	<ul style="list-style-type: none"> <li>• Number of affordable dwellings permitted per year</li> <li>• Location of permitted affordable dwellings per year</li> <li>• Number of affordable dwellings completed per year</li> <li>• Location of completed affordable dwellings per year</li> <li>• Number of legal agreements securing developer contributions towards affordable housing per year</li> <li>• Amount of funds secured through developer contributions towards affordable housing per year</li> </ul>
H6 New Homes in the Countryside outside of Settlement Boundaries	<ul style="list-style-type: none"> <li>• Number of isolated dwellings in the countryside permitted per year</li> <li>• Location of isolated dwellings in the countryside permitted per year</li> <li>• Number of isolated dwellings in the countryside completed per year</li> <li>• Location of isolated dwellings in the countryside completed per year</li> </ul>
H7 Rural and First Homes Exceptions Sites	<ul style="list-style-type: none"> <li>• Number of rural exception sites permitted and completed per year</li> <li>• Number of rural exception sites refused per year</li> <li>• Location of permitted and completed rural exception sites per year</li> <li>• Number and location of First Homes exception sites permitted and completed per year</li> <li>• Number of First Homes exception sites refused per year</li> <li>• Number of affordable dwellings permitted per year</li> <li>• Number of affordable dwellings completed per year</li> </ul>
H8 Ensuring the Right Mix of Housing	<ul style="list-style-type: none"> <li>• Number of 1, 2, 3, 4+ private dwellings permitted per year</li> <li>• Location of permitted 1, 2, 3, 4+ private dwellings per year</li> <li>• Number of 1, 2, 3, 4+ private dwellings completed per year</li> <li>• Location of completed 1, 2, 3, 4+ private dwellings per year</li> <li>• Number of 1, 2, 3, 4+ affordable rent dwellings permitted per year</li> </ul>



## Island Planning Strategy: Section 10 Delivery, Monitoring and Review

	<ul style="list-style-type: none"> <li>year</li> <li>Location of permitted 1, 2, 3, 4+ affordable rent dwellings per year</li> <li>Number of 1, 2, 3, 4+ affordable rent dwellings completed per year</li> <li>Location of completed 1, 2, 3, 4+ affordable rent dwellings per year</li> <li>Number of 1, 2, 3, 4+ low cost home ownership dwellings permitted per year</li> <li>Location of permitted 1, 2, 3, 4+ low cost home ownership dwellings per year</li> <li>Number of 1, 2, 3, 4+ low cost home ownership dwellings completed per year</li> <li>Location of completed 1, 2, 3, 4+ low cost home ownership dwellings per year</li> </ul>
H9 New Housing on Previously Developed Land	<ul style="list-style-type: none"> <li>Number and location of dwellings permitted and completed on previously developed land per year</li> <li>Number and location of dwellings refused on previously developed land per year</li> <li>Number of sites on Part 1 of the Brownfield Register</li> </ul>
H10 Self and Custom Build	<ul style="list-style-type: none"> <li>Number of self and custom build dwellings permitted per year</li> <li>Number of self and custom build dwellings permitted per year by regeneration area</li> <li>Number of bedrooms for self and custom build dwellings permitted by regeneration area</li> <li>Number of self and custom build dwellings completed per year</li> <li>Number of bedrooms for self and custom build dwellings completed by regeneration area</li> <li>Number of self and custom build dwellings completed per year by regeneration area</li> </ul>
H11 Planning for Gypsy, Traveller and Travelling Showpeople Provision	<ul style="list-style-type: none"> <li>Number of sites/ pitches permitted per year. Location of permitted sites/ pitches</li> <li>Number of sites/ pitches completed per year. Location of completed sites/ pitches</li> </ul>
<b>Section 8: Economy</b>	
E1 Supporting and Growing Our Economy	
EA1 Employment Allocation Land to the east of Pan Lane, Newport	
EA2 Employment Allocation at Nicholson Road, Ryde	
EA3 Employment Allocation at Somerton Farm, Cowes	
EA4 Employment Allocation at Kingston, East Cowes	<ul style="list-style-type: none"> <li>Number of jobs created through planning permissions granted per year (target of 1,695 jobs across the plan period at 113 per annum)</li> </ul>
EA5 Employment Allocation at Lowtherville, Ventnor	
EA6 Employment Allocation at Sandown Airport, Sandown	<ul style="list-style-type: none"> <li>Number of hectares permitted for employment land per year</li> <li>Number of hectares of employment land completed per year</li> </ul>
E2 Sustainable Economic Development	<ul style="list-style-type: none"> <li>Number of applications for the loss of employment sites of 0.1 hectares or above received per year</li> <li>Number of employment sites of 0.1 hectares or above lost</li> </ul>

## Island Planning Strategy: Section 10 Delivery, Monitoring and Review

	<ul style="list-style-type: none"> <li>per year</li> <li>Number of applications for the intensification and/ or expansion of existing industrial estates or employment sites per year</li> <li>Number of applications for the intensification and/ or expansion of existing industrial estates or employment sites permitted per year</li> </ul>
E3 Upskilling the Island	<ul style="list-style-type: none"> <li>Number of applications received requiring an employment and skills plan per year</li> <li>Number of applications permitted requiring an employment and skills plan per year</li> <li>Number of employment opportunities created as a result of employment and skills plan per year</li> </ul>
E4 Supporting the Rural Economy	<ul style="list-style-type: none"> <li>Number of applications received for farm diversification received per year</li> <li>Number of applications permitted for farm diversification per year</li> <li>Number of applications for the reuse of historic farm buildings per year</li> <li>Number of applications permitted for the reuse of historic farm buildings per year</li> <li>Number of applications for agricultural workers accommodation units permitted per year</li> <li>Number of applications permitted for agricultural workers accommodation units permitted per year</li> </ul>
E5 Maintaining Employment Sites with Water Access on the River Medina	<ul style="list-style-type: none"> <li>Number of applications for the loss of employment sites with water access to the north of the line per year</li> <li>Number of applications permitted for the loss of employment sites with water access to the north of the line per year</li> <li>Number of applications for the loss of employment sites with water access to the south of the line per year</li> <li>Number of applications permitted for the loss of employment sites with water access to the south of the line per year</li> </ul>
E6 Future Proofing Digital Infrastructure	<ul style="list-style-type: none"> <li>Number of applications proposing greater digital connectivity above Building Regulations per year</li> <li>Number of applications permitted proposing greater digital connectivity above Building Regulations per year</li> </ul>
E7 Supporting and Improving Our Town Centres	<ul style="list-style-type: none"> <li>Number of applications for retail uses within Primary Shopping Area, Town Centre, Edge-of-Centre and Out of Centre sites per year</li> <li>Number of applications permitted for retail uses within Primary Shopping Area, Town Centre, Edge-of-Centre and Out of Centre sites per year</li> <li>Number of applications requiring a retail impact assessment per year</li> <li>Number of applications permitted requiring a retail impact assessment per year</li> <li>Number of applications that increase the footfall in centres in the evening per year</li> <li>Number of applications permitted that increase the footfall in centres in the evening per year</li> </ul>
E8 Supporting High Quality Tourism	<ul style="list-style-type: none"> <li>Number of tourism bed spaces permitted per year. Number of tourism bed spaces lost per year</li> <li>Number of applications for the loss of tourist accommodation within core tourist accommodation areas per year</li> <li>Number of applications permitted for the loss of tourist accommodation within core tourist accommodation areas per year</li> </ul>
E9 Short Term Let Holiday	<ul style="list-style-type: none"> <li>Number of applications submitted to change use from C3 to</li> </ul>

## Island Planning Strategy: Section 10 Delivery, Monitoring and Review

Accommodation	Sui Generis (Short Term Holiday Let)
E10 Sandown Bay Tourism Opportunity Area	<ul style="list-style-type: none"> <li>Number of applications for tourism uses within the tourism opportunity area per year</li> <li>Number of applications permitted for tourism uses within the tourism opportunity area per year</li> </ul>
E11 Ryde Tourism Opportunity Zones	<ul style="list-style-type: none"> <li>Number of applications for compatible uses within the tourism opportunity zone per year</li> <li>Number of applications permitted for compatible uses within the tourism opportunity zone per year</li> </ul>
E12 Solent Freeport	<ul style="list-style-type: none"> <li>Number of planning applications for employment generating uses referencing the Solent Freeport</li> </ul>
<b>Section 9: Transport</b>	
T1 Supporting Sustainable Transport	<ul style="list-style-type: none"> <li>Number of applications for new sustainable routes per year</li> <li>Number of applications permitted for new sustainable routes per year</li> <li>Metres of new sustainable routes per year</li> </ul>
T2 A Better Connected Island	<ul style="list-style-type: none"> <li>Number of applications that contribute to the delivery of the key infrastructure improvements set out in the policy per year</li> <li>Number of applications permitted that contribute to the delivery of the key infrastructure improvements set out in the policy per year</li> </ul>
T3 Cross-Solent Travel	<ul style="list-style-type: none"> <li>Number of applications that improve cross-Solent terminals per year</li> <li>Number of applications permitted that improve cross-Solent terminals per year</li> </ul>
T4 Supporting Our Railway Network	<ul style="list-style-type: none"> <li>Number of applications that improve our railway network per year</li> <li>Number of applications permitted that improve our railway network per year</li> </ul>
T5 Electric Vehicle Charging	<ul style="list-style-type: none"> <li>Number of electric vehicle charging points introduced on the Island per year</li> </ul>
T6 Parking Provision in New Development	<ul style="list-style-type: none"> <li>Number of applications refused per year due to inappropriate levels of parking provision</li> </ul>

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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.

Some of the sites listed are already under construction / partially completed and the number of homes for those are the remaining homes to be completed from the planning permission.

Should planning permission expire on any of these sites over the course of the local plan making process, those sites will be considered for allocation within Policy H2 and Appendix 2 and/or through any subsequent local plan review.

### **Appendix 1 Table 1: Summary table**

Regeneration Area	Homes permitted within the plan period
West Wight Regeneration Area	141
West Medina Regeneration Area	510
Newport Regeneration Area	241
East Medina Regeneration Area	325
Ryde Regeneration Area	951
The Bay Regeneration Area	190
<b>TOTAL NEW HOMES FROM LARGE SITES WITH PLANNING PERMISSION</b>	<b>2,358</b>

### **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	<b>55</b>
Freshwater	21/00357/FUL	Land off Birch Close	Generic	44	<b>44</b>
Wellow	21/00684/FUL	Land at Lee Farm Main Road	Generic	16	<b>16</b>
Yarmouth	P/00402/18	West Bay Club, Halletts Shute	Generic	26	<b>26</b>
<b>TOTAL NEW HOMES FROM LARGE SITES WITH PLANNING PERMISSION</b>				141	<b>141</b>

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	<b>400</b>
Gurnard	22/00807/FUL	Land rear of 44 Worsley Road	Generic	23	<b>9</b>
Gurnard	20/02229/OUT	Land adjacent 77 Place Road	Generic	14	<b>14</b>
Gurnard	P/00358/15, 21/00458/RVC	Land fronting Place Road (Phase 4)	Generic	21	<b>21</b>
Northwood	P/00823/18	Land to the rear of 391 Newport Road	Generic	66	<b>66</b>
<b>TOTAL NEW HOMES FROM LARGE SITES WITH PLANNING PERMISSION</b>				659	<b>510</b>

## Island Planning Strategy Appendix 1: List of large sites with planning permission

<b>Newport Regeneration Area</b>					
<b>Settlement</b>	<b>Planning permission reference number</b>	<b>Address</b>	<b>Specific (App 2) or Generic (H3) requirements</b>	<b>Homes permitted</b>	<b>Homes within the plan period</b>
Newport	P/01008/18	11-11D St James Street	Generic	11	<b>11</b>
Newport	P/00771/18	Pan Meadows (Phase 3)	Generic	152	<b>11</b>
Newport	19/00382/FUL	Pan Meadows	Generic	103	<b>50</b>
Newport	21/00470/FUL	Pan Meadows (Phase 2A)	Generic	93	<b>93</b>
Newport	P/01604/13, 22/00079/FUL	Land adj and read of Alvington Manor View	Generic	28	<b>9</b>
Newport	P/01139/18, 19/00855/ARM	Land off Ash Lane	Generic	50	<b>8</b>
Newport	P/00354/18	Land adjacent to Gunville Road	Generic	12	<b>12</b>
Newport	P00197/11, 20/01572/FUL	Former Whitcroft hospital, Sandy Lane	Generic	120	<b>23</b>
Newport	21/01186/FUL	Land at the corner of St Georges Way and Burnt House Lane	Generic	10	<b>10</b>
Newport	21/02479/FUL	Land at the rear of 155 & 155A Staplers Road	Generic	14	<b>14</b>
<b>TOTAL NEW HOMES FROM LARGE SITES WITH PLANNING PERMISSION</b>				593	<b>241</b>

<b>East Medina Regeneration Area</b>					
<b>Settlement</b>	<b>Planning permission reference number</b>	<b>Address</b>	<b>Specific (App 2) or Generic (H3) requirements</b>	<b>Homes permitted</b>	<b>Homes within the plan period</b>
Arreton	20/01160/FUL	Branstone Farm Studies Centre, Hale Common	Generic	42	<b>42</b>
East Cowes	P/00102/14	Folly Works	Generic	99	<b>99</b>
East Cowes	P/00941/16	Maresfield Road, Land west of Castle Street	Generic	53	<b>53</b>
East Cowes	P/00328/18, 22/-1749/ARM	Off Hawthorn Meadow, Saunders Way	Generic	17	<b>17</b>
East Cowes	P/01101/14	Frank James Hospital, Adelaide Grove	Generic	17	<b>17</b>
Rookley	20/02260/FUL	Part of Parcel 8530, Main Road	Generic	28	<b>28</b>
Wootton	P/00741/18, 23/00765/RES	Palmers Farm, Brocks Copse Road	Specific	40	<b>40</b>
Wootton	21/01796/OUT	Land at and Rear of 69 And Part OS 8361 Station Road	Generic	29	<b>29</b>
<b>TOTAL NEW HOMES FROM LARGE SITES WITH PLANNING PERMISSION</b>				325	<b>325</b>

## Island Planning Strategy Appendix 1: List of large sites with planning permission

<b>Ryde Regeneration Area</b>					
<b>Settlement</b>	<b>Planning permission reference number</b>	<b>Address</b>	<b>Specific (App 2) or Generic (H3) requirements</b>	<b>Homes permitted</b>	<b>Homes within the plan period</b>
Ryde	P/01218/16	Rosemary Vineyard, Smallbrook Lane	Generic	140	<b>140</b>
Ryde	P/00164/17, 21/00964/FUL	Land at Ryde House, Binstead Road	Generic	30	<b>21</b>
Ryde	P/00573/15, P/01127/16	Land at Former Harcourt Sands Holiday Park	Specific	128	<b>128</b>
Ryde	P/00760/16, 19/00803/RVC	Westridge Farm, Land south of Hope Road (Phase 1)	Generic	80	<b>25</b>
Ryde	20/01061/FUL	Westridge Cross Dairy and land north of Bullen Road	Specific	472	<b>472</b>
Ryde	21/00124/FUL	Part OS parcels 1238,0135 and 0952 Land between Weeks Road and Ashey Road	Generic	176	<b>74</b>
Nettlestone & Seaview	P/00867/17	Former Pondwell Holiday Camp, Pondwell Hill	Generic	25	<b>11</b>
Nettlestone & Seaview	20/01733/OUT	Land N of Woodland Copse & Adj Cedar Lodge Puckpool Hill	Generic	50	<b>50</b>
Nettlestone & Seaview	P/00496/18	Land between Nettlestone Hill and Seaview	Generic	17	<b>17</b>
Bembridge	P/00637/14	Sites at The Duver Marina and Bembridge Marina	Generic	13	<b>13</b>
<b>TOTAL NEW HOMES FROM LARGE SITES WITH PLANNING PERMISSION</b>				1,131	<b>951</b>

<b>The Bay Regeneration Area</b>					
<b>Settlement</b>	<b>Planning permission reference number</b>	<b>Address</b>	<b>Specific (App 2) or Generic (H3) requirements</b>	<b>Homes permitted</b>	<b>Homes within the plan period</b>
Godshell	22/00733/FUL	Land adjoining Scotland Farm	Specific	107	<b>107</b>
Sandown	P/00216/18	Savoy Court, Victoria Road	Generic	12	<b>12</b>
Sandown	P/01052/18, 22/01254/RVC	23 Stonehaven residential care home, Carter Street	Generic	16	<b>16</b>
Sandown	20/00412/FUL	Belgrave Hotel, 14-16 Beachfield Road	Generic	10	<b>10</b>
Sandown	20/00455/FUL	Old Town Hall, Grafton Street	Specific	11	<b>11</b>
Sandown	P/00691/17	Wight City Leisure Centre, 37 Culver Parade	Generic	47	<b>24</b>
Ventnor	20/00091/FUL	Former Bus Depot, 22 Pier Street	Generic	10	<b>10</b>
<b>TOTAL NEW HOMES FROM LARGE SITES WITH PLANNING PERMISSION</b>				213	<b>190</b>

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## Island Planning Strategy Appendix 2: List of allocated sites

**Appendix 2 Table 1: Summary table**

Regeneration Area	Indicative yield (within plan period)
West Wight Regeneration Area	180
West Medina Regeneration Area	388
Newport Regeneration Area	1,517
East Medina Regeneration Area	165
Ryde Regeneration Area	485
The Bay Regeneration Area	204
<b>TOTAL NEW HOMES FROM ALLOCATED SITES WITHOUT PLANNING PERMISSION</b>	<b>2,939</b>

**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 (in plan period to 2037)
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
<b>TOTAL NEW HOMES FROM ALLOCATED SITES WITHOUT PLANNING PERMISSION</b>				<b>180</b>

West Medina Regeneration Area				
Settlement	Housing Allocation Reference Number	Address	Specific (App 2) or Generic (H3) Policy requirement	Indicative Yield (in plan period to 2037)
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	160
Northwood	HA025	Land rear of 84 Wyatts Lane	Specific	20
Gurnard	HA118	Bucklers View, Worsley Road	Generic	12
Northwood	HA121	Harry Cheek Gardens / Wyatts Lane	Specific	25
<b>TOTAL NEW HOMES FROM ALLOCATED SITES WITHOUT PLANNING PERMISSION</b>				<b>388</b>

## Island Planning Strategy Appendix 2: List of allocated sites

<b>Newport Regeneration Area</b>				
<b>Settlement</b>	<b>Housing Allocation Reference Number</b>	<b>Address</b>	<b>Specific (App 2) or Generic (H3) Policy requirement</b>	<b>Indicative Yield (in plan period to 2037)</b>
Newport	HA031	Various land adjacent to and east of Carisbrooke College	Specific	175
Newport	HA032	Land at Horsebridge Hill & Acorn Farm	Specific	203
Newport	HA033	Land west of Sylvan Drive	Specific	125
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	345
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	44
<b>TOTAL NEW HOMES FROM ALLOCATED SITES WITHOUT PLANNING PERMISSION</b>				<b>1,517</b>

<b>East Medina Regeneration Area</b>				
<b>Settlement</b>	<b>Housing Allocation Reference Number</b>	<b>Address</b>	<b>Specific (App 2) or Generic (H3) Policy requirement</b>	<b>Indicative Yield (in plan period to 2037)</b>
East Cowes	HA046	Land at Crossways	Generic	125
East Cowes	HA120	Land at Red Funnel	Specific	40
<b>TOTAL NEW HOMES FROM ALLOCATED SITES WITHOUT PLANNING PERMISSION</b>				<b>165</b>

<b>Ryde Regeneration Area</b>				
<b>Settlement</b>	<b>Housing Allocation Reference Number</b>	<b>Address</b>	<b>Specific (App 2) or Generic (H3) Policy requirement</b>	<b>Indicative Yield (in plan period to 2037)</b>
Ryde	HA055	Old Hosiden Besson site, Binstead Road	Generic	24
Ryde	HA116	Former St Marys Convent, High Street	Generic	25
Ryde	HA119	Pennyfeathers	Specific	290
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
<b>TOTAL NEW HOMES FROM ALLOCATED SITES WITHOUT PLANNING PERMISSION</b>				<b>485</b>

## Island Planning Strategy Appendix 2: List of allocated sites

<b>The Bay Regeneration Area</b>				
<b>Settlement</b>	<b>Housing Allocation Reference Number</b>	<b>Address</b>	<b>Specific (App 2) or Generic (H3) Policy requirement</b>	<b>Indicative Yield (in plan period to 2037)</b>
Shanklin	HA077	Winchester House, Sandown Road	Generic	20
Lake	HA078	Learning Centre, Berry Hill	Generic	30
Sandown	HA080	Former Sandham Middle School site	Specific	80
Shanklin	HA084	Former SPA Hotel, Shanklin Esplanade	Specific	50
Sandown	HA117	Former Laurels Care home	Generic	10
Sandown	HA123	The Esplanade Hotel 40-44 High Street	Generic	14
<b>TOTAL NEW HOMES FROM ALLOCATED SITES WITHOUT PLANNING PERMISSION</b>				<b>208</b>

### 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 &amp; 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 &amp; 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"> <li>a) At least 100 homes providing a mix of sizes and an affordable housing contribution in line with H5 &amp; H8 with a focus on affordable 1 and 2 bed accommodation;</li> <li>b) road improvements to Camp Road to improve vehicle and pedestrian intervisibility;</li> <li>c) off-site pedestrian pavement/walkway improvements;</li> <li>d) onsite walking and cycling routes with links to nearby routes; and</li> <li>e) a mix of onsite SANGs (f required), open and recreation space.</li> </ol> <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>

### Island Planning Strategy Appendix 3: Site Specific Requirements

		<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>On and off-site provision and contributions to community infrastructure, including education and health provision, may be sought in line with policies G3 and G4 and secured through a section 106 legal agreement.</p> <p><i>*Outline planning application 21/01552/OUT for residential development of 127 dwellings currently being determined</i></p>
<p><b>HA006</b></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"> <li>a) At least 70 homes providing a mix of sizes and an affordable housing contribution in line with H5 &amp; H8 with a focus on affordable 1 and 2 bed accommodation;</li> <li>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</li> <li>c) a mix of onsite open and recreation space;</li> </ul> <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> <p>On and off-site provision and contributions to community infrastructure, including education and health provision, may be sought in line with policies G3 and G4 and secured through a section 106 legal agreement.</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"> <li>a) approximately 25 units in a flatted scheme;</li> <li>b) design of any buildings to take account of planning permission P/00496/16 on the adjacent Medina Yard site;</li> <li>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;</li> <li>d) Development must seek opportunities to reduce overall level of flood risk at the site;</li> <li>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;</li> <li>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;</li> <li>g) Building design should be resilient to flood risk</li> </ul> <p>The developer should take account of the Detailed Site Summary for HA018 within the Level 2 SFRA supporting the IPS.</p> <p>On and off-site provision and contributions to community infrastructure, including education and health provision, may be sought in line with policies G3 and G4 and secured through a section 106 legal agreement.</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"> <li>a) At least 535 homes providing a mix of sizes and an affordable housing contribution in line with H5 &amp; H8;</li> <li>b) approximately 18600 sqm of non-residential floor space which should include an appropriate mix of: <ul style="list-style-type: none"> <li>i. Flexible retail, financial and professional services, food and drink floor space (Class E uses);</li> <li>ii. flexible office and other workspaces (Class E uses);</li> <li>iii. including at least 440 sqm of Marine Training accommodation;</li> <li>iv. approximately 14500 sqm of marine industrial space and storage (B2/B8 use);</li> <li>v. community use and museum floor space (Class E use); and</li> <li>vi. other uses as appropriate.</li> </ul> </li> <li>c) a mix of onsite SANGs, open and recreation space;</li> </ul>

**Island Planning Strategy Appendix 3: Site Specific Requirements**

		<p>d) new public realm works, including a piazza and accessible waterfront;</p> <p>e) hard and soft landscaping across the site with 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><b>HA020</b></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 &amp; 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>On and off-site provision and contributions to community infrastructure, including education and health provision, may be sought in line with policies G3 and G4 and secured through a section 106 legal agreement.</p>

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<p><b>HA022</b></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> <ul style="list-style-type: none"> <li>a) At least 130 homes providing a mix of sizes and an affordable housing contribution in line with H5 &amp; H8;</li> <li>b) Any necessary access improvements to allow ease of movement to and through the site;</li> <li>c) in conjunction with the adjacent employment allocation Policy EA3, a multi-user route to the nearby Cowes to Newport multi-user network;</li> <li>d) a mix of onsite, open and recreation space;</li> <li>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</li> <li>f) if required, proportionate contributions to improvements to off-site junctions identified in Tables 9.1 and 9.2.</li> </ul> <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>On and off-site provision and contributions to community infrastructure, including education and health provision, may be sought in line with policies G3 and G4 and secured through a section 106 legal agreement.</p>
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<p><b>HA025</b></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> <ul style="list-style-type: none"> <li>a) At least 20 homes providing a mix of sizes and an affordable housing contribution in line with H5 &amp; H8;</li> <li>b) public transport and access improvements as required;</li> <li>c) footpath and public rights of way links and improvements;</li> <li>d) protection of trees, SINC and biodiversity enhancements;</li> <li>e) landscape buffers to safeguard the setting of the wider rural area and to the designations;</li> <li>f) safeguarded woodland areas with woodland walks;</li> <li>g) improved pedestrian connectivity/ footways to nearby school; and</li> <li>h) if required, proportionate contributions to improvements to off-site junctions identified in Tables 9.1 and 9.2.</li> </ul> <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 section’s 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>On and off-site provision and contributions to community infrastructure, including education and health provision, may be sought in line with policies G3 and G4 and secured through a section 106 legal agreement.</p>
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### Island Planning Strategy Appendix 3: Site Specific Requirements

<b>HA121</b>	Land rear of Harry Cheek Gardens, Northwood	<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> <ul style="list-style-type: none"><li>a) Approximately 25 homes providing a mix of sizes and an affordable housing contribution in line with H5 &amp; H8;</li><li>b) public transport, and access improvements as required;</li><li>c) footpath and public rights of way links and improvements;</li><li>d) protection of trees and provision of biodiversity enhancements;</li><li>e) landscape buffers to the west to safeguard the setting of the wider rural area;</li><li>f) a safeguarded open space/village green to the west; and</li><li>g) if required, proportionate contributions to improvements to off-site junctions identified in Tables 9.1 and 9.2, if required.</li></ul> <p>Proposals should not prevent adjacent sites coming forward.</p> <p>On and off-site provision and contributions to community infrastructure, including education and health provision, may be sought in line with policies G3 and G4 and secured through a section 106 legal agreement.</p>
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## Island Planning Strategy Appendix 3: Site Specific Requirements

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"> <li>a) At least 175* homes providing a mix of sizes and an affordable housing contribution in line with H5 &amp; H8;</li> <li>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 &amp; B2/B8 uses);</li> <li>c) community use floor space (Class E);</li> <li>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;</li> <li>e) multi-user links to the wider area;</li> <li>f) a mix of onsite SANGs (if required), children’s play space, accessible open and recreation space as well as biodiversity enhancements;</li> <li>g) landscaping across the site and buffers to adjacent school; and</li> <li>h) public transport, pedestrian and public right of way links and improvements.</li> </ul> <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>On and off-site provision and contributions to community infrastructure, including education and health provision (after 1 February 2024), may be sought in line with policies G3 and G4 and secured through a section 106</p>

**Island Planning Strategy Appendix 3: Site Specific Requirements**

		<p>legal agreement.</p> <p><i>*planning application 19/01544/OUT submitted, outline for 115 homes on part of the site, resolution to grant planning permission subject to S106</i></p>
<b>HA032</b>	Land at Horsebridge Hill	<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"> <li>a) At least 200 homes providing a mix of sizes and an affordable housing contribution in line with H5 &amp; H8;</li> <li>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;</li> <li>c) public transport and pedestrian improvements;</li> <li>d) multi-user links to the wider area including to the Newport-Cowes cycle path.</li> <li>e) a mix of onsite or offsite SANG (if required), open and recreation space; and</li> <li>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.</li> </ul> <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>On and off-site provision and contributions to community infrastructure, including education and health provision, may be sought in line with policies G3 and G4 and secured through a section 106 legal agreement.</p> <p><i>*planning application 23/01538/FUL submitted for 203 homes on site</i></p>
<b>HA033</b>	Land west of Sylvan Drive	<p>A greenfield site of approximately 10 hectares is allocated on land west of Sylvan Drive to deliver a</p>

		<p>sustainable high quality residential development that shall provide:</p> <ul style="list-style-type: none"> <li>a) at least 125 homes providing a mix of sizes and affordable housing provision in line with policies H5 &amp; H8;</li> <li>b) public transport, access and proportionate off-site highway improvements as required;</li> <li>c) retention of and enhancement of footpath and public rights of way links;</li> <li>d) a mix of onsite or offsite SANG (if required), open and recreation space including children's play area;</li> <li>e) landscape and biodiversity enhancements including retention of TPO trees within and along boundary of the site;</li> <li>f) provision of suitable ecological buffer along the river corridor in the northern part of the site that partly lies within Flood Zone 3;</li> <li>g) A site specific Flood Risk Assessment will be required;</li> <li>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;</li> <li>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;</li> <li>» 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.</li> </ul> <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>On and off-site provision and contributions to community infrastructure, including education and health provision, may be sought in line with policies G3 and G4 and secured through a section 106 legal agreement.</p> <p><i>* Planning application 23/01410/FUL for 20 homes (full) with remainder as outline</i></p>
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### Island Planning Strategy Appendix 3: Site Specific Requirements

<p><b>HA036</b></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"> <li>a) At least 100 homes providing a mix of sizes and an affordable housing contribution in line with H5 &amp; H8;</li> <li>b) public transport, access and proportionate off-site highway improvements as required;</li> <li>c) footpath and public rights of way links and improvements;</li> <li>d) a mix of onsite SANG (if required), open and recreation space; and</li> <li>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.</li> </ul> <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. 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>On and off-site provision and contributions to community infrastructure, including education and health provision (from 1 February 2024), may be sought in line with policies G3 and G4 and secured through a section 106 legal agreement.</p> <p>Part of the site benefits from planning permission P/00463/17 for 10 units (accessed via Hogan Road)</p>
<p><b>HA037</b></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"> <li>a) At least 25 homes providing a mix of sizes and an affordable housing contribution in line with H5 &amp; H8;</li> <li>b) public transport, access and proportionate off-site highway improvements as required; and</li> <li>c) footpath and public rights of way links and improvements;</li> </ul> <p>Archaeological and biodiversity assessments will need to</p>

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		<p>be undertaken by any potential applicant to record where appropriate and assess the relevant impacts and mitigation aspects.</p> <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. On and off-site provision and contributions to community infrastructure, including education and health provision, may be sought in line with policies G3 and G4 and secured through a section 106 legal agreement.</p> <p>Proposals should not prevent adjacent sites coming forward.</p>
<b>HA038</b>	Land off Broadwood Lane, Newport	<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"> <li>a) At least 150 homes providing a mix of sizes and an affordable housing contribution in line with H5 &amp; H8;</li> <li>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;</li> <li>c) footpath and public rights of way links and improvements;</li> <li>d) onsite drainage improvements;</li> <li>e) a mix of onsite, open and recreation space including children’s play area; and</li> <li>f) landscaping and biodiversity enhancements.</li> </ul> <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>On and off-site provision and contributions to community infrastructure, including education and health provision, may be sought in line with policies G3 and G4 and secured through a section 106 legal agreement.</p> <p>Proposals should not prevent adjacent sites coming forward.</p> <p><i>* Planning applications 22/00629/OUT (113 homes outline) and 22/00631/FUL (36 homes full) submitted and resolution to grant planning permission subject to S106</i></p>
<b>HA039</b>	Former HMP Camphill, Newport	See Site Specific Policy KPS1
<b>HA044</b>	Newport Harbour	See Site Specific Policy KPS2

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<p><b>HA110</b></p>	<p>Land at Moreys, Trafalgar Road</p>	<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"> <li>a) At least 100 homes providing a mix of sizes and an affordable housing contribution in line with H5 &amp; H8;</li> <li>b) onsite parking and access improvements as required;</li> <li>c) an access road linking Trafalgar Road and Terrace Road which is designed in a way that puts existing residents and pedestrians at the heart of the highway design process. Consideration should be taken to minimise any impact of the new route on existing properties and adequate facilities for pedestrians and cyclists must be provided; and</li> <li>d) a mix of onsite open and recreation space.</li> </ul> <p>On and off-site provision and contributions to community infrastructure, including education and health provision, may be sought in line with policies G3 and G4 and secured through a section 106 legal agreement.</p> <p>Proposals should not prevent adjacent sites coming forward and opportunities for site assembly should be taken if possible.</p>
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<p><b>East Medina Regeneration Area</b></p>		
<p><b>Housing Allocation / Planning permission</b></p>	<p><b>Address</b></p>	<p><b>Site specific requirements</b></p>
<p><b>P/00741/18, 23/000765/RES</b></p>	<p>Palmers Farm, Brocks Copse Road, Wootton Bridge</p>	<p>A greenfield site of approximately 10 hectares is allocated to land at Palmers Farm, Wootton Bridge to deliver, high quality sustainable residential development which shall provide:</p> <ul style="list-style-type: none"> <li>a) At least 40 homes providing a mix of sizes and an affordable housing contribution in line with H5 &amp; H8;</li> <li>b) improved and safe access to and through the site for both pedestrians and vehicles;</li> <li>c) retention of existing woodland to centre of site; and</li> <li>d) landscape buffers and biodiversity enhancements to the north and west of the site.</li> </ul> <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</p>



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		Archaeology and Historic Environment Service is advised.
<b>HA120</b>	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"> <li>a) Approximately 40 homes providing a mix of sizes and an affordable housing contribution in line with H5 &amp; H8;</li> <li>b) tourist accommodation;</li> <li>c) approximately 1850m<sup>2</sup> of non-residential floor space including retail, leisure, and commercial premises (use class E &amp; B1 and B2);</li> <li>e) demolition of unused buildings;</li> <li>f) terminal buildings with associated marshalling facilities;</li> <li>g) public transport, access and highway improvements as required as well as opportunities to enhance or create links to the local sustainable transport network;</li> <li>h) on-site parking and cycle provision;</li> <li>i) enhanced public realm, open and recreation space;</li> <li>j) pedestrian connectivity improvements;</li> <li>k) appropriate landscaping and boundary treatment;</li> <li>l) an appropriate level of public access to the waterfront;</li> <li>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;</li> <li>n) seawall and coastal defence improvements; and</li> <li>o) any other measures that enhance East Cowes as a destination.</li> </ul> <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
20/01061/FUL	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"> <li>a) At least 474 homes* providing a mix of sizes and an affordable housing contribution in line with H5 &amp; H8;</li> <li>b) a mix of onsite SANGs, open and recreation space;</li> <li>c) community facilities well related and accessible to all,</li> <li>d) including a small convenience retail provision, if appropriate;</li> <li>e) opportunities for sustainable travel and lifestyles including a network of safe and convenient green routes and cycling links; and</li> <li>f) public transport and highway improvements as required.</li> </ul> <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>
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"> <li>a) at least 80 homes providing a mix of sizes and affordable housing provision in line with H5 &amp; H8;</li> <li>b) a mix of onsite SANGs (if required), open and recreation space including consideration of allotments;</li> <li>c) landscape / ecological buffers to existing hedgerows and protected trees, both of which are</li> </ul>

### Island Planning Strategy Appendix 3: Site Specific Requirements

		<p>to be retained and inform any layout;</p> <ul style="list-style-type: none"> <li>d) ecological enhancements in south west of the site to provide connection to surrounding ecological network;</li> <li>e) public transport and highway improvements as required;</li> <li>f) off-site pedestrian pavement/walkway improvements;</li> <li>g) onsite walking and cycling routes with links to nearby routes;</li> <li>h) on-site flood storage / attenuation to provide betterment over greenfield run off rates</li> </ul> <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>On and off-site provision and contributions to community infrastructure, including education and health provision, may be sought in line with policies G3 and G4 and secured through a section 106 legal agreement.</p>
<p><b>HA065</b></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"> <li>a) at least 66 homes* providing a mix of sizes and affordable housing provision in line with H5 &amp; H8;</li> <li>b) a mix of onsite open and recreation space;</li> <li>c) landscape / ecological buffers to existing hedgerows and protected trees, both of which are to be retained and inform any layout;</li> <li>d) ecological enhancements to provide connection to surrounding ecological network;</li> <li>e) public transport and highway improvements as required;</li> <li>f) off-site pedestrian pavement/walkway improvements;</li> <li>g) onsite walking and cycling routes with links to nearby routes;</li> </ul>

### Island Planning Strategy Appendix 3: Site Specific Requirements

		<p>h) on-site flood storage / attenuation to provide betterment over greenfield run off rates</p> <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><i>* Planning permission 20/00695/FUL granted for 9 units, planning application 21/01884/FUL currently being determined for 57 units</i></p>
<b>P/00573/15</b>	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> <ul style="list-style-type: none"> <li>a) At least 128 homes providing a mix of sizes and an affordable housing contribution in line with H5 &amp; H8;</li> <li>b) improvements to the tourism offer;</li> <li>c) on-site car parking;</li> <li>d) new vehicular access and works to existing accesses; and</li> <li>e) a mix of onsite open and recreation space as well as biodiversity enhancements.</li> </ul>
<b>HA119</b>	Pennyfeathers	<p>A greenfield site of approximately 52 hectares is allocated at Pennyfeathers, 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> <ul style="list-style-type: none"> <li>a) At least 800 homes providing a mix of sizes and an affordable housing contribution in line with H5 &amp; H8;</li> <li>b) a mix of onsite SANGs, open and recreation space, play equipment and playing pitches;</li> <li>c) community facilities that are well related and accessible to all;</li> <li>d) proportionate contributions to improvements to off-site junctions identified in Tables 9.1 and 9.2, if required</li> <li>e) opportunities for sustainable travel and lifestyles including a network of safe and convenient green</li> </ul>

### Island Planning Strategy Appendix 3: Site Specific Requirements

		<p>routes and cycling links and public transport improvements where necessary;</p> <p>f) comprehensive SuDS strategy covering the site ensuring separation of surface and foul water.</p> <p>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 (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>On and off-site provision and contributions to community infrastructure, including education and health provision, may be sought in line with policies G3 and G4 and secured through a section 106 legal agreement.</p>
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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> <ul style="list-style-type: none"> <li>a) At least 80 residential dwellings of mixed tenure and type that could include or wholly deliver: <ul style="list-style-type: none"> <li>• First Homes;</li> <li>• extra care services for older people delivering a variety of sized units;</li> <li>• supported housing for vulnerable young people, including care leavers;</li> </ul> </li> <li>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;</li> <li>c) a mix of onsite open and recreation space including exploration of the potential for allotments or a sports pitch;</li> <li>d) sustainable drainage scheme; and</li> <li>e) proportionate contributions to improvements to off-site junctions identified in Tables 9.1 and 9.2, if required.</li> </ul>

### Island Planning Strategy Appendix 3: Site Specific Requirements

		<p>The developer should take account of the Detailed Site Summary for HA080 within the Level 2 SFRA supporting the IPS.</p> <p>On and off-site provision and contributions to community infrastructure, including education and health provision, may be sought in line with policies G3 and G4 and secured through a section 106 legal agreement.</p>
<b>20/00455/FUL</b>	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 &amp; 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>
<b>HA084</b>	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 &amp; 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> <p>On and off-site provision and contributions to community infrastructure, including education and health provision,</p>

### Island Planning Strategy Appendix 3: Site Specific Requirements

		may be sought in line with policies G3 and G4 and secured through a section 106 legal agreement.
<b>22/00733/FUL</b>	Land adjoining Scotland Farm and Tresslewood Care Village, Scotland Corner, Godshill	<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"> <li>a) At least 100 homes providing a mix of sizes and an affordable housing contribution in line with H5 &amp; H8;</li> <li>b) pedestrian connections to Yarborough Close and along West Street;</li> <li>c) Appropriate on or off site mitigation to enable the site to demonstrate nitrate neutrality.</li> </ul> <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>

\*All sites with 20 net dwellings or more may be required to provide developer contributions towards primary care health facilities where the development exceeds the capacity of existing facilities. Site developers are advised to consider the council's Health Contributions Supplementary Planning Document.

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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	250	250	331	305	206	776	240	2358
Allocated sites	0	10	304	355	302	1163	805	2939
Windfall	100	100	100	100	100	500	500	1500
<b>Total</b>	<b>350</b>	<b>360</b>	<b>735</b>	<b>760</b>	<b>608</b>	<b>2439</b>	<b>1545</b>	<b>6797</b>

Years 1-5 total	2813
5-year housing need based on IPS	2265
Difference	548
As a % buffer	25%

By settlement (excluding windfall)	Year 1	Year 2	Year 3	Year 4	Year 5	Years 6-10	Years 11-15	Total
Cowes	11	23	110	110	106	338	200	898
East Cowes	1	8	50	50	53	189	0	351
Newport	112	72	128	108	100	818	420	1758
Ryde	31	47	113	139	127	473	330	1260
The Bay (Sandown, Shanklin & Lake)	10	40	50	27	20	130	0	277
Bembridge	0	0	36	59	42	22	0	159
Ventnor	0	0	10	0	0	0	0	10
West Wight (Freshwater & Totland)	0	0	65	89	35	35	0	224
Wootton	0	0	20	20	0	29	0	69
Arreton	33	9	0	0	0	0	0	42
Brighstone	25	30	0	0	0	0	0	55
Godshill	0	30	30	30	17	0	0	107
Nettlestone	0	0	10	7	0	0	0	17
Rookley	27	1	0	0	0	0	0	28
Wellow	0	0	0	8	8	0	0	16
Yarmouth	0	0	13	13	0	0	0	26

## 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 National Landscape (formerly 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 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

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## 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](http://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 Connection criteria** – a list of criteria, set out in order of priority and secured as part of a legal agreement, that determine how and to whom affordable housing properties will be allocated. For an example local connection criterion used by the Isle of Wight Council, please see Appendix 4 of our Housing Affordability SPD.

**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

## Island Planning Strategy: Glossary

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 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 1,000m<sup>2</sup> 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.

**Plot passport** – a document approved and provided as part of a self-build development site that sets clear parameters and design guidance, which all plots must adhere to. Subject to the terms of the planning permission, adhering to an approved plot passport can mean that individual plot planning permissions may not be required.

**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.

## Island Planning Strategy: Glossary

**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 (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. SINC's 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.

## Island Planning Strategy: Glossary

**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.

**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

DRAFT

## Appendix 2: Schedule of main changes to Draft Island Planning Strategy (IPS) March 2024

Appendix 2

This document contains a schedule of the main changes (excluding basic typographical and editorial amendments) to the Draft IPS Regulation 19 submission version from the Draft IPS document that was considered at Full Council in October 2022.

### Section 1 Introduction

- New paragraphs 1.4 & 1.5 to introduce economic and housing challenges the island faces

### Section 2 The Island and the issues we face

- Paragraphs 2.7, 2.17, 2.28 & 2.42 – updates with most recent statistics
- Figure 2.1 – updated to include latest monitoring statistics

### Section 3 How the IPS reflects Corporate priorities

- Policy AFF1 – wording revision to reflect Housing Affordability SPD and parish level housing needs surveys
- Updates to regeneration area housing numbers in table at paragraph 3.48

### Section 4 Environment

- Paragraph 4.16 – addition of reference to Heritage at Risk register
- Policy EV2 – strengthening of policy wording relating to Local Nature Recovery Strategy (LNRS)
- Policy EV11 and supporting paragraphs – renamed and revised to reflect change in name from AONB to IOW National Landscape
- Policy EV13 – revision of bullet (g) to add explicit requirement for new development to separate foul and surface water and the later to not be connected to the sewer unless no other feasible option is available
- Policy EV13 & new paragraph 4.104 – inclusion of allocation of land for a new Water Recycling Plant in Sandown (on Southern Water land directly adjacent to the existing WwTW).
- Policy EV14 – revision of bullet (d) policy wording to add explicit requirement for new development to separate foul and surface water

### Section 5 Community

- Policy C1 – addition in bullet (g) of reference to swift bricks and bee bricks in new development
- Policy C4 supporting text – inclusion of reference to collection of financial contributions towards primary healthcare infrastructure
- Policy C10 – addition of wording to flag energy security and resilience. ***This change addresses ITEM 7 of the FULL COUNCIL MOTION agreed in November 2022 over proposed revisions to the Draft IPS.***
- Policy C10 – wording revision to strengthen role of designated areas in steering location of large scale renewable schemes
- Policy C11 - addition of wording to flag energy security and resilience. ***This change addresses ITEM 7 of the FULL COUNCIL MOTION agreed in November 2022 over proposed revisions to the Draft IPS.***

- Policy C11 – addition of wording relating to net zero being secured on average across a development site (and supporting paragraph 5.75)

### **Section 6 Growth**

- Policy G3 – addition of requirement to make financial contributions to new or expanded primary healthcare facilities in line with NHS ICB requirements at the time of application (addition of new paragraph 6.24 to support this policy revision)
- Policy G5 updated to reflect the Levelling Up & Regeneration Act and new legislation that aids LPAs in ensuring permissions granted are built out. ***This change addresses ITEM 3 of the FULL COUNCIL MOTION agreed in November 2022 over proposed revisions to the Draft IPS.***

### **Section 7 Housing**

- Policy H1 update to housing requirement in the plan – reduced from 479 dwellings per annum to 453 dwellings per annum as another years monitoring data to feed into calculation
- Policy H1 adjustments to figures in sources of supply
- Policy H1 addition of Nettlestone & Seaview as 6<sup>th</sup> designated neighbourhood area
- Table 7.1 and paragraph 7.7 revised to reflect updated indicative development trajectory
- Paragraph 7.10 updates to windfall statistics to incorporate a further year's monitoring
- New paragraph 7.11 to provide small sites detail as required by NPPF
- Paragraph 7.19 addition of words to reflect key priority sites are public sector owned and medium – long term opportunities within the plan period
- Policy KPS2 addition of criterion (k) to reflect historic area appraisal
- Policy H3 addition of reference to collection of contributions towards primary care facilities where existing capacity is exceeded
- Policy H5 change to expected tenure split to reflect more affordable / social rent properties (80/20 split) as set out in Housing Affordability SPD. ***This change addresses ITEM 2 of the FULL COUNCIL MOTION agreed in November 2022 over proposed revisions to the Draft IPS.***
- Policy H5 addition of sources of data/information that should be used to inform any on site affordable housing mix
- Policy H5 addition of reference to affordable housing being delivered in a 'tenure blind' way
- Policy H5 addition of local connection criteria requirement for affordable housing
- Policy H10 addition of reference to locational policies helping to steer where self-build will be supported and also inclusion of 'plot passport' approach

### **Section 8 Economy**

- No proposed changes

### **Section 9 Transport**

- Policy T2 revisions to policy and supporting text to reflect recent announcement of funding for Green Link

### **Section 10 Monitoring & Delivery**

- Update to annual housing threshold to 453 dpa



- Update AONB references to National Landscape
- Addition of Policy C9 Education Provision policy performance indicator
- Corrections to employment land allocation site titles
- Inclusion of jobs target (based on information within the Employment Land Study Update 2022) for monitoring purposes of policy E1

### **Appendices 1 & 2**

- Revisions to reflect updates to monitoring and permissions granted in the last 12 months

### **Appendix 3**

- Revisions to reflect policy changes around health contributions and addition of site specific guidance for allocated site HA119 (Pennyfeathers) following expiration of planning permission

### **Appendix 4**

- Revised to reflect updates to monitoring and permissions granted in the last 12 months

### **Appendices 5 & 6**

- No proposed changes

### **Glossary**

- Addition of definitions for:
  - Local Connection Criteria
  - Plot passport

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## Changes to the Draft Island Planning Strategy as a result of Policy & Scrutiny recommendations

On 12 December 2023, the Policy and Scrutiny Committee for Neighbourhoods and Regeneration agreed the following list of recommendations in relation to the content of the Draft Island Planning Strategy. Each recommendation

- a) That Cabinet consider how the DIPS might be amended to address the issues starkly highlighted by the recent flooding.

*Policies EV13 & EV14 have already been revised and strengthened to cover the issue of ensuring surface water from new development does not go into the combined sewer system. Further wording has been added to policy C1 to reiterate key points around separation of foul and surface water and alignment with the SuDS SPD.*

- b) That Cabinet strengthen and update the links regarding references to policies and strategies such as IOW Strategic Flood Risk Assessment, SUDS Manual, IOW Planning Enforcement Strategy and for them to be included in section 1.15.

*References added in section 1.15 and in supporting text for policies EV13, EV14 & EV15 (paragraph 4.106) to the IOW SFRA, Flood Risk Management Strategy, SuDS SPD and Enforcement Strategy. Wording added to criterion (d) of policy EV14 to reference SuDS SPD.*

- c) That Cabinet consider weaving modular housing into the options and type of housing design and make additional reference within the DIPS.

*Wording added to criterion (a) of policy C1 and policy H3 to reference modular housing and support for such a house type coming forward on sites where appropriate.*

- d) That Cabinet incorporate the completed Bay Plan, to mirror the approach taken in including the Ryde Plan in the draft strategy, and any additional local plans.

*Wording added to Policy E10 & new paragraph 8.108 to reference The Bay Area Place Plan to ensure development aligns with the principles, values and objectives of the place plan.*

- e) That Cabinet review issues raised by town, parish, and community councils regarding sewage capacity and for the management of those to be included in the DIPS.

*The recent Levelling Up and Regeneration Act contains specific legislation relating to sewage capacity that falls outside of planning control and the requirement for water companies to ensure upgrades to infrastructure to tackle issues relating to sewage and nitrates. Reference has been added to sewage capacity in Policy INF1.*

- f) That Cabinet ensure Military Road is treated as an essential transport link.

*Additional criterion and wording added to policy T2 to list Military Road as a place where infrastructure improvements are planned or will be supported and identify it as an essential transport link.*

- g) That Cabinet consider amending the buffer zone for ancient woodland to 50m as agreed by the House of Lords.

*Criterion (d) of policy EV5 and paragraph 4.58 amended from 15m to 50m buffer to ancient woodland*

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## RE THE ISLAND PLANNING STRATEGY LOCAL PLAN

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### FURTHER ADVICE (3)

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#### SUMMARY

1. I am asked to advise Isle of Wight Council (“the Council”) whether the recently published revised National Planning Policy Framework (“the revised NPPF”), which was issued on 19 December 2023, would justify the Council changing the approach hitherto taken to the identification of its local housing need (“LHN”), which informs the assessment of the housing requirement which is proposed in the draft Island Planning Strategy Local Plan (“the IPS”).
2. I consider that there is not at present any evidential basis that would justify a change of approach. I also consider it is unlikely that, even if a different approach were to be adopted, it would materially change the LHN or provide a basis for changing the proposed housing requirement. However, it would be prudent to seek the preliminary views of an experienced demographer on the likely scale of the Council’s LHN if it were to be calculated without use of the Standard Method promoted in the revised NPPF but in a manner which also reflected current and future demographic trends and market signals and took account of past under delivery.

#### RELEVANT CONTEXT

3. Much of the background remains as discussed in my Further Advice (2) dated 24 October 2022, and is not therefore repeated.
4. The IPS remains in preparation and an updated version has been prepared which is ready to be published in accordance with Regulation 19 of the Local Planning (England) Regulations 2012 (SI 2012/767) for representations to be

made, prior to its submission to the Planning Inspectorate for independent examination.

5. The updated IPS maintains a 15 year plan period of 2022 to 2037.<sup>1</sup> It now proposes a housing requirement of 6,795 net additional dwellings over that period, which equates to an annual average of 453 dwellings per annum (“dpa”). These figures differ from those in the IPS as considered in my Further Advice (2), where they were 7,185 and 479 dpa respectively. The rationale for the reduction is indicated to be the results of a further year of monitoring of housing delivery. The IPS continues to maintain (at para 7.5) that the annual average (now 453 dpa) is “*at the upper limits of what is deliverable by the island housing market across the whole plan period*”, whilst recognising that it is a figure below the objectively assessed LHN calculated in accordance with the Standard Method described in the NPPF and in the related Planning Practice Guidance (“PPG”).
  
6. The IPS does not set out the LHN figure derived in accordance with the Standard Method. At the time of my Further Advice (2) the annual LHN was 730 dpa, of which 199 dpa was accounted for by the affordability uplift to reflect the poor relationship between median earnings and median dwelling prices on the Island. Using the most recently available inputs for the Standard Method, the annual LHN figure, if assessed using 2023 as the “*current year*” in line with the PPG, would be 699 dpa, of which 173 dpa would be the result of the affordability uplift. If the assessment used 2024 as the “*current year*”, the annual LHN figure would fall slightly to 687 dpa, of which 170 dpa would be the result of the affordability uplift.<sup>2</sup> The demographic component of the LHN figure (i.e. the figure derived from the 2014-based household projections for the Island and prior to any affordability uplift) is 526 dpa (for 2023) and 517 dpa (for 2024).

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<sup>1</sup> Since the IPS is unlikely to be adopted before 2025, this means that it will not have a minimum 15 year plan period for its strategic policies at the point of adoption, which will be a departure from the advice at para 22 of the NPPF. The Council should consider whether it would be practical to extend the plan period to 2039 or 2040, having regard to the implications of so doing, including any need to update the Sustainability Appraisal and other parts of the evidence base.

<sup>2</sup> A LHN figure calculated for 2024 would potentially change once the 2023 affordability ratio data is published, which may be in March/April 2024.

7. On either basis, the housing requirement figure of 453 dpa (in Policy H1 of the IPS) is well below the LHN calculated in accordance with the Standard Method (being 35% or 34% below the annual LHN, depending on whether 2023 or 2024 data is used for the “current year”). It is also below the demographic component of the LHN in both cases, albeit the difference is smaller.

8. There are various revisions to the NPPF in the December 2023 updated version (as compared to the September 2023 version). Key elements in Chapter 5 on “*Delivering a sufficient supply of homes*” that are different include:

*“The overall aim should be to meet as much of an area’s identified housing need as possible, including with an appropriate mix of housing types for the local community”*

(added to para 60)

*“The outcome of the standard method is an advisory starting point for establishing a housing requirement for an area (see paragraph 67 below). There may be exceptional circumstances, including relating to the particular demographic characteristics of an area <sup>25</sup> which justify using an alternative approach to assessing housing need; in which case the alternative approach should also reflect current and future demographic trends and market signals”.*

(added to para 61)

Footnote 25 in para 61 (which did not feature in the consultation version of the draft revisions to the NPPF published in December 2022, although a similar point about islands with elderly populations was made in the accompanying consultation explanatory text) states:

*“Such particular demographic characteristics could, for example, include areas that are islands with no land bridge that have a significant proportion of elderly residents.”*

9. The cross-reference in para 61 of the revised NPPF to para 67 is new. Whilst much of that guidance is unchanged, there is an addition to para 67 (previously para 66) which is:

*“The requirement may be higher than the identified housing need if, for example, it includes provision for neighbouring areas, or reflects growth ambitions linked to economic development or infrastructure investment.”*

10. This new advice reflects guidance that is already set out in the PPG (at para ID2a-10-20201216). There is no similar guidance in the revised NPPF on what factors might justify a housing requirement that is lower than the identified housing need. However, the PPG does advise (at para ID2a-015-20190220):

*“Where an alternative approach results in a lower housing need figure than that identified using the standard method, the strategic policy-making authority will need to demonstrate, using robust evidence, that the figure is based on realistic assumptions of demographic growth and that there are exceptional local circumstances that justify deviating from the standard method. This will be tested at examination.”*

11. On 19 December 2023 the Government published its Response to the NPPF consultation (“the Government Response”). This provides some further commentary on the NPPF revisions. It does not provide any greater explanation of footnote 25 than is apparent from the terms of the footnote itself. The Government Response does, however, state (in comments on Question 8) that:

*“These changes are designed to remove ambiguity from existing policy and clarify what is meant by exceptional circumstances, including a non-*



*exhaustive list of examples, and how the outcomes of the standard method should be considered when establishing housing requirements. We intend to revise supporting guidance to provide further clarity in due course.”*

12. This indicates that the example given of what might be “*exceptional circumstances*” is non-exhaustive and that “*supporting guidance*” (presumably in the PPG) to give “*further clarity*” will be provided “*in due course*”. At present, the PPG has not yet been updated.
13. The Government Response also indicates (in comments on Question 7) that the ONS now does not expect to publish its household projections based on the Census 2021 data until 2025. The Response states that any review by Government of the continued use of the 2014-based household projections within the Standard Method will await the availability of the 2021-based household projections.

## ASSESSMENT

14. At the outset it is worth keeping in mind that the LHN, whether assessed using the Standard Method or assessed by an alternative approach, does not determine the housing requirement but is one factor that informs the housing requirement for an area. The LHN is to be assessed separately from the exercise of determining (via the housing requirement) what level of housing should be provided for in the IPS. The new addition to para 60 of the revised NPPF helps to make the distinction between the two concepts clear when it advises that “*the overall aim [of planning for housing] should be to meet as much of an area’s identified housing need as possible*”. The housing requirement of a local plan is the mechanism which is to be used to meet housing needs as far as it is possible to do so.
15. The use of the Standard Method to identify LHN is not mandatory (and never has been) but exceptions to it, using an “*alternative approach*”, have to be “*justified*”, as set out in para 61 of the revised NPPF. Such a justification could comprise or include “*circumstances ... relating to the particular demographic*

*characteristics of an area*” and footnote 25 indicates that these might include “*areas that are islands with no land bridge that have a significant proportion of elderly residents.*”

16. At first sight, this footnote would appear to embrace both the Island and the Isles of Scilly because they are the only UK islands that are part of England (which is the administrative area covered by the policies of the NPPF) which are also plan-making local planning authorities which are expected to identify a LHN for their areas. The Channel Islands, Anglesey, and the Isle of Man are not in England and are not subject to the NPPF. The Island and the Scilly Isles are also islands lacking a land bridge to the mainland (unlike Hayling Island, which is part of Havant district, and the Isle of Portland, which is part of Dorset Council’s area).

17. It is also the case that the Island has a “*significant proportion of elderly residents*” when compared to England, the South East, or Hampshire (excluding the unitary areas of Southampton and Portsmouth). According to Census 2021 data, some 29.2% of the Island’s population was aged 65 or more. That compares to 18.3% for England, 19.4% for the South East, and 21.7% for Hampshire.<sup>3</sup>

18. However, it is then necessary to consider what these factors are likely to mean for the assessment of housing need. Footnote 25 could have chosen to settle the question of whether islands such as the Island and the Scilly Isles were to be regarded as demonstrating “*exceptional circumstances*” by identifying them directly. However, the language chosen is consciously more circumspect:

*“There may be exceptional circumstances...which justify an alternative approach... such particular demographic characteristics could, for example, include...”*

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<sup>3</sup> See NOMIS Table TS007 Age By Single Year, 5YR%, from Census 2021.

19. In other words, it is not enough for an area to be an island (lacking a land bridge) with a significant proportion of elderly residents, it is necessary to understand why these factors “*justify*” departing from the Standard Method and using an alternative approach to assess LHN. Dealing first with the island factor, in housing needs terms, the severance caused by an area being an island without the ease of access/connectivity of a land bridge is likely to influence migration patterns, both to and from the island in question. However, such migration patterns are already included in the sub-national population projections which are used in the household projections for each area in the Standard Method. I am not aware of anything that suggests that the migration patterns for islands in the sub-national population projections are at variance with actual trends. Nor is there anything, so far as I am aware, in relation to the migration patterns for the Island in those projections to suggest that they are at variance with reality. Nor is there anything in the revised NPPF to suggest that the housing needs for islands should be assessed without regard to evidence of migration patterns.

20. In terms of the age structure of the Island’s population, the greater numbers of elderly persons could influence household formation rates, the size of the working population, the numbers of single person households, and (potentially) the income levels of different sectors of the population. However, these factors would also be reflected in the Standard Method, in the sub-national population projections, the household projections, and the affordability uplift. Other than the fact that the Standard Method relies on 2014-based household projections rather than on more up to date data (for reasons explained by the Government in its NPPF consultation), it is hard to see how the age structure of the Island’s population is not accounted for in the Standard Method.

21. It is not, therefore, easy to see why these two factors, without more, would provide a coherent justification for departing from the Standard Method. However, on a matter such as this, which is primarily concerned with the demographic consequences of the factors identified in footnote 25 of the revised NPPF for housing needs of the Island, it would be worth seeking the

preliminary views of an experienced demographer. The demographer should, in the first instance, be asked to comment on whether the factors identified in footnote 25 are likely to have demographic consequences for the scale of housing need that could not be said to be realistically reflected in the various inputs which are used in the Standard Method.

22. Even assuming that this is the case, and that there is a credible argument for promoting the use of an alternative approach as a better measure of the scale of LHN for the Island than would arise from use of the Standard Method, it is then necessary to consider what para 61 of the revised NPPF expects any such alternative approach to achieve. The guidance in para 61 of the revised NPPF is that, where there are exceptional circumstances which justify departing from the Standard Method, then *“the alternative method should also reflect current and future demographic trends and market signals.”*

23. Current and future demographic trends will include the age structure of the Island’s population, household formation rates, and patterns of migration. Market signals will include matters such as the local relationships between income levels and housing costs (whether homes to rent or homes to purchase). Levels of unmet affordable housing need would also be a factor relevant to market signals.

24. In addition, the PPG makes it clear that where the Standard Method is not used to identify the LHN, any alternative approach will need to take account of *“past under delivery”* of new homes: see para ID2a-011-20190220 of the PPG. This does not need to be done under the Standard Method because it includes the affordability uplift in part to respond to the effects of such under delivery. Undoubtedly, the Island has experienced past under delivery when compared to the housing requirement set out in the current Island Plan Core Strategy (520 dpa). According to the most recent Housing Delivery Test results (published by the Government on 19 December 2023), the housing completions on the Island were 253 for 2019/20, 411 for 2020/21, and 481 for 2021/22, and it is clear that the pattern of under delivery has persisted for much more than the last 3 years. An alternative approach to the Standard

Method would need to make some allowance in its calculation of LHN to reflect this under delivery.

25. Information on these matters would be a matter to be considered by an experienced demographer, using existing published data sources, and noting that there are currently limits to the level of detail available from Census 2021 data and no expectation of 2021-based household projections until 2025. A demographer should, however, be asked to give some preliminary views as to whether, given the available data sources, any of these factors would be likely, if they were to reflect current and future demographic trends and market signals as required by para 61 of the revised NPPF and to account for past under delivery as required by the PPG, to provide a LHN figure that was markedly different to that which results from the use of the Standard Method. Even if there was likely to be such a marked difference, the demographer should also be asked to express a preliminary view on whether such an alternative figure would be likely to be at or below the housing requirement currently identified in the IPS.
26. Only if the demographer's preliminary views are that there is currently available data which suggests that a LHN, identified by using an alternative approach which reflects current and future demographic trends and market signals and past under delivery, would be likely to be at a level of around 450 dpa or less would it be worthwhile to consider pausing progress on the IPS so as to allow a more detailed study to be undertaken using that alternative approach and a robust validation of its data and assumptions.
27. I have seen no evidence that would suggest that any robust alternative approach would produce a LHN that was much different to the figure that derives from use of the Standard Method and certainly nothing that would be likely to identify a LHN figure of around 450 dpa or less. I therefore do not consider that the new guidance in the revised NPPF justifies a change in the Council's current approach, which focuses on deliverability as the key constraint in setting its housing requirement below the level of LHN rather than seeking to argue that there are exceptional circumstances to justify a

markedly lower level of LHN. However, it would be prudent to seek the preliminary views of an experienced demographer on the evidential issues that arise, as discussed above, before a final decision is made on the publication of the IPS for representations under Regulation 19 of the LPER 2012.

27 December 2023

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**RE THE ISLAND PLANNING STRATEGY  
LOCAL PLAN**

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**FURTHER ADVICE (3)**

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**PLANNING,  
REGENERATION  
+ INFRASTRUCTURE**

**HOUSING NEED  
ALTERNATIVE  
METHOD**

ADVICE NOTE

ISLE OF WIGHT COUNCIL

FEBRUARY 2024

Prepared by: Ivan Tennant and Justin  
Gardner (of Justin Gardner  
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Reviewed by: Ivan Tennant

Signed: Ivan Tennant

Inspection Date: 15/02/24

Report Issue Date: 15/02/24

This document has been prepared and checked in accordance with the Lambert Smith Hampton Quality Assurance procedures and authorised for release.

Signed: Lambert Smith Hampton  
.....

For and on behalf of Lambert Smith Hampton

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## 1.0 EXECUTIVE SUMMARY

1.1.1 In December 2023 the Government published the revised National Planning Policy Framework (“the NPPF”). This included adjustments as regards the circumstances in which it may be appropriate for councils to deviate from the standard method for arriving at their local housing need figure (“LHNF”).

1.1.2 Essentially, where these circumstances can be shown to be exceptional (such as unusual demographic characteristics) a council may use an “alternative method” to the standard method. While this does not represent a change to the previous iteration of the NPPF, an additional footnote (25) was included. This footnote reads:

1.1.3 *“Such particular demographic characteristics could, for example, include areas that are islands with no land bridge that have a significant proportion of elderly residents.”*

1.1.4 In light of these revisions to the NPPF, the Isle of Wight Council (“IOWC” or “the Council”) instructed Lambert Smith Hampton to provide advice, firstly, on whether such circumstances exist on the Island and, secondly, whether a figure derived from an alternative method would differ significantly from the figure the Council proposes to adopt as their housing target in the current iteration of their emerging local plan.

1.1.5 National policy states that exceptional circumstances in this regard should be evidenced by demographic trends and market signals.

## 1.2 DEMOGRAPHIC TRENDS

1.2.1 The overall conclusion arrived at in this report is that relevant demographic trends do not indicate the circumstances on the island are exceptional, notwithstanding its position as an island.

1.2.2 The Isle of Wight does have an older population age structure, but this is not exceptional. There are six local authorities in England with an older population. For example, in 2022, North Norfolk had the greatest proportion of people aged 65+ at 33.8% of all local authorities in England, whereas the Isle of Wight had 29.8%.

1.2.3 The data used to construct the 2014-based sub-national population projections (“2014-based SNPP”) looks to be sound despite subsequent revisions made by the Office for National Statistics (“ONS”). These are set out in the table below.

1.2.4 The data suggest the 2014-based SNPP slightly under-estimated population growth, however the differences are sufficiently minor not to impact on their robustness for the purposes of determining housing need.

**Table 1. Original & Revised Estimate of Population in 2014**

Area	Original estimate	Revised estimate	Difference
Isle of Wight	139,105	139,332	227

Source: ONS

1.2.5 Also, population growth shown by the Census 2021 is lower than had been projected in the 2014-based SNPP by a margin of 5.8%. This could point to an exceptional circumstance (i.e., the projections driving the standard method being too high).

1.2.6 However, other data indicates the Census 2021 did not fully capture growth in the 2011-21 period. For example, a comparison of mid-year population estimates (“MYE”) and the Patient Register (“PR”)<sup>1</sup> for the Isle of Wight (as set out in the table below) shows a very similar level of growth (4,140 people for the PR as against 3,890 for the MYE, a variation of 0.1%).

**Figure 1. Population growth 2011-2020 MYE and Patient's Register**

Metric	2011	2020	growth	change
MYE	138,440	142,330	3,890	2.8%
PR	141,220	145,360	4,140	2.9%

Source: ONS, [Population estimates: quality information](#)

1.2.7 An analysis of the components of population change indicates that domestic migration is the main driver of growth on the island. Furthermore, there has been a notable negative level of “unattributable population change”<sup>2</sup> (“UPC”) over the period 2011-2021 (around 2,400 people).

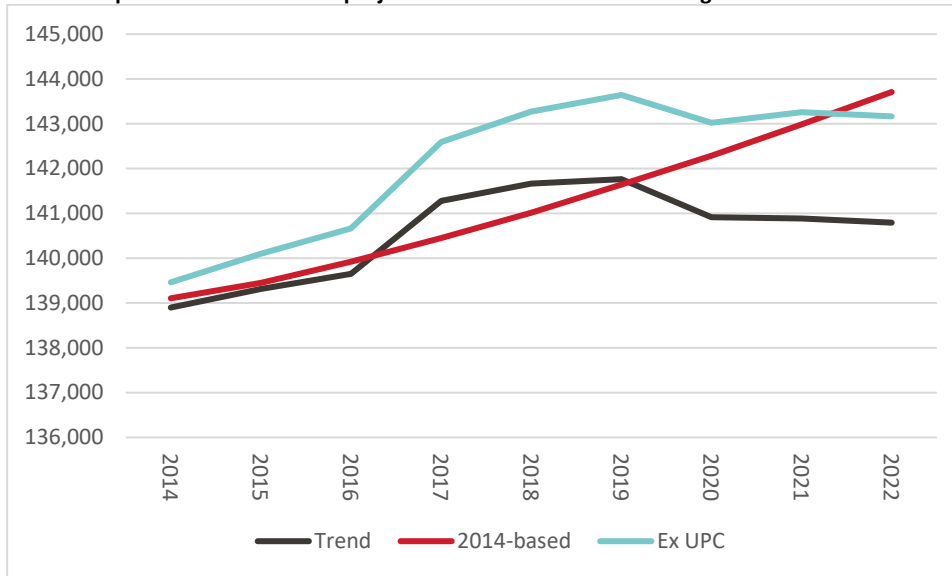
1.2.8 While this may suggest that the ONS had previously over-estimated population change, the method they use to produce population projections uses unadjusted data (i.e., excluding adjustments that would take UPC data into account).

1.2.9 The figure below shows how this data translates into a time-series of population growth, with MYE data both including and excluding UPC. For the measure excluding UPC (i.e., not taking into account the resulting fall in population associated with the UPC adjustment) it can be seen there is some difference in the ‘trajectory’ of population growth but the start and end points are broadly similar.

<sup>1</sup> The PR measures the number of patients registered at NHS GP surgeries.

<sup>2</sup> This is a correction made by ONS upon publication of Census data where the population has been under- or over-estimated (this is only calculated for the 2011-21 period)

**Table 2. Population trends and as projection in 2014-SNPP – Isle of Wight**



Source: ONS, [2014-based SNPP](#), [Analysis of population estimates](#)

- 1.2.10 It is worth noting that the components of population change (births, deaths and migration) have changed since 2014. However, the general direction of changes on the Island (lower natural change and higher migration) almost exactly match changes nationally and are not exceptional.
- 1.2.11 As with population, as set out in the table below, growth in households shown by the Census is below the level projected in the 2014-based projections. However, this pattern is very similar as seen nationally.

**Table 3. Estimated Households in 2011 and 2021**

Area	Metric	2011	2021	Change	% change
Isle of Wight	2014-based SNHP	61,187	65,609	4,422	7.20%
	Census	61,085	64,778	3,693	6.00%
South East	2014-based SNHP	3,563,050	3,946,235	383,185	10.80%
	Census	3,555,463	3,807,966	252,503	7.10%
England	2014-based SNHP	22,103,878	24,371,273	2,267,395	10.30%
	Census	22,063,368	23,436,085	1,372,717	6.20%

Source: ONS, [2014-based SNHP](#); Census 2011 and 2021

### 1.3 Market signals

1.3.1 In addition to demographic evidence, exceptional circumstances should also be demonstrated by market signals, for example house prices and affordability. This advice note gathers data relating to the Isle of Wight together with South East region and England to test whether market conditions could be said to be exceptional on the Island.

1.3.2 Market signals can also provide an indication of the balance between supply and demand within the local housing market and, therefore, whether the supply of land for housing should be strengthened (excess demand) or relaxed (excess supply).

1.3.3 Gathered together, the market signals indicate that the Isle of Wight, while being a relatively affordable area (when considering house prices and rents) when compared with elsewhere in the South East region, is not exceptional in that trends are broadly similar to those at the regional and national level. Key findings are,

- While the area has low house prices compared with most other parts of South East and England, possibly a result of its relative remoteness, it is not an outlier, nor is it the most affordable place, with Portsmouth, Gosport and Southampton all with lower average house prices.
- In terms of affordability, the evidence indicates that, since the great financial crisis of 2009-10, affordability on the island has broadly tracked that of England, rising from an affordability ratio of around 7 in 2008 (for both geographies) to 9.27 and 8.28 for the Island and England respectively in 2022.
- Data relating to housing delivery shows the three geographies to be in very close alignment. This translates into a compound annual growth rate (“CAGR”) of homes for Isle of Wight, the South East region and England over the period 2001/2 to 2022/23 of 0.87%, 0.88% and 0.83% respectively. This again reinforces the sense that the Island is not an outlier in terms of its local housing market, but rather has marked similarities with England as a whole.

1.3.4 This advice note concludes that, on the basis of a careful consideration of the demographic and market signals evidence gathered, the exceptional circumstances do not exist that would justify a departure from the standard method.

- 1.3.5 Moreover, the Council’s evidence identifies a standard method-based LHN of 667 dpa<sup>3</sup>. This is substantially higher than the number that currently appears in IOWC’s emerging Local Plan, the Island Planning Strategy (“IPS”) of 453 dwellings per year.
- 1.3.6 While the Council is entitled to seek a housing requirement figure that is less than the standard method on the basis of legitimate constraints to development set out in national policy, the LHN is an unconstrained expression of need.
- 1.3.7 Given that the 2014-based SNPP provides a robust demographic basis to inform the Island’s local housing need, an alternative method is likely to result in a figure that is broadly aligned with that of the standard method.
- 1.3.8 That said, on account of the need to allow for past under delivery of homes and market signals, it is a high probability it will result in a figure that is in excess of the standard method, rather than below it.

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<sup>3</sup> Isle of Wight Local Housing Needs Assessment, May 2022, page 77



## 2.0 INTRODUCTION

### 2.1 PURPOSE

- 2.1.1 In December 2023 the Government published the revised National Planning Policy Framework (“the NPPF”). This included clarification as regards the circumstances in which it may be appropriate for councils to deviate from the standard method for arriving at their local housing need figure (“LHNF”).
- 2.1.2 Paragraph 61 of the current version of the NPPF states that,
- 2.1.3 “There may be exceptional circumstances, including relating to the particular demographic characteristics of an area which justify an alternative approach to assessing housing need; in which case the alternative approach should also reflect current and future demographic trends and market signals. In addition to the local housing need figure, any needs that cannot be met within neighbouring areas should also be taken into account in establishing the amount of housing to be planned for”
- 2.1.4 Footnote 25 to paragraph 61 states that,
- 2.1.5 “Such particular demographic characteristics could, for example, include areas that are islands with no land bridge that have a significant proportion of elderly residents.”
- 2.1.6 It is worth noting that, at the time of writing, relevant Planning Practice Guidance (“PPG”) has not yet been updated to reflect the revised NPPF.
- 2.1.7 That said, PPG is clear that the standard method is not mandatory<sup>4</sup>. However, where an alternative method has been used to arrive at a LHNF that is lower than that which is produced by the standard method, it will be carefully scrutinised at examination.
- 2.1.8 Also, while in the standard method past under delivery of housing is addressed as part of the “affordability uplift”, an alternative method to arrive at LHNF should take it into account<sup>5</sup>.

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<sup>4</sup> PPG (Housing and economic needs assessment) Ref ID: 2a-003

<sup>5</sup> PPG (Housing and economic needs assessment) Ref ID: 2a-011

- 2.1.10 This report gathers together the necessary evidence to provide guidance as to whether, firstly, “exceptional circumstances” can be said to exist on the Island that would support the use of an alternative method and, secondly, were it to be justified, whether a LHNF resulting from it would be significantly at variance with the number that currently appears in the Isle of Wight Council’s (“IOWC”) emerging Local Plan, the Island Planning Strategy (“IPS”). This is an average of 486 dwellings per year.<sup>6</sup>
- 2.1.11 Moreover, the structure of this report addresses the points raised by Michael Bedford KC in his advice to advice to the Council dated 27th December 2023 as follows,
- 2.1.12 “The demographer should, in the first instance, be asked to comment on whether the factors identified in footnote 25 are likely to have demographic consequences for the scale of housing need that could not be said to be realistically reflected in the various inputs which are used in the Standard Method.”<sup>7</sup>
- 2.1.13 Also, [the demographer] “should be asked to express a preliminary view on whether such an alternative figure would be likely to be at or below the housing requirement currently identified in the IPS.”<sup>8</sup>

## 2.2 REPORT STRUCTURE

- 2.2.1 This report is divided into three chapters

### Chapter 3 – demographic basis

- 2.2.2 Chapter 3 investigates whether exceptional circumstances exist on the basis of demographic evidence, focusing specifically on the attributes described in footnote 25. It provides an assessment of the robustness of the demographic data on which the 2014-based SNPP are based with reference to most recent evidence, past population growth and the components of population change.

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<sup>6</sup> IPS, page 129

<sup>7</sup> Michael Bedford KC, Re The Island Planning Strategy Local Plan 27<sup>th</sup> December 2023 para 21

<sup>8</sup> Ibid, para 25

**Chapter 4 – market signals**

2.2.3 Chapter 4 provides an analysis of a range of market signals, including

- house prices and rents;
- affordability;
- levels of overcrowding;
- past trends in housing delivery; and
- levels of unmet affordable housing need.

2.2.4 To investigate, firstly, an empirical assessment as to balance between supply and demand and, secondly, whether the Island exhibits unusual dynamics within its housing market that point to exceptional circumstances.

**Chapter 5 – conclusions**

2.2.5 The evidence gathered will establish whether demographic and market signals evidence supports the proposition of an “alternative method” (i.e., whether exceptional circumstances can be said to exist) and, secondly, whether this method would produce a LHNH that is significantly different to the figure derived from the standard method and the housing requirement currently identified in the IPS.

## 3.0 DEMOGRAPHIC BASIS

### 3.1 INTRODUCTION

3.1.1 This chapter reviews a range of data to test if there is a demographic case that exceptional circumstances exist on the Isle of Wight such that a lower, or higher, housing need estimate than driven by the Standard Method could be promoted.

3.1.2 As noted, the timing of the work has been driven by a new NPPF in December 2023 and in particular footnote 25 of this document which appears to be specific to the Isle of Wight.

3.1.3 As an initial thought, it is difficult to see why specifically being an island with no land bridge would lead to an exceptional circumstance in demographic terms. The Isle of Wight is not a new island and so the circumstances existing in 2014 (the base date of projections used in the Standard Method) continue to exist today – for example in terms of the extent to which being an island is a barrier to migration.

3.1.4 It is, however, the case that the Isle of Wight does have a high proportion of elderly residents. As the table below shows, the Island has 10% more residents aged 65+ than at the regional level.

**Table 4. Proportion of people aged 65+ (Isle of Wight, South East and England) 2022**

Area	All Ages	Aged 65+	% 65+
England	57,106,398	10,629,867	18.6%
South East	9,379,833	1,846,995	19.7%
Isle of Wight	140,794	41,756	29.7%

Source: ONS, [population estimates](#)

3.1.5 However, the situation is far from unique. As the table to follow illustrates, in 2022 the Island was not the most 'elderly' authority in the Country (out of 310 local authorities), with 7 mainland councils with greater proportions of their populations aged 65+.

Table 5. Ten most 'elderly' local authorities in England (2022)

Area	All Ages	Aged 65+	% 65+
North Norfolk	103,227	34,925	33.8%
Rother	94,162	30,717	32.6%
East Lindsey	144,415	44,236	30.6%
Dorset	383,274	115,068	30.0%
East Devon	154,500	46,252	29.9%
New Forest	175,942	52,503	29.8%
Isle of Wight	140,794	41,756	29.7%
Tendring	151,451	44,806	29.6%
Torridge	68,635	19,872	29.0%
West Devon	58,190	16,836	28.9%

Source: ONS, [population estimates](#)

3.1.6 The NPPF is supported by PPG which at the time of writing had not been updated to take account of the revisions introduced into the NPPF. The current PPG does not specifically set out examples of exceptional circumstances but it is considered that there are likely to be two main demographic considerations:

- firstly, that demographic data on which projections are based is demonstrably wrong and cannot realistically be used for trend-based projections on which the Standard Method is based; and
- Secondly, demographic trends have changed so much that it is unrealistic to use a set of projections based on information in a trend period to 2014, which is now over 8-years old.

3.1.7 The analysis below principally focuses on population projections as these are the main driver of household growth.

### 3.2 DATA USED IN THE 2014-BASED PROJECTIONS

3.2.1 In March 2018 ONS released revised population estimates for England and Wales: mid-2012 to mid-2016. The main justification ONS for this was that improvements had been made to international emigration and foreign armed forces dependents and that the distribution of people aged in their 20s and 30s had changed more than for other age groups.

3.2.2 By updating previous estimates of population change and migration (including in the period 2011-14) ONS were essentially changing the data used to underpin part of the 2014-based projections. It is therefore worthwhile seeing how significant these changes were for the Isle of Wight, in particular whether the 2014-based projections required substantial correction.

3.2.3 The table below shows estimated population in 2014 from the original and revised MYE. For the whole of the Island the revised population estimate for 2014 is slightly higher than for previous data (data used for

the 2014-SNPP). This would suggest the 2014-based projections slightly under-estimated population growth; however, the differences are sufficiently minor to not be expected to have a significant impact on the 2014-based projections.

**Table 6. Original & Revised Estimate of Population in 2014**

Area	Original estimate	Revised estimate	Difference
Isle of Wight	139,105	139,332	227

Source: ONS, [revised population estimates, 2014-based SNPP](#)

### 3.3 POPULATION TRENDS

3.3.1 The analysis below looks at population trends across the Island. Two main sources are initially used, these are:

- Unadjusted ONS mid-year population estimates (MYE); these are estimates of population made by ONS through its tracking of births, deaths and migration from 2021. This is an important source as the data contained within this data source (notably about migration) is likely to be used by ONS as part of the next round of population projections (2022-based SNPP); and
- Adjusted MYE taking account Census 2021; essentially, ONS use the Census (which dates from March 2021) and roll forward to the mid-year estimates based on births, deaths and migration in the 3 month period. The Census adjusted MYE replace the unadjusted figures as the ONS view of population in 2021.

3.3.2 From these sources there are only two consistent data points (2011 and 2021). Much of the analysis to follow therefore looks at trends in this 10-year period. It should, however, be noted that ONS has now published population estimates for 2022 which are discussed further later in this chapter.

3.3.3 Above it was noted that one exceptional circumstance might be that the 2014-based subnational household projections (SNHP) that underpin the Standard Method are clearly wrong. In this instance we are looking to consider if the trends that have actually occurred are substantially different from those projected back in 2014 and that this is locally exceptional.

3.3.4 One way of considering this is to compare data for 2021 with recently published Census data and also MYE data (prior to a Census adjustment). Comparisons are made for both population (as this underpins the household projections) and household estimates.

3.3.5 The table below shows population figures for 2011 and 2021 from these sources. The data shows the 2014-based projections had projected the population of the Island to reach 142,989 by 2021 and ONS in their monitoring of data had actually estimated a higher population figure (143,255). Following publication of the 2021 Census, ONS has revised downwards its estimate of population in 2021 to 140,885, a figure below the 2014-SNPP.

**Table 7. Estimated Population in 2011 and 2021 -range of sources – Isle of Wight**

Metric	2011	2021	Change	% change
2014-based SNPP/SNHP	138,392	142,989	4,597	3.3%
MYE (unadjusted)	138,392	143,255	4,863	3.5%
MYE (Census adjusted)	138,392	140,885	2,493	1.8%

Source: ONS, [2014-based SNPP](#), [Analysis of population estimates](#)

3.3.6 The Census has, therefore, shown a lower level of population growth between 2011 and 2021 than had previously been projected by the 2014-based SNPP. Arguably, this might mean the SNPP can be considered to overestimate population growth.

3.3.7 However, it is noteworthy that the ONS monitoring of data actually points to population growth in the decade as having been stronger. Moreover, it is this ‘unadjusted’ data that ONS would use when developing projections as it recognises that population change between the two Census dates could be due to errors in the Census.

3.3.8 In terms of testing which level of population growth is likely to be most realistic we can also draw on data from the Patient Register (PR). The PR measures the number of patients registered at NHS GP surgeries.

3.3.9 The table below presents MYE (unadjusted) and PR for the 2011-20 period (2020 is the most year for which PR data is available). This shows a very similar level of growth (4,140 people for the PR as against 3,890 for the MYE, a variation of 0.1%.

**Figure 2. Population growth 2011-2020 MYE and Patient's Register**

Metric	2011	2020	Growth	change
MYE	138,440	142,330	3,890	2.8%
PR	141,220	145,360	4,140	2.9%

Source: ONS, [Population estimates: quality information](#)

3.3.10 Although not definitive, analysis of the Patient Register does point to the ONS monitoring of population growth as being broadly reasonable.

### 3.4 Components of Population Change

- 3.4.1 The table below considers the drivers of population change from 2011 to 2022. The main components of change are natural change (births minus deaths) and net migration (internal/domestic and international).
- 3.4.2 There is also an Unattributable Population Change (“UPC”). This is a correction made by ONS upon publication of Census data where the population has been under- or over-estimated (this is only calculated for the 2011-21 period).
- 3.4.3 There are also ‘other changes’. For the Isle of Wight these have been notable in some years and are often related to armed forces personnel, boarding school pupils or prison populations.
- 3.4.4 The data shows natural change, broadly speaking, to be dropping over time. There are significantly more deaths than births on the Island and migration is variable. It is clear from the data that migration, and particularly internal (domestic) migration, is the main driver of population growth on the Island.
- 3.4.5 The analysis also shows that, for the period 2011-21, there has been a notable negative level of UPC (totalling around 2,400 people over the 10-year period). This suggests that, when the 2021 Census was published, ONS had previously over-estimated population change. As stated earlier, this is an important point to note as ONS typically uses unadjusted data for the purposes of producing population projections (i.e., excluding adjustments that would see a fall in population estimates resulting from allowing for UPC).



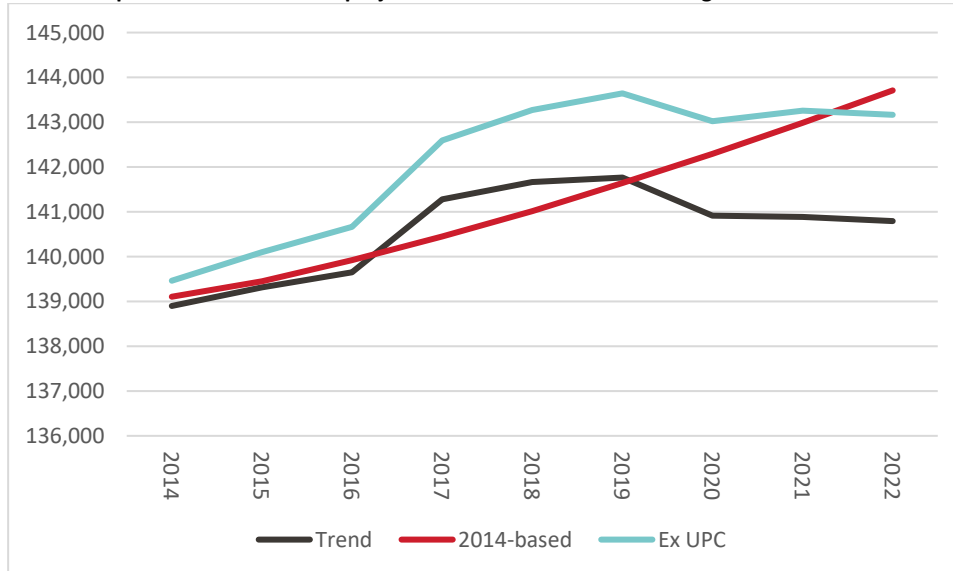
**Table 8. Components of population change, mid-2011 to mid-2022 – Isle of Wight**

Year	Natural change	Net internal migration	Net international migration	Other changes	Other (unattributable)	Total change
2011/12	-347	705	25	41	-184	240
2012/13	-614	628	51	-377	-174	-486
2013/14	-286	1,144	86	14	-205	753
2014/15	-464	1066	43	-4	-224	417
2015/16	-530	961	124	7	-228	334
2016/17	-635	2,574	-11	-2	-299	1,627
2017/18	-719	1,328	27	44	-292	388
2018/19	-670	1,114	-16	-56	-273	99
2019/20	-948	397	-89	17	-226	-849
2020/21	-1,051	1,666	2	-382	-265	-30
2021/22	-879	293	396	99	0	-91

Source: ONS, [Analysis of population estimates](#)

3.4.6 The figure below shows how this data translates into a time-series of population growth, with MYE data both including and excluding UPC. For the measure excluding UPC (i.e., not taking into account the resulting fall in population associated with the UPC adjustment) it can be seen there is some difference in the ‘trajectory’ of population growth but the start and end points are broadly similar.

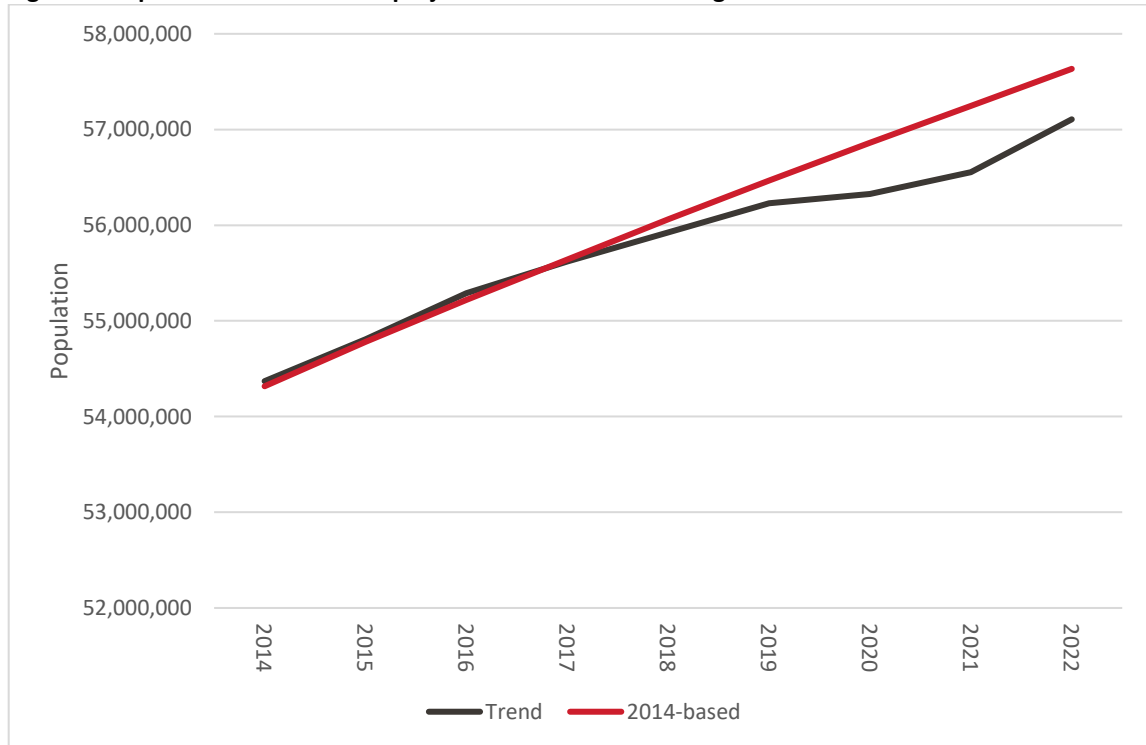
**Table 9. Population trends and as projection in 2014-SNPP – Isle of Wight**



Source: ONS, [2014-based SNPP](#), [Analysis of population estimates](#)

3.4.7 Arguably, population growth on the Island has been slightly below that which was projected in the 2014-based SNPP. However, interestingly, over the same period the population of England grew at a slightly slower rate than had been projected in the 2014-SNPP – further emphasising changes on the Island are not exceptional.

**Figure 3. Population trends and as projection in 2014-SNPP – England**

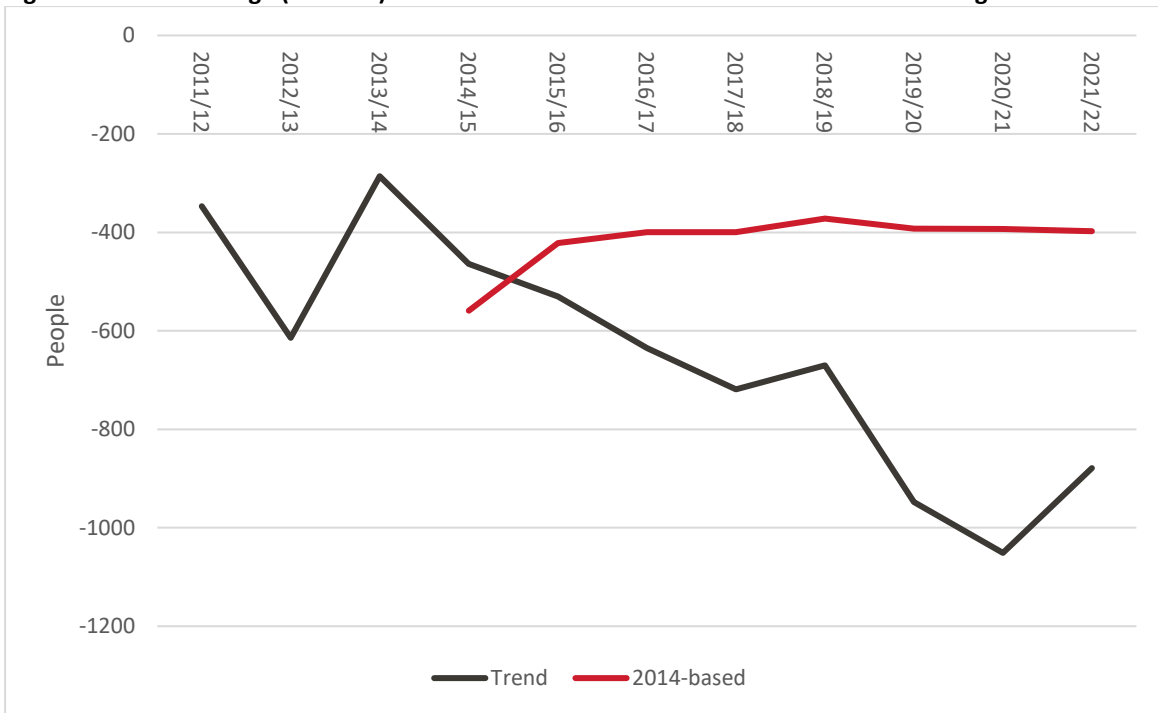


Source: ONS, [2014-based SNPP, Analysis of population estimates](#)

3.4.8 As shown in the components of change, population growth is largely driven by natural change and net migration. Furthermore, it is possible to see how these have changed over time and how this compares with the 2014-based SNPP.

3.4.9 The figure below shows natural change (births minus deaths); this can be seen to be falling rapidly over time. The 2014-based projections did not, however, pick up this trend.

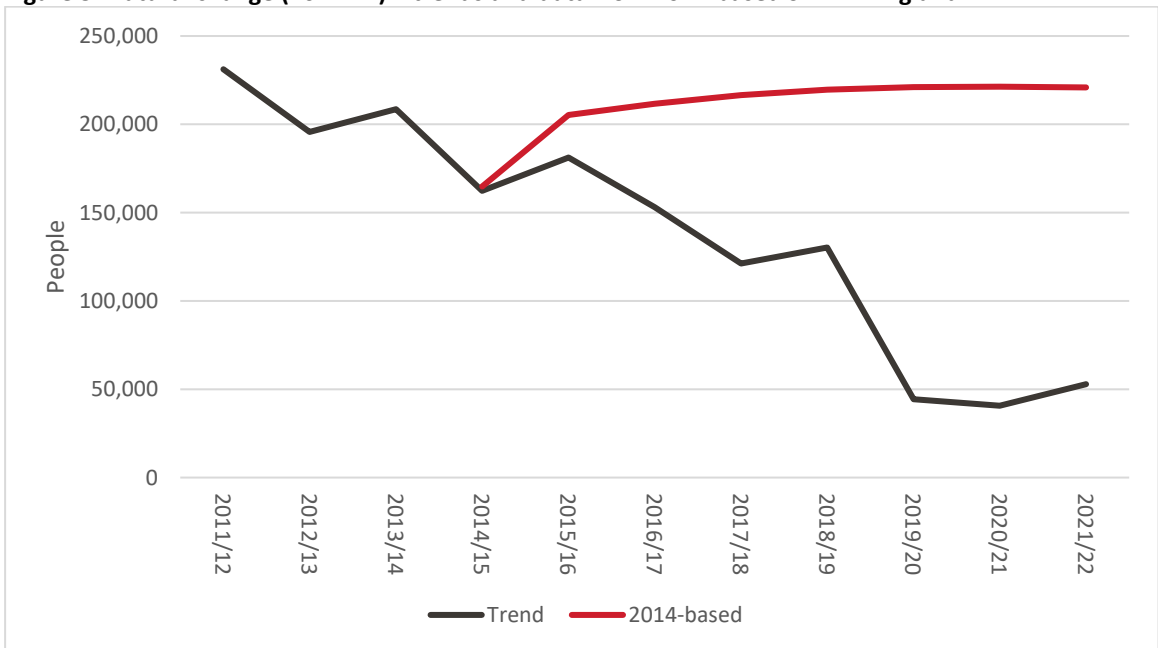
Figure 4. Natural change (2011-22) – trends and data from 2014-based SNPP – Isle of Wight



Source: ONS, [2014-based SNPP](#), [Analysis of population estimates](#)

3.4.10 That said, this is not exceptional as a virtually identical pattern can be seen for England.

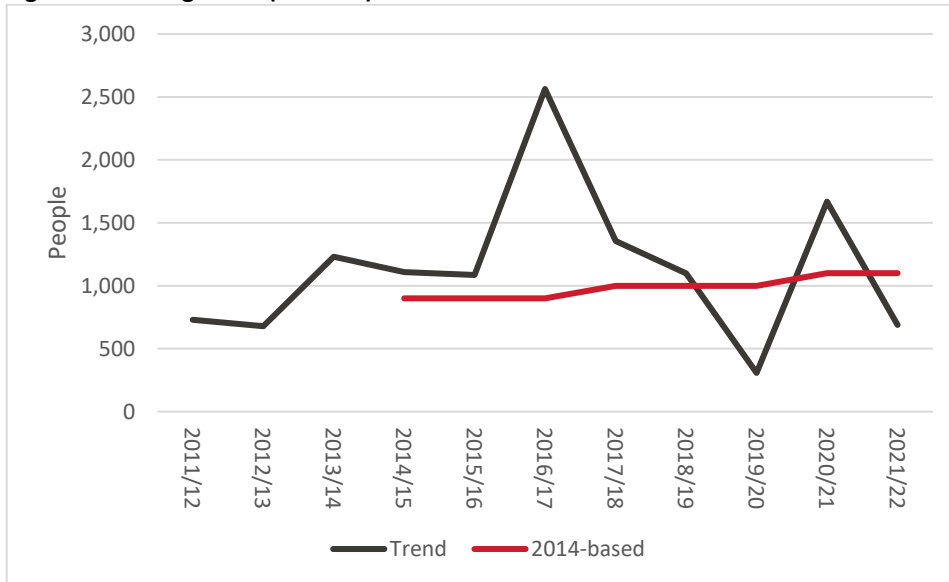
Figure 5. Natural change (2011-22) – trends and data from 2014-based SNPP – England



Source: ONS, [2014-based SNPP](#), [Analysis of population estimates](#)

3.4.11 A similar analysis has been carried out for net migration. This is quite variable in trends, but generally migration has been stronger since 2014 than was previously projected (net migration of nearly 10,000 people, compared with a projected level of around 8,000).

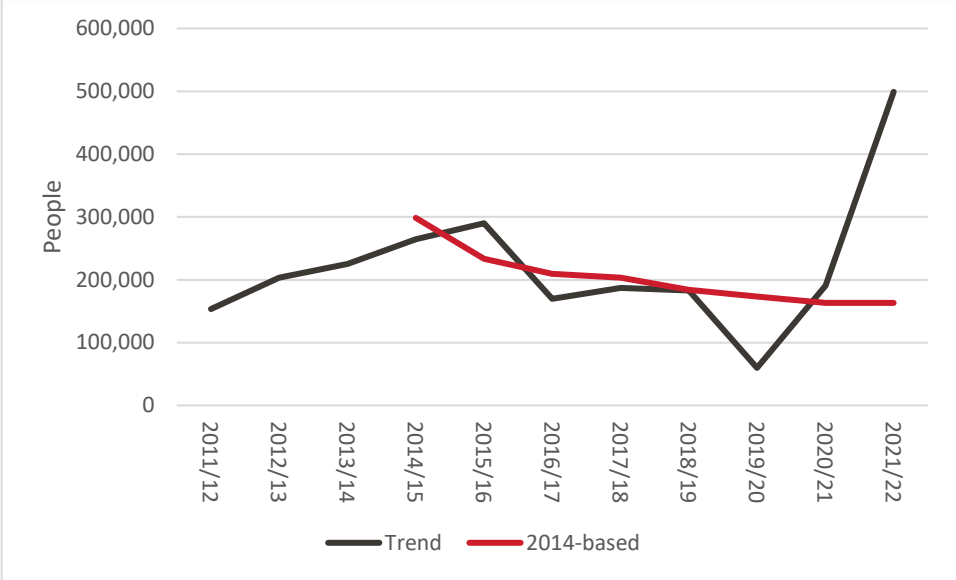
**Figure 6. Net migration (2011-22) – trends and data from 2014-based SNPP – Isle of Wight**



Source: ONS, [2014-based SNPP](#), [Analysis of population estimates](#)

3.4.12 For England the trend is again quite variable, with a very high level of net migration in 2021/22. Overall, in the period 2014-22 net migration was around 1.8 million, compared to a projected figure of 1.6 million. Although on a different scale, these figures are in the same direction as for the Isle of Wight and again point to there being no exceptional circumstance.

Figure 7. Net migration (2011-22) – trends and data from 2014-based SNPP – England



Source: ONS, [2014-based SNPP](#), [Analysis of population estimates](#)

3.4.13 As a summary, the table below shows natural change and net migration for the Isle of Wight. These two have been added together in a column titled “change”. As noted, the change column indicates that net migration offsets natural change to produce an overall population expansion on the Island.

**Figure 8. Natural Change and Net Migration (2001-22) – Isle of Wight**

Year	Natural Change	Net migration	Change (NC+NM)
2001/2	-777	1,813	1,036
2002/3	-669	1,713	1,044
2003/4	-598	1,993	1,395
2004/5	-499	1,869	1,370
2005/6	-463	1,197	734
2006/7	-391	1,089	698
2007/8	-465	1,103	638
2008/9	-461	313	-148
2009/10	-383	616	233
2010/11	-371	586	215
2011/12	-347	730	383
2012/13	-614	679	65
2013/14	-286	1,230	944
2014/15	-464	1,109	645
2015/16	-530	1,085	555
2016/17	-635	2,563	1,928
2017/18	-719	1,355	636
2018/19	-670	1,098	428
2019/20	-948	308	-640
2020/21	-1,051	1,668	617
2021/22	-879	689	-190

Source: ONS, [2014-based SNPP, Analysis of population estimates](#)

- 3.4.14 In reality, the actual change will be different due to the inclusion of ‘other’ changes and UPC, however (as previously stated) ONS does not normally take account of these factors when developing population (and household) projections.
- 3.4.15 The ONS uses historic data to model future trends in population growth. In the case of the 2014-based SNPP, the 5-year period to 2014 was employed for the purpose of modelling how internal migration and natural change would shape the demographic profile of local authority areas in future years.

3.4.17 The data in the table above, therefore, goes back to 2001/2 so as to look at past trends. The table to follow (drawing on the same dataset as the table above) compares the 5-year period to 2014 with more recent data to assess whether this historic data is robust for the purposes of generating the 2014-based SNPP. These are

- 5 year period to 2022; and
- 10 year period to 2022.

3.4.18 The data shows that, while use of the “5 year period to 2014” would result in an underestimate of net migration, this was substantially offset by greater falls in natural change than allowed for in the same period.

3.4.19 The resulting change figure of 368 lies close to the median of 170 and 499 (335), suggesting that, on balance, the “5 year period to 2014” provides a robust basis on which to model future population change.

3.4.20 As with the analysis elsewhere in this report, whilst there are differences in data for different time periods, there is nothing exceptional in the data to point to a higher or lower need than the Standard Method.

**Figure 9. Scenarios used to model future population change**

Year	Natural Change	Net migration	Change (NC+NM)
5-to 2014	-400	768	368
5-to 2022	-853	1,024	170
10-to 2022	-680	1,178	499

Source: ONS, [2014-based SNPP](#), [Analysis of population estimates](#)

### 3.5 Household Trends

3.5.1 In terms of more recent trends, we can also look at household changes as projected in the 2014-SNHP and as now shown by the Census (shown in the table below). This demonstrates that, across the Island, household growth in the 10-year period to 2021 was projected to be at a slightly higher level in the 2014-SNHP than the Census has now shown to be the case.

3.5.2 On its own this could arguably point to something exceptional, however, when looking at equivalent data for other locations, it is clear data for the Isle of Wight simply follows trends seen elsewhere. There is, therefore, nothing exceptional shown by this data.

**Table 10. Estimated Households in 2011 and 2021**

Area	Metric	2011	2021	Change	% change
	2014-based SNHP	61,187	65,609	4,422	7.20%

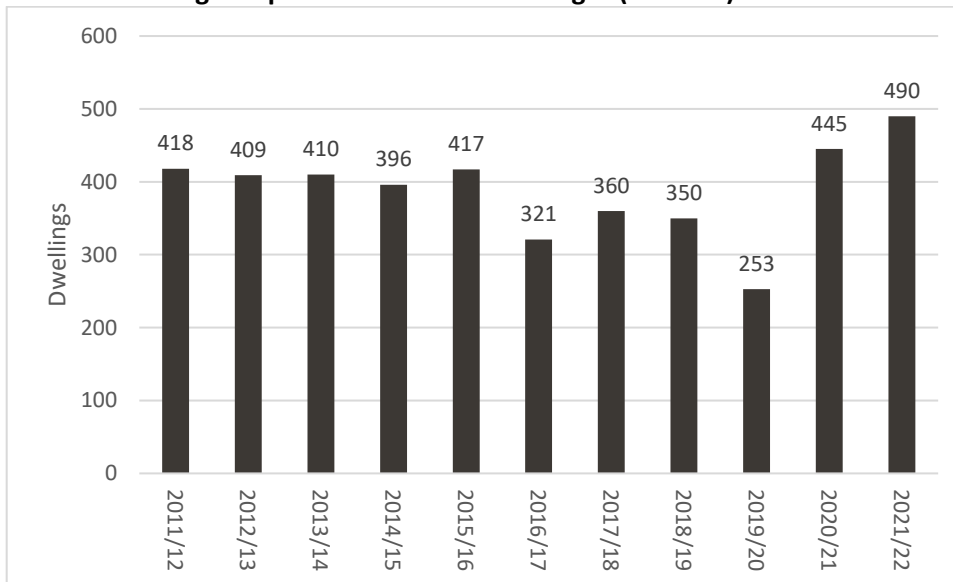
Isle of Wight	Census	61,085	64,778	3,693	6.00%
	2014-based SNHP	3,563,050	3,946,235	383,185	10.80%
South East	Census	3,555,463	3,807,966	252,503	7.10%
	2014-based SNHP	22,103,878	24,371,273	2,267,395	10.30%
England	Census	22,063,368	23,436,085	1,372,717	6.20%

Source: ONS, [2014-based SNHP](#); Census 2011 and 2021

### 3.6 Completions

3.6.1 A final analysis looks at the number of dwelling completions on the Island. The data is relatively constant over time and shows a total of around 3,800 completions in the 2011-21 period. This figure is consistent with the dwelling growth shown in the Census and generally points to the 2014-based projections as being broadly reasonable.

**Table 11. Dwelling completions on the Isle of Wight (2011-22)**



Source: Isle of Wight [Annual Monitoring Report](#)



## 4.0 MARKET SIGNALS

### 4.1 INTRODUCTION

4.1.1 As noted, national policy requires that, if a given council proposes to use an alternative method for arriving at its LHNF, this will need to be justified by showing exceptional circumstances.

4.1.2 In addition to demographic evidence, this should also be demonstrated by market signals, for example house prices and affordability, within the local authority area and how this compares to other relevant geographies (in this case the South East region and England).

4.1.3 Furthermore, they also provide an indication of the balance between supply and demand within the local housing market and, therefore, whether the supply of land for housing should be strengthened (excess demand) or relaxed (excess supply). The indicators presented are:

- house prices;
- rents;
- affordability;
- levels of overcrowding;
- past trends in housing delivery; and
- levels of unmet affordable housing need.

### 4.2 HOUSE PRICES

4.2.1 The figure below presents trends in average house prices on the Isle of Wight, the South East region and England over the period 2001-2023, indexed to 2001. This suggests that trends across these three geographies have been very close over this period.

4.2.2 In percentage terms, they have risen by 208%, 201% and 211% respectively; this corresponds to an annual rate of house price growth of around 9%. This is substantial and will exceed growth in average earnings.

4.2.3 Given the similarity in the trends over this period, this data does not support there being exceptional circumstances on the Island.

Figure 10. Average house prices (Isle of Wight, South East Region and England), March 2023



Source: ONS, [HPSSA dataset 12](#)

4.2.4 Also, it is worth noting (as a further test of exceptional circumstances) where the Isle of Wight sits within a ranking of house prices in the South East region.

4.2.5 The table below sets out the 10 most affordable councils in the region. In March 2023, the average house price on the Island was £320,781. Of the 64 councils whose data is available, this places the Island at 61, or the fourth lowest price.

Table 12. Councils with the lowest house prices in the South East region

Area	House price
Crawley	£352,387
Dover	£347,658
Thanet	£344,152
Swale	£335,689
Eastbourne	£330,977
Medway	£324,874
Hastings	£324,798
Isle of Wight	£320,781
Portsmouth	£286,722
Gosport	£275,637
Southampton	£270,389

Source: ONS, [HPSSA dataset 12](#)

4.2.6 While the area has low house prices compared with most other parts of South East England, possibly a result of its relative remoteness, it is not an outlier, nor is it the most affordable place, with Portsmouth, Gosport and Southampton all with lower average house prices.

4.2.7 The analysis of house prices does not, therefore, support the case for exceptional circumstances. In terms of whether the evidence indicates a need for more homes than the minimum starting point based on the standard method, it points strongly towards the supply of homes being insufficient to meet demand, suggesting residential land supply on the Island should be strengthened.

### 4.3 RENTS

4.3.1 The figure below presents trends in average rents on the Isle of Wight, the South East region and England for the financial years 2018/19 – 2022/23. As with house prices, it indicates that rents on the Island have followed a broadly similar pattern to that of the wider South East region. That said, between 2019/20 and 2021/22 rents increased more strongly on the Island than the South East average.

Figure 11. Average rents (Isle of Wight, South East Region and England), 2018-2023



Source: [Valuation Office Agency: private rental market statistics](#)

4.3.2 In terms of where the Island sits in the rankings of rents in the region, as shown in the table below, it has the lowest rents at the regional level. That said, it would be difficult to argue it is an outlier, and therefore exceptional, given the variation in rent levels between the Isle of Wight and the district with the next lowest rent, Dover, is £40 or 5%.

Table 13. Councils with the lowest rents in the South East region

Area	Rents PCM
Rother	£971
Swale	£965
Eastbourne	£950
Medway UA	£930
Gosport	£906
Folkestone and Hythe	£847
Thanet	£838
Hastings	£807
Dover	£805
Isle of Wight UA	£765

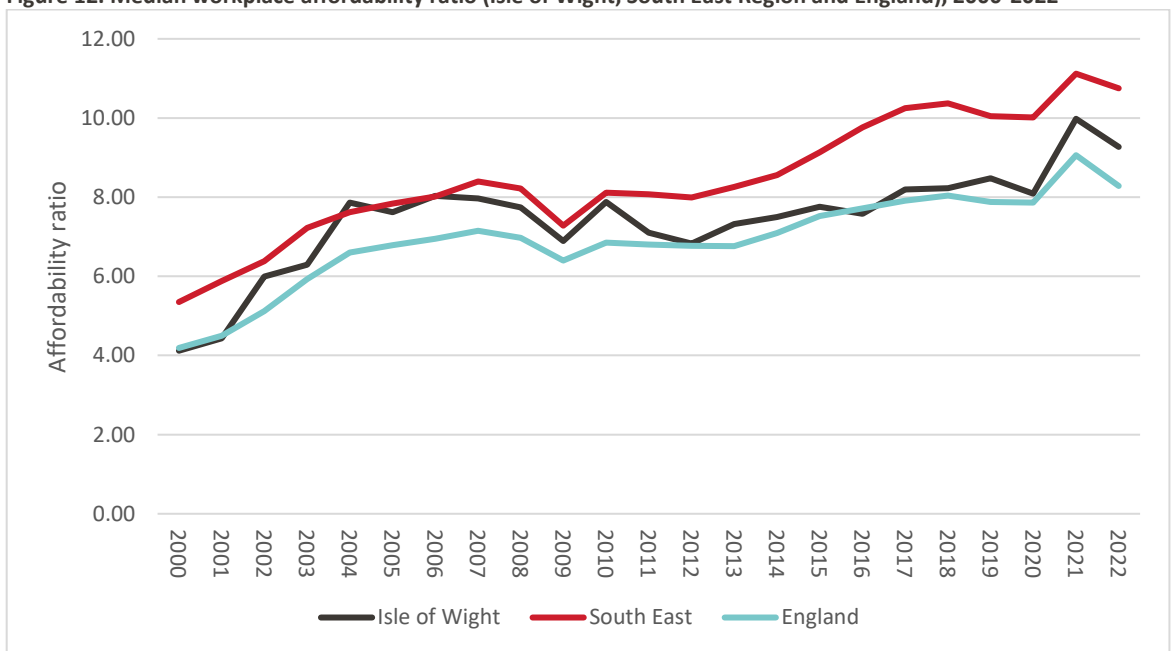
Source: [Valuation Office Agency: private rental market statistics](#)

**4.4 AFFORDABILITY**

4.4.1 The figure below presents trends in the median workplace affordability ratio (MWAR) reported by the ONS for the Isle of Wight, the South East region and England over the period 2000-2022. The MWAR expresses median house prices as a multiple of median earnings within each of these geographies.

4.4.2 The evidence indicates that, since the great financial crisis of 2009-10, affordability on the island has broadly tracked that of England. That said, it is significantly more affordable than the average for the South East region.

**Figure 12. Median workplace affordability ratio (Isle of Wight, South East Region and England), 2000-2022**



Source: ONS, [House price to workplace-based earnings ratio](#)

4.4.3 Also, it is worth noting where the Island sits within a ranking of affordability in the South East region. Of the 64 council areas in the in the South East region with a MWAR listed in the data for 2022, the Isle of Wight is the 12th most affordable local authority area.

4.4.4 While evidence that the Isle of Wight is a relatively affordable area within the South East region, the MWAR does not indicate the Island is exceptional in this regard.

#### 4.5 OVERCROWDING

4.5.1 The table below presents changes in the levels in over-crowding and under-occupation on the Isle of Wight, the South East region and England over the period 2011-2021 through a metric known as an “occupancy rating” (“OR”).

4.5.2 The OR provides a measure of under-occupation and over-crowding based on the number of bedrooms in a given dwelling and the composition of the resident household. The OR makes assumptions as regards whether it is acceptable for a bedroom to be shared by two people determined their age and relationship. This results in a finding that the household has the right number of bedrooms (0), too many (a positive result indicating under-occupation) or too few (a negative result indicting over-crowding).

4.5.3 This shows that, within all three geographies, there have been significant falls in the most extreme incidence of both over-crowding and under-occupation (2+). This have been matched by a rise in those enjoying housing that is adequate for their needs (0). There has also been a substantial rise in the number of households that have one spare bedroom.

Table 14. Change in occupancy rating 2011-21

Occupancy Rating	Isle of Wight	South East	England
+2 or more	-30%	-23%	-24%
1	68%	61%	54%
0	59%	58%	53%
-1	-57%	-44%	-40%
-2 or less	-82%	-72%	-67%

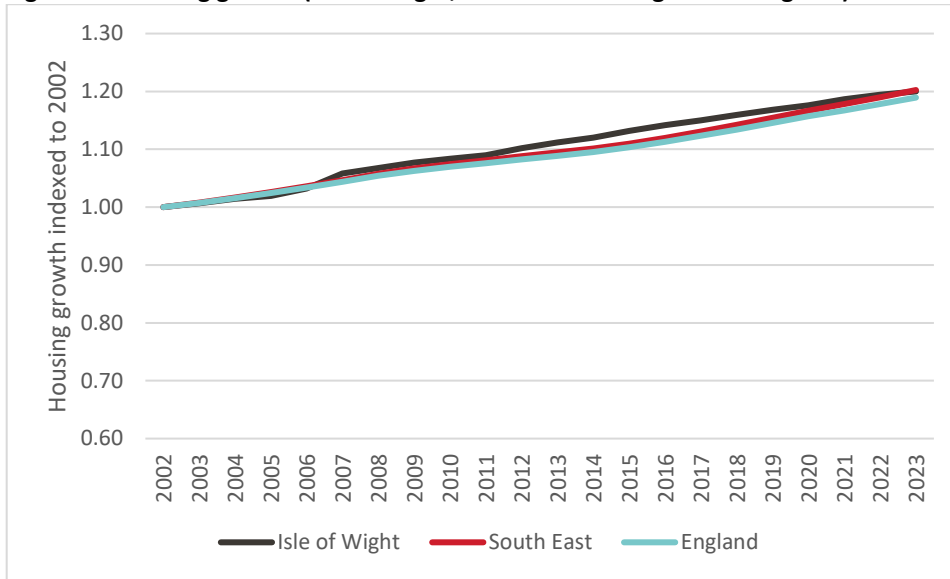
Source: ONS tables [QS408UK](#) and [TS052](#)

4.5.4 It is also important to note that the Isle of Wight is showing broadly similar trends to both the South East region and England, indicating little sign that the Island is exceptional.

**4.6 HOUSING DELIVERY**

4.6.1 The figure below presents trends in housing delivery on the Isle of Wight, the South East region and England over the period 2001-2023. The graph shows the rate of housing delivery indexed to 2002. The three geographies are in very close alignment.

**Figure 13. Housing growth (Isle of Wight, the South East region and England) 2002-2023**



Source: Live tables on housing supply: [net additional dwellings Table 22](#), ONS Tables [UV055](#); [QS418EW](#) and [RM204](#)

4.6.2 A compound annual growth rate (CAGR) of homes expresses growth across a number of years as an average annual percentage. It also provides a means of standardizing housing growth (and therefore making it comparable) across different geographies.

4.6.3 The CAGR of homes for Isle of Wight, the South East region and England over the period 2001/2 to 2022/23 is 0.87%, 0.88% and 0.83% respectively. This again reinforces the sense that the Island is not an outlier in terms of its local housing market, but rather has marked similarities with England as a whole.

**4.7 UNMET AFFORDABLE HOUSING NEED**

4.7.1 The analysis of data related to affordable housing need is confined to the Isle of Wight alone, and therefore does not have a bearing on whether the Island is exceptional.

- 4.7.2 That said, PPG notes that the delivery of affordable housing should be considered when arriving at a LHNF<sup>9</sup>. It therefore follows that, where the evidence suggests that current need has been met, this would ease the pressure for a LHNF that is in excess of that derived from the standard method.
- 4.7.3 The table below sets out the extent to which affordable housing need has been met in the Isle of Wight in recent years. Need is taken from evidence supporting the Isle of Wight Council’s emerging Local Plan.<sup>10</sup>
- 4.7.4 Based on data over the period 2018-2022, an accumulated backlog of 597 homes has built up, suggesting a significant unmet need for affordable homes on the Island. This indicates that a LHNF that exceeds the standard method minimum may be suitable.

**Figure 14. Delivery of affordable homes on the Isle of Wight, 2018 - 2022**

Metric	2018/19	2019/20	2020/21	2021/22	Total
Affordable housing need	242	242	242	489	726
Affordable housing delivery	0	6	123	114	129
% need fulfilled	0%	2%	51%	23%	18%

Source: IoW Council (Local Plan evidence and annual monitoring reports)

<sup>9</sup> PPG (housing and economic needs assessment) Ref ID: 2a-010

<sup>10</sup> The Housing Need Assessment produced for the Council in April 2018 identifies a figure of 242 dwellings per year (page 83); the figure of 489 for year 2021/22 comes from the Local Housing Needs Assessment 2021 (page 108)



## 5.0 CONCLUSION

- 5.1.1 The evidence gathered in this report has sought to establish whether demographic and market signals evidence, firstly, supports the proposition of an alternative method for arriving at the Isle of Wight's LHNF (i.e., whether exceptional circumstances can be said to exist) and, secondly, whether this method would produce a LHNF that is significantly different to the figure derived from the standard method and the housing requirement currently identified in the IPS.
- 5.1.2 The conclusion reached is that exceptional circumstances do not exist on the Island that would justify a departure from the standard method.
- 5.1.3 As regards the question of whether a LHNF derived from an alternative method would be higher or lower than one based on the standard method, given that the 2014-based SNPP have been shown, in the case of the Island, to provide a sound demographic foundation on which to arrive at LHN, it follows that it is likely they would be broadly aligned.
- 5.1.4 That said, as noted, an alternative method would need to take in to account both backlog need for housing and the direction of market signals. These would encourage plan makers to opt for a higher, rather than lower, figure.
- 5.1.5 While the Council is entitled to seek a housing requirement figure that is less than the standard method on the basis of legitimate constraints to development set out in national policy, the LHNF is an unconstrained expression of need.
- 5.1.6 The figure that currently appears in the Draft IPS of 453 dwellings per year reflects an intention by the IOWC not to meet need in full. Clearly, any unconstrained alternative is likely to be substantially in excess of it.

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# Equality Impact Assessment: Draft Island Planning Strategy

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Before carrying out an Equalities Impact Assessment (EIA), you should familiarise yourself with the [guidance](#). This document should be in **plain English**, include **Stakeholder** involvement and be able to stand up to **scrutiny** (local and/or court) if/when challenged to ensure we have met the councils public sector equality duty.

An Equality Impact Assessment (EIA) should be completed when you are considering:

- developing, reviewing or removing policies
- developing, reviewing or removing strategies
- developing, reviewing or removing services
- developing, reviewing or removing a council function/system
- commencing any project/programme

## Assessor(s) Name and job title:

James Brewer, Planning Policy Manager

## Directorate and Team/School Name:

## Communities

## Name, aim, objective and expected outcome of the programme/ activity:

### Name: Draft Island Planning Strategy

**Aim:** 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 Island Planning Strategy is to set out in land use terms how the council will achieve its vision.

**Objective:** 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'.

**Expected outcome:** 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.

Reason for Equality Impact Assessment (tick as appropriate)

This is a **new** policy/strategy/service/system function proposal



**Equality and Diversity considerations**

Describe the ways in which the groups below may be impacted by your activity (**prior to mitigation**). The impact may be negative, positive or no impact.

Protected Characteristic	Negative, positive or no impact (before mitigation/intervention) and why?	Does the proposal have the potential to cause unlawful discrimination (is it possible that the proposal may exclude/restrict this group from obtaining services or limit their participation in any aspect of public life?)	How will you advance the equality of opportunity and to foster good relations between people who share a protected characteristic and people who do not.	What concerns have been raised to date during consultation (or early discussions) and what action taken to date?	What evidence, analysis or data has been used to substantiate your answer?	Are there any gaps in evidence to properly assess the impact? How will this be addressed?	How will you make communication accessible for this group?	What adjustments have been put in place to reduce/advance the inequality? <i>(Where it cannot be diminished, can this be legally justified?)</i>
<p>Page 500</p> <p><b>Age</b> (restrictions/difficulties both younger/older)</p>	<p><b>Positive</b></p>	<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>						

<p><b>Disability</b>  a) <b>Physical</b>  b) <b>Mental health</b>  (must respond to both a &amp; b)</p>	<p><b>Positive</b></p>	<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>
<p><b>Race</b>  (including ethnicity and nationality)   Page 501</p>	<p><b>Positive</b></p>	<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>
<p><b>Religion or belief</b>  (different faith groups/those without a faith)</p>	<p><b>No impact</b></p>	<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><b>Sex</b>  (Including Trans and non-binary – is your language inclusive of trans and non-binary people?)</p>	<p><b>No impact</b></p>	<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><b>Sexual orientation</b></p>	<p><b>No impact</b></p>	<p>The draft Island Planning Strategy is required to be in general conformity with national planning policy and guidance.</p>

(is your language inclusive of LGB groups?)		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.
<b>Pregnancy and maternity</b>	<b>No impact</b>	<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>
<b>Marriage and Civil Partnership</b>	<b>No impact</b>	<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>
<b>Gender reassignment</b>	<b>No impact</b>	<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>

In order to identify the needs of the groups, you will need to review data, statistics, user feedback, population data, complaints data, staffing data ([SAPHRreports@iow.gov.uk](mailto:SAPHRreports@iow.gov.uk)), community/client data, feedback from focus groups etc. When assessing the impact, the assessment should come from an evidence base and not through opinion or self-knowledge.

## H. Review

How are you engaging people with a wide range of protected characteristics in the development, review and/or monitoring of the programme/ activity?

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 act of publishing the draft Island Planning Strategy, and publication for a period of public representation will provide the opportunity for any issues relating to equality to be raised.

It is intended that the consultation on the submission version of the Draft Island Planning Strategy will run for a statutory period of 6 weeks during April and May 2024.

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.

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.

Date of next review: Summer 2024 after the period of public representation has finished

#### H. Sign-off

Head of Service/Director/Headteacher sign off & date:

Name: *Ollie Boulter*

Date: 1 March 2024

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## Isle of Wight Council Forward Plan – March 2024

The Forward Plan is a list of all Key Decisions 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.

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 Transport and Infrastructure, Highways PFI and Transport Strategy, Strategic Oversight and External Partnerships) is Cllr Phil Jordan.

Other members of the Cabinet are:

Deputy Leader and Cabinet Member for Housing and Finance - Cllr Ian Stephens

Cabinet Member for Adult Social Care and Public Health – Cllr Debbie Andre

Cabinet Member for Children's Services, Education and Corporate Functions – Cllr Jonathan Bacon

Cabinet Member for Economy, Regeneration, Culture and Leisure - Cllr Julie Jones-Evans

Cabinet Member for Planning, Coastal Protection and Flooding - Cllr Paul Fuller

Cabinet Member for Climate Change, Biosphere and Waste- Cllr Lora Peacey-Wilcox

Cabinet Member for Regulatory Services, Community Protection and ICT – Cllr Karen Lucioni

Any items highlighted in yellow are changes or additions to the previous Forward Plan

\*Any decisions that are intended to 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, will require the publication of specific notices, including the reason(s) for the meeting to be held in private.

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?
<b>125 Year Lease of Rew Valley Sports Centre and playing fields, Ventnor to The Island Free School</b>	Deputy Leader Cabinet Member for Housing and Finance	Not before 19th Oct 2023	Signed delegation by the Leader		Open
Rew Valley Sports Centre – grant of a new lease to the Island Free School	Councillor Ian Stephens Date 1 <sup>st</sup> added: 5 September 2023				

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><b>Acquisition of land at Pyle Street, Newport</b></p> <p>Purchase of land at Pyle Street, Newport</p>	<p>Deputy Leader Cabinet Member for Housing and Finance</p> <p>Councillor Ian Stephens Date 1<sup>st</sup> added: 15 December 2023</p>	<p>19 Jan 2024</p>			<p>Part exempt The report will detail the terms of a property deal that will have not been completed. As such, it would not be appropriate for some of the detail to be in the public domain before the purchase is completed.</p>
<p><b>Sale of Plot A2, Island Technology Park, Whippingham IOW</b></p> <p>Sale of the last plot of employment land at this site to Island Distribution Limited</p>	<p>Cabinet Member for Economy, Regeneration, Culture and Leisure</p> <p>Councillor Julie Jones-Evans Date 1<sup>st</sup> added: 12 January 2024</p>	<p>9 Feb 2024</p>			<p>Part exempt Appendix 2 will contain confidential agreed heads of terms</p>
<p><b>Determine School Academic Year/Term Dates for 2025/2026</b></p> <p>To seek approval from the Cabinet on the determination of the pattern of school term and holiday dates for the school year 2025/2026.</p>	<p>Cabinet</p> <p>Cabinet Member for Children's Services, Education and Corporate Functions Date 1<sup>st</sup> added: 5 July 2023</p>	<p>14 Mar 2024</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><b>Director of Public Health Annual Report - Childhood Obesity - Call to Action</b></p> <p>To note the Annual Report of the Director of Public Health 2023/24 and to endorse any recommendations with the report.</p>	<p>Cabinet</p> <p>Cabinet Member for Adult Social Care and Public Health</p> <p>Date 1<sup>st</sup> added: 5 September 2023</p>	<p>14 Mar 2024</p>		<p>N/A</p>	<p>Open</p>
<p><b>Smokefree Pledge and Smokefree Generation Service</b></p> <p>The report will outline plans to spend up to a maximum of £2,547,480 on smoking prevention and cessation programmes and services.</p> <p>The plans are in light of recent government announcements to create a Smokefree Generation and make smoking obsolete by 2050. Isle of Wight Council will be allocated an additional £169,296 per year from 06 April 2024 to expand current efforts to reduce smoking rates.</p>	<p>Cabinet</p> <p>Cabinet Member for Adult Social Care and Public Health</p> <p>Date 1<sup>st</sup> added: 7 February 2024</p>	<p>14 Mar 2024</p>			<p>Open</p>

1001027

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><b>Cowes Medina Crossing</b></p> <p>Following a number of technical and financial reviews the council is seeking to best understand the options and recommendation for future operating models for the chain ferry crossing at East Cowes / Cowes across the mouth of the River Medina.</p> <p>This report sets out the process of commissioning an options appraisal and a potential Commissioning Strategy for alternative technical and economical solutions to the current vessel operated by the council.</p>	<p>Cabinet</p> <p>Leader (with responsibility Transport and Infrastructure, Highways PFI and Transport Strategy, Strategic Oversight and External Partnerships)</p> <p>Date 1<sup>st</sup> added: 25 January 2024</p>	<p>14 Mar 2024</p>		<p>Cabinet members Corporate Scrutiny Internal Council Services</p>	<p>Open</p>
<p><b>Island Planning Strategy</b></p> <p>As the Draft IPS was not agreed on 5 October, Full Council is to specify its objections and to formally refer the matter back to the Cabinet.</p>	<p>Cabinet</p> <p>Full Council</p> <p>Cabinet Member for Planning, Coastal Protection and Flooding</p> <p>Date 1<sup>st</sup> added: 17 March 2022</p>	<p>14 Mar 2024</p>	<p>20 Mar 2024</p>	<p>Internal and External Full public consultation</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><b>Concessionary Travel Reimbursement 2024-25</b></p> <p>The report will set out the concessionary travel arrangements on local bus services for year 2024/25, the recommended rate per concessionary journey and the associated implications.</p>	<p>Cabinet</p> <p>Leader (with responsibility Transport and Infrastructure, Highways PFI and Transport Strategy, Strategic Oversight and External Partnerships)</p> <p>Date 1<sup>st</sup> added: 6 December 2023</p>	<p>14 Mar 2024</p>	<p>Notice of Key Decision - part exempt</p>	<p>Negotiations with local bus operator/s via a commissioned consultant.</p>	<p>Part exempt</p> <p>The appended technical report from the commissioned consultant outlining the concessionary travel negotiations, calculations and recommended rate, will be exempt as it will contain financial information which is commercially sensitive to the local bus operator.</p>
<p><b>Disposal of the former Yarmouth Primary School, Yarmouth</b></p> <p>The sale of the former Yarmouth Primary School following a marketing campaign in 2023.</p>	<p>Cabinet</p> <p>Deputy Leader Cabinet Member for Housing and Finance</p> <p>Date 1<sup>st</sup> added: 12 January 2024</p>	<p>14 Mar 2024</p>	<p>Notice of Key Decision - part exempt</p>		<p>Part exempt</p> <p>Some appendices will be exempt from publication as they will contain information regarding the bids received, including the financial offers. This is due to commercial confidentiality.</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><b>Sale of the former Weston Academy, Weston Road, Totland, Isle of Wight</b></p> <p>The terms of the sale and approval to sell the freehold, and approval to enter into a grant agreement with the purchaser.</p>	<p>Cabinet</p> <p>Deputy Leader Cabinet Member for Housing and Finance</p> <p>Date 1<sup>st</sup> added: 12 January 2024</p>	<p>14 Mar 2024</p>	<p>Notice of Key Decision - part exempt</p>		<p>Part exempt</p> <p>Appendix 2 will contain confidential agreed heads of terms</p>
<p><b>Future Governance Report</b></p> <p>To consider moving to a Committee System for Council decision-making from May 2024</p>	<p>Full Council</p> <p>Date 1<sup>st</sup> added: 7 November 2023</p>	<p>20 Mar 2024</p>		<p>Internal External Public</p>	<p>Open</p>
<p><b>Approval of the Members' Allowance Scheme 2024 - 2025</b></p> <p>To approve the Members' Allowance Scheme for 1 April 2024 to 31 March 2025– a legal requirement [under reg. 10 (1) of the Local Authorities (Members' Allowances) (England) Regulations 2003 as amended] for annual approval on or before 31 March. The Scheme was adopted on 19 January 2022 following the council's acceptance in full of the statutory recommendations made in the IRP's sixteenth report, and has rolled forwards each year subject to any annual adjustments required under the agreed indexation provision.</p>	<p>Full Council</p> <p>Date 1<sup>st</sup> added: 25 January 2024</p>	<p>20 Mar 2024</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><b>Ryde Town Board</b></p> <p>The formation of Ryde Town Board to develop and deliver Ryde's Long-Term Town Plan and specifically the approval of 2 IWC Cllrs to join the Board.</p>	<p>Full Council</p> <p>Date 1<sup>st</sup> added: 15 February 2024</p>	<p>20 Mar 2024</p>			<p>Open</p>
<p><b>Amendment of Terms of Reference for the Local Pension Board</b></p> <p>To agree an amendment to the terms of reference for the Local Pension Board to remove the current requirement that one of the employer representatives on the board "shall be" an elected member of the Isle of Wight Council, replacing it with "may be".</p>	<p>Full Council</p> <p>Date 1<sup>st</sup> added: 15 February 2024</p>	<p>20 Mar 2024</p>		<p>Not Required</p>	<p>Open</p>
<p><b>Updates to Staff and Member Car Parking Policy</b></p> <p>To decide whether any amendments need to be made to the staff and member car parking policy</p>	<p>Full Council</p> <p>Date 1<sup>st</sup> added: 15 February 2024</p>	<p>20 Mar 2024</p>		<p>Discussion with recognised unions and joint consultative meeting</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><b>Childcare Sufficiency Assessment 2024-25</b></p> <p>The purpose of the report is to provide an overview of Early Years childcare sufficiency on the Isle of Wight. The LA has a statutory duty to ensure there are sufficient Early Years childcare places that are accessible to parents. This duty is presented through this report to elected council members and is made available to parents.</p>	<p>Cabinet</p> <p>Cabinet Member for Children's Services, Education and Corporate Functions Date 1<sup>st</sup> added: 6 December 2023</p>	<p>9 May 2024</p>			<p>Open</p>
<p><b>Adoption of three LCWIPs (East Cowes &amp; Whippingham; Cowes, Gurnard &amp; Northwood; Brading, Bembridge &amp; St Helens) as a Supplementary Planning Documents (SPD)</b></p> <p>Following a period of public consultation, Cabinet to be asked to adopt three separate Local Cycling and Walking Infrastructure Plans (LCWIP) for East Cowes &amp; Whippingham; Cowes, Gurnard &amp; Northwood; and Brading, Bembridge &amp; St Helens as Supplementary Planning Documents (SPD) that post adoption can be used as a material consideration in planning decisions.</p>	<p>Cabinet</p> <p>Cabinet Member for Planning, Coastal Protection and Flooding Date 1<sup>st</sup> added: 1 March 2023</p>	<p>9 May 2024</p>		<p>Prior to the cabinet decision, a formal 6 week public consultation in the LCWIPs will have taken place in line with Planning legislation for the adoption of SPDs, including consultation with a number of statutory consultees</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><b>The adoption of the Newport Harbour Masterplan Supplementary Planning Document</b></p> <p>Whether to adopt the draft Newport Harbour Masterplan as a supplementary planning document</p>	<p>Cabinet</p> <p>Cabinet Member for Economy, Regeneration, Culture and Leisure</p> <p>Date 1<sup>st</sup> added: 7 September 2022</p>	<p>9 May 2024</p>			<p>Open</p>
<p><b>District 4 TRO review - Alverstone, Arreton, Lake, Newchurch, Sandown and Shanklin</b></p> <p>TRO proposals and public feedback</p>	<p>Cabinet</p> <p>Leader (with responsibility Transport and Infrastructure, Highways PFI and Transport Strategy, Strategic Oversight and External Partnerships)</p> <p>Date 1<sup>st</sup> added: 7 November 2023</p>	<p>9 May 2024</p>		<p>Town and Parish Councils Ward Councillors Public</p>	<p>Open</p>
<p><b>Post 16 Transport Policy Statement 2024</b></p> <p>To seek Cabinet approval for the Post 16 Transport Policy Statement which applies to the 2024 academic year. The Post 16 policy statement must be published annually by 31 May each year.</p>	<p>Cabinet</p> <p>Cabinet Member for Children's Services, Education and Corporate Functions</p> <p>Date 1<sup>st</sup> added: 5 July 2023</p>	<p>9 May 2024</p>			<p>Open</p>

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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><b>Better Care Fund (BCF) 2023 – 2025 Midway Update</b></p> <p>The Better Care Fund (BCF) programme supports the Isle of Wight Council (IWC) and Integrated Care Board (ICB) to successfully deliver integrated working that best supports Island residents. The requirements of the BCF are set by NHS England (NHSE), including details on financial and contractual arrangements. The BCF has historically been a 1 year plan but the DHSC changed the BCF to a 2 year plan for 2023 to 2025. The Cabinet is asked to note the 2023/25 BCF midway Update</p>	<p>Cabinet</p> <p>Cabinet Member for Adult Social Care and Public Health Date 1<sup>st</sup> added: 13 October 2023</p>	<p>9 May 2024</p>			<p>Open</p>
<p><b>Draft Health Contributions SPD</b></p> <p>Following a period of public consultation, Cabinet to be asked to adopt an SPD, prepared in partnership with the NHS Hampshire &amp; IOW Integrated Care Board, that seeks financial contributions from qualifying new development towards new or extended primary care infrastructure in areas where there are existing capacity issues.</p>	<p>Cabinet</p> <p>Cabinet Member for Planning, Coastal Protection and Flooding Date 1<sup>st</sup> added: 12 January 2024</p>	<p>9 May 2024</p>		<p>Prior to the cabinet decision, a formal 6-week public consultation on the Draft SPD will have taken place in line with Planning legislation for the adoption of SPDs, including consultation with a number of statutory consultees and the general public</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><b>Draft Sustainable Drainage Systems SPD</b></p> <p>Following a period of public consultation, Cabinet to be asked to adopt an SPD that sets out the sustainable drainage principles and design solutions required from new development of all scales that will reduce the amount of surface water entering the combined sewer and help mitigate flooding.</p>	<p>Cabinet</p> <p>Cabinet Member for Planning, Coastal Protection and Flooding Date 1<sup>st</sup> added: 12 January 2024</p>	<p>9 May 2024</p>		<p>Prior to the cabinet decision, a formal 6-week public consultation on the Draft SPD will have taken place in line with Planning legislation for the adoption of SPDs, including consultation with a number of statutory consultees and the general public</p>	<p>Open</p>
<p><b>District 2 TRO review - Carisbrooke</b></p> <p>TRO proposals and public feedback</p>	<p>Cabinet</p> <p>Leader (with responsibility Transport and Infrastructure, Highways PFI and Transport Strategy, Strategic Oversight and External Partnerships) Date 1<sup>st</sup> added: 15 February 2024</p>	<p>9 May 2024</p>		<p>Town, Parish or Community Councils Ward Councillors Public</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><b>District 6 TRO Review - Brighstone, Freshwater, Rookley, Shalfleet, Shorwell, Totland and Yarmouth</b></p> <p>TRO proposals and public feedback</p>	<p>Cabinet</p> <p>Leader (with responsibility Transport and Infrastructure, Highways PFI and Transport Strategy, Strategic Oversight and External Partnerships)</p> <p>Date 1<sup>st</sup> added: 7 November 2023</p>	<p>13 Jun 2024</p>		<p>Town and Parish Councils Ward Councillors Public</p>	<p>Open</p>
<p><b>Isle of Wight AONB Management Plan 2025-30</b></p> <p>To approve the Isle of Wight AONB Management Plan 2025-30 – a statutory requirement</p>	<p>Full Council</p> <p>Cabinet Member for Climate Change, Biosphere and Waste</p> <p>Date 1<sup>st</sup> added: 5 March 2024</p>	<p>20 Nov 2024</p>		<p>Public Consultation</p>	<p>Open</p>

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## Cabinet Report

Purpose: For Decision

### ISLE OF WIGHT COUNCIL

Date	14 MARCH 2024
Title	SALE OF THE FORMER WESTON ACADEMY, WESTON ROAD, TOTLAND
Report of	DEPUTY LEADER AND CABINET MEMBER FOR HOUSING AND FINANCE

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### Executive Summary

1. Weston Primary School closed in 2014 as part of the council's restructure of its education estate, and then became Weston Academy which also subsequently closed. The site has therefore been declared surplus and marketed for sale. This report summarises this marketing process and recommends a sale to the preferred bidder.
2. If approved, the former Weston Academy site will be sold to the preferred bidder.

### Recommendation

3. To sell the former Weston Academy site to the preferred bidder based on the offer attached at exempt Appendix 2, to pay the preferred bidder the BLRF grant available for this site, and to delegate approval of the final terms of the sale to the Deputy Leader and Cabinet Member for Housing and Finance.

### Confidential / Exempt Items

4. A schedule of the financial offers is attached as an exempt Appendix 2. The appendix is deemed to be exempt from publication by virtue of paragraph 3 of part 1 of the schedule 12A of the Local Government Act 1972 (as amended) as it "relates to the financial and business affairs of any particular person" (including the authority holding that information), which can be harmed if the public are made aware of bidders current financial position and future business plans. Also, once bid detail is publicly available new, "spoiler" bids could be submitted which the council must consider under best consideration legislation, and if bids are continually made public in this way a bidding war takes place which may result in an unsuccessful outcome, with some bidders withdrawing their bid. Finally, if sites are marketed on the basis that bid information is to be made public, it is likely that interested parties may choose not to bid due to not wishing commercially sensitive information to be made public. Therefore, to protect the council's interests and achieve the best

outcome from disposing of its sites, it is imperative that the bidding process is well managed and offers a level of confidentiality to bidders. Accordingly the public interest in maintaining the exemption outweighs the public interest in disclosing it.

## Background

5. Weston Primary School closed in 2014 as part of the council's restructure of its education estate. The site then re-opened as Weston Academy, which also subsequently closed. Since then IWC has wanted to dispose of this site, but numerous issues affected its development viability which the council lacked the necessary budget to resolve. A site plan is attached as Appendix 1 showing the site edged red.
6. In 2021, the council was awarded £195,265 of Brownfield Land Release Fund (BLRF) Self and Custom Build (S&CB) grant (where the purchasers of the new dwellings are involved in their construction/design) to fund site infrastructure and preparation costs. The site was consequently marketed for sale in June 2022, but a combination of the wording of the grant conditions and whether a new access could be created from Weston Road to enable re-development meant that the council did not proceed with a sale. The council therefore requested a variation of the grant conditions which was approved, and the site was re-marketed in August 2023.
7. Bids were received which are set out in exempt Appendix 2. The number of houses proposed ranges from eleven to sixteen, and financial offers range from £1 plus overage paid at a later date, to £420,000.
8. There is risk associated with overage, because the amount of overage to be paid is unknown at the point the site is sold, therefore this type of offer is unattractive to the council. The highest offer of £420,000 is not being recommended because it does not propose to build affordable housing on-site.
9. The preferred bid is from Strategic Green Land, and the offer recommended for acceptance is £400,000, subject to planning permission. This is the preferred bid because it was the highest offer received which also provides affordable housing on-site, and it proposes to deliver the most residential units.
10. The preferred bid proposes to:
  - Retain the original stone schoolhouse and much of the Victorian school buildings.
  - Satisfy the grant conditions, enabling the £195,265 grant to be invested in the site.
  - Delivers 16 much needed new residential units, four of which will be affordable, with any commuted affordable housing payment also being made as required to satisfy affordable housing planning policy. The preferred bidder's proposal is to transfer the completed affordable units to a registered social landlord who will engage with the council's housing department regarding the occupation of these units.
  - Deliver lower priced housing, ideal as starter homes.
11. The council will need to enter into a separate grant agreement with the purchaser to enable transfer of the grant monies when grant conditions have been satisfied. The BLRF provides capital funding for land remediation and small scale infrastructure to local authorities across England, to bring local authority owned sites forward for

housing. The grant conditions for this site are that eleven units must be Self and Custom Build and be delivered within agreed timescales which will be a requirement of the grant agreement between the purchaser and the council.

## Corporate Priorities and Strategic Context

12. **Provision of affordable housing for Island Residents** - the preferred bid offers four units of affordable housing for local people, and a further commuted payment if required under planning policy.
13. **Responding to climate change and enhancing the biosphere** - A climate and sustainable development impact assessment has been undertaken and is detailed below. This demonstrates the impacts of the proposed decision to the environmental and socio-economic conditions of the Island. The wheel is made up of two different distinct sections. The outer wheel focuses on socio-economic factors, which could impact communities across the Island. The inner wheel focuses on the delivery of net zero emissions to meet the councils 2030 target. There are 17 outer socio-economic segments and 6 inner environmental segments, and these are scored from 1 (long-lasting or severe negative impact) to 5 (long-lasting or extensive positive impact). Overall, the assessment demonstrates no long-lasting or severe negative impacts if the proposed option is approved.



14. **Economic Recovery and Reducing Poverty** – the preferred bidder intends to use local suppliers and contractors as much as possible, aiding economic recovery and therefore reducing poverty across the Island. The provision of sixteen much needed new houses/flats in West Wight, including four affordable units, will contribute towards reducing the number of children in poverty. The site will be regenerated which will in turn create benefits, such as the development of skills, as goods and services will be required to build out and maintain the properties.
15. **Impact on Young People and Future Generations** – developing this site for housing will create demand for goods and services on the Island which in turn will improve the economic situation for Islanders and island business and encourage

skills to be developed benefiting young people and future generations.

16. **Corporate Aims** – the preferred bid satisfies the council's aspirations and priorities to work together openly with our communities to support and sustain our economy, environment and people.

## Consultation and Engagement

17. The local member and Parish Council were consulted on this proposal. Their response was that the Parish Council has no objection in principle on the basis that all efforts are made to avoid if possible, or at least minimise, the effect on the existing Weston Road parking provision.

## Financial / Budget Implications

18. Childrens Services are currently funding the management, maintenance and security costs of owning this surplus site which costs around £3,600 per annum. These revenue costs will not be incurred once the site is sold.
19. Due diligence has been undertaken to ensure that the preferred bidder is able to deliver its proposal. A Red Book Valuation can be undertaken as part of this process, but usually only when the market hasn't been fully tested with a thorough advertising campaign, as the site's current market value would then need to be proven. On this occasion, two marketing exercises have been undertaken and the highest offer (that delivers affordable housing) is being recommended. If a valuer was instructed to do a Red Book Valuation, they would only base their valuation on market evidence if it exists, and the councils marketing agent has the best evidence on this occasion: full market testing following two advertising campaigns. The council also marketed the site with the benefit of £195,265 of grant and a Red Book Valuation would ignore this.
20. A capital receipt will be received on the sale of this site for a prioritisation decision by the Section 151 officer on the deployment of the funding within the capital programme, taking into account any DfE restrictions or ringfencing on the use of the receipt where they exist and are relevant.
21. The disposal costs associated with the sale of this site will be funded by the capital receipt where possible, for example the marketing agent's fees and legal fees.
22. The council's Section 151 Officer is content that the recommended preferred bidder (Option 1) provides best consideration for the Council since it provides:
  - A certain return above the minimum of the alternative bidder (which is subject to risk)
  - The delivery of the of affordable housing units on site (as opposed to off-site)
  - That the Council will have nomination rights to those affordable housing units which are not provided for within the alternative bid(s)
  - Overall lower risk in terms of financial consideration and the delivery of affordable housing that will positively impact on the Council's Housing List.
23. The successful bid proposes to satisfy the grant conditions.



## **Legal Implications**

24. The council has the power to dispose of property under Section 123 of the Local Government Act 1972, which requires local authorities to achieve 'best consideration' in any disposal.
25. The council and the purchaser will also sign a separate grant agreement which will allow the council to transfer the grant funding to the purchaser once specified conditions have been satisfied.
26. The BLRF agreement contains obligations on the part of the council. The grant payments may be reduced, suspended or terminated or may need to be repaid if the funding agreement terms are not complied with.

## **Equality and Diversity**

27. Both the school and academy closed many years ago and the children who were previously at these establishments were relocated to other sites at that time. An Equality Impact Assessment has been undertaken on the sale of this closed site and no adverse issues were identified. The Equality Impact Assessment is available on request.

## **Property Implications**

28. The council's property management strategy requires that surplus assets are either reused or let/sold at the earliest opportunity. Accordingly, this report seeks approval to dispose of the freehold interest of this site.
29. The benefits that will flow from this proposal include much needed housing, including affordable housing, and the regeneration of an attractive and unoccupied/redundant site for Totland.
30. Once sold, the council will no longer own the freehold interest in this site.

## **Section 17 Crime and Disorder Act 1998**

31. There will be Crime & Disorder benefits to selling this site for redevelopment, because at present the site is a closed and deteriorating school site which previously attracted vandalism, and which the council has worked hard to prevent. By demolishing many of the more modern buildings and redeveloping the site to housing the potential for vandalism will be greatly reduced.

## **Options**

32. Option 1: To sell the former Weston Academy site to the preferred bidder based on

the offer set out within exempt Appendix 2, and to pay the preferred bidder the BLRF grant available for this site.

33. Option 2: to decline all offers received for this site and re-market the site.
34. Option 3: retain ownership of the site and consider alternative uses.

## **Risk Management**

35. With Option 1, there is a risk that planning permission for the proposed scheme may not be granted, but this is a risk for all bids. The council has managed this risk as best as possible by working closely with planning colleagues.
36. A further risk with Option 1 is that part of the grant has been transferred and the purchaser does not complete the development. The council will include measures in the grant agreement with the purchaser to minimise this risk as far as possible, for example including the council's ability to withhold payments or require payments to be returned to the council.
37. Regarding Option 2, if the council chooses to decline all offers and re-market the property, the risk is that the current bids will fall away and less attractive bids will be received instead. The council is satisfied that it has undertaken a thorough and comprehensive marketing campaign to ensure the market was fully tested, and the highest offer (that delivers affordable housing) is being recommended for acceptance. There are also tight timescales to achieve as part of the grant conditions and if the council chooses to remarket the site it will not be possible to meet these. Accordingly, there seems to be no good reason for the council to re-market this property.
38. Regarding Option 3, the former Weston Academy site is surplus to educational requirements because it closed as a school since 2008 and then subsequently closed as an academy therefore it is no longer needed for operational or education use.
39. The council has signed a funding agreement with the grant body to access the grant which imposes conditions on the council. These conditions will be replicated in the grant agreement between the council and the purchaser to ensure that they are satisfied before the council transfers the funds to the purchaser. If the purchaser does not satisfy the obligations of the grant agreement with the council, the council will not be able to satisfy its obligations in its agreement with the grant body. In this situation, as the council will have already sold the site at this point, the council may be required to return the grant although we have been informed by the grant body that this has never happened in the past.

## Evaluation

40. The site has been thoroughly marketed and therefore the council is satisfied that best consideration has been achieved. The recommended bid was the highest financial offer received which also provides affordable housing on site and proposes the most residential units of all bids received. Other bids received would not satisfy the council's statutory obligation to achieve best consideration. The preferred bid also proposes to satisfy the BLRF S&CB grant conditions which include tight timescales for delivery, which means the site cannot be remarketed or the sale delayed. Accordingly, this report recommends accepting the preferred bid as set out in exempt Appendix 2, paying the preferred bidder the BLRF grant available for this site, and delegating approval of the final terms of the sale to the Deputy Leader and Cabinet Member for Housing and Finance.

## Appendices Attached

41. Appendix 1: site plan
42. Appendix 2: schedule of bids and recommended preferred bidder – EXEMPT FROM PUBLICATION

## Background Papers

43. Contact Point: Andrea Jenkins ☎ 07970 423046  
e-mail [andrea.jenkins@iow.gov.uk](mailto:andrea.jenkins@iow.gov.uk)

SHARON BETTS  
*Strategic Director of Corporate Services*

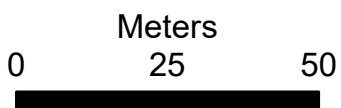
COUNCILLOR IAN STEPHENS  
*Deputy Leader and Cabinet member for  
Housing and Finance*

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# Former Weston Academy, Weston Road, Totland

[Scale 1:1250 @ A4]

Appendix 1



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## Cabinet Report

Purpose: For Decision

### ISLE OF WIGHT COUNCIL

Date	<b>14 MARCH 2024</b>
Title	<b>SALE OF THE FORMER YARMOUTH CE PRIMARY SCHOOL SITE, MILL LANE, YARMOUTH</b>
Report of	<b>DEPUTY LEADER AND CABINET MEMBER FOR HOUSING AND FINANCE</b>

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### Executive Summary

1. In June 2023 the council commenced marketing of the Former Yarmouth CE Primary School site, Mill Lane, Yarmouth. This report sets out the results of that marketing exercise and seeks approval to dispose of the site to the preferred bidder. The preferred bid is being recommended following a thorough evaluation process which ranked the recommended bid in first place.
2. If approved, the former Yarmouth CE Primary School site will be sold to the preferred bidder.

### Recommendation

- |   |
|---|
| <ol style="list-style-type: none"><li>3. To approve in principle the disposal of the former Yarmouth CE Primary School site to bidder D based on the proposal attached at exempt Appendix 2, subject to Department for Education Section 77 consent being granted and heads of terms being agreed, and to delegate approval of the final terms of the sale to the Deputy Leader and Cabinet Member for Housing and Finance.</li></ol> |
|---|

### Confidential / Exempt Items

4. A schedule of the financial offers and the preferred bid are attached as an exempt Appendix 2. The appendix is deemed to be exempt from publication by virtue of paragraph 3 of part 1 of the schedule 12A of the Local Government Act 1972 (as amended) as it "relates to the financial and business affairs of any particular person" (including the authority holding that information), which can be harmed if the public are made aware of bidders current financial position and future business plans.
5. Also, once bid detail is publicly available new, "spoiler" bids could be submitted

which the council must consider under best consideration legislation, and if bids are continually made public in this way a bidding war takes place which may result in an unsuccessful outcome, with some bidders withdrawing their bid. Finally, if sites are marketed on the basis that bid information is to be made public, it is likely that interested parties may choose not to bid due to not wishing commercially sensitive information to be made public.

6. Therefore, to protect the council's interests and achieve the best outcome from disposing of its sites, it is imperative that the bidding process is well managed and offers a level of confidentiality to bidders. Accordingly, the public interest in maintaining the exemption outweighs the public interest in disclosing it.

## Background

7. In 2020, the decision was made to relocate Yarmouth CE Primary School (Yarmouth Primary School) to the former All Saints Primary School site in Freshwater following investment from the Department of Education (DfE) to build a new modern, purpose-built school, now known as Freshwater and Yarmouth CE Primary School. Yarmouth Primary School relocated to this new site in December 2022, rendering the former Yarmouth Primary School site surplus to educational requirements and therefore available for disposal. A site plan of the former Yarmouth Primary School site is attached as Appendix 1 (with the former main school site shown edged red and the former playing field shown edged blue).
8. In May 2023, the decision was made to commence the DfE Section 77 public consultation, which has now been completed.
9. A summary of the marketing exercise and bids is as follows:
  - A local and national marketing exercise was undertaken between 5 June and 16 August 2023.
  - The council invited proposals from the widest possible range of bidders, including community bidders, and the council reserved the right not to accept the highest or any offer.
  - A marketing pack containing a planning brief which identified site constraints known at the time was provided, which led to a number of the proposals falling at stage 1 of the evaluation process as they did not meet these requirements.
  - Unconditional bids were requested (for example not subject to planning permission).
10. Twelve bids were received, two of which had strong community elements, for a range of uses which are set out in the table below:

<b>Bid</b>	<b>Proposed Use</b>
A	Boatyard
B	Education
C	Educational, cultural, community, sport and tourism use. Possible boat storage
D	Eight affordable housing units. A marine heritage exhibition, activity, community, education and skills centre of international significance. An offer of land/accommodation for the local scouts and guides. Bidder D is a UNESCO accredited Non-Government Organisation within a global

	network of universities and institutions researching maritime cultural heritage and coastal/climate change.
E	Eight affordable housing units. A cultural/creative/education/ exhibition centre with, for example, incubator studio spaces and an outdoor UNESCO biosphere attraction. Food and beverage space. Boat building and academy. An offer of land/accommodation for the local scouts and guides
F	Food retail
G	Education, residential and tourism
H	Hospitality training and staff accommodation, community recreational facilities. Possible powerboat school
I	Retirement apartments
J	Residential
K	Garden use of part of the site only
L	Residential use of part of the site only

Bids were submitted in confidence and so the information provided in this report is limited, giving sufficient information to illustrate the proposed use, but not so that bidders' identities and detailed proposals are known.

11. Financial offers ranged from £50,000 to £677,000, as set out in confidential Appendix 2.
12. The evaluation panel was comprised of four officers, including a representative from the council's Finance department to specifically comment on the financial strength of the offers, and an independent specialist consultancy to evaluate the community elements. A 60% quality/40% price split was agreed. The panel based their bid evaluation only on information provided.
13. Several site constraints affected both market interest for the site and the evaluation process, and as noted above these formed part of the Stage 1 pass/fail process, as they would likely result in some of the bids being refused planning permission. These include:
  - (i) Most of the site sits in the Flood Zone 3 which both prevents overnight accommodation in the existing school buildings and severely limits redevelopment of the site to residential use because The National Planning Policy Framework directs development towards areas with the lowest risk of flooding, and any proposal for a more flood-vulnerable use (such as residential, or overnight accommodation) would need to pass certain tests. the site sits in the Isle of Wight National Landscape (formally Area of Outstanding Natural Beauty)
  - (ii) the site sits immediately adjacent to a Conservation Area
  - (iii) the school building is a non-designated heritage asset therefore the local planning authority is likely to require this to be retained
  - (iv) the former school playing field was reclaimed from the estuary and may also have been, we understand, a former tip
14. Accordingly, four pass/fail questions were applied to the bids to produce a shortlist for Stage 2 full evaluation. The bids failed Stage 1 if:

- (i) the offer was conditional (other than subject contract)
  - (ii) the offer proposed demolition of all buildings on site
  - (iii) the offer proposed overnight accommodation (other than new build housing along Mill Lane), and
  - (iv) the offer related to part of the site only.
15. This resulted in six bids proceeding to Stage 2, full evaluation, bids A – F.
16. Five quality assessment criteria were then applied as the Stage 2 evaluation:
- (i) How will the proposal benefit the Yarmouth and the Island wide community?
  - (ii) Does the proposal provide benefits to improving education on the Island? Has this need been demonstrated?
  - (iii) How confident is IWC that the bidder can purchase the site and deliver the proposed development relatively quickly after being appointed preferred bidder, which will prevent the site becoming wholly/partly dormant, and that the organisation that will then own and run the site will be of sufficient strength to ensure that the site is preserved for the proposed uses in the long term?
  - (iv) Does the proposal satisfy IWC's Corporate Plan aspirations: provision of affordable housing for island residents, responding to climate change and enhancing the biosphere, and economic recovery.
  - (v) A social value assessment using the five themes of the “Guide to using the Social Value Model – Edition 1.1 - 3 December 2020”.
17. Proof of deliverability of the proposed scheme as quickly as possible along with the ability of the purchaser to successfully manage the development in the long term have been key criteria for the evaluation of the bids for this important site, otherwise the site could remain unsold for an unknown length of time, or the development could fail at some point in the future and again be vacant. Deliverability requires a combination of the bidder having sufficient funds in place currently to purchase and at least start the development, and the bid team members being sufficiently experienced to complete and run the development in the long term. Considerable due diligence has taken place to understand this for each bid.
18. We understand that both community bidders held public presentations in Yarmouth to explain their proposals to residents. As a result of this the council received fifty-five emails of support for the preferred bid, Bid D. No emails of support were received by the council for any of the other bids.
19. The panel’s individual scores and comments were then combined, and resulted in each bid receiving an overall score and being ranked as follows:

Rank:	Bidder:
1st	D
2nd	A
3rd	E
4th	B
5th	C
6th	F

20. Accordingly, Bid D is the preferred bid. A copy of bid D is attached as confidential Appendix 2 and offers £435,000 to purchase the freehold interest in the site.
21. A summary of Bid D is as follows:
- Provision of eight affordable housing units for local people. The bidder proposes to transfer the land with planning permission for affordable housing units, if granted, either to the council, or if the council would prefer, to a registered social landlord, for social rent only to local people in perpetuity, and either way for IWC to have nomination rights to these units. The council will control this through the heads of terms, to be agreed.
  - Provision of high-quality community use, including an offer to provide land/accommodation for the Scouts and Guides.
  - A wide ranging and high-quality education offer including educational links to local schools as well as national and international universities, facilitating placements and apprenticeships, bringing students to both Yarmouth and the Isle of Wight, thereby creating revenue and regeneration opportunities for both. Education benefits include creating a roadshow for all our schools with displays based around STEM subjects and the national curriculum, and also offers options around further education.
  - At least six full time staff.
  - The bidder is a UNESCO accredited Non-Government Organisation (NGO) working within the UN Decade of Ocean Science Network of global universities and institutions to promote the underwater cultural heritage as assets that inform climate change. Accordingly, the site would become a centre for an already well-established programme of climate change initiatives supporting the Island's UNESCO Biosphere designation.
  - The proposed partners of the purchasing legal entity have successfully worked together for the last 30 years, reducing the risk of a new team being unsuccessful in either completing the development or managing it successfully in the long term.
  - The preferred bidder has invited Yarmouth Town Council to be a part of the proposal going forward either as a full/significant partner or in a consulting role.
  - The bid team members are a group of highly experienced professionals with the range of expertise and experience necessary to deliver the proposed scheme, including accountancy, chartered surveying and legal skills, giving assurance regarding deliverability and long term success.
  - Based on the information provided, Bid D was the only bid which proved sufficient funds to both purchase the site and commence the development.
  - Planning risk is very low for much of the preferred bidder's proposal because permitted development rights under the site's current education use include

museum and exhibition use.

- 22. There remain unknowns attached to Bid D's proposal which may prevent some of the proposal being delivered which are out of the bidder's control, for example obtaining planning permission for some of the uses. But this would be the case for all the bids, and through due diligence the evaluation panel has minimised these risks as far as possible. In marketing the site the council was clear that it wished to receive unconditional bids.
- 23. Delivery of the affordable housing is a key criteria of the preferred bid to assist with the aims and objectives of the Corporate Plan. To ensure this is delivered as quickly as possible, the council will retain control over the proposed affordable housing land until a decision has been made on the planning application. If permission is granted for the affordable housing, the council will also retain control over any nomination rights to the houses once built.

### Corporate Priorities and Strategic Context

- 24. **Provision of affordable housing for Island Residents** – the proposal submitted by the preferred bid includes the provision of eight social housing units for local people.
- 25. **Responding to climate change and enhancing the biosphere** - A climate and sustainable development impact assessment has been undertaken and is detailed below. This demonstrates the impacts of the proposed decision to the environmental and socio-economic conditions of the Island. The wheel is made up of two different distinct sections. The outer wheel focuses on socio-economic factors, which could impact communities across the Island. The inner wheel focuses on the delivery of net zero emissions to meet the councils 2030 target. There are 17 outer socio-economic segments and 6 inner environmental segments, and these are scored from 1 (long-lasting or severe negative impact) to 5 (long-lasting or extensive positive impact). Overall, the assessment demonstrates no long-lasting or severe negative impacts if the proposed option is approved.



26. **Economic Recovery and Reducing Poverty** - the strong financial position of the purchaser offers the best chance of economic recovery and sustainable economic growth by regenerating a surplus school site in a popular Isle of Wight village to a potentially vibrant museum/community/education use which will attract people and students locally, nationally and internationally to Yarmouth and the Isle of Wight, thereby also offering a good opportunity for the development of skills on-site in the long term and promote local tourism.
27. **Impact on Young People and Future Generations** –the strong education offer, opportunity for skills development and links to universities both nationally and internationally will all positively impact on the Island’s young people and future generations.
28. **Corporate Aims** - Bid D satisfies the corporate plan aspiration and priorities to work together openly with our communities to support and sustain our economy, environment and people.

### **Consultation and Engagement**

29. There is no duty to consult on this decision, however in advance of the marketing exercise the local member and town council were provided with details of the submission process.
30. In line with the DfE’s Section 77 requirements, consultation has been undertaken on the disposal of the school playing field land. Responses to this consultation can be read under Appendix 3
31. We understand that both community bidders held public presentations in Yarmouth to explain their proposals to residents. As a result of this the council received fifty-five emails of support for the preferred bid, Bid D. No emails of support were received by the council for any of the other bids.

### **Scrutiny Committee**

32. This report will be considered at Corporate Scrutiny Committee on 12<sup>th</sup> March.

### **Financial / Budget Implications**

33. Childrens Services is currently funding the management, maintenance, and security costs of owning this surplus site. These revenue costs will not be incurred once the site is sold.
34. The council is under a legal obligation through a funding agreement with the DfE to repay any monies received on the sale of this site over £400,000 as part reimbursement for the funding of the new Freshwater and Yarmouth CE Primary School. The council will retain the first £400,000 of the capital receipt which has already been committed through the capital budget, including Childrens Services.
35. The disposal costs associated with the sale of this site will be funded by the capital receipt where possible for example the marketing agent’s fees and legal fees. The

only cost that may not be funded by the capital receipt is the value that the council may need to pay The Crown Estate to vary the covenants on the former school playing field. This cost is unknown at present and if it cannot be funded by the capital receipt, it will be funded from the revenue budget associated with ex-school sites.

36. The council's Section 151 Officer is content that the preferred bid represents the best value for both the public purse in general and to the Council itself. The preferred bid, however, is predicated on a range of outcomes that directly led to the preferred bid being ranked higher than all other bids. The Council should therefore seek to put measures in place that maximise the opportunity of those outcomes being delivered, to provide assurance that its evaluation assumptions remain valid.

## **Legal Implications**

37. The Council has the power to dispose of property under section 123 of the Local Government Act 1972, which requires it to achieve 'best consideration' in any disposal. The council can dispose of property at an undervalue using a general consent of the Secretary of State. The difference between the unrestricted value of the property and the disposal consideration must not exceed £2 million and the purpose of the disposal must be likely to contribute to the achievement of the promotion or improvement of economic well-being; the promotion or improvement of social well-being; and/or the promotion or improvement of environmental well-being in its area or for residents in its area. Subsidy control implications should also be considered.
38. DfE consent to dispose will be required before the council can exchange contracts for the sale of this site. The council is in negotiations with the DfE to obtain this.
39. There are legal covenants on the title of the former school playing field for which The Crown Estate is beneficiary. The council contacted The Crown Estate regarding these covenants some time ago, and The Crown Estate has confirmed that it would be prepared to vary these covenants in principle (but not remove them completely), but that they will not commence negotiations until the future use of the playing field is known. Therefore, once a preferred bidder is selected the council can agree this cost. It may be possible to pay this from the capital receipt, but if not the cost will fall to the revenue budget associated with ex-school sites.

## **Equality and Diversity**

40. The relocation of pupils from the former Yarmouth Primary School to the new Freshwater and Yarmouth CE Primary School was approved under a Cabinet Decision in January 2020. An Environmental Impact Assessment was undertaken as part of this decision. A link to this report is provided under Background Papers below and the Environmental Impact Assessment can be found as Appendix 3 to that report. There are no other Equality and Diversity issues arising from the sale of this closed school site.



## **Property Implications**

41. The council's property management strategy requires that surplus assets are either reused or let/sold at the earliest opportunity. Accordingly, this report seeks approval to dispose of the freehold interest of this site.
42. Disposing of this site will mean that the council will no longer own the freehold interest.

## **Options**

43. Option 1: To approve in principle the disposal of the former Yarmouth CE Primary School site to bidder D based on the proposal attached at exempt Appendix 2, subject to Department for Education Section 77 consent being granted and heads of terms being agreed, and to delegate approval of the final terms of the sale to the Deputy Leader and Cabinet Member for Housing and Finance.
44. Option 2: To dispose of the site to another bidder.
45. Option 3: To decline all offers received for this site and re-market the site.
46. Option 3: To retain ownership of the site and consider alternative uses.

## **Risk Management**

47. With Option 1, there is a risk that planning permission for the proposed scheme may not be granted, but this is a risk that sits with the purchaser as the site was marketed on the basis of unconditional offers. The council has managed this risk as best as possible by seeking planning advice as to the likelihood of proposals being acceptable in planning terms and including this in the evaluation of bids.
48. A further risk with Option 1 is that the proposed development is not completed as quickly as the council would like because the full funds are not available, however the preferred bidder is in a generally strong financial position, and none of the bidders proved funds to complete their proposed development.
49. Because the delivery of the affordable housing is key to the recommendation set out in this report, approval in principle only is recommended, subject to agreement of heads of terms, and with delegation of approval of the final terms of the sale to the Deputy Leader and Cabinet Member for Housing and Finance.
50. There are other risks regarding the delivery of Bid D, but again, these risks exist for all bids, for example whether Sport England will allow development on the former school playing field.
51. Regarding Option 2, the council could choose to re-assess the bids based on different criteria and present a further cabinet report, but this would delay the process which would likely result in some bidders withdrawing their offer, and reduced interest in the site if it was then remarketed. The council could also sell the site purely for monetary value, but this would discount the analysis undertaken which takes into account non-monetary benefits which have been confirmed as

important to the local community.

52. Regarding Option 3, if the council chooses to decline all offers and re-market the property, the risk is that the current interest/bids will fall away, and less attractive bids are received instead. The council is satisfied that it has undertaken a thorough and comprehensive marketing campaign to ensure the market was fully tested and that all local and national interest was captured. This included placing an advert in a national property periodical, The Estates Gazette, and extending the marketing campaign to ten weeks which is longer than the norm. Accordingly, there seems to be no good reason for the council to re-market this property.
53. Regarding Option 4, the former Yarmouth Primary School site is surplus to educational requirements due to levels of surplus primary school places in the local area which led to All Saints CE Primary School closing and Yarmouth Primary School relocating into a new modern purpose built school building. Therefore, there is no longer a need for the former Yarmouth Primary School site to remain. As part of the assessment for the site to remain in educational use, the council has completed its Section 77 consultation, the outcome of which is attached at Appendix 3. Therefore, it has been confirmed that the former Yarmouth Primary School is surplus to educational requirements.
54. In addition, the funding agreement for the new primary school between the council and the DfE acknowledged that a capital contribution by the council of £575,735 was required to enable the project to be delivered. The agreement set out that the former Yarmouth Primary School site will be sold and the Council will be entitled to retain the first £400,000, with the remaining balance to be retained to the DfE immediately. Therefore, if the council chooses not to sell this site, and instead retains it and reconsiders its future use there will be a shortfall of funding which has already been committed to. The DfE could also take action against the council for breaking the terms of the agreement. The council would therefore open itself up to financial hardship and challenge if it chose this course of action. Accordingly, we do not recommend Option 4.
55. There is a risk regarding how the cost associated with the variation of the playing field covenants will be funded. The capital receipt may not be sufficient to fund this and in this situation the cost will be funded from the revenue budget associated with ex-school sites. This cost is unknown at present because the beneficiary of the covenants, The Crown Estate, requires confirmation of the preferred bidder and their proposed use for the playing field before it will enter into negotiations.
56. It is unlikely but there is a risk that The Crown Estate may not agree to vary the covenants on the former school playing field. In this situation the bidder would be prevented from providing the accommodation currently proposed on the playing field. If the bidder did not then wish to take ownership of the playing field, ownership of this part of the site would remain with the council.
57. There is a risk that a purchaser will not build out the site in accordance with its proposals, or at all, as the site is being sold without planning permission, hence the council has selected the preferred bidder because it has confidence in its strong commitment and vision for the proposed development and ability to deliver. The council will also ensure the affordable housing in particular is delivered as far as possible through tight controls which will be agreed in the heads of terms.

## Evaluation

58. The council is satisfied that it has undertaken a thorough marketing and due diligence selection process which included input from an independent specialist social value consultant to ensure that the assessment of the bids was undertaken accurately and in accordance with government guidance. A copy of Bid D and the assessment was provided to the council's Section 151 officer who has confirmed that the outcomes from Bid D represent the best value to the public purse generally and the Isle of Wight Council specifically. The evaluated outcomes however need to be secured and delivered for the evaluation to be robust.
59. Bid D has a strong community element which offers substantial benefits to the people of Yarmouth and the Isle of Wight, including provision of affordable housing for local people, responding to climate change and enhancing the biosphere, economic recovery, and the impact on young people and future generations through community and education benefits, all important Corporate Plan aspirations. Importantly Bidder D has proven funds to both purchase the site and commence the development and has also been able to give considerable assurance that it can deliver and successfully manage the proposed scheme into the future due to the extensive professional skills and experience of the bid team, with the proposed Trustees having already successfully worked together for many years. As noted above, the ability of the successful bidder to purchase the site, deliver the scheme as quickly as possible and manage it successfully in the long term have been key in selecting a preferred bidder for this important site, and the council is confident that it has achieved this as far as it is able by recommending the offer from bidder D.

## Appendices Attached

60. Appendix 1: site plan
61. Appendix 2: financial offers and Bid D – EXEMPT FROM PUBLICATION
62. Appendix 3 – Responses to DfE Section 77 consultation

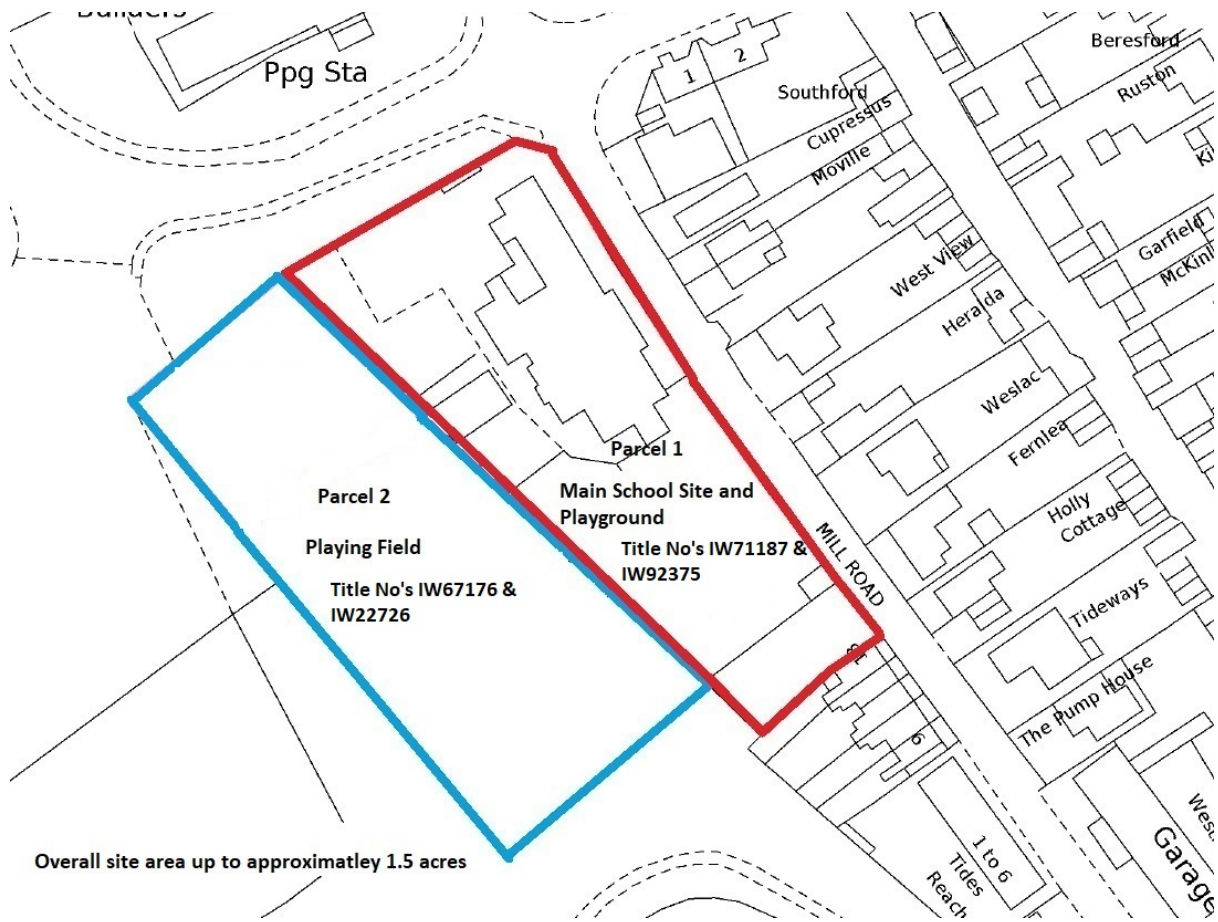
## Background Papers

63. Officer Decision Record “To approve commencement of the statutory Section 77 process on the former Yarmouth CE Primary School, Mill Lane, Yarmouth and marketing of the site”, 31 May 2023:  
<https://iow.moderngov.co.uk/ieDecisionDetails.aspx?ID=547>
64. Cabinet decision “West Wight School Place Planning - Outcome of Public Notice Consultation on the Discontinuance of All Saints CE Primary School”, January 2020  
(<https://iow.moderngov.co.uk/CeConvert2PDF.aspx?MID=776&F=PAPER%20B%20-%20West%20Wight%20Report.pdf&A=1&R=0>)
65. Contact Point: Andrea Jenkins, Estates Surveyor ☎ 07970423046 e-mail [andrea.jenkins@iow.gov.uk](mailto:andrea.jenkins@iow.gov.uk)

SHARON BETTS  
*Director of Corporate Services*

COUNCILLOR IAN STEPHENS  
*Deputy Leader and Cabinet Member for  
Housing and Finance*

**APPENDIX 1 – site plan**



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### Appendix 3 - S.77 consultation responses

Name	Date Received	Comments
Member of the Public	01/12/2023	As a resident of Yarmouth with children at school, I was sad to see the old school close. I would enthusiastically support the community use of the former school buildings, together with provision of a new Cub, Scout & Guide Hut on the old playing field. The provision of a new Cub, Scout & Guide Hut in Yarmouth would be a great community asset now and for many years into the future.
Member of the Public	14/11/2023	The Yarmouth Guide and Scouts Group and Supporters Association have expressed an interest within the community bid to include provision of a new Guide and Scout hut to replace the existing hall which is not adequate these days for the number of scout etc groups using it; it has no disabled facilities, cannot accommodate any visiting groups and there is no outside area for activities. The former school playing field would be ideal for use by the Guide and Scouts, adjacent to a purpose-built Guide and Scout building.
Yarmouth Town Council	01/12/2023	Yarmouth Town Council believe the playing field at the Yarmouth Primary School site must be retained for educational purposes and recreational use by Yarmouth Scouts and Guides so supports the sale to a Community Benefit Organisation. It is extremely important that it is made available to the community, as part of the overall site disposal, to allow enhanced provision of sports facilities for local Scout & Guide groups. Access to the southern end of the site is essential for this group, so they can access the Yarmouth Mill Pond inlet. This will give safe and direct access to the water, and ensure it is accessible for all groups, of all abilities, for water sport and environmental education. The outline plan discussed with IWC also specified that a smaller area of the playing field was dedicated to indoor educational facilities. This is for a local business, that proposes to run a rolling programme of 6 maritime apprentices, from modest premises, built on the northern end of the field. We trust that the exceptional community benefits included in the bid made by YTC SG are taken into account, in this consultation and looked at favourably. Our bid has resulted from a consultation with the people of Yarmouth, which highlighted their wish to retain the site for use for the benefit of Yarmouth's community. Our bid will go a long way to regenerate Yarmouth's economy following the loss of the School. Yarmouth residents have overwhelmingly supported our bid; Yarmouth Town Councillors have unanimously supported it, and our MP, Bob Seely, has supported our bid and planned future use of the site.

### Appendix 3 - S.77 consultation responses

Maritime Archaeology Trust	01/12/2023	<p>As Director of the Maritime Archaeology Trust, I am writing in response to the Section 77 of the Schools Standards and Framework Act 1988, consultation on the disposal of the former Yarmouth CE Primary School site playing field. The consultation requires the IOW Council to apply for consent from the Secretary of State. In 'Part 2 (L) Appropriation of school land by a local authority', as a subsection of 'Part 2: Assessment criteria and information requirements, within the guidance for playing field transactions', point 6 (f), states that 'clear and robust evidence that the land is not required for educational purposes' should be provided. While paragraph two of the IOW, Section 77 consultation document states that 'The Council does not believe that there are any viable alternative education uses for the former Yarmouth CE Primary School land nor do local Schools have a need for additional playing field provision', I wish to contest this claim. As part of the Yarmouth Community Foundation bid the playing field and associated land will continue to be used for education purposes with local IOW schools, the Guides and Scouts and for vocational training. This is an outcome that would be realised by the Maritime Archaeology Trust, who working within the Yarmouth Community Foundation, would use the facility as an educational venue, running a programme that will incorporate our award winning educational sessions in the school and on the playing field. Activities on the playing field would include wet play, archaeological artefact trails (being based around shipwreck artefacts moved from the Shipwreck Centre and Maritime Museum), survey methods (incorporating trigonometry), simulated excavation, plus wood working, flint knapping and artefact preservation for older, vocational students. The Yarmouth Guide and Scout Group will also be using the playing fields for a wide range of outdoor educational and outreach activities that would include the many other Guide and Scout Groups from across the IOW.</p>
Member of the Public	01/12/2023	<p>As a resident of West Wight, a retired teacher, and grandfather of 2 grandchildren living in Yarmouth of primary school age I consider it vital that the Yarmouth Primary School playing fields should continue to be used for educational purposes within the local community. I strongly support the Yarmouth Town Council bid for proposed community use and cannot conceive that the land could be put to any other use.</p>
Member of the Public	01/12/2023	<p>I support the disposal of the former school playing field. I would like to see it being used for the good of the local community. As a local resident and grandparent, I am in favour of Yarmouth Town Council's bid to retain the site for Community use. My own grandchildren attend Yarmouth cubs and I support the proposal for a new Guide and Scout hut on the site.</p>

**Appendix 3 - S.77 consultation responses**

<p>Member of the Public</p>	<p>01/12/2023</p>	<p>I am a resident of Yarmouth and I would like to write in support of the disposal of the playing field attached to the former Yarmouth school. In my opinion, both the school and the playing field need to stay in community use. I support the Yarmouth Town Council's bid for the reuse of the site and believe the playing fields would make an appropriate location for a new Guide and Scout hut. Our children have both been members of Yarmouth Beavers and now cubs. It is important that the cultural significance of this site is acknowledged and it stays for use within the local community. It would be very disappointing to see the site used for inappropriate development where profit is the key motivation. It is important to support Yarmouth's bid to retain this school site, in order to help retain the town as a thriving community.</p>
<p>Member of the Public</p>	<p>16/11/2023</p>	<p>We are very concerned about the future of Yarmouth. The heart has been ripped out of the town with very little community just second homes! We need something to bring people into Yarmouth especially the young . We have very little sports facilities apart from Freshwater &amp; the area covered between Freshwater &amp; Newport is vast. We have a green field with goal post for kicking a ball around, but that is also mostly used by dog walkers who do not pick up after their dogs. There is no tennis, squash, pétanque, facilities for running &amp; track sports. We feel the children on the Island are disadvantaged when it comes to training facilities. Another idea is an allotment. The school children love the gardening lessons (I know living next door to the school garden) being able to garden as a family would be good. Also It is well known its great success for mental health problems . Not to mention the cost of fresh fruit &amp; veg. Please don't sell the land for building more second homes.</p>
<p>Member of the Public</p>	<p>24/10/2023</p>	<p>Ex-Headteacher of Yarmouth School &amp; resident of the School House in early 70s. Witnessed the reclamation of the historic Yarmouth Town 'Rubbish Dump' which is now the school playing field. Three lines of earthenware land drains were laid 60cm below the surface - no cars were allowed onto the field for fear of damaging these drainage pipes. Suggest field is unsuitable for anything other than light sports use. It would make a splendid alternative to the present recreation ground. Better access for teams, their transport, spectators &amp; grass cutting equipment. More accessible for scouts/guides activities etc. Car parking fees would also add to Council coffers also.</p>

**Appendix 3 - S.77 consultation responses**

<p>Yarmouth Guide &amp; Scout Association</p>	<p>30/11/2023</p>	<p>Our existing hall cannot provide the standard of facility that we wish to have for future use. The site is small and is limiting in terms of building size and storage space, which greatly restrict our activities. The building has acoustic and accessibility issues and critically no outdoor space. Our mission is to keep growing and developing, to be more inclusive and make a larger impact on our communities. With this vision in mind we have joined with Yarmouth Town Council's steering group, in a bid to retain the school and grounds for community use. Part of the proposal is a new Scout and Guide building, located on the former school playing field. Significantly, it would allow the playing field area to be retained for local educational use. We support the disposal and reuse of the playing field in this situation but would like to see the area saved for community and educational use. Importantly our proposal can offer this while at the same time assisting us to deliver a fun, high quality, programme, empowering our young people to make a positive contribution to society.</p>
<p>Yarmouth Guide &amp; Scout Supporters Association</p>	<p>30/11/2023</p>	<p>Support the proposal to reuse as a proposed site to accommodate a new Yarmouth Guide &amp; Scout facility. In recent years we have become increasingly aware that our current facilities are no longer adequate for our needs. The footprint of the hall is too small, restricting the numbers of children who can gather, the number of suitable activities available and the amount of equipment that can be stored. With our support, the 1st Yarmouth Guides and Sea Scouts have joined with Yarmouth Town Councils (YTC) Steering Group's bid to retain the school for community use. YTC's proposal includes a new Guide and Scout building with external space located on the current school playing field on the south of the site. We propose to fund the new build project by obtaining residential planning permission on our current site on Mill Rd, which we would then sell as a development. Given the historic importance of the school within the local community, it is our view that the siting of a new Scout and Guide Hall on the existing school playing fields would be an entirely appropriate reuse of the space. Through supporting our proposal of a new facility in this location, the Yarmouth Guide &amp; Scout Supporters Association would ensure that this valuable community space would continue to support learning opportunities for generations to come.</p>