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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; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.
 - an economic role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure.
- 1.2** On the Isle of Wight balancing these three roles is often challenging due to the unique set of circumstances within England that the Island experiences. The Isle of Wight Council will set out a clear vision for the future of the Island through a revised Corporate Plan together with the existing Regeneration Strategy ([Regeneration Strategy 2019 by Isle of Wight Council - issue](#)), and the Island Planning Strategy will be the document that sets out in land use terms how the council will achieve its vision.

The Local Plan

- 1.3** The planning system in the UK is plan led, with policies taking account of Government guidance set out in the National Planning Policy Framework (NPPF) and National Planning Practice Guidance. All development proposals are expected to comply with local plan policies.
- 1.4** To ensure that its planning policies are up to date, the council is reviewing the Island Plan Core Strategy, 2012 together with the work undertaken on draft area action plans (for the Medina Valley, Ryde and The Bay). The first draft of the Island Planning Strategy (IPS) was published for public consultation in December 2018 but has now been superseded by this document which forms the 'Regulation 18' version of the local plan – this means it is still a draft plan and not the final version of the plan that will be submitted to the Secretary of State for independent examination, which will also be subject to public consultation.
- 1.5** The Island Planning Strategy provides a strategic policy framework to guide the development of Neighbourhood Plans. Neighbourhood Plans play an important role in shaping a local area and take precedence over non-strategic local plan policies once they are made.
- 1.6** The local plan for the Isle of Wight will be made up of the following documents:
- **The Island Planning Strategy** – sets the overall strategic direction for the Local Plan and includes strategic policies, allocations for a range of land uses and development management policies.
 - **Gypsy, Traveller and Travelling Showpeople Allocations** - in line with national policy this will allocate specific sites to meet the evidenced requirements of the gypsy, traveller and travelling showpeople communities.
 - **The Island Planning Strategy Waste and Minerals** – will deal with waste and minerals issues on the Island. Following the adoption of the Island Planning Strategy, the Island Plan Core Strategy policies relating to waste and minerals will be saved until they are replaced by the Island Planning Strategy Waste and Minerals document.

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- 1.7** The local plan, along with relevant neighbourhood plans, form a collection of plans and policies that are collectively known as the 'development plan'. All planning applications will be determined in accordance with the development plan unless material considerations indicate otherwise. As well as Neighbourhood Plans, local communities can still produce other types of community led plans e.g. Place Plans, Parish Plans and Village Design Statements (VDSs) which reflect local character and identity. Whilst not being a 'statutory' part of the development plan, the council is committed to the concept of locally appropriate development which enhances local character and distinctiveness and is keen to work with local people in the production of these documents, primarily through our Regeneration team.

Integrated Sustainability Appraisal and Habitats Regulation Assessment

- 1.8** The draft 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 will be assessed following this consultation period.
- 1.9** A Habitats Regulation Assessment (HRA) has reviewed the draft 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 outcomes of the HRA will be assessed following the consultation period 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.

Background documents and other plans and strategies

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

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.
- 2.4** Even though 84% of the Island is rural, there are a wide range of settlements across the Island, most of which have their own design and character. Many of the settlements have historic cores and there are currently 36 designated Conservation Areas and just over 2,500 listed buildings.
- 2.5** Over 60% of the Island's residents live in Newport, Cowes, East Cowes, Ryde, Sandown and Shanklin. Freshwater, Totland and Yarmouth are the main settlements to the west of the Island and Ventnor is the largest town on the south coast. Outside of these main settlements there are around 30 villages and hamlets. Some of the larger villages provide services and facilities to surrounding villages and hamlets. Newport is the County Town of the Island and is the main employment centre, with the majority of public sector employers based there (IW Council, HM Prison and the Primary Care Trust).
- 2.6** The Island is a centre for both the arts and the sciences, with a long list of residents and visitors being inspired here. Robert Hooke, Alfred Lord Tennyson, John Nash, Guglielmo Marconi, Sir Christopher Cockerell, Anthony Minghella, Alfred Noyes, Julia Margaret Cameron and John Keats, to name but a few. The Island has also seen the development and testing of Britain's space rockets, the world's first hovercraft and the world's first radio station.
- 2.7** The Island's visitor economy is strong with 2.34 million visitors in the 12 months to March 2019, spending over £300million (Isle of Wight Visitor Monitor 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 the previous consultation 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.
- 2.10** We have split the Draft 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 an overview of what the policies in the Draft 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 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. The whole Island has been recognised as part of UNESCO's worldwide network of Biosphere Reserves for its environmental significance.
- 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. This is partly being achieved through the Bird Aware Solent project, whereby a developer contribution is sought in relevant locations.
- 2.13** The Island is a special place and is valued by those who live and visit here. The quality and attractiveness of its natural and built environment, and the historic nature of these, is a major factor when considering why people choose to live here. It is also one of the prime reasons why people visit the Island, thereby directly contributing to the local economy and employment. The physical setting of the Island, with its constantly evolving coastline and changes being experienced as a result of climate change, present a combination of risks that are being addressed, from a land-use planning perspective, through the Island Planning Strategy.
- 2.14** While much of the Island can be considered stable in terms of land movement, there are localised areas, extensively along the south coast of the Island, that are susceptible to ground movement. This is due to a combination of the Island's geology, coastal processes, rainfall and human influence. Similarly, the majority of the Island is free from flood risk associated with the sea or watercourses, but again due to a combination of geomorphology, geology and weather events, there are areas at increased risk of flooding from these sources.
- 2.15** Parts of the Island have a long history of flooding and coastal erosion, pre-dating human influence. Many settlements on the Island have evolved from small-scale beginnings on sites located in areas vulnerable to flooding and erosion, such as by the coast or an estuary. This historic settlement pattern is now faced with the new challenges of rising sea levels and increased storm and rainfall events.
- 2.16** The balance between protecting the environment and allowing development that benefits the Island and its economy is a fundamental issue for the Island, as the two are intrinsically linked. Both the environment and the economy are sensitive to each other and changes in approach to one may have significant implications (both positive and negative) on the other.

Community

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

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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 'ceiling' to the delivery of housing on the Island, as it has averaged around 365 dwellings per annum (dpa) since adoption of the Core Strategy, with a peak of 417dpa in 2015/16.

Year	12/13	13/14	14/15	15/16	16/17	17/18	18/19	19/20	Total
Homes required	520	520	520	520	520	520	520	520	4160
Actual homes built	409	410	396	417	321	360	350	253	2916
Shortfall									-1244

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

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- 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 \(www.gov.uk\)](#)). 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 2,000 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** This under delivery of housing has meant that since 2018, the council has been making planning decisions under the 'presumption in favour of sustainable development', which is the planning 'sanction' the Government apply to local planning authorities where insufficient housing is being delivered when measured against the Government housing number for the Island. Therefore the adoption of the Island Planning Strategy, with an Island realistic housing number, will enable the LPA to eventually move away from the presumption and regain more precise control over decision making in line with all of the policies in this plan.
- 2.28** This lack of supply has affected many groups within the local community and there is an increasing proportion of Island residents who find that they are unable to purchase a home for the first time, particularly working age islanders, where median annual average earnings are £26,165. Property prices, although cheaper than many areas of the South East remain unaffordable for many local households. The affordability ratio of average house prices to average earnings on the Island in 2020 is 8.05, based on an average house price of £245,938. This compares to affordability ratios in Portsmouth and Southampton of 7.91 and 7.01 respectively.
- 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 appears to be constrained and analysis of the evidence suggests that there is not one single overriding issue or limiting factor, instead it is a combination of factors acting at the same time, magnified by the physical severance of the Island from the mainland. Some of the current factors identified as contributing to this under delivery are:
- Affordability of housing stock to Island residents;
 - Limited existing profitability of building at scale on the Island;
 - Lack of construction skills;
 - Extra cost of importing materials and skills;
 - Lower returns on investment and unrealistic land values;
 - Higher risk and inability to secure funding;
 - Limited appropriate land (over half the Island is designated AONB);
 - Limited Island infrastructure;
 - A small standalone housing market area that is very sensitive to changes in supply/demand
- 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.

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- 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 the last consultation. 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 2,000 individual households in most urgent need of an affordable home on the Island housing register.
- 2.35** The Council recently undertook a Brownfield Sites Capacity Study to ask members of the public, town and parish councils, agents and landowners to tell us about any brownfield land they know of and think is available for development on the Island. Of the 84 sites submitted during the study, 25 were already on the brownfield register or known to the council through the previous IPS consultation, 45 were too small (under 10 units) or inappropriate for housing due to site specific constraints and of the remaining 14 that were investigated further, 2 sites with a yield of around 75 units have been included in the IPS. Whilst there is a clear national and local preference to use brownfield land for development, and this is set out in policies in this document, some greenfield land is needed for development to help provide enough houses so that affordable housing issues can start to be addressed on the Island.
- 2.36** A good mix of market housing is also needed to meet the aspirations of all residents by providing a variety of sizes, types and locations supporting the provision of quality education and health services. Poor quality services deter higher income groups but delivering attractive housing may encourage professionals working in these sectors to move to and stay on the Island.
- 2.37** As the country starts to move on from the pandemic, working and living patterns may change. The Island has the potential to attract professionals and higher income groups choosing to live on the Island as working patterns become more flexible. Introducing their professional skills and spending power will support the provision of, and improvement to, services and improve the prosperity of the Island. However, in order to encourage residents to move to and stay on the Island we need to improve the supply of aspirational housing. This will not only involve providing sites for larger and/or higher specification dwellings but will also require enhancements to the environmental quality of the area and the provision of good quality services. Achieving this balance of addressing both acute affordable needs and aspirational needs within a housing market that has historic and consistent restricted delivery will be a challenge, whilst still addressing the environmental aims of the plan.
- 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

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sector as a key supplier of job opportunities. As with the rest of the country, the Island needs to recover from the economic impacts of the pandemic.

- 2.40** The Island population is increasing, mainly amongst older age groups, with the working age population (16-64 years) accounting for 57% of the Island's population and falling. This compares to the Great Britain average of 63%. Economic activity and employment rates are lower than the Great Britain average. Overall, the Island labour market is relatively self-contained with most residents working locally and limited numbers of outbound and inbound commuters to and from the mainland.
- 2.41** Physical separation of the Island from the UK mainland is reported to have a negative effect on the Island's economy, not least through the 'Island premium' which represents the additional cost of conducting business on and with the Isle of Wight. This premium not only encapsulates higher transportation costs, but also the limited opportunities for optimal economies of scale, due to reduced competition and the size of the market.
- 2.42** In 2019 the largest sectors, by employment, were health & social work (17.6%), wholesale & retail (15.7%), food & accommodation (15.7%), manufacturing (8.8%), education (7.8%) and administration (6.9%). Agriculture is one of the smallest sectors (2%) and has been declining in employment. However, the Island has a particularly strong GVA output from the agriculture, utilities and hospitality sectors. The local economy is largely characterised by lower value undertakings, with higher-value sectors such as communication, information technology and financial services being less well represented.
- 2.43** The Regeneration Strategy sets out some key Island responses to some of the challenges faced, including increasing the average wage to £600 per week by 2027, providing access to full fibre gigabit connectivity across the Island and improving the range and quality of business premises making it a place that is attractive to invest in. The Island does have a number of opportunities which it can look to exploit in helping to improve its overall economy and meet these challenges.
- 2.44** It is home to some world class businesses such as Gurit, MHI Vestas, BAE Systems and GKN which have all contributed to the Island's reputation as a centre of excellence for composite technologies and advanced manufacturing, especially in the marine and maritime sectors. The opening of Centre of Excellence for Composites, Advanced Manufacturing and Marine (CECMM) in September 2017 allows young Islanders to develop the relevant skills and educational qualifications to grow the skills base required by these world class organisations.
- 2.45** While the legacy of maritime engineering is strong, there are a number of other key sectors that support the economic engine of the Island. Tourism and all its associated industries account for 20% of the GVA and with an ever-ageing population, the care industry is growing rapidly.
- 2.46** The Island benefits from an entrepreneurial culture with micro businesses (with five or fewer employees) accounting for 82% of local business. Excellent quality of life, good broadband connectivity and easy access to London and the South East means more people are choosing to live on the Island and locate their enterprise here or commute back to the capital and surrounding areas, a pattern that appears more popular as working and social patterns change as a result of the pandemic.
- 2.47** The overall value of the local economy measured in £ per capita, is well below the Solent and UK averages, reflecting the lower proportion of working age residents and the value each job generates as suggested by qualifications, occupation and earnings data. GVA per capita on the IOW stands at £20,000 compared to nearly £25,000 in the Solent area. Average earnings for individuals working on the Island are at a level of 80% of those across the South East. Crossing the Solent is perceived as a barrier to the economic growth and regeneration of the Island.
- 2.48** The Island's employment base has grown over recent years, increasing at a similar rate to the Solent. Employment growth has been driven by a variety of sectors including those that the Island has traditionally been strong in (e.g. accommodation and food services) and others which it is less known for (e.g. real estate). Overall, workforce productivity is lower in comparison to the mainland and needs to be improved.

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- 2.49** Forecasts from Oxford Economics (pre-pandemic) indicate that employment on the Isle of Wight is expected to increase by 4,600 jobs between 2015 and 2036, a growth rate of nearly 8% which is broadly similar to the LEP average. Most growth is anticipated in health and social care, admin and support services, construction and recreation, reflecting both the ageing population trend and tourism sectors. More traditional sectors such as manufacturing and agriculture are expected to decline in overall terms.

Transport

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

Island Planning Strategy Section 3: What the IPS will do, area statements and diagrams

Isle of Wight Council Corporate Vision and Objectives

- 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 shape that into a logical and attainable vision. The Isle of Wight Council is in the process of revising its corporate priorities and objectives, together with an overall vision for the Island. To ensure consistency throughout the council's key plans and strategies, this corporate vision will be used across all Council documents, including the Island Planning Strategy.
- 3.2 The revised Corporate objectives will constitute strategic priorities for the purpose of the Island Planning Strategy. As a local planning authority and a council, we cannot achieve these objectives 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.
- 3.3 To provide clarity on achieving these objectives, and in line with national policy, the council will identify which policies within the Island Planning Strategy are strategic and these are currently listed in Appendix 4.
- 3.4 This draft 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 much of the Regeneration Strategy as possible.

What the Island Planning Strategy will do

- 3.5 Using the same issue headings from Section 2, we are able to highlight what the policies in the Island Planning Strategy will try to do in each of the six main sections of the plan to help address the issues the Island faces:



Environment: The Island benefits from a high quality and attractive environment and IPS policies will protect, and wherever possible, seek to improve all the positive aspects including the AONB, trees, heritage assets and ecology as well as introducing a new Dark Skies Park in the south west of the Island. The IPS will also require a biodiversity net gain of 10% from all new development.



Community: As we continue to recover from the impacts of the pandemic, improving the wellbeing of our community is extremely important and IPS policies can help by making sure people have access to open space and community facilities, whilst allowing more health facilities to be built where they are needed. Well-designed new spaces and buildings that are occupied by a range of different ages and people also helps to build strong and healthy communities;



Growth: IPS policies have to plan for sustainable development and growth – the Island population is increasing and people are living longer, therefore growth is needed, however the additional homes, jobs, services and infrastructure that are required have to be in the right places meaning people are closer to what they need;

Island Planning Strategy Section 3: What the IPS will do, area statements and diagrams



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.

- 3.6** Under the **Environment** and **Community** topics, the key diagram overleaf demonstrates that a large proportion of the Island is protected as open space / settlement gap or within the Area of Outstanding Natural Beauty (AONB). Whilst these designations do not mean no development at all will happen in these areas, they do provide a clear steer as to the locations that higher levels of **Growth** should be directed away from.

Insert refined Key diagram here – remove garden settlements, housing and employment markers, keep AONB, Open Space, settlement gaps, settlements, roads & dark skies

Island Planning Strategy Section 3: What the IPS will do, area statements and diagrams

- 3.7** 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 is significantly less than in the previous version.
- 3.8** Using the consultation responses on the last version and the main themes of what the community told us, a set of guiding principles has 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 vision for the Island:
- 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;
 - 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.
- 3.9** 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:
- 98%** of the total homes allocated are within the adjusted settlement boundaries of primary and secondary settlements (87% are in primary settlements and 11% within secondary settlements);
 - 60%** of the homes allocated are on 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;
 - 72%** of the homes allocated on greenfield land are already in the planning application or pre-application process;
 - 15%** of the total homes needed until 2038 already have planning permission;
- 3.10** To help the community understand how the planned **Growth** and **Housing** will affect the area that they live in, this section will briefly highlight the type and scale of development together with any **Economy** and **Transport** infrastructure proposed within each area, as well as some of the key **Community** and **Environment** designations and protections in place. 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.
- 3.11** 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

Island Planning Strategy Section 3: What the IPS will do, area statements and diagrams

settlements

- **West Medina** - Cowes, Gurnard and Northwood and settlements in and to the West of Newport
- **Newport** - the area broadly following the parish of Newport and Carisbrooke
- **East Medina** - East Cowes and settlements in and to the East of Newport
- **Ryde** - and its wider immediate area including villages such as Bembridge, St. Helens, Seaview and Brading
- **The Bay** - Sandown, Shanklin, Lake, Ventnor and adjacent villages

3.12 The following sections will list the settlements that are included in each of the areas and their place in the settlement hierarchy (as set out in policy G2), highlight some of the key planned growth and provide a diagram of where this is likely to occur.

3.13 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 5 of the Draft 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.

3.14 There are also associated challenges on projecting when key infrastructure to support the housing will be delivered. The Island does not have a number of large strategic sites in excess of 1,000 units where infrastructure delivery can be planned more easily, however the Infrastructure Delivery Plan (IDP) supporting the IPS will be updated in consultation with key stakeholders such as utility providers, the NHS Trust and Highway Authority. These discussions, together with regular local plan reviews, will make sure that the homes built have the services and facilities that they need.

West Wight Area

Key diagram style map to be inserted here for West Wight Area

3.15 The West Wight Area is made up of a variety of different settlements, predominantly smaller rural ones with Freshwater (including Totland and Colwell) acting as the main service centre, reflected in its status as a Secondary settlement and role as the main convenience shopping offer in the West Wight. The level of planned growth within the West Wight Area is set out below and shown on the settlement diagram for Freshwater overleaf:

Settlement	Settlement Status (G2)	Large sites with permission	Large sites allocated	Total new homes (2023-2038)
Freshwater (inc. Totland and Colwell)	Secondary	0 sites	6 sites	255
Yarmouth	Rural Service Centre	0 sites	0 sites	0
Brighstone	Rural Service Centre	0 sites	0 sites	0
Wellow	Sustainable Rural Settlement	0 sites	0 sites	0
Shalfleet	Sustainable Rural Settlement	0 sites	0 sites	0
Calbourne	Sustainable Rural Settlement	0 sites	0 sites	0
Thorley	None	0 sites	0 sites	0

Island Planning Strategy Section 3: What the IPS will do, area statements and diagrams



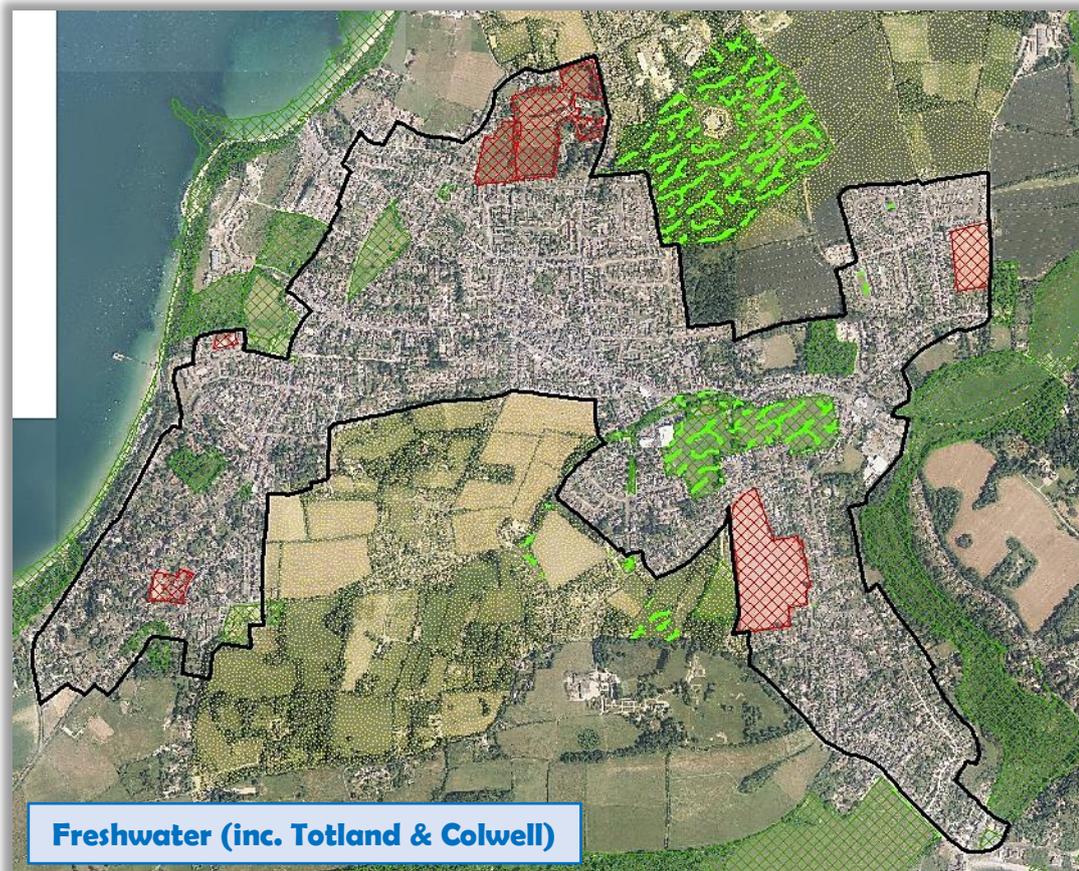
Significant areas of the West Wight area are protected through designation as AONB and being allocated as open space. A large section of the proposed Dark Skies Park is within the area together with 13 designated local green spaces.



The only sites allocated for housing are within the revised settlement boundary of Freshwater (6 sites in total – 1 brownfield, 2 mix and 3 greenfield) and represent 4.4% of the housing within the IPS. These sites have the potential to provide 89 affordable homes. Opportunities for the re-development of other existing brownfield sites (see policy H9) will be taken when they arise across the West Wight Area. Rural and First Home exception sites that provide predominantly affordable housing that meets local needs may come forward in and near the smaller settlements (see policy H7);



Sustainable transport links will be improved through completion of a shared pedestrian and cycle track linking the West Wight to Newport, which will provide a high quality, safe and sustainable commuter, leisure and tourism facility.



	Settlement boundary		Open space		Local Green Space		Settlement gap		Housing site		Employment site
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Graphics to improve key (and replicate for each)

West Medina Area

Key diagram style map to be inserted here for West Medina Area

- 3.16 The West Medina area includes the settlement of Cowes which acts as a key gateway to the Island and as one of the primary settlements plays a significant role in being able to accommodate growth in a sustainable way (17% of homes allocated in the plan). The village of Northwood is within the same settlement boundary, together with Gurnard. The level of planned growth within the West Medina Area is set out in the table and shown on the settlement diagram for Cowes:

Settlement	Settlement Status (G2)	Large sites with permission	Large sites allocated	Total new homes (2023-2038)
Cowes	Primary	2 sites	6 sites	947



Within Gurnard the most sensitive parts of the Jordan Valley landscape are protected through the retention of the settlement gap, whilst within Cowes as a whole there is a total of **xx** hectares of land allocated as open space with 6 designated Local Green Spaces.



The sites allocated for housing are all within the revised settlement boundary of Cowes (6 sites in total – 3 brownfield and 3 greenfield) and together with 2 sites already having planning permission, represent 16.4% of the housing within the IPS. These sites have the potential to provide **332 affordable homes**. Opportunities for the re-development of other existing brownfield sites (see policy H9) will be taken when they arise across the West Medina Area. First Homes exception sites that provide solely affordable housing may also come forward outside of the settlement boundary (see policy H7);



Around 2 hectares of new employment floorspace will also be provided through the mixed use allocation at Somerton Farm, improving the offer for existing and new businesses and also enhancing links through the site to the Cowes - Newport cycle track.

Island Planning Strategy Section 3: What the IPS will do, area statements and diagrams



Newport Area

Key diagram style map to be inserted here for Newport Area

3.17 Newport is the largest settlement on the Island and acts as the commercial, business and civic hub providing a range of development opportunities in and around the county town. As a primary settlement, Newport is a focus of planned growth within the Island Planning Strategy (48% of homes allocated in the plan) and contains the two Key Priority Sites at Camp Hill and Newport Harbour (see policies KPS1 & KPS2). The level of planned growth within the Newport Area is set out below and shown on the diagram overleaf:

Settlement	Settlement Status (G2)	Large sites with permission	Large sites allocated	Total new homes (2023-2038)
Newport	Primary	2 sites	11 sites	2,136



A small area of Newport to the south west is designated as AONB. A total of **xx** hectares of open space is allocated across the settlement. There are 5 designated local green spaces with a small section of the proposed Dark Skies Park also within the settlement to the south west, overlapping the AONB.



Land set aside for a Health hub at St Marys hospital that could include Extra Care units, assisted living, intermediate step-down care, healthcare employment and other clinical facilities. A Locality hub bringing together health and wellbeing services is also highlighted for the Newport area, together with a potential new 'blue light' facility.



The sites allocated for housing are all within the revised settlement boundary of Newport (11 sites in total – 3 brownfield, 2 mix and 6 greenfield) and together with 2 sites already having planning permission represent 37% of the total growth in the IPS. These sites have the potential to provide **748 affordable homes**. The two public sector owned; previously developed Key Priority Sites have the potential to deliver over 1,450 units (60% of the total growth within Newport). Opportunities for the re-development of other existing brownfield sites (see policy H9) will be taken when they arise within the settlement.

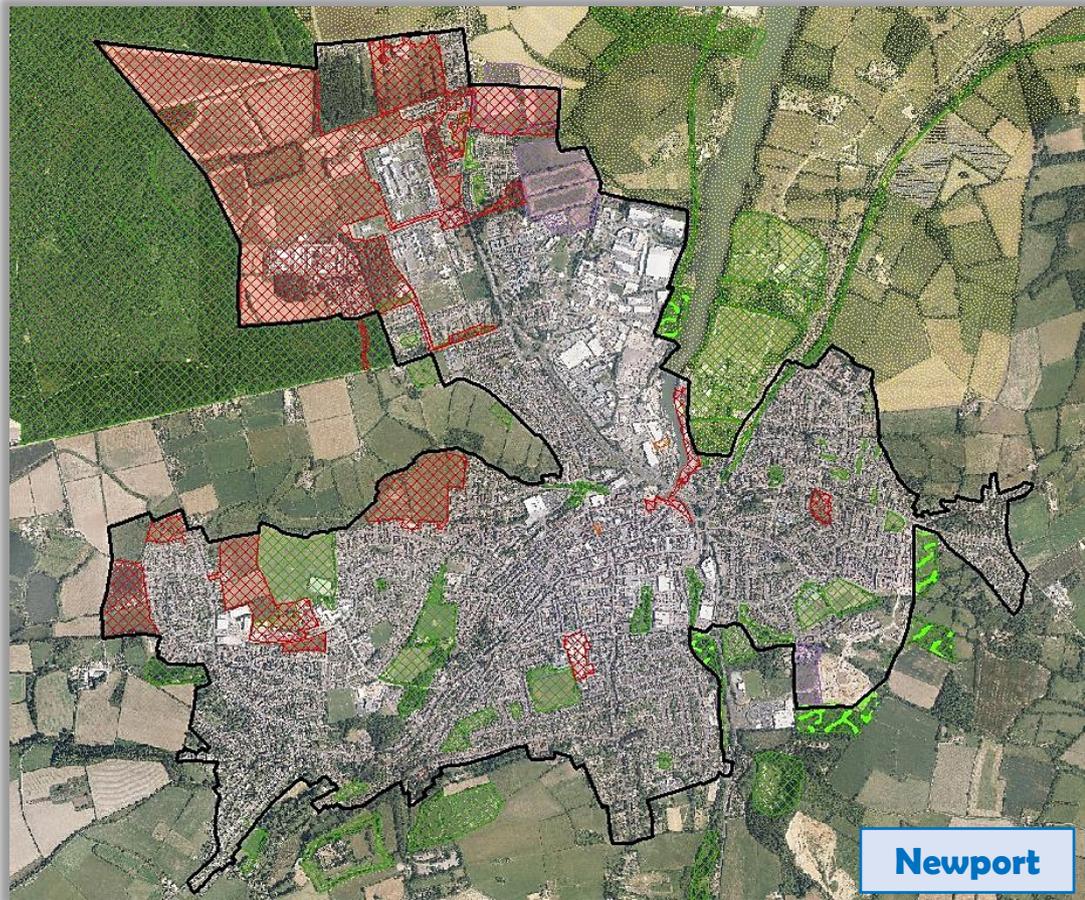


Given the level of growth being planned, it will be important that these developments are brought forward in a co-ordinated manner, with the council and the various landowners/developers working together to ensure that the required infrastructure has been properly identified and brought forward in a timely fashion. The council have already implemented a significant highway improvement at the old St Marys roundabout and are currently delivering further work at Coppins Bridge. Developer contributions will be collected for other highway improvements shown on the diagram and listed in policy T1.



Almost 3 hectares of new employment floorspace will also be provided through the allocation at Pan Lane.

Island Planning Strategy Section 3: What the IPS will do, area statements and diagrams



East Medina Area

Key diagram style map to be inserted here for East Medina Area

3.18 The East Medina area includes the primary settlement of East Cowes (another of the key gateways to the Island) and Wootton, the latter now considered a ‘secondary settlement’ given the size of population and collection of services and facilities. Smaller rural settlements are also included and the level of planned growth within the East Medina Area is set out below and shown on the diagrams overleaf:

Settlement	Settlement Status (G2)	Large sites with permission	Large sites allocated	Total new homes (2023-2038)
East Cowes	Primary	2 sites	2 sites	308
Wootton	Secondary	0 sites	2 sites	90
Arreton	Rural Service Centre	1 site	0 sites	42
Rookley	Rural Service Centre	1 site	0 sites	21
Merstone	None	0 sites	0 sites	0

Island Planning Strategy Section 3: What the IPS will do, area statements and diagrams



Large areas of the East Medina area to the east of East Cowes and to the south of Wootton are protected through designation as AONB. A total of **xx** hectares of open space is allocated across the area and there are 2 designated local green spaces.



The sites allocated for housing are within the revised settlement boundaries of East Cowes and Wootton (4 sites in total – 1 brownfield and 3 greenfield) and together with the 4 sites already having planning permission, represent 9% of the housing in the IPS. These sites have the potential to provide 176 affordable homes. Opportunities for the re-development of other existing brownfield sites (see policy H9) will be taken when they arise across the East Medina Area. Rural and First Home exception sites that provide predominantly affordable housing that meets local needs may come forward in and near the smaller settlements (see policy H7).

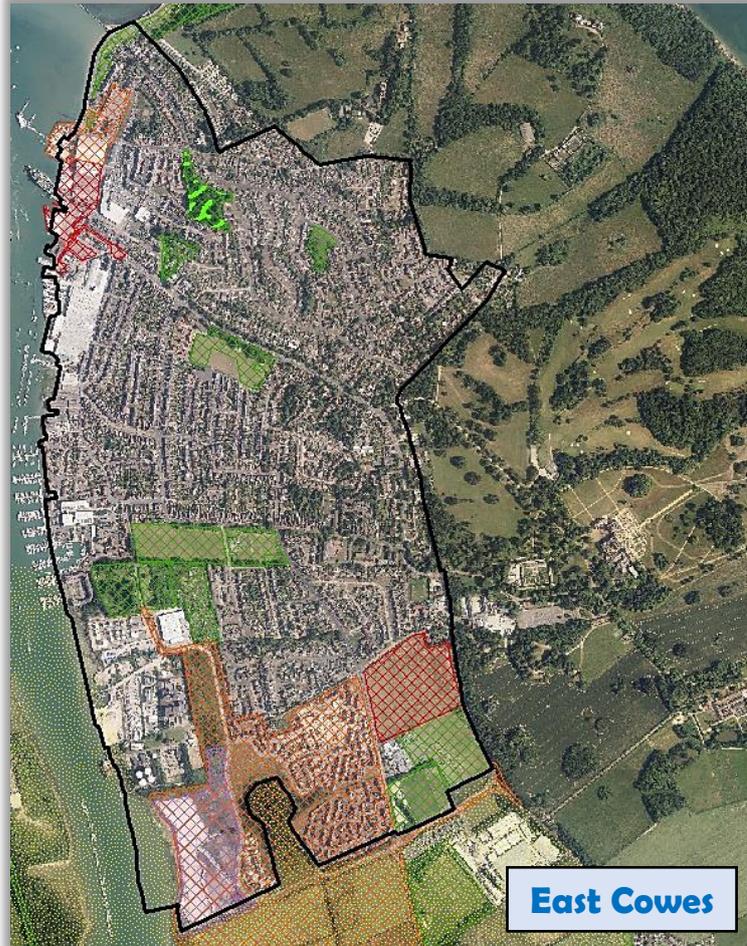


With East Cowes being one of the key gateways to the Island, the Council will continue to work with Red Funnel to ensure already permitted improvements to the marshalling yard area, better traffic management within the town and wider public realm improvements are delivered. The cycle track between East Cowes and Newport will be completed, enabling people to move sustainably between the two towns.



Over 6 hectares of new employment floorspace will also be provided through the allocation at Kingston Marine Park;

Island Planning Strategy Section 3: What the IPS will do, area statements and diagrams



Ryde Area

Key diagram style map to be inserted here for Ryde Area

- 3.19** The Ryde area includes the primary settlement of Ryde, which acts as one of the key gateways to the island where ferries, hovercraft, rail, taxi and pedestrians all converge. There are a number of other settlements including Bembridge that is now a secondary settlement due to the collection of services and facilities available. As one of the primary settlements, Ryde plays a significant role in being able to accommodate growth in a sustainable way (13% of homes allocated in the plan) which will enhance the already vibrant town centre where local independent retailers continue to have a very strong presence on the high street. The level of planned growth within the Ryde Area is set out below and shown on the diagrams overleaf:

Settlement	Settlement Status (G2)	Large sites with permission	Large sites allocated	Total new homes (2023-2038)
Ryde	Primary	3 sites	5 sites	1,373
Bembridge	Secondary	1 site	2 sites	193
Brading	Rural Service Centre	0 sites	0 sites	0
Seaview	Rural Service Centre	1 site	0 sites	17
St Helens	Rural Service Centre	0 sites	0 sites	0
Havenstreet	None	0 sites	0 sites	0



Parts of the wider Ryde area are protected through designation as AONB whilst a total of **xx** hectares of land is allocated as open space. There are also 10 designated local green spaces and large settlement gaps are maintained between Ryde and Seaview/Nettlestone, Ryde and Wootton and Brading and Sandown.



The Nicholson Road site includes the potential for a healthcare facility as part of the mixed use development.



The sites allocated for housing are all within the revised settlement boundaries of Ryde and Bembridge (7 sites in total – 3 brownfield and 4 greenfield) and together with the 5 sites already having planning permission, represent 27% of the housing in the IPS. These homes have the potential to provide **554 affordable homes**. Opportunities for the re-development of other existing brownfield sites (see policy H9) will be taken when they arise across the Ryde Area. Rural and First Home exception sites that provide predominantly affordable housing that meets local needs may come forward in and near the smaller settlements (see policy H7);



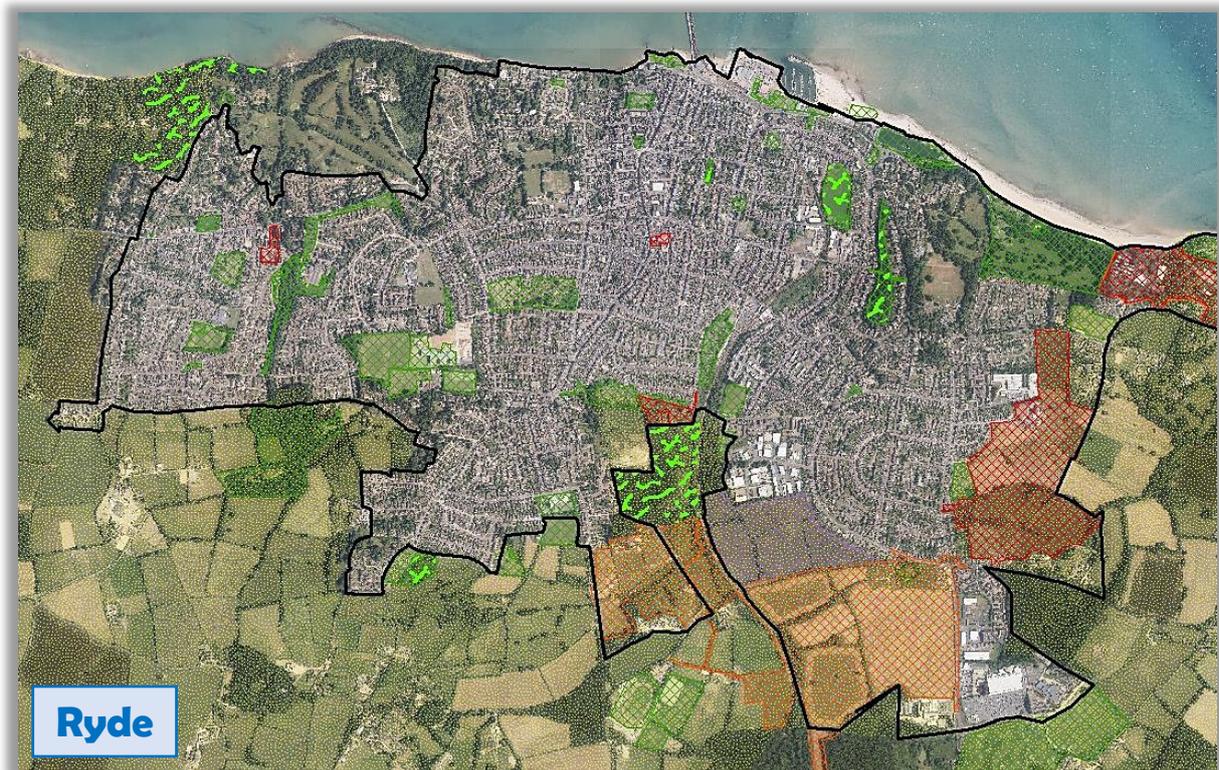
Given the level of growth being planned, it will be important that these developments are brought forward in a co-ordinated manner, with the council and the various landowners/ developers working together to ensure that the required infrastructure has been properly identified and brought forward in a timely fashion. Developer contributions will be

Island Planning Strategy Section 3: What the IPS will do, area statements and diagrams

collected for the highway improvements shown on the diagram and listed in policy T1. A new integrated public transport interchange and public realm improvements in Ryde will improve the visitor experience and support wider improvements to the Esplanade;



Over 14 hectares of employment land is allocated and has planning permission at Nicholson Road, providing increased employment opportunities and community uses close to residential areas, whilst also offering significant open space benefits and greater connections to existing green infrastructure;



Island Planning Strategy Section 3: What the IPS will do, area statements and diagrams



The Bay Area

Key diagram style map to be inserted here for The Bay Area

3.20 The Bay Area consists of the primary settlement of The Bay (consisting of Sandown, Shanklin & Lake) and a number of smaller, rural settlements. Whilst The Bay is one of the primary settlements, it is limited by a series of constraints (e.g. flood risk, topography, AONB, coastal issues) in the role it can play in accommodating growth in a sustainable way, which is why only 4% of the homes allocated in the plan are located in the settlement. The level of planned growth within The Bay Area is set out below and shown on the diagrams overleaf:

Settlement	Settlement Status (G2)	Large sites with permission	Large sites allocated	Total new homes (2023-2038)
The Bay (Sandown, Shanklin & Lake)	Primary	3 sites	6 sites	243
Ventnor	Secondary	1 site	0 sites	10
Godshill	Rural Service Centre	0 sites	1 site	100
Niton	Rural Service Centre	0 sites	0 sites	0
Wroxall	Rural Service Centre	0 sites	0 sites	0
Chale Green	Sustainable Rural Settlement	0 sites	0 sites	0
Newchurch	Sustainable Rural Settlement	0 sites	0 sites	0
Whitwell	Sustainable Rural Settlement	0 sites	0 sites	0
Apse Heath	None	0 sites	0 sites	0
Winford	None	0 sites	0 sites	0

Island Planning Strategy Section 3: What the IPS will do, area statements and diagrams



Large sections of The Bay area are protected through designation as AONB whilst a total of xx hectares of land is allocated as open space. There are also 7 designated local green spaces and a settlement gap is maintained between Brading and Sandown. A large part of the proposed Dark Skies Park covers the western part of The Bay Area.



A Locality hub bringing together health and wellbeing services is also highlighted for The Bay area, expanding on the existing healthcare facilities at The Heights.



The sites allocated for housing are all within the revised settlement boundaries of The Bay and Godshill (7 sites in total – 6 brownfield and 1 greenfield) and together with the 4 sites already having planning permission, represent 6% of the total housing in the IPS. These sites have the potential to provide 124 affordable homes. The site in Godshill represents the only housing allocation outside of the Primary and Secondary settlements in the Island Planning Strategy, however the site is supported by the Neighbourhood Plan and Parish Council.



Opportunities for the re-development of other existing brownfield sites (see policy H9) will be taken when they arise across The Bay Area. Rural and First Home exception sites that provide predominantly affordable housing that meets local needs may come forward in and near the smaller settlements (see policy H7).

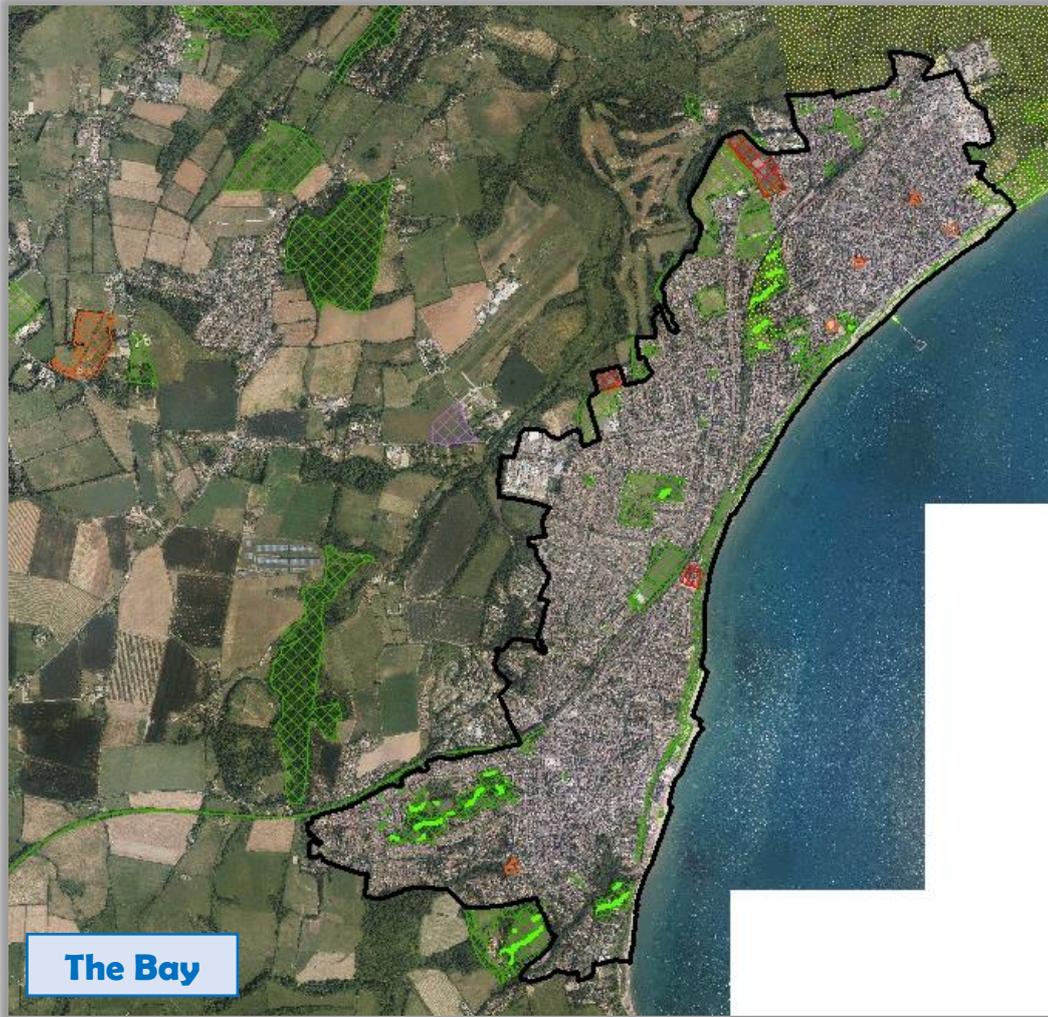


A number of highway junctions are shown on the diagram and listed in policy T1, and developer contributions will be collected for these schemes to ensure infrastructure is delivered to support the level of housing growth that is planned.

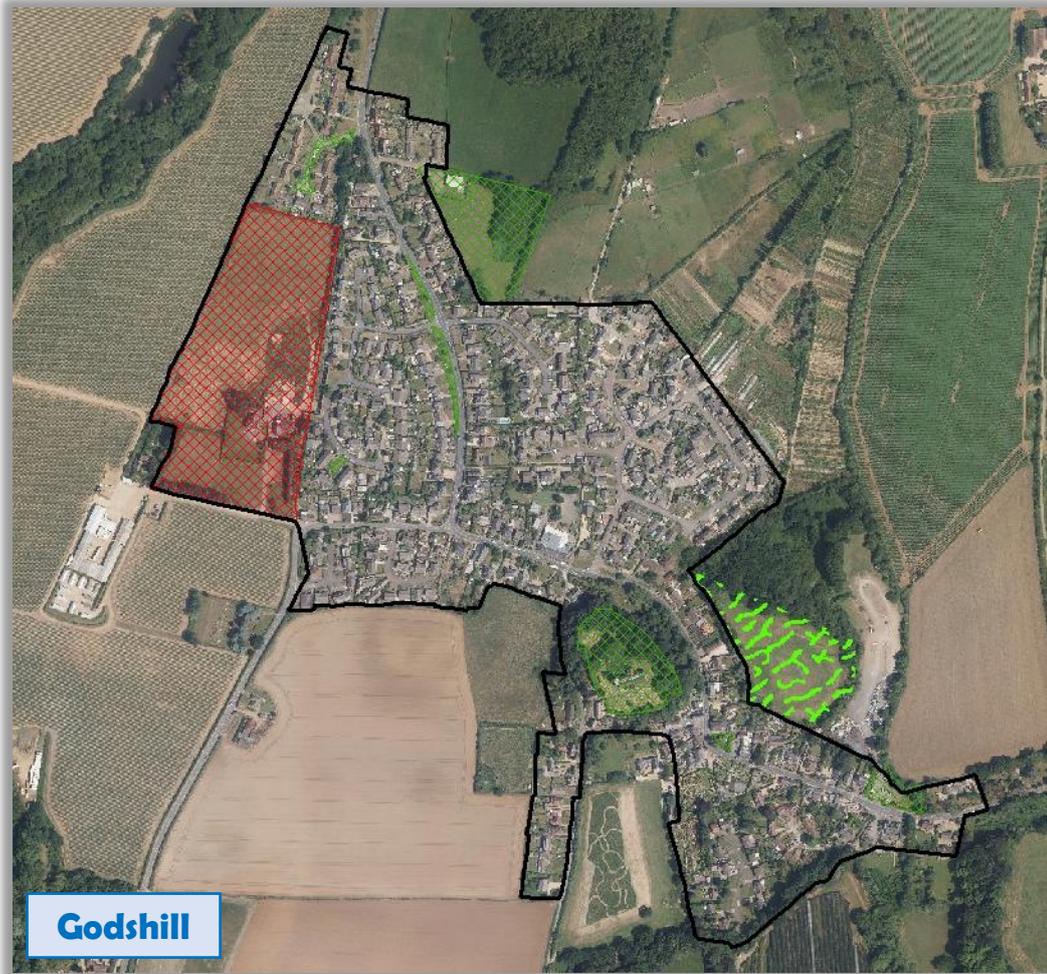


Over 3.5 hectares of employment land is allocated across two sites, one at Sandown Airport and one at Lowtherville in Ventnor providing opportunities for existing businesses wishing to expand and new businesses entering the area.

Island Planning Strategy Section 3: What the IPS will do, area statements and diagrams



Island Planning Strategy Section 3: What the IPS will do, area statements and diagrams



- 3.21** This section has briefly highlighted the key elements of planned growth in each of the areas of the Island. The remainder of the Island Planning Strategy contains the set of specific 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.



Conserving and Enhancing Our Historic Environment

- 4.1** The importance to the Island of its historic and natural environment cannot be understated. The suite of policies in the High Quality Environment section are designed to recognise this, 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'.
- 4.2** The importance of settlement identity is recognised in the policy 'Preserving Settlement Identity', along with significance of the Island's Area of Outstanding Natural Beauty in 'Isle of Wight AONB'. Linked to the Area of Outstanding Natural Beauty and tranquillity is 'Dark Skies'.
- 4.3** The role of water and how it is managed is crucial to the Island. Therefore, there are a number of policies targeting the component parts of this issue: 'Managing Our Water Resources', 'Managing Flood Risk in New Development', 'Monkton Mead Catchment Area', 'Managing our Coast', 'Facilitating Relocation from Coastal Change Management Areas', 'Improving Resilience from Coastal Flooding' and 'Managing Ground Instability in New Development'.



Conserving and Enhancing our Historic Environment

EV1

Conserving and Enhancing our Historic Environment

The council will support proposals that positively conserve and enhance the special character of the Island's historic environment and heritage assets. Development proposals will be expected to:

1. Relate to the continued use, maintenance, rescue/ refurbishment/ repair and re-use of heritage assets and historic places, especially where they are identified as being at risk or likely to become at risk.
2. Consider and balance the relationship between the quality of place, economic, social (including safety and antisocial behaviour), regeneration, cultural and environmental characteristics.
3. Demonstrate how they have been informed by sufficient evidence to reveal impacts upon the significance of heritage assets (including any contribution made by their settings) and how these impacts can be mitigated.
4. Make a positive contribution to local character and distinctiveness

Substantial harm to, or loss of scheduled monuments, protected wreck sites, grade I and II* listed buildings and registered parks and gardens will only be permitted in wholly exceptional circumstances.

Development proposals that would result in substantial harm or total loss of significance will be refused, unless it can be demonstrated that:

- a. Substantial public benefits would outweigh the substantial harm or total loss of significance; or all of the following:
- b. the nature of the heritage asset prevents all reasonable uses of the site; and
- c. no viable use of the heritage asset itself can be found in the medium term that will enable its conservation; and
- d. conservation through grant-funding or some form of charitable or public ownership is not possible; and
- e. 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 Conservation Area or a non-designated heritage asset (including any contribution made by their 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 preserved by record and recorded in a manner proportionate to their importance and the impact and evidence should be made publicly accessible.



- 4.4** The policy 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 other benefits of a proposal.
- 4.5** 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 and planted or managed flora. These surviving physical remains are referred to as heritage assets.
- 4.6** 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.
- 4.7** 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.
- 4.8** The Isle of Wight benefits from:
- 1956 listed building entries, of which 29 are grade I listed, 68 are grade II* listed and 1859 are grade II listed
 - 122 scheduled monuments
 - 9 historic parks and gardens
 - 3 protected wreck sites
 - 36 conservation areas
 - 175 locally listed buildings, structures and parks and gardens
 - 12,872 non-designated sites on the Historic Environment Record
- 4.9** The location of these can be seen in greater detail on the Policies Map, except for the sites on the Historic Environment Record and the protected wreck sites. 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 of heritage assets to provide tourism accommodation or workspace for employment uses. Applications which affect or have the potential to affect heritage assets will be expected to:
- i) describe the significance of the asset and its setting, using appropriate expertise; at a level of detail proportionate to its significance and sufficient to understand the potential impact of the proposal; using appropriate references such as the Historic Environment Record and, if necessary, original survey (including, for assets of archaeological interest, an appropriate desk-based assessment and, where necessary, a field evaluation); and
 - ii) to set out the impact of the development on the heritage assets and a suggested mitigation that is proportionate to the impact and the significance of the heritage asset, including where possible positive opportunities to conserve and enjoy heritage assets as well as recording loss and advancing knowledge.



- 4.10** Historic parks and gardens are a fragile and finite resource: they can easily be damaged beyond repair or lost forever. These are part of the island's heritage assets and the impact of proposed development on the special character of the landscape must be considered.
- 4.11** 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. The Local List and Conservation Area Appraisals will be subject to review and updated depending on the availability of resources.
- 4.12** In order to assess the impact of a proposal upon the significance of a heritage asset (including its setting) a Heritage Statement may be required. which will need to demonstrate that an assessment of the impact of a proposal upon the significance of a heritage asset has been made.
- 4.13** As a minimum this should include (but is not limited to) the Council's Conservation Area Appraisals, the Local List and the Historic Environment Record and by using appropriate expertise where necessary. 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 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.
- 4.14** The council welcomes pre-application discussions with applicants which can help identify opportunities as well as any constraints prior to submission of an application. Furthermore, the use of national guidance documents like the Government's Planning Practice Guidance and Historic England's 'Good Practice Advice Notes' and 'Historic England Advice Notes' will assist in the assessment and outcome of development proposals.
- 4.15** 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.
- 4.16** 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 and willingness to consider positively development schemes that would ensure the repair and maintenance of the asset, and, as a last resort, using its statutory powers.

This is a key strategic policy and links to the following Island Planning Strategy Objectives and Key Priorities:

- The environment and unique island characteristics are celebrated
- The Isle of Wight is a leading UK visitor destination



Ecological Assets and Opportunities for Enhancement

EV2

Ecological Assets and Opportunities for Enhancement

Development proposals will be expected to protect the integrity of habitats and species important to biodiversity or of geological value and enhance their features of interest wherever possible.

Development should be located away from 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 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.

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 Plans.

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.

Development proposals should demonstrate how they have considered the ecological network on the Island (as shown on the Policies Map).

Applications for development should include adequate and proportionate information to enable a proper assessment of ecological considerations by:

1. Completing and submitting protected habitat and species surveys where required;
2. Submitting a Biodiversity Mitigation Plan which sets out any avoidance, mitigation and any compensatory measures;
3. Using Defra's Biodiversity Metric calculator to demonstrate how a minimum net gain of 10% for biodiversity will be achieved.

4.17 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.

4.18 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 and ancient woodland. 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.



- 4.19** Any plan or development which is considered to have a likely significant effect upon a European and/or Ramsar site will be subject to a Habitats Regulations Assessment and may require avoidance, mitigation or compensatory measures.
- 4.20** 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 (<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. The role of different organisations working in partnership in the conservation of the Island's biodiversity is recognised.
- 4.21** Completion of the biodiversity checklist by a competent person will show how biodiversity has been taken into account at the initial 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. Defra's Biodiversity Metric calculator should be completed to demonstrate how a minimum net gain of 10% for biodiversity will be achieved.
- 4.22** 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) the planning authority will impose conditions on the planning permission or require a planning obligation to:
- facilitate the survival of individual members of the species;
 - reduce disturbance to a minimum;
 - provide alternative habitats to sustain at least the current levels of population of the species; and
 - take opportunities to enhance their habitat.
- 4.23** 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.
- 4.24** 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.
- 4.25** 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 buffer zones around watercourses to be considered in the design of development:
- 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;



4.26 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;
- All hedgerows within a buffer should be retained and properly managed;
- Some tree and scrub removal may be permitted to allow for dappling of the watercourse;
- 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, 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.

4.27 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.

4.28 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.

4.29 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.

**EV3****Recreation Impact on the Solent European Sites**

Development proposals located within 5.6km of the Solent SPAs that include a net gain of residential dwellings will be required to provide mitigation for the likely significant effects on the Solent European Sites. Mitigation can be provided through either:

- a) A financial contribution in accordance with the Solent Recreation Mitigation Strategy (SRMS); or
- b) A developer-led mitigation scheme that achieves the requirements of the Bird Aware Solent Strategy: or
- c) A combination of the above.

If appropriate mitigation is not proposed the application will be refused.

- 4.30** 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.
- 4.31** 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 European 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.
- 4.32** 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. Such schemes should engage Natural England's Discretionary Advice Service (DAS) at the pre-application stage.
- 4.33** 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.

**EV4****Water Quality Impact on Solent European Sites (Nitrates)**

For all planning applications that involve a net increase of residential units (including tourist accommodation), it must be demonstrated that the development would not cause harm to the Solent European 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:

- a) 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 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;
- b) If the proposed development would not drain to Sandown 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;

The Council has issued a Position Statement on this issue that will be reviewed and updated on a regular basis.

- 4.34** 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.
- 4.35** 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 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.
- 4.36** 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.
- 4.37** Sandown Wastewater Treatment Works (WwTW) outfalls into the English Channel and is therefore **excluded on that basis** and developments that will connect to Sandown 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.
- 4.38** If the proposed development would not drain to Sandown 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.



- 4.39** 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.
- 4.40** Where development proposals include use of package treatment plants (PTP), or similar, they will need to include a nitrate budget calculation and include product specifications of the PTP used. Appropriate mitigation may need to be included and agreed with Natural England.
- 4.41** 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).

These are strategic policies and link to the following Island Planning Strategy Objectives and Key Priorities:

- The environment and unique island characteristics are celebrated
- The Isle of Wight is a leading UK visitor destination
- Businesses have the confidence to invest

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:

- i. Retain trees, woodlands and hedges on site wherever possible, especially where they are of high amenity.
- ii. Avoid direct and indirect harmful impacts on trees, woodlands and hedges, and where this is not possible mitigation should be provided.
- iii. Provide a minimum 15 metre buffer between new development and ancient woodland (where relevant).

The council will:

- a) Encourage development that proposes 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;

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 species should be used wherever possible that reflect or add to the setting of the surrounding area.

- 4.42** 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.
- 4.43** 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.

- 4.44 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.
- 4.45 There is no 'one size fits all' with buffer design, each one should be designed to fulfil the specific requirements of its location and the type of proposed development. The council will expect that as a minimum, a buffer of at least 15 metres should be provided between new development and ancient woodland. It is also recognised that a larger buffer may be required for particularly significant engineering operations, or for after-uses that generate significant disturbance.
- 4.46 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 value to that which is lost.
- 4.47 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.

This policy links to the following Island Planning Strategy Objectives and Key Priorities:

- The environment and unique island characteristics are celebrated;
- The Isle of Wight is a leading UK visitor destination

Protecting and Providing Green and Open Spaces

EV6

Protecting and Providing Green and Open Spaces

Development proposals are expected to protect and contribute to green and open space in line with the standards set out in the Isle of Wight Open Space Assessment. Development proposals will be expected to demonstrate how they:

1. Avoid the loss of identified open space, as shown on the Policies Map.
2. Ensure the deficiencies identified within the councils Open Space Assessment are being addressed.
3. Where relevant, make provision for public green, open and recreational space through on site or off site provision (including SANGs), taking into account proposals within the Isle of Wight Local Nature Recovery Strategy (LNRS).

- 4.48 This policy recognises that open, green and recreational spaces make an important contribution to improving the health and wellbeing of communities and have been hugely important during lockdown. 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.



- 4.49** 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.
- 4.50** 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.
- 4.51** 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.
- 4.52** 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 maintenance agreements to provide the required quality. Playing fields should be protected through consultation with Sport England.
- 4.53** 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. The Audit 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 local area needs analysis not taking into account the larger Island-wide provision.
- 4.54** To ensure new development does not put pressure on existing assets the Audit sets out a m² per person requirement for various open space types 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. This should be followed for all new development.
- 4.55** 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.

Suitable alternative natural greenspace (SANGs) requirements

- 4.56** 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 from recreational impacts (see policy EV3).
- 4.57** Mitigation for recreational impacts can take the form of access management within the European 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.
- 4.58** Whilst financial contributions in line with the 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 (SANGs) which provides recreational space.



Onsite SANGs, tangible and integrated to the development will mean that residents have access to local provision away from the coast.

4.59 SANGs 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.

4.60 It is likely that developments of 75 dwellings or more will need to provide an onsite SANGs. This is due to the degree of pressure related to the number of people likely to be living within the development that may result in a likely significant effect on the protected European sites.

4.61 If 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 SANGs 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

4.62 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 country which is deemed as the minimum size to be functional. The council is not prescribing the size of SANGs per person or development preferring to take a site by site basis noting that smaller SANGs can still be appropriate providing they are of good quality and where possible incorporate the above principles.

4.63 Where SANGs 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 that the expected undeliverable SANG.

This policy links to the following Island Planning Strategy Objectives and Key Priorities:

- The environment and unique island characteristics are celebrated;
- People take responsibility for their own health and wellbeing

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.

In line with national policy, the council will consider requests from communities to designate additional Local Green Spaces.

4.64 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.

4.65 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.



- 4.66** 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.
- 4.67** 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.
- 4.68** 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.

This policy links to the following Island Planning Strategy Objectives and Key Priorities:

- The environment and unique island characteristics are celebrated
- Community needs are met by the best public services possible
- The community feels safe and is the Island is resilient
- People take responsibility for their own health and wellbeing

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: -

- it can be demonstrated to be necessary; and
- development is small scale; and
- 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.

Developments greater than 5 hectares, which are 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 affecting such land will only be granted if there is an overriding need for development and either;

- 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
- The benefits of the development justify the loss of high grade agricultural land

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.

- 4.69** 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 expected to:

- i. Ensure new development avoids both direct and indirect adverse effects or cumulative impacts upon the integrity of landscapes and seascapes.
- ii. Protect important vistas and character, from and to the land and sea.
- iii. 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.
- iv. Reflect the aims and objectives of the West Wight and East Wight Landscape Character Assessments, Historic Landscape Characterisation and any further relevant landscape assessment.
- v. Positively contribute to meeting the aims and objectives of the Isle of Wight's Local Biodiversity Action Plan and Local Geodiversity Action Plan.
- vi. Minimise the threats and promote the opportunities arising from climate change on the Island's landscape, seascape, biodiversity and geology.

4.70 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.

4.71 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.

4.72 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).

4.73 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).

4.74 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.

- 4.75** 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. 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.
- 4.76** 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 sites, either as ecological stepping stones, or sites connected by a network of green corridors. Therefore, consideration needs to be given to the 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).
- 4.77** Within the West Wight Landscape Character Assessment, the East Wight Landscape Character Assessment and the Historic Environment Action Plan areas, 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. Consideration should be given to whether development proposals have an impact on the aims and objectives of the New Forest National Park if relevant.
- 4.78** The Isle of Wight's Local Biodiversity Action Plan and Local Geodiversity Action Plan have aims and objectives that are reviewed regularly. In some cases, the Historic Environment Action Plan may also be relevant. 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.
- 4.79** The natural environment is one of constant change. However, it is now generally recognised that the rate of this change is increasing through the effects of climate change. As we benefit from the environment, it is recognised as the Island's key asset (both in social and economic terms, as well as environmental) and is the receptor of all our activities, we have a responsibility, as well as a vested interest, in safeguarding this natural asset and allowing natural adjustments to occur.

This policy links to the following Island Planning Strategy Objectives and Key Priorities:

- The environment and unique island characteristics are celebrated;
- The Isle of Wight is a leading UK visitor destination



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
- 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.

- 4.80** 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.
- 4.81** 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.
- 4.82** 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.
- 4.83** 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.
- 4.84** 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.
- 4.85** 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 material considerations influence the planning judgement.



This policy links to the following Island Planning Strategy Objectives and Key Priorities:

- The environment and unique island characteristics are celebrated

Isle of Wight AONB

EV11 Isle of Wight AONB

The impact of individual proposals and their cumulative effect on Isle of Wight AONB will be carefully assessed. Development proposals should demonstrate how they:

- i. Conserve and enhance the natural beauty and locally distinctive features of the AONB; and
- ii. Reinforce and responds to, rather than detracts from, the distinctive character and special qualities of the AONB; and
- iii. Would not, either individually or cumulatively, undermine the integrity or the predominantly open and undeveloped, special scenic and rural character of the AONB; and
- iv. 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
- v. Contribute to the achieving the aims and delivery of the Isle of Wight AONB Management Plan
- vi. Consider the conservation and enhancement of wildlife and cultural heritage

Where in exceptional circumstances and for wider planning reasons, planning permission is approved without the above criteria being met, then compensation for remediation and improvement of damaged designated landscapes will be sought to the features that form the special character of the Isle of Wight AONB.

4.86 The Wight AONB covers approximately half of the Island (191 square km). AONBs are nationally designated landscapes and afforded the highest status of protection, with great weight given to the need to conserve and enhance landscape and scenic beauty.

4.87 The Wight AONB is complex and comprises a range of landscape types, as defined by the West Wight and East Wight Landscape Character Assessments and the AONB Management Plan. The AONB includes undeveloped coastlines, chalk downs and hills, harbours and creeks, areas of woodland, dark sky areas and farmland along with a range of villages and other rural development. The AONB is a finite landscape resource and new developments of all types have the potential to detract from the special qualities of the designation.

4.88 The council expects all developments within the AONB to conserve and enhance its landscape and scenic beauty. Therefore, development proposals should be carefully designed to respond positively to the special qualities of the AONB landscape and the particular characteristics of the locality in which development is proposed. In particular, proposals should demonstrate how developments have been designed to take account of locally distinctive features such as building types, materials and landscape character.

4.89 Development proposals which lie outside the Area of Outstanding Natural Beauty but within its setting can also have an impact. For example, views out of the Area of Outstanding Natural Beauty from key visitor viewpoints into surrounding areas. This area does not have a defined geographical boundary, but is the area within which developments, by their nature, size, scale,



siting, materials or design could be considered to have an impact, either positive or negative, on the natural beauty and special qualities of the Wight AONB.

4.90 The AONB Partnership has produced the Isle of Wight AONB Management Plan and this sets out their objectives for protecting, conserving and enhancing the special qualities and locally distinctive features of the AONB. The Management Plan is an important resource for all development proposals and should be used to inform their location, design, layout, scale and landscaping.

4.91 The council acknowledges that in some situations, development proposals that would fail to conserve and enhance the AONB may be granted planning permission, where there are exceptional circumstances that would outweigh identified harm to the landscape. In such situations the council will seek either on-site or off-site mitigation, which may include contributions towards projects to deliver improvements to the AONB landscape.

This policy links to the following Island Planning Strategy Objectives and Key Priorities:

- The environment and unique island characteristics are celebrated
- The Isle of Wight is a leading UK visitor destination
- Businesses have the confidence to invest
- People have a place to call home and can live with independence

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

4.92 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.

4.93 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.

4.94 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?

This policy links to the following Island Planning Strategy Objectives and Key Priorities:

- The environment and unique island characteristics are celebrated
- The Isle of Wight is a leading UK visitor destination



Managing Our Water Resources

EV13

Managing our Water Resources

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 expected to conserve and manage water resources by:

1. Implementing measures to restrict predicted internal potable water consumption to 100 litres per person per day.
2. Providing on-site recycling measures, where appropriate, to include, but not limited to, rainwater harvesting, greywater recycling and the use of flood mitigation measures such as attenuation to augment supply.
3. Ensuring no negative impact upon the Island's watercourses and providing environmental enhancements wherever relevant.
4. Ensuring no negative impact upon the Island's aquifers, including through the appropriate provision of sustainable drainage systems.
5. Ensuring no net increase in surface water run-off, compared with the pre-development rate and, where relevant, reduce run-off rates to below the greenfield run-off rates by at least 20%.
6. 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.
7. Connecting to the sewer system, where relevant, is made at the nearest point of adequate capacity, as advised by the relevant statutory provider. Where sewers have limited capacity, site promoters need to work with Southern Water to ensure delivery of the network aligns with occupation of the development. A condition may be required.
8. Taking into account the existing sewerage infrastructure, to safeguard future access for maintenance and upsizing purposes.

4.95 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.

4.96 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.

4.97 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.

- 4.98** 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.
- 4.99** 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 waste water infrastructure, maintaining ecosystems and protecting landscapes. Reducing the amount of water entering waste water treatment works is also a key way of helping to mitigate issues around the capacity of the works and the receiving environment.
- 4.100** Water use in the home also has an impact on greenhouse gas emissions. Domestic water heating is responsible for 5% of UK CO₂ emissions and for 10 – 15% of the household energy bill. Simple demand management measures, particularly those which reduce the amount of hot water in the home, have huge potential not only to promote water and energy efficiency, but also to reduce the carbon footprint.

This is strategic policy and links to the following Island Planning Strategy Objectives and Key Priorities:

- The environment and unique island characteristics are celebrated
- The community feels safe and the island is resilient

Managing Flood Risk in New Development

EV14

Managing Flood Risk in New Development

The Council will expect development proposals to reduce on site and off site risk of flooding on the Island. Development proposals will be expected to:

1. Be safe from flooding and not increase the risk of flooding elsewhere.
2. Apply the sequential test and then, if necessary, the exception test when in flood zones 2 and/ or 3.
3. Use opportunities provided by new development to reduce the causes and impacts of flooding and manage residual risk.
4. Provide appropriate on-site sustainable drainage systems for major development for the disposal of surface water, in order to ensure there is no net loss of flood storage capacity or impact on water quality.
5. 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.
6. Safeguard land required for current and future flood management

- 4.101** 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.

- 4.102** 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:
- within the site, the most vulnerable development is located in areas of lowest flood risk, applying a site-based sequential approach to the risk;
 - the development is appropriately flood resistant and resilient;
 - it incorporates sustainable drainage systems (unless there is clear evidence that this would be inappropriate);
 - any residual risk can be safely managed; and
 - safe access and escape routes are included where appropriate, as part of the flood warning and evacuation plan.
- 4.103** The Isle of Wight Local Flood Risk Management Strategy provides a high-level overview of the potential flood hazard from all sources of flooding (tidal, river, surface water, sewer and groundwater), and identifies a co-ordinated approach to managing these hazards where the greatest impacts are likely to occur. The aim of the strategy is to better understand, communicate and manage the risk of flooding on the Island through viable, sustainable and co-ordinated approaches for the benefit of local communities, property, land and the environment, both now and in the future. It should be considered together with any relevant local flood investigation reports.
- 4.104** 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
- 4.105** 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.
- 4.106** 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.
- 4.107** When seeking to establish safe floor levels the Environment Agency and it's 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.
- 4.108** 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.

This is a strategic policy and links to the following Island Planning Strategy Objectives and Key Priorities:

- The environment and unique island characteristics are celebrated
- Businesses have the confidence to invest



- The community feels safe and the Island is resilient
- People take responsibility for their own health and wellbeing
- Vulnerable people are supported and protected

Monkton Mead Catchment Area

EV15

Monktonmead Catchment Area

Development proposals within the Monktonmead Catchment Area (as identified on the Policies Map) will be expected to demonstrate how:

- i. 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.
- ii. 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.
- iii. Watercourses are deculverted when it is practically possible.
- iv. Watercourses and drainage channels are maintained above ground.
- v. The SuDS management train has been applied, with justification for why the approach within the SuDS management hierarchy has been taken.
- vi. The risk of sewer flooding has been reduced.
- vii. Wherever possible ensure priority habitat creation is integrated as part of the proposal.
- viii. 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.

4.109 A Preliminary Flood Risk Assessment (PFRA) 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



4.110 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.

4.111 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.

4.112 Planning applications for new development should therefore 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).

4.113 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 rain water for use in external irrigation/watering, will help reduce water demands.

4.114 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.

This policy links to the following Island Planning Strategy Objectives and Key Priorities:

- The environment and unique island characteristics are celebrated
- Businesses have the confidence to invest
- The community feels safe and the Island is resilient
- Vulnerable people are supported and protected



Managing our Coast

EV16

Managing our Coast

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.

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:

- i. Development directly linked to the coastal strip when within short-term risk areas.
- ii. Development more widely requiring a coastal location and providing substantial demonstrable economic and social benefits within medium and long-term risk areas.
- iii. Essential infrastructure, including Ministry of Defence installations.

All development proposals 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.

- 4.115** As a first principle, new development should be directed away from areas vulnerable to coastal change, to avoid putting people at risk. Where there is development close to the coast in areas where there is a risk, a sustainable and well-informed approach will be taken.
- 4.116** 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.
- 4.117** 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.
- 4.118** 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.
- 4.119** 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).
- 4.120** 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.



4.121 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.

4.122 Proposals within the CCMA must be accompanied by a coastal erosion vulnerability assessment that assesses the degree of risk and the scale, nature and location of the development. The applicant will be expected to prepare this in advance in consultation with the Council, the Environment Agency and any other relevant stakeholders. The assessment must demonstrate that the development:

- Would not impair the ability of communities and the natural environment to adapt sustainably to the impacts of a changing climate;
- will be safe through its planned lifetime, without increasing risk to life or property, or requiring new or improved coastal defences;
- would not affect the natural balance and stability of the coastline or exacerbate the rate of shoreline change to the extent that changes to the coastline are increased nearby or elsewhere.
- demonstrate how water can be discharged without exacerbating erosion and/or having an adverse effect upon the stability of nearby cliffs. This would typically preclude the use of soakaways.
- consider whether any essential infrastructure which will support the proposed development (including its access routes) is at risk from being lost to coastal change and demonstrate the proposal is sustainable over its planned lifetime.
- consider the management of the development at the end of its planned life, including proposals for the removal of the development before the site is immediately threatened by shoreline change.

This is a strategic policy and links to the following Island Planning Strategy Objectives and Key Priorities:

- The environment and unique island characteristics are celebrated
- The Isle of Wight is a leading UK visitor destination
- Businesses have the confidence to invest
- The community feels safe and the Island is resilient
- People take responsibility for their own health and wellbeing
- People have a place to call home and can live with independence
- Vulnerable people are supported and protected



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:

1. the same lawful use being proposed; and
2. similar in scale and character to the development it is replacing; and
3. located at an appropriate location inland from the CCMA and, where possible, remains close to the coastal community from which it was displaced.
4. not having any significant adverse impacts that would be contrary to other policies of the plan

All proposals will need to ensure that the site from which the development is relocated is cleared and made safe.

- 4.123** 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.
- 4.124** The policy facilitates the relocation and re-provision of structures at imminent risk of coastal erosion. An appropriate location inland is generally considered to be associated with the nearest community.
- 4.125** 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.

This policy links to the following Island Planning Strategy Objectives and Key Priorities:

- The environment and unique island characteristics are celebrated
- The Isle of Wight is a leading UK visitor destination
- Businesses have the confidence to invest
- The community feels safe and the Island is resilient
- People take responsibility for their own health and wellbeing
- People have a place to call home and can live with independence
- Vulnerable people are supported and protected



Improving Resilience from Coastal Flooding

EV18

Improving Resilience from Coastal Flooding and Coastal Risks

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.

Development proposals located on waterfronts with a 'Hold the Line' policy in the Shoreline Management Plan should provide and maintain on-site coastal defences or, where appropriate, land raising, to a height consistent with predicted sea level rise over the lifetime of the development.

Developer contributions will be required towards future coastal and flood risk reduction schemes, in areas benefitting directly or indirectly from existing coastal defences and/ or requiring future improvements in flood defences.

Pre-application discussions 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, and there will be no material adverse impact on the environment.

- 4.126** 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.
- 4.127** 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.
- 4.128** 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.
- 4.129** 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.

This policy links to the following Island Planning Strategy Objectives and Key Priorities:

- The environment and unique island characteristics are celebrated
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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:

- i. The site is suitable for its proposed use, taking account of the ground conditions and land instability, including from natural hazards.
- ii. The use proposed is suitable for the ground conditions.
- iii. Measures have been taken to minimise the amount of water entering the ground.
- iv. Surface water run-off is accommodated within existing, fully-functioning piped water disposal systems.

- 4.130** 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.
- 4.131** 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.
- 4.132** 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.
- 4.133** 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.
- 4.134** 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.
- 4.135** 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.
- 4.136** 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.



This policy links to the following Island Planning Strategy Objectives and Key Priorities:

- The environment and unique island characteristics are celebrated
- Businesses have the confidence to invest
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- Vulnerable people are supported and protected





- 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 'Lowering Carbon and 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

Development proposals will be expected to:

1. Provide an attractive, functional, accessible, inclusive, legible, safe and adaptable built environment, with the incorporation of soft landscaping to provide a sense of place;
2. Optimise the potential of the site but have regards to existing constraints, such as adjacent buildings and topography and take account of and protect and enhance where appropriate views, water courses, hedgerows, trees, wildlife corridors or other features which significantly contribute to the character of the area;
3. Respect the character of the area, particularly in Conservation Areas and the AONB;
4. Incorporate appropriate amenity/ living space relative to the nature of accommodation being proposed and adhering to national prescribed space standards;
5. 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;
6. Respect the diverse character and appearance of an area through their layout and design, especially in larger scale housing developments;
7. Incorporate areas of green infrastructure within housing developments to encourage healthy and active lifestyles;
8. Preserve the integrity of traditional shop front or building detailing;
9. Ensure advertisement respect the amenity of the area, with appropriate levels of illumination to avoid unacceptable levels of light pollution, especially in conservation areas;
10. Incorporate measures considering appropriate wider safety, security and defence requirements;
11. 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;
12. Minimise pollution and where possible contribute to protecting and improving air, land and water quality.

- 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 that comprise 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.
- 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.
- 5.8** The council expects nationally prescribed space standards for residential development in respect of room sizes and amenity space, to be met. A habitable room for the purpose of applying this policy is defined as a room used or intended to be used for living, sleeping, cooking or eating purposes, excluding bathrooms, circulation spaces etc.
- 5.9** It is considered that open space plays a vital role in high quality design due to its importance to health and wellbeing. The necessity and importance for people to be able to access areas for activity that are in close proximity to their home was highlighted during the pandemic. Development should therefore provide open space to maximise opportunities for physical activity, visual amenity and biodiversity enhancements. Sport England's 'Active Design' should be used when designing places and spaces to create opportunities for all types of physical activity. The council will encourage nature conservation and biodiversity enhancements. The Town and Country Planning Association and The Wildlife Trust's *Planning for a Healthy Environment - Good Practice Guidance for Green Infrastructure and Biodiversity (2012)* has a wide range of best practice design options for biodiversity. The ecological network shown on the Policies Map, identifies features of ecological importance so they can be considered in development proposals, protected and in appropriate cases enhanced.
- 5.10** Schemes should consider the features which are prevalent in the area, whether this be window proportions, detailing, materials or scale or in the case of a householder application; the existing property itself and demonstrate how the design of the proposed scheme has taken these into account.
- 5.11** Buildings should be designed to be adaptable to the needs for future users or residents, to ensure that the most viable use could be sought for the building with changes in circumstances and occupants can stay in their homes longer, as mobility needs change and allowing for 'right sizing'. Consideration should be given to documents such as [Building for 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. 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 well bring and promoting tourism and recreation. The council will seek to protect and enhance these amenities and grow their extent and improve their quality where possible.

This is a key strategic policy and link to the following Island Planning Strategy Objectives and Key Priorities:

- The environment and unique island characteristics are celebrated
- Outstanding digital and transport connectivity
- The Isle of Wight is a leading UK visitor destination
- Businesses have the confidence to invest
- All young people will have the best start in life so that they can fill their potential
- The community feels safe and the Island is resilient

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.

- 5.19 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.
- 5.20 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.

- 5.21 This policy seeks to ensure that development has a legible 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.

This policy links to the following Island Planning Strategy Objectives and Key Priorities:

- The environment and unique island characteristics are celebrated
- The Isle of Wight is a leading UK visitor destination
- Businesses have the confidence to invest
- The community feels safe and the Island is resilient
- People take responsibility for their own health and wellbeing

Improving Our Health and Wellbeing

C3

Improving our Health and Wellbeing

To contribute to improving the health and wellbeing of Island residents development proposals for 25 or more dwellings should include a Health Impact Assessment. All development proposals should demonstrate how they:

1. Provide flexible community open spaces that can be adapted to the health needs of the community and encourage social interaction.
2. Maximise the opportunity for physical activity either on site or off site through the use of open space, indoor and outdoor sports and leisure facilities and providing or enhancing active travel networks in appropriate locations.
3. Provide safe and legible age and mobility friendly access 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.

- 5.22 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 Island Planning Strategy can contribute to achieving this through land use policies.
- 5.23 Providing open space provides opportunities for physical activity 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 provided by the council. Alternative provision would be



considered when sufficient information is provided by the applicant.

- 5.24** 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 amongst the elderly. It is crucial that these spaces and routes are safe, well-maintained and link to the surrounding area.
- 5.25** Safe, legible, age and mobility friendly environments should ensure that issues such as, but not limited to, the following are addressed:
- Public footpaths are well-lit and evenly surfaced;
 - The transition between changing ground levels are gradual;
 - The provision of railings where steps are unavoidable;
 - Accessible public transport links, such as bus stops within walking distance from people's homes, are also crucial in maintaining independence;
 - 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
- 5.26** 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.
- 5.27** The HIA could be submitted to the council as a stand-alone assessment or as a part of part an existing supporting document such as an Equality Impact Assessment or Design and Access Statement. The exact format is not prescribed, providing that it considers the appropriate issues, although a template HIA will be available on the council's website.

This policy links to the following Island Planning Strategy Objectives and Key Priorities:

- All young people will have the best start in life so that they can fill their potential
- The community feels safe and the Island is resilient
- People take responsibility for their own health and wellbeing
- People have a place to call home and can live with independence
- Vulnerable people are supported and protected



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. It therefore allocates land (as shown on the Policies Map) for development proposals that deliver:

1. The alignment of the estate with the future clinical strategy.
2. Health-care and care-related employment.
3. A step-down (or sub-acute) facility, if required.
4. Extra care village incorporating dementia care, assisted living complex, independent living lodges.
5. 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.

- 5.28** 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 Isle of Wight NHS Trust, which is the only integrated acute, community, mental health and ambulance health care provider in England, to improve the health and wellbeing of the Island's residents by delivering care at the right time and in the right place, and to ensure that people receive co-ordinated care that is appropriate to their needs.
- 5.29** 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.
- 5.30** A step-down (or sub-acute) facility provides an intermediate level of care for patients who are able to step down from an acute care setting. Such a facility can play an important role in patient care through the healthcare system and can be tailored to meet a range of patients and their needs to give better patient outcomes.
- 5.31** 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.
- 5.32** 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.

This policy links to the following Island Planning Strategy Objectives and Key Priorities:

- All young people will have the best start in life so that they can fill their potential
- Community needs are met by the best public services possible
- The community feels safe and the Island is resilient
- People take responsibility for their own health and wellbeing
- People have a place to call home and can live with independence



- Vulnerable people are supported and protected

Facilitating Independent Living

C5 Facilitating Independent Living

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:

1. Contribute to the delivery of the Island's Independent Living Strategy; and/ or
2. Provide buildings that can be adapted over time.

Proposals for major residential development will be expected to provide at least 20% of the total dwellings as being suitable for older people and/ or those with mobility problems.

- 5.33** 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.
- 5.34** 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.
- 5.35** 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.
- 5.36** Inclusive design should aim to give the widest range of people, including those with physical and/ or sensory impairments, older people and children, convenient and independent access into and around the built environment (externally and internally) and also equal access to services. Particular attention should be given to circulation within the home and external routes to transport infrastructure. Pathways, hallways, stairways and access to floors above, doorways and spaces to approach and reach essential facilities and controls in the home should be taken into consideration.
- 5.37** 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.
- 5.38** 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.



This is a strategic policy and links to the following Island Planning Strategy Objectives and Key Priorities:

- The community feels safe and the Island is resilient
- People take responsibility for their own health and wellbeing
- People have a place to call home and can live with independence
- Vulnerable people are supported and protected

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:

1. The footprint and scale of the annexe would be subservient to the main dwelling.
2. The annexe would be occupied by dependent relatives of the occupants of the main dwelling, or their carer.
3. 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.

- 5.39** 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. Annexed accommodation can also result in increasing the supply of existing housing, by freeing up properties.
- 5.40** 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 in to 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.
- 5.41** 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.

This policy links to the following Island Planning Strategy Objectives and Key Priorities:

- People take responsibility for their own health and wellbeing
- People have a place to call home and can live with independence
- Vulnerable people are supported and protected



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):

1. A Bay Locality Hub, which incorporates a range of leisure, public health and wellbeing support services.
2. A Central Locality Hub, which incorporates an element of housing.

5.42 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). Land has been allocated at Pyle Street Community Hub, Newport and The Heights/Barracks Community Hub, Sandown.

5.43 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.

This policy links to the following Island Planning Strategy Objectives and Key Priorities:

- All young people will have the best start in life so that they can fill their potential
- Community needs are met by the best public services possible
- The community feels safe and the Island is resilient
- People take responsibility for their own health and wellbeing
- Vulnerable people are supported and protected

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.

5.44 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.

5.45 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.



This policy links to the following Island Planning Strategy Objectives and Key Priorities:

- Community needs are met by the best public services possible
- The community feels safe and is the Island is resilient
- Vulnerable people are supported and protected

Education Provision

C9

Education Provision

Proposals for the provision of new, replacement and extended or altered schools 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.

- 5.46 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.
- 5.47 Approximately 17,000 students are educated in Isle of Wight schools, through provision at 39 primary schools, six secondary schools, a 4-16 years All Through School, one Studio School, two special schools, nurseries and an education centre. There are also two independent schools catering for approximately 900 pupils.
- 5.48 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.
- 5.49 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.
- 5.50 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.
- 5.51 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.
- 5.52 The School Capacity Survey (2018) indicated demand from development can be accommodated by improving existing facilities.
- 5.53 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.
- 5.54 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.
- 5.55 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.

This policy links to the following Island Planning Strategy Objectives and Key Priorities:

- Community needs are met by the best public services possible
- The community feels safe and is the Island is resilient
- Vulnerable people are supported and protected

Renewable Energy and Low Carbon Technologies

C10

Supporting Renewable Energy and Low Carbon Technologies

The target of becoming self-sufficient in renewable electricity production is estimated to require an installed capacity in the region of 220-300MW to meet current demand. This figure may increase over time with the electrification of heating and transport. To support achieving this the council will support proposals for:

- Domestic and medium scale, localised provision across the Island;
- Large-scale, grid-connected renewable energy schemes in appropriate locations where there is appropriate grid capacity and/ or storage;
- Large-scale heat projects where it can be demonstrated that there is benefit to the Island and/ or help to reduce the carbon emissions from existing housing and commercial buildings;
- The provision of infrastructure for the connection of projects to electricity and heat networks (including, but not limited to sub-stations and heating mains);
- Smart grid infrastructure;
- Energy storage systems, such as battery storage and hydrogen production facilities;
- Energy centres for the provision of heat and/ or power to local communities;
- 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 large-scale wind and photovoltaic schemes will be located outside of the AONB and designated areas, and grade 1-3a agricultural land (for photovoltaics). Schemes within the AONB will be considered when there are no alternative sites outside of the AONB and where a considerable community benefit is demonstrated and considered to outweigh the landscape impact.

Proposals outside the settlement boundaries or site allocations should demonstrate they have taken account of:

- the visual impact on the character of the area
- 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.



- 5.56** 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 will outline the Isle of Wight's options for a pathway to net zero emissions and proposals that 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.
- 5.57** 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, 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.
- 5.58** The policy also seeks to facilitate a continuation in the year on year carbon dioxide emissions reduction that is required nationally. This acknowledges that there has been a decrease and that this is in part due to the switch in the fuel mix for electricity generation from coal and gas to renewables.
- 5.59** The policy also supports associated infrastructure relating to renewable energy and low carbon technologies and community level schemes. Where schemes require a fuel source, for 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.
- 5.60** 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.
- 5.61** The council has estimated that the target to be self-sufficient in renewable electricity production across the Island requires an installed capacity in the region of 220-300MW. This is based on the Island's annual consumption of approximately 537 GWh (gigawatt hours) (2016 figures).
- 5.62** Proposals that contribute to the installed capacity target 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.

This is a strategic policy and links to the following Island Planning Strategy Objectives and Key Priorities:

- The environment and unique island characteristics are celebrated
- Businesses have the confidence to invest
- The community feels safe and the Island is resilient

Lowering Carbon and Energy Consumption in New Development

C11

Lowering Carbon and Energy Consumption in New Development

The council will support proposals that contribute to mitigating and adapting to climate change, as well as meeting and exceeding the national targets to reduce carbon dioxide emissions. Development proposals should include measures to reduce carbon dioxide emissions from energy use, in accordance with the following energy hierarchy:

- Minimising energy requirements.
- Incorporating renewable energy sources.
- Incorporating low carbon energy sources including heat networks.
- Consider off-site solutions, retro-fitting and carbon reduction schemes.

Proposals for major residential development will include a simple energy statement that should demonstrate how they will:

- Implement the highest possible standards of energy efficiency;
- take account of the site's orientation and landform to minimise the energy consumption of the development;
- Utilise, where appropriate, decentralised renewable and low-carbon energy supply systems;
- Promote the re-use and recycling of materials during construction;
- Provide for the storage of refuse and recyclable materials.

Proposals for non-residential development should exceed wherever possible the minimum required level of 'Very Good' standard for BREEAM or equivalent. Proposals for all major development should incorporate renewable energy systems to provide at least 10% of the predicted energy requirements.

Opportunities to draw energy from decentralised, renewable or low carbon energy supply systems are encouraged. Proposals for residential development containing in excess of 250 housing units should seek to incorporate community district heating systems that use low carbon heat sources including waste heat.

The council will consider the viability and feasibility of each case on its merits and will consider evidence demonstrating why such a system should not be provided.

- 5.67 The Council has an aim to achieve net zero emissions across the Island by 2030 and The Climate



and Environment Strategy will outline the Isle of Wight's options for a pathway to net zero emissions and proposals should make a positive contribution to this aim.

- 5.68** 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 new development. The policy encourages more ambitious projects and facilitates 'place shaping' which, in this context, means a desire to create a low carbon community. 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.
- 5.69** 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.
- 5.70** New development, however, in these and other areas will play an important role in the overall energy demand. New developments that positively contribute to the Island's energy use will mean that less onshore generation development will be required. New development that provides more energy-efficient space, heating and water savings than older properties whilst reusing building materials will result in a reduction of overall carbon emissions.
- 5.71** There are also options to reduce energy dependence through design by incorporating district heating. This is particularly applicable in larger developments, where shared schemes are likely to be viable. For example, district heating schemes based on renewable sources such as biomass, heat pumps, hydrogen or waste heat. Proposals for development containing in excess of 250 housing units shall be expected to install community district heating systems that use low carbon heat sources, where feasible and viable. This can be achieved by connecting to existing community heating systems where they exist.
- 5.72** It is acknowledged that building regulations legislation has increasing sustainability targets for both residential and commercial buildings, with the 'Future Homes Standard (FHS) ([The Future Homes Standard: changes to Part L and Part F of the Building Regulations for new dwellings - GOV.UK \(www.gov.uk\)](#)) likely to be introduced by the Government in 2025 that may supersede elements of this policy; however, the timescale and indeed content of the FHS may be revised. Taking this into account, and with the need to reduce carbon reductions to help meet the Council's net zero ambitions, the falling costs of many low carbon technologies, the ambition to become self-sufficient and reduce fuel poverty, it is considered that the requirements of the policy are at this stage appropriate, viable and feasible.
- 5.73** 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. This should include a description of the predicted performance of the development, both before the measures are applied and subsequently.
- 5.74** 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, for example discussion on the following aspects:
- How the proposal will provide at least 10% of the predicted energy requirements from renewable energy systems or off-site equivalent;
 - 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;
- carbon neutrality, either on-site or off-site; and
- how development will adhere to the relevant Parts of the Building Regulations or other nationally prescribed standards (for example Future Homes Standard) that seek to lower carbon emissions from new development

5.75 An example of how a proposal could set out how it provides at least 10% of the predicted energy requirement is shown in the table below.

Property number	Predicated energy consumption (kWh per year)	Renewable energy system	Energy production of renewable energy system (kWh per year)
1	16,400	Solar PV (rooftop) – 2.3kW	2,190
2	16,400	Solar PV (rooftop) – 2.3kW	2,190
3	16,400	Solar PV (rooftop) – 2.3kW	2,190
4	16,400	Solar PV (rooftop) – 2.3kW	2,190
5	16,400	Solar PV (rooftop) – 2.3kW	2,190
6	16,400	Solar PV (rooftop) – 2.3kW	2,190
7	16,400	Solar PV (rooftop) – 2.3kW	2,190
8	16,400	Solar PV (rooftop) – 2.3kW	2,190
9	16,400	None	0
10	16,400	None	0
Total	164,000		17,520
Percentage			10.7%

Table 5.1 how a proposal could set out how it provides at least 10% of the predicted energy requirement

5.76 This example shows a site with 10 units, all of which are predicted to have the same annual energy consumption. Rooftop solar PV systems of 2.3 kW will be installed on 8 of the units; PV is considered to be ineffective on the other two units because of, for example, shading or orientation. The total predicted output of the 8 systems is 17,520 kWh per year, which equates to 10.7% of the total predicted site energy use (164,000 kWh) and therefore complies with the policy. Renewable energy systems are defined as those technologies which are specified by the Microgeneration Certification Scheme (MCS).

5.77 Where there is difficulty meeting the 10% target on-site, the council will consider proposals for nearby off-site solutions, funded by the developer, which generate an equivalent amount of renewable energy.

5.78 There may be times where viability or feasibility 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 standards can be met. Where they cannot be it should set out



the aspects where a proposal can comply, and what alternative solutions are proposed to achieve the highest possible standards.

- 5.79** In terms of waste, this aspect deals with systems to reduce waste on the construction site and to encourage waste recycling by the future occupants. Proposals should describe the measures to reduce, reuse or recycle construction waste. Wasted materials on new build sites can be as high as 20%. Much can be done to reduce this, to help the environment and cut costs, for example:
- minimise amount of excavation
 - waste arising on site is reused or recycled in the construction
 - on-site facilities for sorting and storing waste for reuse elsewhere
 - better handling and storage of new materials
 - not over-ordering materials
- 5.80** The above should not be seen as an alternative to the policy requirement, it is set out to facilitate the application process and the type of areas expected to be covered in the energy statement.
- 5.81** The council is always trying to improve the way in which it treats refuse, consequently sufficient space for storage of refuse and recyclable materials will need to be included in all relevant developments.
- 5.82** 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.
- 5.83** BREEAM certification is based on a set of quality and performance standards. The BREEAM rating reflects the performance achieved by the project, as verified by an independent, third party assessor. Within the framework, developers have considerable flexibility to determine how they will achieve the required performance and can therefore choose which categories to focus on.
- 5.84** Evidence (Delivering Sustainable Buildings: Savings & Payback – J. Prior et al, Currie & Brown / BRE, 2017) suggests that the additional cost of achieving a BREEAM rating at the lower end of the scale is modest. The capital cost uplift of achieving a BREEAM 'Very Good' rating can be as little as 0.25%. Against this should be factored the lifecycle savings from a more sustainable and resource-efficient building.
- 5.85** Decentralised energy broadly refers to energy generation that is produced at the local level and connected to the distribution network. It can refer to energy from waste plants, combined heat and power, district heating and cooling, as well as geothermal, biomass or solar energy and micro-renewables. Schemes can serve a single building, new development, a whole community or town.
- 5.86** In terms of district heating system requirements these can be deployed at varying scales, from a few hundred metres between homes and flats to several kilometres serving entire communities and industrial areas. A district heating network facilitates the distribution of heat from a diverse supply of sources including waste heat captured from industrial processes and power generating units such as gas-fired CHP, as well as low carbon options such as heat pumps (air and water) and geothermal sources.
- 5.87** It is considered that proposals of a certain scale provide the economies of scale not only to be viable but also to provide carbon savings across the site. Applications of a certain size will be expected to install district heating schemes in line within this policy. If district heating is not proposed, an applicant should provide both viability and feasibility evidence and justification to demonstrate why it has not been included. Details on what other measures are included to reflect the essence of this policy and the council's overarching ambition to become energy autonomous should be included.



This policy links to the following Island Planning Strategy Objectives and Key Priorities:

- The environment and unique island characteristics are celebrated
- The community feels safe and the Island is resilient

Utility Infrastructure Requirements for New Development

C12

Utility Infrastructure Requirements for New Development

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.

Proposals for new development will need to demonstrate that a strategy is in place following discussion with the council and appropriate providers to connect to public utilities infrastructure and/or deliver the required infrastructure to support development.

- 5.88** 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.
- 5.89** 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.
- 5.90** The provision of new and supporting utilities, connections to existing utility infrastructure, exploring space capacity and the required additional capacity are essential elements of the island's future development needs and discussion between the developer, the council and infrastructure provider is expected to take place. Responsibility for the supply and maintenance of existing utility services rests largely with the statutory undertakers.
- 5.91** In specific relation to water and wastewater infrastructure, the council will generally condition planning permission approvals that no development will occur until the applicant can demonstrate that a strategy is in place following discussion with Southern Water to provide connections to public utilities infrastructure and/or deliver the required infrastructure to support development.
- 5.92** If the applicant would rather secure permission without such a condition, then a range of information within their application is required, such as 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.
- 5.93** 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.
- 5.94** 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.

This is a strategic policy and links to the following Island Planning Strategy Objectives



and Key Priorities:

- The environment and unique island characteristics are celebrated
- Outstanding digital and transport connectivity
- Businesses have the confidence to invest
- The community feels safe and the Island is resilient

Maintaining Key Utility Infrastructure

C13

Maintaining Key Utility Infrastructure

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):

- i. Wastewater Treatment Works, Sandown
- ii. Wastewater Supply Treatment Works, Golf Links Road, Sandown
- iii. Cross-Solent water connection, Gurnard
- iv. Cross-Solent electricity connection, Thorness Bay
- v. 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.

- 5.95** 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
- 5.96** 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. The council is proposing to redraw the settlement boundary in this area but recognises the importance of the WWTW and does not want to unduly restrict the ability of the utility provider to improve the existing facility, or if necessary, to expand it.
- 5.97** Approximately 30% of the Isle of Wight's current water supply is provided by the cross-Solent main, a fresh water pipeline connection between Gurnard and Lepe on the mainland which has capacity for 20 million litres per day.
- 5.98** The Island currently relies upon importing electrical power from the mainland via a series of three high voltage undersea interconnectors, which land at Thorness, and all of which are reported to be operating at maximum capacity. The Island's demand typically varies between a minimum of approximately 40MVA (mega volt amps) and a maximum of approximately 130MVA, which normally results in the Isle of Wight importing electrical power from the mainland.
- 5.99** 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.
- 5.100** 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).



- 5.101** 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.
- 5.102** 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.

This is a strategic policy and links to the following Island Planning Strategy Objectives and Key Priorities:

- The environment and unique island characteristics are celebrated
- Outstanding digital and transport connectivity
- Businesses have the confidence to invest
- The community feels safe and the Island is resilient

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:

- i. Consider the needs and requirements of all people in the community (both immediate and wider) it will serve;
- ii. Provide opportunities for multi-functional facilities;
- iii. Ensure that any provision of social and community infrastructure is accessible by cycling and walking and, wherever possible, public transport.;
- iv. 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:

- a) the facility is no longer needed for its original purpose, or viable for any other community use; or
- b) 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
- c) 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.

5.103 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.

5.104 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 8: Sustainable, Strong and Healthy Communities

- 5.105** 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.
- 5.106** Developers should consider identified local needs within Neighbourhood Development Plans or Community led supplementary planning documents where, for example, any deficiencies in services and/or facilities are identified. Developers should also work closely with the community to consider any further needs that have not been identified within Neighbourhood Development Plans or Community led supplementary planning documents.
- 5.107** 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.
- 5.108** 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).
- 5.109** 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.
- 5.110** 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.
- 5.111** 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.
- 5.112** 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.

This policy links to the following Island Planning Strategy Objectives and Key Priorities:

- The environment and unique island characteristics are celebrated
- All young people will have the best start in life so that they can fill their potential A well-educated and skilled community
- Community needs are met by the best public services possible
- The community feels safe and the Island is resilient

Island Planning Strategy Section 8: Sustainable, Strong and Healthy Communities

- People take responsibility for their own health and wellbeing

Community-led Planning

C15

Community led Planning

Where town and parish councils have undertaken place plans and/ or masterplanning work that has been endorsed by the council, development proposals should demonstrate how they contribute to achieving the aims of the community-led plan.

Major development proposals will be required to submit a statement setting out the type, scale and results of public consultation carried out in advance of application submission.

- 5.113 The council recognises that community engagement often benefits from starting with what people and communities are interested in and what their concerns are, not the statutory duties and programmes of public authorities.
- 5.114 There are a number of routes for community-led work to be formalised into planning policy, particularly neighbourhood development plans. 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.
- 5.115 Community-led place plans or masterplans 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.
- 5.116 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 outcomes.
- 5.117 Community-led place plans or masterplans could be endorsed through a formal council-led process, such as a supplementary planning document.

This policy links to the following Island Planning Strategy Objectives and Key Priorities:

- The environment and unique island characteristics are celebrated
- Community needs are met by the best public services possible

Island Planning Strategy Section 8: Sustainable, Strong and Healthy Communities



Our Approach Towards Sustainable Development and Growth

- 6.1** Planning plays a major role in enabling sustainable development, which is the central pillar of the National Planning Policy Framework (NPPF). This is development that meets the needs of the present without compromising the ability of future generations to meet their own needs.
- 6.2** The Government expects the planning system to actively encourage growth, giving local people the opportunity to shape communities whilst providing sufficient housing to meet local need and supporting economic activity. This approach is entirely consistent with the council's vision and aspirations for the Island. In this context, it is important that the planning system does everything possible to support economic growth and sustainable development, an issue heightened by the recent Covid-19 pandemic and the need for businesses to be supported during the recovery period.
- 6.3** Ensuring that all development on the Island is sustainable and delivers what we need and where we need it is crucially important to everyone on the Isle of Wight. The policies in this part of the plan are designed to give clear direction on how the council intends to achieve this.
- 6.4** 'Our Approach Towards Sustainable Development and Growth' is complemented by the nationally established presumption in favour of sustainable development that is set out in the NPPF and gives a clear commitment to sustainable development. What this means in terms of where development will be located on the island is set out in 'Priority Locations for Development and Growth'.
- 6.5** There is also a responsibility to ensuring that development is viable and can deliver what is required by the policies of this plan. The approach is explained in 'Developer Contributions' and 'Managing Viability'. If planning permission is granted, the council want to see it delivered. Council powers are limited on this front, but 'Ensuring Planning Permissions are Delivered' provides a clear message to the development community over what is expected in terms of delivery.
- 6.6** The policies confirm that the council will take a positive approach that reflects the presumption in favour of sustainable development, as set out in the NPPF. The draft 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.



G1

Our Approach Towards Sustainable Development and Growth

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 2038, through allocated housing sites, windfall sites and those already with planning permission with the majority being built on previously developed land. The allocations offer a range of sites of differing scales and delivery rates, with a focus on smaller and medium sized developments. These will be complemented by Key Priority Sites allocated at Camp Hill and Newport Harbour.

Job creation opportunities will be provided through employment site allocations, support for intensification and expansion of existing industrial estates and by facilitating home working. The role of town centres will be strengthened through the provision of appropriate retail and commercial floorspace and support for businesses to be flexible and agile. By locating development in the most sustainable locations the need to travel will be reduced.

To facilitate travel on the Island, improvements to the existing road network, particularly in Newport are planned and a crossing over the River Medina is being investigated. 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 facilitate more journeys by sustainable modes of transport.

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.

Where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, the council will grant permission unless:

1. The application of policies in the National Planning Policy Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
2. Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Framework as a whole.

- 6.7** The policy sets out a clear statement of what the council considers sustainable development and growth will look like on the Island over the plan period. It takes its cue from national policies and the presumption in favour of sustainable development, and couples these with the local issues that have been identified by evidence collecting and through public consultation and engagement.



- 6.8** The prime focus of the Plan is on delivery and what is achievable and practicable given the island's detachment from the mainland and the additional costs and uncertainties that come with this. There is a focus on meeting island needs, particularly housing, using previously developed land and on seeking development that is realistically achievable. It is also essential for the policies of the Plan to provide a flexible environment that allows both the community and businesses to recover from the Covid-19 pandemic, and also to respond to some of the social changes that will occur as a result of this period.
- 6.9** Where solutions cannot be achieved through negotiation planning applications will be refused. The use of pre application advice is encouraged in the case of large or complex applications, Planning Performance Agreements may be considered.
- 6.10** The council will engage positively with statutory consultees and infrastructure providers to identify ways to support the delivery of sustainable development. To support this process, applications should be accompanied by appropriate supporting information to enable a positive and timely determination. This will be greatly assisted where applicants actively engage in pre-application discussions with the local community, the council and other consultees.
- 6.11** Where there are breaches of planning control, enforcement action will be taken where justified following the guidelines set out in the council's Planning Enforcement Policy Plan.
- 6.12** The policies of the plan, either individually or as a whole, will contribute to achieving sustainable development, and the spatial elements of the approach set out in the above policy are summarised on the Key Diagram.

This is a strategic policy and links to the following Island Planning Strategy Objectives and Key Priorities:

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- Businesses have the confidence to invest
- All young people will have the best start in life so that they can fulfil their potential
- A well-educated and skilled community
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Priority Locations for Development and Growth

G2

Priority Locations for Development and Growth

The focus for sustainable growth is within the settlement boundaries of the island's Primary and Secondary settlements and the Rural Service Centres:

Primary Settlements: Cowes, 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

Development in Sustainable Rural Settlements will be carefully managed and will only take place where it improves their sustainability and addresses local need through Exception Sites:

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);
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.

Outside the defined settlement boundaries, proposals for development will only be supported if they accord with H4 - Infill Opportunities outside Settlement Boundaries, H6 Housing in the Countryside and H7 Rural & First Home Exception Sites.

- 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.
- 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 current settlement boundaries to incorporate allocated sites, and these can be viewed on the draft Policies Map.
- 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 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. By growing settlements in this way, growth can be managed, and the proposed allocations 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 a minimum rather than a target or ceiling.
- 6.17** Sustainable Rural Settlements will not have settlement boundaries, as the council wishes to improve their sustainability through carefully managed growth focused on exception sites in line with H7 rather than through speculative development. No site allocations are made in 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 that the provision of an element of 'aspirational' housing improves the island's ability to attract professional workers and higher income groups. This can include all dwelling sizes and costs, but factors such as the physical environment of the area and the availability of good schools are attractive. The council will support in principle proposals that bring forward such a housing offer, in line with our housing mix policies and other relevant policies of the plan.
- 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.

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Developer Contributions

G3 Developer Contributions

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.

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 seek provision of the following infrastructure where necessary:

1. Affordable Housing;
2. Highway 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 and detailed junction design work related to it;
3. 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;
4. Provision of educational infrastructure. This requirement applies to housing developments of 10 dwellings or more.
5. Provision of health infrastructure. This requirement applies to developments of 10 dwellings or more
6. Coastal and flood risk reduction, water management
7. Provision of digital infrastructure
8. Open space, SANGs, cultural, public realm provision, community and sports infrastructure/ facilities.

An applicant is expected to provide evidence that dialogue has taken place with relevant infrastructure providers. 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 draft Island Planning Strategy.



- 6.23** While the council will expect developers to provide the infrastructure required to deliver sustainable development, an open book viability assessment of a development should be provided in circumstances where the requirements of the policies within the plan may not be met. The assessment should outline why each requirement cannot be met in full. The council will publish this information and expect developers to meet the council's full costs for evaluating the open book viability assessment.
- 6.24** The types of contribution (either financial or actual) that may be required for development may vary, depending on the location, type or constraints to proposed development.
- 6.25** It should be noted that in accordance with Bird Aware Solent guidance, housing developments within a 5.6km radius of the Solent and Southampton Waters Special Protection Area should provide the relevant contribution towards mitigating the recreational impact of additional housing on the designated site, unless suitable alternative mitigation is provided in agreement with Natural England.
- 6.26** Developments must also demonstrate Biodiversity Net Gain through the completion of a Biodiversity Metric to be submitted as part of any planning application. Where relevant, applications with a net gain of residential dwellings or tourist accommodation must demonstrate nitrogen neutrality in line with the IWC Position Statement and latest guidance from Natural England.
- 6.27** The council will explore all the mechanisms available to ensure delivery of infrastructure but because of changes expected to the collection of developer contributions the council has no current plans to introduce CIL.

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Managing Viability

G4 **Managing Viability**

Should an open book viability assessment demonstrate 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:

1. Securing public subsidy
2. Flexibility in the affordable housing tenure, type and size mix
3. Changes to the density of the proposal
4. Re-phasing the proposal
5. Deferral of the delivery of the plan requirements
6. Reducing the policy requirements

If none of the above are considered appropriate the council will refuse the application. Where the council requires the input of independent viability consultants to review the submitted assessment, these costs will be met by the applicant.

Any viability assessments submitted to the council, and the findings of any review of these will be made publicly available.

- 6.28** 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. 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.
- 6.29** 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.
- 6.30** 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.
- 6.31** 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.
- 6.32** 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, 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. These will form the basis of negotiations with developers and landowners.



- 6.33** 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.
- 6.34** 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.

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Ensuring Planning Permissions are Delivered

G5

Ensuring Planning Permissions are Delivered

The council expects to see development starting as soon as possible, once planning permission has been granted.

When dealing with applications where planning permission 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 development proposals, the council will:

1. Require a delivery timetable to be provided as part of the planning application;
2. Impose a planning condition or legal agreement clause requiring development to be delivered in line with the submitted delivery timetable which must begin within a timescale shorter than the relevant default period;
3. Continually review how it might work with developers to ensure the delivery of the site;
4. Require a masterplan to demonstrate that different products on a site can compete in the market, at the same time, in the same location to maximise delivery;
5. Require a statement setting out the type, scale and results of public consultation carried out in advance of submission

Where all reasonable efforts have been made to ensure the build-out on stalled sites, the council will actively use its compulsory purchase powers to support delivery.

- 6.35** There are over 1,500 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, it is however considered necessary to have a policy in place to strongly encourage the implementation of permissions. 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.
- 6.36** 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.
- 6.37** Where 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.
- 6.38** 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.

- 6.39** When considering the content of delivery timetables, the Council will consider the track record of the applicant and/or agent 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 agent's track record of strong or poor delivery may be relevant when considering the reliability of the delivery timetable.
- 6.40** 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.
- 6.41** The council will look to work with developers in a pro-active and positive manner to facilitate and support the delivery of permitted development sites 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.
- 6.42** The council will also expect major development proposals to be the subject of meaningful pre-application public consultation to ascertain community feedback on the scheme. Details of the consultation undertaken and how the comments have helped shaped the application submitted should be provided. Engaging with the community as a scheme is put together can often assist with removing barriers to delivery after planning permission is granted.
- 6.43** 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, the council will actively use its compulsory purchase powers to intervene to support the delivery of the site.

This policy links to the following Island Planning Strategy Objectives and Key Priorities:

- Businesses have the confidence to invest
- People have a place to call home and can live with independence



- 7.1 The policies in this section are designed to support the delivery of housing that is needed on the Island. To provide certainty to residents and the development sector, land is allocated for housing and the expectations for each allocated site are clearly set out in **'Sites Allocated for Housing', 'Key Priority Sites' & 'Housing Development General Requirements'**. Windfall sites and infill development opportunities are subject to design considerations and should have a positive impact on the character of the area, **'Infill Opportunities outside Settlement Boundaries'**.
- 7.2 Ensuring the delivery of affordable housing for Island residents is challenging, reflected in the low levels of affordable housing delivery in the last few years. Delivery of affordable housing is therefore a priority of this Plan. 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 development mix requirements 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

The council is planning for **7,290 net additional dwellings** over the plan period (2023-38), at average of **486 dwellings per year**.

The supply of new homes will come from the following sources:

From large sites with planning permission:	1,083 dwellings
From sites allocated in policy DHWN2:	4,707 dwellings
From windfall sites*:	1,500 dwellings
TOTAL:	7,290 dwellings

** Windfall sites are dwellings delivered on sites with a net gain of less than 10 dwellings and the council believes at least 100 dwellings per year will be delivered on such sites*

To achieve the above the council will:

1. Seek to ensure sites with planning permissions are delivered in a timely manner (see policy G5);
2. Allocate sites to deliver housing (see policy H2);
3. Support sustainable development proposals within existing settlements that optimise the use of previously developed land (see policy H9);
4. Support Rural and First Homes exception sites that meet locally identified housing needs (H7).

- 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 486 dwellings per annum which it believes is at the upper limits of what is deliverable by the island housing market across the whole Plan period.
- 7.6 In line with the NPPF, the development of 7,290 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 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 3,036 units, at an average of 606 dwellings per annum. Using the local plan housing number of 486 dwellings per annum, the 5-year requirement is 2,430 dwellings, meaning a 25% buffer is included within the delivery trajectory for years 1 to 5 of the plan period.

Source of supply	Year 1	Year 2	Year 3	Year 4	Year 5	Years 6-10	Years 11-15	Total
Large sites with permission	209	70	55	90	97	305	285	1083
Allocated sites	328	420	465	429	373	1862	830	4707
Windfall	100	100	100	100	100	500	500	1500
Total	637	590	620	619	570	2742	1512	7290

Table 7.1 Island Planning Strategy Indicative Housing Trajectory

- 7.8 Appendix 5 includes further details on the indicative housing trajectory of the plan that demonstrates there will be a spread of development coming forward across the island throughout the plan period. There is a mix of size and location of the proposed allocations and existing permissions with the focus of growth on the primary settlements of Newport, Ryde and Cowes.
- 7.9 To ensure housing allocations come forward in a timely manner to help meet the requirements of the Housing Delivery Test, address housing needs and to maintain a five year land supply of deliverable sites, the council will actively work with landowners and developers to establish the likely phasing and delivery of sites.
- 7.10 'Windfall' sites (those with a net gain of less than 10 dwellings) have been factored into the council's housing supply. These are sites considered too small for allocation, but they have been a consistent source of supply within the island housing market for many years. In the 4 years from 2016/17 – 2019/20, completions on sites between 5 and 9 dwellings totalled 108 dwellings, or 27 per annum, whilst completions from sites of 4 dwellings or less in the same period totalled 394 dwellings, or 99 per annum. The council has taken a conservative approach of including 100dpa from windfall sites, which represents 80% of the recent supply from these sites that provide a realistic and robust source of supply.
- 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, H7 and/or H9.



- 7.12** Other development proposals may come forward and be acceptable subject to conformity with the policies within the Island Planning Strategy. Pre-application advice should be sought in these instances in particular where sites are for major development schemes. Applications should be submitted with all relevant details and having undertaken any relevant studies or investigations.
- 7.13** The council will monitor the outcomes of the policy through the following two annual reports:
1. The Authority Monitoring Report (AMR). This will record permissions granted as well as developments under construction; and
 2. The five-year land supply report. This will set out what sites are considered to be suitable and deliverable in a five-year period;
 3. Performance against the Housing Delivery Test.
- 7.14** With any planning process it is necessary to include a degree of flexibility to allow for unexpected events such as significant increases in demand or delay in sites coming forward. The plan contains several forms of flexibility to allow for this. Firstly, whilst there is an allowance for windfall developments within our housing supply, this is not 'capped', and the Council is aware from its SHLAA and Brownfield Capacity work that additional land could come forward. Windfall sites provide the most likely a source of additional dwellings should demand exceed the capacity of the allocations and planning permissions. Secondly, the capacity of the allocated sites has been calculated based on a conservative density estimate with the potential for future planning applications to exceed the indicative numbers provided.
- 7.15** The council recognises that the housing number set out in the policy is not a target to aim for but is reflective of historic delivery patterns on the island. 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.

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Sites Allocated for Housing

H2

Sites Allocated for Housing

The sites listed in Appendix 1, 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:

1. Site specific allocation Policy KPS1 & KPS2;
2. The generic allocation requirements set out in Policy H3; and
3. The specific allocation requirements set out in Appendix 2, where relevant; and
4. All other relevant policy requirements set out in this plan.

The yield identified in Appendix 1 is for indicative purposes only and the final number of homes or other development provided will be determined through the planning application process.

Proposals will not be permitted where the infrastructure required to serve the development is either not readily available or will not be provided alongside the development.

Where it can 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 includes a clear delivery timetable that will be secured via planning condition or legal agreement clause (see policy G5) demonstrating that the homes will be delivered to help address the identified 5-year housing land supply shortfall.

7.16 This policy seeks to encourage delivery of housing across the Island by setting out those sites that are suitable for residential and other development. 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

7.17 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 1 together with indicative site capacities. Two 'Key Priority Sites', Camp Hill and Newport Harbour, have the potential to deliver transformational development on brownfield land across a significant proportion of the plan period and therefore have their own site-specific policies to guide development proposals.

7.18 Most sites have been submitted and assessed through the strategic housing land availability assessment and are assessed as suitable, available and achievable at some point in the plan period. By allocating a range of types and size of sites they will come forward and be delivered in a way that helps meet the housing requirement figure.

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- 7.19** 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 achievability 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.
- 7.20** Where a proposal is being developed for an allocated site, applicants are expected to refer specifically to Policies H2, KPS1, KPS2, H3 and Appendices 1 and 2, and submit applications considering the relevant policy requirements as well as incorporating any other Island Planning Strategy requirements where applicable.
- 7.21** 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.
- 7.22** Given the historic rate of delivery of housing on the island set against the nationally prescribed standard methodology, it is possible that there may be a shortfall in the 5-year supply of available housing land in the early years of the plan period 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.
- 7.23** In exceptional circumstances, where fully justified, planning permission may be granted for major residential sites that currently have planning consent that is due to expire but have not yet come forward for delivery.

This is a strategic policy and links to the following Island Planning Strategy Objectives and Key Priorities:

- People have a place to call home and can live with independence

Key Priority Sites

KPS1

Key Priority Site 1: HA39 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: -

- i) At least 1,200 homes providing at least 35% affordable housing and a mix of housing sizes in line with H5 & H8;
- ii) 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;
- iii) Community use floorspace (Class E uses)
- iv) An improved road network to allow ease of movement to and through the site
- v) Public transport improvements
- vi) Multiuser links to the existing sustainable transport network and the wider area
- vii) A mix of on-site SANGs, open and recreation space and improvements to Parkhurst Forest as a recreational space;
- viii) Landscape buffers to the ancient woodland and SINC; and
- ix) 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:

- a) 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;
- b) 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;
- c) opportunities for connections into and from Parkhurst Forest are fully explored together with working with the Forestry Commission 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;
- d) there is adequate provision for surface water run-off and due consideration of flood risk elsewhere;
- e) good links to the wider footpath and cycle network are provided,
- f) highway improvements necessary for the development to go ahead are delivered;
- g) 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.
- h) the development utilises the heritage assets on the site to reinforce the cultural connections between the site and its surroundings. Ensuring a sustainable future for the Camp Hill Prison buildings is encouraged.

Archaeological, historic and biodiversity assessments must be undertaken to record findings where relevant and to assess relevant impacts and provide mitigation where appropriate.

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- 7.24** Land at the former HMP Camphill is key priority site for the Council that has the potential to deliver transformational development that meets island needs across a significant proportion of the plan period. The site is a mixture of brownfield and greenfield land of approximately 99 hectares. It lies within 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 1,200 homes through a mixture of new development and adaptation and refurbishment of the former prison buildings. A master plan for the whole area that aligns with the National Model Design Code and any subsequent local design guidance will be agreed by the Council to guide the phasing and delivery of this site.
- 7.25** The site should accommodate a mix of housing tenures, types and sizes, reflecting the requirements of policy H5 and the mixes of market and affordable housing set out in policy H8. As the site will be delivered over a number of years, it is expected that a phased approach will be taken and any permissions granted should include sufficient flexibility in phasing plans and legal agreements to allow updated housing need evidence to inform the mix of future phases.
- 7.26** A network of long term public on-site 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. The proximity of Parkhurst Forest provides opportunities for public access and enjoyment of this woodland to the north and west. 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 the Forestry Commission 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.
- 7.27** 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.
- 7.28** On and off-site provision and contributions to community infrastructure, including education provision, will be sought in line with policy G4 and secured through a section 106 legal agreement.

This is a strategic policy and links to the following Island Planning Strategy Objectives and Key Priorities:

- Outstanding digital and transport connectivity;
- Businesses have the confidence to invest;
- All young people will have the best start in life so they can fulfil their potential
- A well-educated and skilled community
- The community feels safe and the Island is resilient
- People take responsibility for their own health and well being
- People have a place to call home and can live with independence

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:

- i) At least 250 homes providing a minimum of 35% affordable housing and a mix of unit sizes in line with H5 & H8;
- ii) serviced employment land for office, general industrial or storage and distribution uses 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;
- iii) Flexible retail, financial and professional services, food and drink floorspace (Class E);
- iv) Community/education use floorspace (Class E);
- v) On site open / recreation space;
- vi) Multi user links to the existing sustainable transport network and wider area;
- vii) Public transport improvements as required;
- viii) Public realm improvements including improved access to the waterfront; and
- ix) 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 the masterplan prepared by the Isle of Wight Council in conjunction with the local community. The masterplan will ensure that:

- a) the design and layout relate positively to the area and does not have an adverse impact on the amenity of surrounding properties or businesses;
- b) the on-site open space is provided together with management put in place to support its future retention and maintenance.
- c) there is adequate provision for surface water run-off and due consideration of flood risk taking into account the council's SFRA Level 2 Fact Sheet;
- d) good links to the wider footpath and cycle network are provided,
- e) the development will deliver highway improvements necessary for the development to go ahead;
- f) 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.

- 7.29** Land at Newport Harbour is primarily a previously developed site of approximately 2.5 hectares. The land is in public sector ownership and lies within the existing built up area adjacent to the harbour, town centre, community facilities, shops, schools, employment areas and the transport network. Newport Harbour may act as a catalyst and provide an excellent opportunity for the Council to work with other public sector partners (including the police, the fire authority, the CCG and Homes England) to bring forward additional high-quality, sustainable mixed-use development on public sector land within the town centre.

Island Planning Strategy Section 7: Housing

- 7.30** The site allocated incorporates the area covered by the recently approved Newport Harbour Masterplan (IWC, 2020) 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.
- 7.31** 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.
- 7.32** 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.
- 7.33** 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.
- 7.34** 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.
- 7.35** On and off-site provision and contributions to community infrastructure will be sought in line with policy G4 and secured through a section 106 legal agreement.

This is a strategic policy and links to the following Island Planning Strategy Objectives and Key Priorities:

- Outstanding digital and transport connectivity
- Businesses have the confidence to invest
- All young people will have the best start in life so they can fulfil their potential
- A well-educated and skilled community
- The community feels safe and the Island is resilient
- People take responsibility for their own health and well being
- People have a place to call home and can live with independence

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, taking account of the context, setting, character and local vernacular in accordance with the relevant policies of this plan, and provide:

1. An appropriate mix of dwelling types and sizes.
2. Improvements to the highway infrastructure as required.
3. Improved access to public transport.
4. 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.
5. Safe vehicle and pedestrian access, preserving hedgerows wherever possible where they form roadside boundaries.
6. New or extensions to footpaths or pavements, when relevant these shall be designed to take account of pedestrian safety, pedestrian and vehicular inter-visibility and incorporate any natural features.
7. Appropriate landscape buffers and management plans, especially when sites are located on the edge of the area with fields adjacent; and
8. Appropriate incorporation of ancient, veteran or other protected trees or ancient hedgerows into the design and layout of the development.

Furthermore, sites for 10 or more dwellings will also be expected to deliver:

1. Affordable housing in line with H5;
2. Onsite play and open space or contribution towards a nearby facility as required;
3. A contribution, if required, towards children's services facilities;
4. Proportionate contributions to improvements to off-site junctions identified in Tables 9.1 and 9.2, if required.

Sites of 75 or more dwellings will be expected to provide any Suitable Alternative Natural Greenspace (SANG) in line with EV3 and EV6.

Where there are two or more sites in close proximity the council will work with the developer to ensure that they are phased so as to not prejudice the delivery or viability of nearby or adjacent sites.

7.36 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. Each allocated site has been considered individually. Applicants will be expected to submit applications taking into account the above policy and other Plan policies where relevant.

7.37 Additional site-specific requirements are set out in Appendix 2 and these have been identified where:

1. A site is large and has the potential to develop a number of houses and other aspects.
2. There may be more than one landowner and a more specific approach is required to ensure the site is delivered in a comprehensive manner.
3. There is a feature, constraint and/or unique characteristics that require a specific policy approach.

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7.38 Any application submitted will be determined against the above policy, the development plan as a whole and any other material considerations. The council's approach towards developer contributions and viability are set out in policies 'Developer Contributions' and 'Managing Viability' respectively.

7.39 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 (SANGs) for larger sites

7.40 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 SANGs in line with Policy EV6 'Protecting and Providing Green and Open Spaces' .

Phased delivery

7.41 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.

7.42 '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.

This is a strategic policy and links to the following Island Planning Strategy Objectives and Key priorities:

- The environment and unique island characteristics are celebrated
- Outstanding digital and transport connectivity
- People have a place to call home and can live with independence

Infill Opportunities

H4

Infill Opportunities outside Settlement Boundaries

Housing outside the settlement boundaries will 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:

1. They would not unduly damage the amenity of neighbouring properties and the prevailing character of the surrounding area;
2. The layout would respect the density/ size of surrounding plots;
3. The size of the development is generally between one and three dwellings

Any proposal which fails to respect the character of the area or would result in the loss of an important area of open space will be refused.

7.43 There will be circumstances across the Island where existing settlements and villages could accommodate additional housing without having an impact on the character of the area. Such sites may be designated in neighbourhood plans.

7.44 Infill sites are a small gap in 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.

7.45 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 brought forward for housing, providing they do not impact on the spatial characteristic of the area.

7.46 Any proposal for infill development must respect the character of properties in the immediate area in terms of height, scale, mass, design, appearance and materials. The nature of these developments is generally between one to three units and as such could also present good opportunities for self-build or smaller local builders.

This policy links to the following Island Planning Strategy Objectives and Key Priorities:

- The environment and unique island characteristics are celebrated
- People have a place to call home and can live with independence

Delivering Affordable Housing

H5 Delivering Affordable Housing

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. On such sites at least 25% of the affordable homes provided must be available as 'First Homes'*.

Affordable housing should be provided on-site. Only in exceptional circumstances will affordable housing be considered through off site provision or financial contributions, or by a combination of the two.

For development proposals resulting in a net gain of up to 9 dwellings within the AONB, the council will collect financial contributions towards affordable housing.

All financial contributions towards affordable housing will be collected in accordance with the relevant adopted supplementary planning document.

An informed tenure split of affordable housing will be supported, based on the most up to date available evidence but will be required to deliver 25% of affordable homes secured via Section 106 as First Homes*, and for the remaining affordable dwellings a target mix of 70% of affordable housing for rent (which are at least 40% below local market rents) and 30% starter homes, discounted market sales or other affordable routes to home ownership.

However affordable housing is provided, it should ensure that it remains affordable in perpetuity, with the exception of the provisions through Right to Buy.

** First Homes are homes available to buy for qualifying first time buyers but with a minimum discount of 30% below their full market value. The Council has the ability to prioritise these homes for local people and/or key workers and increase the discount from market value based on local affordability, therefore will require a minimum discount of 40% from market value on these homes.*

- 7.47** 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. 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. Work has shown for a typical dwelling to be affordable on the Island it needs to be around 60% of market value. 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.
- 7.48** The planning practice guidance describes affordable housing need as being an estimate of "the number of households and projected households who lack their own housing or live in unsuitable housing and who cannot afford to meet their housing needs in the market". Affordable housing need within the council's 2018 Housing Needs Assessment (HNA) falls within two areas: current need (those on the Housing Register) and newly arising need; this being split into newly forming households and existing housing holds falling into need. As the Local Plan is planning for an 'island realistic' housing number, the focus of affordable housing provision will be centred on those currently in need.

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- 7.49** The HNA identifies that 242 dwellings per annum should be provided to meet the affordable housing need on the island, based on an overall housing need of 641 dwellings per year (the standard methodology number at the time of the HNA being undertaken). As the Local Plan includes an 'island realistic' housing number of a minimum of 486 dwellings per annum, using a basic application of the 35% affordable housing requirement from qualifying sites (i.e. non-windfall), this could see 135 affordable units per annum delivered. This would represent a significant increase from recent affordable housing delivery on the island and part of the balance in establishing the island realistic housing number for the Local Plan includes the requirement to boost the number of affordable homes with a constrained delivery market.
- 7.50** The council's annual monitoring report 2019/20 identified that 6 affordable housing units, as defined in the NPPF, 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. These figures crystallise the acute affordable housing provision 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 under other policies (for example G2, H7 & H9).
- 7.51** 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 mix of general market housing and affordable housing contributes to meeting identified needs. The council will work to provide up to date information on area based affordable housing tenure needs in a Supplementary Planning Document (SPD) that will be updated on a regular basis. Applications will be expected to align with the latest version of this SPD at the time of submission of a valid application.
- 7.52** Proposals that can deliver more than the 35% requirement as set out in H5 will be welcomed. The council recognises that national policy expects affordable housing to be delivered on-site and H5 aligns with this. However, due to the lack of delivery of affordable housing on the Island over a sustained period of time, the council considers that in exceptional circumstances a more flexible approach towards the delivery of affordable housing may be required. Such an approach reflects the challenges of viability for development on the Island, the changes towards government subsidy for affordable housing and the needs of Island residents that are not currently being met.
- 7.53** 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.
- 7.54** A contribution will be required towards the delivery of affordable housing to be provided with AONBs, which fall within the definition of designated rural areas, in accordance with the council's Affordable Housing Supplementary Planning Document.
- 7.55** 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.
- 7.56** In rural communities across the Island houses prices are often not affordable for young people living within them. As a result, people could be forced to leave the area they have grown up in to find accommodation that they can afford. This can impact on the community cohesion but also the age range of residents. Rural and First Home Exception sites (policy H7) are a means of providing affordable housing to meet identified local needs, helping to sustain the community and allow people to have greater choice in where they live.

This is a strategic policy and links to the following Island Planning Strategy Objectives and Key Priorities:

- All young people will have the best start in life so that they can fulfil their potential
- The community feels safe and the Island is resilient
- People take responsibility for their own health and wellbeing
- People have a place to call home and can live with independence
- Vulnerable people are supported and protected

Housing in the countryside

H6 **Housing in the countryside**

Isolated dwellings in the countryside will only be supported where they: -

1. Meet a proven essential need for a rural worker to live permanently at or near their place of work
2. Provide a replacement dwelling, an extension to an existing dwelling or subdivision of an existing residential dwelling
3. Re use a redundant, structurally sound building appropriate for this use which enhances its setting
4. Secure the optimal use of a heritage asset or would be appropriate sympathetic enabling development to secure the future of the heritage asset

Proposals within the AONB will also need to demonstrate how they conserve and enhance the natural beauty of the area.

- 7.57** New isolated dwellings in the countryside intended for rural workers should meet a clearly established 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, for the first three years it should be provided by a temporary dwelling unless exceptional circumstances can be demonstrated. Such dwellings will be subject to an occupancy condition.

Replacement dwellings

- 7.58** 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.
- 7.59** 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.

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Extensions

- 7.60** 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

- 7.61** 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.
- 7.62** 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.
- 7.63** 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

Rural Exception Sites

To help contribute to meeting the required housing need for affordable housing across the Island, the council will support the principle of affordable housing in perpetuity to meet a local need on rural exception sites.

The council will consider a small number of market homes on a rural exceptions site, where it can be demonstrated they will facilitate the delivery of the whole scheme

First Homes Exception Sites

First Homes exception sites should be located adjacent to an existing settlement (as defined in policy G2), must be proportionate in size, not have a negative impact on any protected areas and meet any local design policies.

In line with Government policy, First Homes Exception Sites will not be acceptable in designated rural areas therefore would not be supported within the Area of Outstanding Natural Beauty (AONB) on the island.

- 7.64** There has been a lack of delivery of affordable housing on the Island in recent years and to help reverse this trend the council needs to think differently about how it can facilitate opportunities for affordable housing to be delivered across the island.
- 7.65** 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.

Island Planning Strategy Section 7: Housing

- 7.66** The council does not wish to be prescriptive and set a maximum percentage for market housing in a rural exceptions policy. Instead it is considered more appropriate that the number of market homes will be determined by the site-specific circumstances, and any proposals will need to provide justification for the number of market houses proposed. 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.
- 7.67** Rural exception sites are defined in national planning policy (see NPPF glossary). Key elements of this definition are that they are **small sites** used for affordable housing **in perpetuity** where sites may **not normally be used for housing**. The council will therefore consider sites that do not comply with the spatial approach of the plan.
- 7.68** For the purposes of this policy the council considers small sites to be sites with a net gain of up to 20 dwellings in total (including market housing). In circumstances where there is a significant local need and lack of supply of affordable housing, this figure could be increased. Where this is proposed the council strongly advocates the use of its pre-application advice service, to ensure that all parties are clear about the issues at the earliest possible point in the process.
- 7.69** 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 that it should be appropriate in scale, character and appearance.
- 7.70** A Housing Needs Survey carried out in 2020, 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 in 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.
- 7.71** 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.

This is a strategic policy and links to the following Island Planning Strategy Objectives and Key Priorities:

- All young people will have the best start in life so that they can fulfil their potential
- People take responsibility for their own health and wellbeing
- People have a place to call home and can live with independence
- Vulnerable people are supported and protected

Ensuring the Right Mix of Housing

**H8
Ensuring the Right Mix of Housing**

All proposals for residential development should demonstrate how they provide an appropriate mix of housing types and tenures that contribute to meeting identified needs and market demand in line with policy H5.

Development proposals for 10 or more dwellings should aim to deliver the percentage splits for housing sizes and tenures as set out below, or provide evidence to justify a different approach:

Tenure	1-bed	2-bed	3-bed	4+bed
Private	5%	35%	40%	20%
Affordable rent	50%	30%	15%	5%
Low cost home ownership	25%	45%	25%	5%

- 7.72** The recent lack of affordable housing delivery means that provision of a specific focused mix for affordable units, both for rent and low-cost ownership, is needed in policy so that the affordable provision planned for with the Local Plan meets as much of the highest identified needs as possible. The affordable mixes within the policy are based on the identified need of the Island Housing Register from the last 5 years. Targeting the groups hit most severely by the recent lack of overall housing delivery, the proposed policy solution is to drive as much new affordable supply in that direction as possible, resulting in a reduction in the number of people most in need. The private mix is based on the HNA and a balance of dwellings is suggested that takes account of the demand for homes and the changing demographic profile, ensuring the plan policies remain viable and deliverable.
- 7.73** 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.
- 7.74** The policy approach is designed to ensure that the reality of the local housing markets is reflected and the risks of creating imbalanced communities and unviable developments are avoided. The council wants to provide better access to housing and is particularly aware of the need for one and two bedroom properties for affordable rents to Island residents to help meet those in most urgent need, whilst low-cost home ownership is focused on 2 and 3 bed properties providing smaller family housing for younger households.
- 7.75** 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.

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- 7.76** The Housing Needs Assessment concludes all dwellings should meet M4(2) standards accessible and adaptable of the Building Regulations. When considering different housing types, the council will use the Ministry of Housing, Communities and Local Government [definitions of general housing terms](#).

This is a strategic policy and links to the following Island Planning Strategy Objectives and Key Priorities:

- All young people will have the best start in life so that they can fulfil their potential
- People have a place to call home and can live with independence
- Vulnerable people are supported and protected

Previously Developed Land

H9 New Housing on Previously Developed Land

The Council will support the land use principle of residential led development schemes on all previously developed (brownfield) sites.

For previously developed land within the settlement boundaries, proposals should:

- Make most efficient use of the site taking account of its urban context;
- Ensure adequate external amenity space is provided for new dwellings;

For previously developed land outside the settlement boundaries, proposals should:

- Seek to meet any locally identified housing need;
- Ensure the scale and built form of any redevelopment reflects the scale and built form of existing buildings on site being replaced;
- Where no buildings are present, ensure development does not detract from the character and setting of the area;
- 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.

- 7.77** 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.
- 7.78** Whilst a number of previously developed sites have been allocated for residential redevelopment in policy H2, how many that will end up delivering dwellings during the plan period will not yet be known or be available.
- 7.79** 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.

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- 7.80** 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.
- 7.81** 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.
- 7.82** 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.

This is a strategic policy and links to the following Island Planning Strategy Objectives and Key Priorities:

- The environment and unique island characteristics are celebrated
- All young people will have the best start in life so that they can fulfil their potential
- Businesses have the confidence to invest
- People have a place to call home and can live with independence

Self and Custom Build

H10

Self and Custom Build

The council recognises the many benefits to the Island of self and custom-built dwellings. To support this method of delivering housing, development proposals that would result in a net gain of 25 or more dwellings should include at least 5% of dwelling plots to be available for self and custom building.

These plots 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 self and custom build, a design code will be agreed between the council and developer

- 7.83** 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. The requirements of this policy will also contribute to the council achieving national requirements relating to self and custom build dwellings. The policy requirements will be applied to all proposals that result in a net gain of 25 or more dwellings.
- 7.84** The council uses the definition given in the Housing and Planning Act 2015 which states that self-build and custom house building are:

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“...the building or completion by – (a) individuals, (b) associations of individuals, or (c) persons working with or for individuals of houses to be occupied as homes by those individuals. But it does not include the building of a house on a plot acquired from a person who builds the house wholly or mainly to plans or specifications decided or offered by that person”.

- 7.85** 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

- 7.86** 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.
- 7.87** 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.
- 7.88** 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

- 7.89** The council will seek 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.
- 7.90** The council will be able to provide information from its 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.

This policy links to the following Island Planning Strategy Objectives and Key Priorities:

- The environment and unique island characteristics are celebrated
- A well-educated and skilled community
- People have a place to call home and can live with independence

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:

1. are sustainably located, preferably within or immediately adjacent settlement boundaries (as shown on the Policies Map);
2. 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;
3. 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;
4. includes adequate levels of privacy and residential amenity for site occupiers;
5. are or can be well integrated using landscaping, boundary treatments and screening materials which are sympathetic to the character of the area;
6. 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
7. 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.

7.91 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.

7.92 The policy is criteria based in order to clearly assess any proposals that may come forward. The provision of pitches/plots within settlements is appropriate in principle, as for other forms of housing. Outside of settlement boundaries, proposals may be appropriate subject to the criteria contained within this policy and other policies within the Island Planning Strategy.

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- 7.93** 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.
- 7.94** The policy seeks to achieve well landscaped sites that provide residents with the accommodation they need in areas that can be well served by local facilities including education and health. In the first instance, sites will be expected to be located as close as possible to such facilities, where an alternative site is more suitable, it is expected that these facilities can be accessed using the public transport network or on foot. As such, on-site pedestrian access should be separate to vehicular access to ensure that there is no conflict between pedestrians and vehicles. Proposals should also provide safe vehicular access and adequate on-site parking.
- 7.95** 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.
- 7.96** 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.
- 7.97** 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.
- 7.98** 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.
- 7.99** Any application submitted will be determined against the above policy, the development plan as a whole and any other material considerations. Evidence to demonstrate that the applicant/proposed resident of the site/pitch/plot meets the definition of 'Gypsies and Travellers' for the purposes of the planning system may be sought.
- 7.100** 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.

This policy links to the following Island Planning Strategy Objectives and Key Priorities:

- All young people will have the best start in life so that they can fulfil their potential
- People have a place to call home and can live with independence
- Vulnerable people are supported and protected



- 8.1** Job creation and economic growth are fundamental to a strong Isle of Wight as it grows as an island and recovers 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 element of our economy and the function it plays, along with 'Supporting the Evening Economy'. 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**

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 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 Estates, 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. 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.

- 8.4** 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.
- 8.5** As well as formal allocations, 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.
- 8.6** 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.
- 8.7** Following the evidence contained within the ELS, 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.

This is a strategic policy and links to the following Island Planning Strategy Objectives and Key Priorities:

- The environment and unique island characteristics are celebrated
- Outstanding digital and transport connectivity
- Businesses have the confidence to invest
- A well-educated and skilled community
- The community feels safe and the Island is resilient



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

- 8.8** 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.
- 8.9** 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).
- 8.10** 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.
- 8.11** It is expected that a detailed scheme will be designed avoiding areas of flood risk and 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.
- 8.12** 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.
- 8.13** 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.

This policy links to the following Island Planning Strategy Objectives and Key Priorities:

- Businesses have the confidence to invest
- A well-educated and skilled community

**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:

1. 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.
2. Develop the site in a phased approach, to be agreed through the planning application process.
3. 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.
4. 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.
5. Retain and utilise existing hedgerows and field boundaries wherever possible, especially those that form the external boundary of the site.
6. Avoid both direct and indirect adverse effects upon the integrity of protected habitats and species and, if necessary, provide appropriate mitigation measures.

- 8.14** 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.
- 8.15** 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 outline planning permission (ref: 19/00922/OUT).
- 8.16** 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.
- 8.17** 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.
- 8.18** 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.
- 8.19** 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.

8.20 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.

This policy links to the following Island Planning Strategy Objectives and Key Priorities:

- Businesses have the confidence to invest
- All young people will have the best start in life so that they can fill their potential
- A well-educated and skilled community
- Community needs are met by the best public services possible

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. Development proposals should:

1. Be designed in conjunction with housing allocation HA022;
2. Provide a mix of small to medium scale employment uses.
3. 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.
4. 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.
5. Complement the existing employment uses to the north, while having regard to the housing allocation on land to the south and within the control of Somerton Farm.
6. 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.
7. Minimise impact on existing and future properties by ensuring the most compatible uses are suitably located.
8. Retain existing trees and hedgerows to form landscape buffers and complement the character of the surrounding area.
9. Avoid both direct and indirect adverse effects upon the integrity of designated sites and, if necessary, provide appropriate mitigation measures.

8.21 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.



- 8.22** 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.
- 8.23** 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.
- 8.24** 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.

This policy links to the following Island Planning Strategy Objectives and Key Priorities:

- Businesses have the confidence to invest
- A well-educated and skilled community

**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:

1. Provide suitable access from Saunders Way;
2. Develop the site in a phased approach;
3. 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;
4. Minimise impacts on existing uses and surrounding landscape through the use of landscape buffers and planting and suitably locating compatible uses;
5. Retain existing hedgerows that form the boundaries of the site that contribute to screening the development and protect biodiversity;
6. Avoid both direct and indirect adverse effects upon the integrity of designated sites and, if necessary, provide appropriate mitigation measures.



- 8.25** 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.
- 8.26** 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.
- 8.27** The site is located adjacent to the Solent and Southampton Water Special Protection Area (SPA)/ Ramsar site and the Maritime Special Area of Conservation (SAC). It is also adjacent the Medina Estuary Site of Special Scientific Interest (SSSI). Therefore, proposals should demonstrate that impacts on designated site and species have been taken into account, outlining impacts and mitigation.

This policy links to the following Island Planning Strategy Objectives and Key Priorities:

- Businesses have the confidence to invest
- A well-educated and skilled community

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:

1. 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;
2. 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;
3. 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;
4. 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;
5. Avoid indirect adverse effects upon the integrity of designated sites and, if necessary, provide appropriate mitigation measures.



- 8.28** 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.
- 8.29** 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.
- 8.30** 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.
- 8.31** 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.
- 8.32** 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.
- 8.33** Due to existing and previous uses, redevelopment proposals should demonstrate that potential sources of contamination have been considered and if necessary, mitigated.
- 8.34** 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 where demonstrated to not be possible, provide mitigation.
- 8.35** 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.

This policy links to the following Island Planning Strategy Objectives and Key Priorities:

- Businesses have the confidence to invest
- A well-educated and skilled community



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:

1. Provide suitable access from the principal highway.
2. Provide improved pedestrian connectivity to the east.
3. Develop the site in a phased approach.
4. Minimise impacts on existing uses and surrounding landscape through the use of landscape buffers and planting and suitably locating compatible uses.
5. Retain existing hedgerows that form the boundaries of the site to screen the development and protect biodiversity.
6. Ensure that the proposed development would not compromise the future use and potential expansion of the airport.
7. Avoid both direct and indirect adverse effects upon the integrity of designated sites and, if necessary, provide appropriate mitigation measures.

8.36 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.

8.37 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.

8.38 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.

8.39 The site area is large and therefore, proposals should set out a phased approach to development in order to minimise landscape and visual impacts.

8.40 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.

This policy links to the following Island Planning Strategy Objectives and Key Priorities:

- Businesses have the confidence to invest
- A well-educated and skilled community



Sustainable Economic Development

E2

Sustainable Economic Development

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) and horticulture (particularly within the Arreton Valley).

Proposals for economic development will be supported where they:

- i. Deliver the strategic employment allocations;
- ii. Allow for the intensification and/ or expansion of existing industrial estates or employment sites;
- iii. 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:

- a. is of 0.1 hectares or above, where those sites assist in sustaining the local economy or where a flexible mix uses would not maintain the viability of the sites;
- b. 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.

8.41 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.

8.42 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 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 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:

- o 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
- The manner that a non-employment use of the site would impact on the viability of other uses within the vicinity of the site

8.43 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.

8.44 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.

8.45 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.

This is a strategic policy and links to the following Island Planning Strategy Objectives and Key Priorities:

- Businesses have the confidence to invest
- A well-educated and skilled community



Upskilling the Island

E3

Upskilling the Island

The council will support development proposals that:

1. Improve workforce skills and employability;
2. 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 will be required for the construction stage where development proposals would result in a net gain of 25 or more dwellings or 1,000 m² or more of non-residential floor space.

- 8.46** 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.
- 8.47** 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.
- 8.48** 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.
- 8.49** 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 m² 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.

This policy links to the following Island Planning Strategy Objectives and Key Priorities:

- Businesses have the confidence to invest
- A well-educated and skilled community
- All young people will have the best start in life so that they can fulfil their potential



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:

1. Farm growth, particularly in the food production sector;
2. Farm diversification, where farming remains the principle land use;
3. The intensification/ expansion of existing rural industrial estates or employment sites;
4. 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
5. 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. Evidence supporting the scale of development will be required;
6. The reuse of historic redundant farm buildings, which are no longer suitable for modern day farm practises, for agricultural workers dwellings where evidence is provided to demonstrate that there is a need/ requirement for such a dwelling on site and that any features of architectural or historic interest are conserved;
7. 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.

Any conversion of existing historic farm buildings to agricultural workers accommodation must be of a size and scale which would remain affordable/ low cost and appropriate for someone working in agriculture.

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.

- 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. These buildings can be better utilised by being converted to housing which is more affordable to agricultural workers or bases for rural business that need to be located in the countryside. Developments of this nature would also preserve these types of buildings, which are important to the history of farming and the countryside but are often lost or poorly maintained as they do not provide any economic gain.



- 8.56** The council wish to support the re-use of existing buildings, or sensitively designed new buildings, for employment, providing that proposals are of an appropriate scale and design for the character of the rural location. Proposals for the conversion of existing buildings will need to be supported by ecology studies, which identify that there would be no impact on any protected species such as bats, which may be roosting in the buildings.
- 8.57** Consideration should be given to the accessibility of any proposed new employment sites by sustainable modes of transport and therefore where possible development should be located adjacent to existing rural industrial estates or employment sites.
- 8.58** The council acknowledge that in some circumstances the location of a site would be essential to the nature of the use/operations proposed, which would limit the ability to utilise existing sites or buildings. In these instances, proposals should be supported with evidence to demonstrate a functional need to be located on a specific site, that they would contribute to the growth of the rural economy and are of an appropriate scale for the requirements of the operation. Ownership in isolation will not be considered as a reasonable justification as to why a site is acceptable or an alternative more sustainable site is not.
- 8.59** The Council recognises the strong potential for growth in the farming and food production sectors and will support proposals for expansion within the agricultural industry. It is also recognised that for many years, farm holdings have been diversifying with uses such as farm shops, cafes, visitor attractions and tourism accommodation. This has helped to support many agricultural businesses. It is essential that for schemes for farm diversification that agriculture remains the primary land use on site and any changes would not impact on the ability of this function. Equestrian development would be considered under this policy.
- 8.60** It will be expected that proposals which seek to diversify the farming enterprise should where possible prioritise the re-use of existing buildings. In instances where new buildings can be justified, they should relate well to the existing buildings on the farm, and designed, laid out and of a scale that respects the character of the farm and the surrounding landscape, especially when located within the AONB.
- 8.61** The council will not support schemes to convert 'at cost' barns or more modern structures which do not add to the rural or historic character of the area, other than in exceptional circumstances where there would be a significant benefit to the rural economy.
- 8.62** Applications for dwellings which would be over and above the requirement of an agricultural worker or extensions which would increase the value of the property over that which would be attainable by an agricultural worker will not be supported.
- 8.63** If applications for agricultural workers dwellings are supported they will include conditions resisting occupation of the dwelling not for this purpose and remove permitted development rights to extend and alter the building, both to ensure the size of the unit remains appropriate and to protect the character of the building itself and the wider rural area.

This policy links to the following Island Planning Strategy Objectives and Key Priorities:

- Outstanding digital and transport connectivity
- Businesses have the confidence to invest
- A well-educated and skilled community



Maintaining Employment Sites with Water Access

E5

Maintaining Employments Sites with Water Access

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

1. 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 use;
2. Proposals for new employment sites requiring waterfront access will in principle be supported.

To the south of this line

3. Proposals that are compatible with the zones identified in the Solent Waterfront Strategy will be supported in principle;
4. All other proposals will need to demonstrate how they would access the water without unacceptable impacts on either the environment or other estuary users.

- 8.64** There are a number of navigable rivers on the Island that provide some level of marine-related employment. The River Medina is the main navigable river on the Island, and with its 6.8km long tidal limited navigable channel, provides the main potential to meet any existing and future demand for waterfront access from employment uses.
- 8.65** 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.
- 8.66** 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.
- 8.67** 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.
- 8.68** 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.
- 8.69** To ensure that a clear and consistent approach is taken in applying this policy, the council is using the following definitions.



Term	Definition
Employment uses	Uses that provide any kind of employment opportunities (excluding retail uses).
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.

Table 8.1

- 8.70** 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).
- 8.71** 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.
- 8.72** 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.
- 8.73** 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.
- 8.74** The strategy also identified five zones associated with the Medina Estuary and went on to describe the zones and highlight their key opportunities. The work (2013 employment sites with waterfront access) carried out by the council verifies the zones identified in this strategy as still being relevant and applicable. Thus, where a development proposal is made that is compatible with the zones identified in the Cowes waterfront strategy, they will be supported in principle.
- 8.75** 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 and the Harbour Authorities and the Marine Maritime Organisation where the physical scope of any proposal crosses into their jurisdiction.

This policy links to the following Island Planning Strategy Objectives and Key Priorities:

- The environment and unique island characteristics are celebrated
- Outstanding digital and transport connectivity
- The Isle of Wight is a leading UK visitor destination
- Businesses have the confidence to invest
- A well-educated and skilled community



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 expect development proposals to:

1. Achieve greater digital connectivity than set out in the relevant Building Regulations;
2. Ensure that sufficient ducting space for future digital connectivity infrastructure is provided and, where appropriate, explore infrastructure sharing;
3. Demonstrate how digital infrastructure requirements are taken into account when phasing the development;
4. Meet requirements for mobile connectivity within the development and take appropriate mitigation measures to avoid reducing mobile connectivity in surrounding areas;
5. Support the effective use of the public realm (such as street furniture and litter bins) to accommodate well-designed and located mobile digital infrastructure.

- 8.76** 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.
- 8.77** 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.
- 8.78** 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.
- 8.79** 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.
- 8.80** 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.
- 8.81** 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.

This policy links to the following Island Planning Strategy Objectives and Key Priorities:

- The environment and unique island characteristics are celebrated



- Outstanding digital and transport connectivity
- Businesses have the confidence to invest
- A well-educated and skilled community
- Community needs are met by the best public services possible
- People have a place to call home and can live with independence

Supporting and Improving Our Town Centres

E7

Supporting and Improving our Town Centres

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 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 applications which result in the loss of traditional shop fronts or remove display windows will be resisted, where the feature is important to the character of the area.

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 changes of use and 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.

- 8.82** 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.



8.83 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

8.84 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.

8.85 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.

8.86 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.

8.87 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.

8.88 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.

8.89 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.



- 8.90** 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.
- 8.91** The two HAZs have jointly commissioned a Commercial Frontages Design Guide, which will help property owners, shopkeepers and planners ensure that the quality of shopfronts in the towns will improve and be maintained at a high standard. This work is expected to conclude in early Summer 2021. 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.
- 8.92** The council will welcome bold proposals, such as the demolition and regeneration of sites such as the multi-storey car park on South Street, Newport, 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.
- 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.

This is a strategic policy and links to the following Island Planning Strategy Objectives and Key Priorities:

- The environment and unique island characteristics are celebrated
- The Isle of Wight is a leading UK visitor destination
- Businesses have the confidence to invest
- The community feels safe and the Island is resilient

Supporting the Evening Economy

E8 **Supporting the Evening Economy**

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.



- 8.97** 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.
- 8.98** The council has sought to improve the viability and vitality of smaller centres by removing 'retail only frontages' to allow for a mix of uses in town centres, extending the potential activities times and improving vitality.
- 8.99** Together with this change the council will support schemes which seek to increase the footfall into the centres in the evenings (between 17:00 and 20:00).
- 8.100** 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.

This policy links to the following Island Planning Strategy Objectives and Key Priorities:

- The environment and unique island characteristics are celebrated
- The Isle of Wight is a leading UK visitor destination
- Businesses have the confidence to invest
- The community feels safe and the Island is resilient

Supporting High Quality Tourism



E9
Supporting High Quality Tourism

The council will support sustainable growth in viable, high quality tourism, and proposals should demonstrate how they:

1. Utilise the unique characteristics of the historic and natural environments, without compromising their integrity;
2. Develop green and new niche tourism products;
3. Increase the quality of existing tourism destinations and accommodation across the Island; and
4. Maintain a mix of tourism accommodation that offers a range of styles; and
5. Contribute to creating an all year round tourism offer, which takes full account of seasonal significant impacts on European protected sites and species;
6. Where relevant, make use of current or former tourism sites.

Within the Core Tourist Accommodation Areas, as shown on the Policies Map, the council will resist the loss of tourist accommodation.

Proposals for the removal of restrictive conditions relating to tourism accommodation will be resisted and will only be permitted in exceptional circumstances.

- 8.101** 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.
- 8.102** 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.
- 8.103** Within the Core Tourist Accommodation Areas, the council will resist the loss of tourist accommodation as the areas are in prime locations. By clearly setting out this approach the council is seeking to prevent the speculative purchasing of tourist accommodation stock and attempts to redevelop for residential purposes.
- 8.104** 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.' 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.

This policy links to the following Island Planning Strategy Objectives and Key Priorities:

- The environment and unique island characteristics are celebrated
- Outstanding digital and transport connectivity
- The Isle of Wight is a leading UK visitor destination
- Businesses have the confidence to invest



The Bay Tourism Opportunity Area

E10

The Bay Tourism Opportunity Area

The council supports the principle of development that contributes to improving the tourism offer within the 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.

- 8.105** The Culver Parade area is already a focal point for large scale visitor attractions, such as Isle of Wight Zoo, Dinosaur Isle and Sandham Gardens. 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.
- 8.106** The council does not intend to be prescriptive over the kind of development that could improve the tourism offer. Specific proposals could come forward individually, or as part of a wider scheme. They could exclusively relate to tourism accommodation and/or destinations and could include enabling development where this can be appropriately justified.
- 8.107** 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.
- 8.108** Whilst the council and its partner organisations can play a crucial role in creating the right environment for proposals to come forward, it is for the market to determine what will improve the tourism offer and whether it will be viable. However, 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.
- 8.109** 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. This would benefit existing visitors and would provide business for hotels, restaurants and existing attractions.
- 8.110** The 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.



8.111 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.

This policy links to the following Island Planning Strategy Objectives and Key Priorities:

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- The Isle of Wight is a leading UK visitor destination
- Businesses have the confidence to invest
- People take responsibility for their own health and wellbeing



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 aspirations outlined in the supporting text for each of the zones listed below and shown on the Policies Map:

1. Old Town
2. Town Square
3. Town Beach
4. Waterfront
5. Gardens
6. Family Beach
7. BBQ Zone
8. Sports Beach
9. Leisure Beach
10. Ecology

Where relevant, proposals must demonstrate that they align with any relevant design guides prepared as part of the Ryde HAZ project.

- 8.112** This policy builds on the aspirations and objectives set out in the community led Ryde Place Plan ([PowerPoint Presentation \(iwhaz.uk\)](#)). The council does not intend to be prescriptive over the kind of development that could improve the opportunity zones. 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 below. 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.
- 8.113** Ryde Old Town (area RT1(1)) is an area where there are improvements made to the shopping and visitor experience. Improvements could be made in a range of different ways, but are likely to involve enhancing local character, existing heritage assets of the town and the existing public realm. It is also likely that the introduction of new public realm would contribute to meeting local aspirations. It is not necessarily expected the proposals and schemes would need to be grandiose or extensive in nature and could focus on discreet areas or serve to link separate sections of the area.
- 8.114** RT1(2) is the Town Square, where there is the aspiration for it to become an increasingly important focal point for the community. Improvements here could be, or be linked to, improvements in facilities that would benefit residents and visitors. It is considered that the area would also benefit from co-ordinated improvements in the public realm, where a clear and distinctive palette of materials could be used drawing on the town's heritage. A link from this area to Eastern Gardens and the Esplanade beyond, the Pier and Union Street is also an aspiration.
- 8.115** The Town Beach (RT1(3) on the Policies Map) is an area where the community-led aspiration is for it to be restored to its former glory. By doing so it is expected that the beach would provide a 'short-visit' facility where visitors benefit from being in close proximity to improved links to the town's retail offer.
- 8.116** RT1(4) is known as the Waterfront, which broadly includes the current harbour area along with car parking and the ice rink. The aspiration for the area is to see it develop a mix of tourism, leisure and retail offers. Key to the success of such an area will be the maximisation



of its visual outlook, both to and from the area.

- 8.117** Within the Gardens area (RT1(5)) there is the aspiration to create a vibrant and attractive environment that, through a green corridor, links the Western and Eastern Gardens and beyond, the town to the beach. It is envisaged that achieving this will offer a higher end visitor experience.
- 8.118** The beach area, which is split into several zones, is a significant asset to the town that could be utilised even more to the benefit of the town. It is the aspiration that each zone of the beach could be dedicated to specific uses or users covering a Family Beach (RT1(6)), a BBQ Zone (RT1(7)), a Sports Beach (RT1(8)) and a Leisure Beach (RT1(9)). It is not anticipated that all improvements that could contribute to achieving this aspiration will need planning permission, and as already outlined that not all proposals will be 'big' schemes requiring significant levels of development.
- 8.119** The final area is identified as Ecology (RT1(10)), which reflects Ryde Sand's international designations and importance for overwintering birds. A key aspiration in this area is to manage the interface between humans and wildlife and to ensure that recreational impacts are avoided, and where required mitigated. Part of the approach will be raising the awareness of the significance of the area and the important role it plays.

This policy links to the following Island Planning Strategy Objectives and Key Priorities:

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- The Isle of Wight is a leading UK visitor destination
- Businesses have the confidence to invest
- The community feels safe and is the Island is resilient



A Better Connected Island

- 9.1** 'A Better Connected Island' policy provides a strategic overview for island transport issues and identifies the key locations for improvements to the network. To support travel choice and provide alternate means of travel to the private car, a policy 'Supporting Sustainable Transport' is included. 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.

T1

A Better Connected Island

The council will support proposals that:

- increase travel choice;
- provide alternative means of travel to the car;
- help create high quality places; and
- 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 in appropriate circumstances:

- i. Provision of a new shared path route between Newport and the West Wight;
- ii. Completion of the shared path between Newport and East Cowes;
- iii. Improvements to the shared path route between Newport and Sandown;
- iv. Provision of new sections of shared path between Newport and Ryde;
- v. Key road junctions in Newport, Ryde and The Bay (as set out in Table 9.1);
- vi. Further junctions set out in Table 9.2.

Proposals that prejudice the implementation of these schemes or the aims of the Local Transport Plan will not be permitted.

The council will work with partners and landowners to understand the impacts of the future loss or truncation of the Military Road on the surrounding transport network, settlements and area, with the principles of a preferred approach to be set out in the Local Transport Plan.

Development proposals that contribute to the ongoing use and future viability of the Island's airports will be supported.

All development proposals must provide safe and suitable access to a site and not cause a significant adverse impact on the local or strategic road network that cannot be managed or mitigated. The creation of new sustainable transport routes will be supported.

- 9.2** 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.

- 9.3** 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.
- 9.4** It is envisaged that the new LTP will be reviewed in parallel with the first review of the Island Planning Strategy.
- 9.5** The council is charged with promoting 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.
- 9.6** 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
- 9.7** 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.
- 9.8** The Island Planning Strategy identifies a number of interventions needed to the existing road network. These interventions have been identified to mitigate the impact of new development and associated levels of traffic and, wherever possible, bring forward improvements to the existing network. 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 Local Cycling and Walking Strategy which focuses on developing local cycling and walking networks; the Rights of Way Improvement Plan and the emerging Local Transport Plan 4.
- 9.9** 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.
- 9.10** 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.
- 9.11** 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 council's infrastructure delivery work. Contributions will be taken and spent in line with legislation. The specific key road junctions in Newport, Ryde and the Bay are set out in the following table.



Area	Specific location
Newport	Coppins Bridge Gyrotory
	Hunnyhill / Hunnycross Way
	St Georges Way
	Fairlee Road
	Medina Way/ Coppins Bridge
	Medina Way/ Riverway
	Hunnycross Way/ Riverway
	Riverway mini roundabout
	Hunnycross mini roundabout
	Terrace Road/ Trafalgar Road
Ryde	Queens Road/ West Street
	Argyll Street/ West Street
	Quarr Hill/ Newnham Road
	Binstead Road/ Pelhurst Road
	Marlborough Road/ Great Preston Road
	Ashey Road / Carters Road/ Smallbrook Lane Roundabout
The Bay	Newport Road/ Industrial Way
	Newport Road/ Sandown Road
	Morton Common/ Perowne Way
	Lake Hill/ The Fairway
	High Street/ Victoria Avenue

Table 9.1 Key road junctions identified for improvement

- 9.12 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.
- 9.13 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.
- 9.14 There are a number of further junctions identified where it is indicated that further modelling and assessment would be beneficial, and these are set out in the following table. The council will take this into consideration when determining applications in the vicinity of these junctions

Area	Specific Location
Newport	Carisbrooke Road/ Recreation Road
Northwood	Newport Road/ Nodes Road
Brading	Rowborough Lane/ Beaper Shute/ Carpenters Road
	Yarbridge crossroads (New Road/ Morton Road/ Marshcombe Shute/ The Mall)

Table 9.2 Further junctions where contributions may be sought

- 9.15 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 issues, the Shoreline Management Plan policy, and the aspirations of the National Trust, who own the majority of the land in this area, it is considered appropriate to investigate this issue once again to provide a clear direction.



- 9.16** 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.

This is a strategic policy and links to the following Island Planning Strategy Objectives and Key Priorities:

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- The Isle of Wight is a leading UK visitor destination
- Businesses have the confidence to invest
- The community feels safe and the Island is resilient



Supporting Sustainable Transport

T2

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, the Local Cycling and Walking Infrastructure Plan 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:

- i. Implement the transport hierarchy of 'Avoid – Shift – Improve';
- ii. Create sustainable routes between urban and rural areas;
- iii. Retain former railway line routes for future sustainable transport use where relevant;
- iv. 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; and
- v. Provide safer routes to schools and other significant travel destinations.

- 9.17** 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.
- 9.18** The 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 efficiency 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.
- 9.19** 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 Plan and Rights of Way Improvement Plan provide a framework for investigating the detailed routes.
- 9.20** 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.
- 9.21** 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.
- 9.22** 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.



This policy links to the following Island Planning Strategy Objectives and Key Priorities:

- Outstanding digital and transport connectivity
- The Isle of Wight is a leading UK visitor destination
- Businesses have the confidence to invest
- People take responsibility for their own health and wellbeing

Cross-Solent Transport

T3

Cross Solent Transport

The council will support proposals that maintain the current choice of routes and methods of crossing the Solent to ensure future flexibility and deliverability of service and improve key interchange areas that link the Island to the mainland.

Development proposals at existing cross-Solent passenger and vehicular terminals will be expected to demonstrate how they will:

- i. Lead to optimisation and efficient use of the existing terminals, particularly in relation to peak level demand;
- ii. 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.

- 9.23** The importance of the Island’s cross-Solent links is recognised, and the policy approach seeks to support the optimal and efficient use of existing cross-Solent passenger and vehicular terminals.
- 9.24** 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.
- 9.25** 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.
- 9.26** 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.

This policy links to the following Island Planning Strategy Objectives and Key Priorities:

- The environment and unique island characteristics are celebrated
- Outstanding digital and transport connectivity



- The Isle of Wight is a leading UK visitor destination
- Businesses have the confidence to invest
- All young people will have the best start in life so that they can fulfil their potential
- The community feels safe and is the Island is resilient
- Vulnerable people are supported and protected

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:

- i. Maintaining and/or improving the timetabled link between Ryde Pier Head and Shanklin;
- ii. Improving connections with, and access to and from, existing settlements.
- iii. Providing a safe, convenient service which is accessible to all users including those with mobility issues.
- iv. Promoting and encouraging the use of the route.
- v. Improving real time transport information for users, locally at stations and via other means.
- vi. Improving the connections and timetable flexibility by utilising an appropriately located passing loop or other improvements.
- vii. Improve connections with the Isle of Wight Steam Railway and maximise the opportunity to achieve steam-hauled access into Ryde.
- viii. Retain 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.

9.27 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.

9.28 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.

9.29 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.

9.30 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.

- 9.31** It is considered that the opportunity may exist to extend the line beyond the current alignment in the future and the council is aware of emerging proposals considering re-introduction of the route between Ryde and 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.

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- The community feels safe and is the Island is resilient

Electric Vehicle Charging Points

T5

Electric Vehicle Charging Points

To support the use of ultra-low emission vehicles the council will facilitate the introduction of charging points in appropriate public places, and proposals for the installation of charging points and associated infrastructure will be supported.

Proposals for major development should ensure an adequate provision of charging infrastructure in active or passive parking spaces.

- 9.32** 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. Should the Government implement proposed changes to the Building Regulations requiring electric vehicle chargepoints for residential and non-residential buildings prior to the adoption of the Local Planning Strategy, this policy will be deleted.
- 9.33** Where proposals are for the installation of charging points and associated infrastructure 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 create 'street clutter'.
- 9.34** The council wishes to see charging infrastructure provided as widely as possible, as it supports the use of electric vehicles. New development should make provision for electric vehicle charging infrastructure. Adequate provision is considered to be one electric vehicle charging point per dwelling with a garage or driveway and one charging point per 10 spaces of communal parking, although this should be seen as a minimum.
- 9.35** To help prepare for increasing future demand, appropriate wiring and cabling should be installed to future proof any parking provision without a dedicated charging point. The council will welcome deliverable proposals that incorporate the highest possible level of provision.
- 9.36** Active spaces that are fully wired and connected, with ready to use points in parking spaces is the council's preferred approach. Passive provision requires the necessary underlying infrastructure (e.g. capacity in the connection to the local electricity distribution network and electricity distribution



board, as well as cabling to parking spaces) to enable simple installation and activation of a charge point at a future date.

- 9.37** In residential developments, developers should ensure that suitable power supplies are available as near as possible to the parking area, so that any relevant charging equipment can be fitted without requiring large amounts of new wiring.

This policy links to the following Island Planning Strategy Objectives and Key Priorities:

- The environment and unique island characteristics are celebrated
- Outstanding digital and transport connectivity
- The Isle of Wight is a leading UK visitor destination

Parking Provision in New Development

T6

Parking Provision in New Development

All development proposals will be expected to provide well designed, landscaped and integrated parking for vehicles and bicycles, in accordance with the relevant supplementary planning document.

- 9.38** The council recognises the importance of 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. The amount of parking provided can 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. 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 provision but gives the council a flexible approach that can be updated more easily.



Island Planning Strategy: Section 10 Delivery, Monitoring and Review

- 10.1** The role of the Island Planning Strategy is to shape places, including facilitating and promoting high quality development. It seeks to ensure that the right development takes place in the right locations, at the right time. It will help to deliver homes, jobs and better opportunities for the community, whilst protecting and enhancing the environment.

Delivering

- 10.2** The Island Planning Strategy is based on a strong, robust evidence base which will ensure that its policies and targets can realistically be implemented. The document is flexible and will allow for changing circumstances throughout the lifetime of the Plan, ensuring that development is not hindered in difficult times, and achieves the maximum social and environmental benefits, considering the viability of development.
- 10.3** The Island Planning Strategy will contribute to achieving the council's objectives by determining planning applications in accordance with its policies. However, it is important to recognise that the Island Planning Strategy, or indeed the council cannot deliver the objectives alone. It will be necessary for a number of internal and external partners to work together to ensure delivery.

Monitoring

- 10.4** Monitoring is an essential component of effective spatial planning. It helps determine whether policies are achieving their intentions and ultimately whether there is a need to review the policies. It is particularly important for some Island Planning Strategy policies which rely upon monitoring outcomes as part of their implementation.
- 10.5** The council will prepare and publish a monitoring report every year to understand whether the policies of the Island Planning Strategy are working and contributing the delivery and achieving the corporate objectives.

Reviewing

- 10.6** Government policy and legal requirements are clear that plans such as the Island Planning Strategy should be reviewed to assess whether they need updating at least once every five years, and then should be updated as necessary. The council will ensure that the Island Planning Strategy remains up-to-date and fit for purpose.
- 10.7** As the Island Planning Strategy is planning for a level of growth that is less than the Government's standard methodology housing number, there are a number of key housing delivery indicators that the Council will closely assess at a minimum, on an annual basis. Should monitoring indicate that any of the thresholds set out below have been met, then the Council will initiate an immediate review of the highlighted policies:

Key indicator	Threshold	Policies to be reviewed
Annual housing completions	<i>Above 486 units for 3 consecutive years</i>	H1, H2
Affordable housing completions	<i>Above 170 units for 3 consecutive years</i>	H1, H5, H8
Windfall housing completions	<i>Above 100 for 3 consecutive years</i>	H1

Island Planning Strategy: Section 10 Delivery, Monitoring and Review

Policy Reference	Policy Performance Indicators
Section 4: Planning for Sustainable Development and Growth	
G2 Priority Locations for Development and Growth	<ul style="list-style-type: none"> • Number of dwellings permitted within each primary settlement, secondary settlement, rural service centres and sustainable rural settlements per year • Number of dwellings permitted on previously developed land per year • Number of dwellings permitted within each regeneration area per year
G3 Developer Contributions	<ul style="list-style-type: none"> • Number of legal agreements securing developer contributions per year • Amount of funds secured through developer contributions per year
G5 Ensuring Planning Permissions are Delivered	<ul style="list-style-type: none"> • Number of applications seeking a new consent for a lapsed permission per year • Number of applications seeking a new consent for a lapsed permission granted per year • Number of applications seeking a new consent for a lapsed permission refused per year
Section 5: Delivering the Housing We Need	
H1 Planning for Housing Delivery	<ul style="list-style-type: none"> • Number of applications received relating to sites allocated for residential uses per year • Number of applications permitted relating to sites allocated for residential uses per year • Number of dwellings permitted on sites allocated for residential uses per year • Number of dwellings permitted within, or immediately adjacent each primary settlement, secondary settlement, rural service centres and sustainable rural settlements per year
H2 Sites Allocated for Housing	<ul style="list-style-type: none"> • Number of applications received relating to sites allocated for residential uses per year • Number of applications permitted relating to sites allocated for residential uses per year • Number of dwellings permitted on sites allocated for residential uses per year
H3 Housing Allocations General Requirements	<ul style="list-style-type: none"> • Number of applications received relating to sites allocated for residential uses per year • Number of applications permitted relating to sites allocated for residential uses per year • Number of dwellings permitted on sites allocated for residential uses per year
H4 Infill Opportunities outside of Settlement Boundaries	<ul style="list-style-type: none"> • Number of applications received for 'infill' per year • Number of applications permitted for 'infill' per year • Number of applications refused for 'infill' per year • Number of dwellings permitted for 'infill' per year
H5 Delivering Affordable Housing	<ul style="list-style-type: none"> • Number of affordable dwellings permitted per year • Location of permitted affordable dwellings per year • Number of affordable dwellings completed per year • Location of completed affordable dwellings per year • Number of legal agreements securing developer contributions towards affordable housing per year • Amount of funds secured through developer contributions towards affordable housing per year

Island Planning Strategy: Section 10 Delivery, Monitoring and Review

<p>H6 Housing in the Countryside</p>	<ul style="list-style-type: none"> • Number of isolated dwellings in the countryside permitted per year • Location of isolated dwellings in the countryside permitted per year • Number of isolated dwellings in the countryside completed per year • Location of isolated dwellings in the countryside completed per year
<p>H7 Rural and First Homes Exceptions Sites</p>	<ul style="list-style-type: none"> • Number of rural exception sites permitted and completed per year • Number of rural exception sites refused per year • Location of permitted and completed rural exception sites per year • Number and location of First Homes exception sites permitted and completed per year • Number of First Homes exception sites refused per year • Number of affordable dwellings permitted per year Number of affordable dwellings completed per year
<p>H8 Ensuring the Right Mix of Housing</p>	<ul style="list-style-type: none"> • Number of 1, 2, 3, 4+ private dwellings permitted per year • Location of permitted 1, 2, 3, 4+ private dwellings per year • Number of 1, 2, 3, 4+ private dwellings completed per year • Location of completed 1, 2, 3, 4+ private dwellings per year • Number of 1, 2, 3, 4+ affordable rent dwellings permitted per year • Location of permitted 1, 2, 3, 4+ affordable rent dwellings per year • Number of 1, 2, 3, 4+ affordable rent dwellings completed per year • Location of completed 1, 2, 3, 4+ affordable rent dwellings per year • Number of 1, 2, 3, 4+ low cost home ownership dwellings permitted per year • Location of permitted 1, 2, 3, 4+ low cost home ownership dwellings per year • Number of 1, 2, 3, 4+ low cost home ownership dwellings completed per year • Location of completed 1, 2, 3, 4+ low cost home ownership dwellings per year
<p>H9 New Housing on Previously Developed Land</p>	<ul style="list-style-type: none"> • Number and location of dwellings permitted and completed on previously developed land per year • Number and location of dwellings refused on previously developed land per year • Number of sites on Part 1 of the Brownfield Register
<p>H10 Self and Custom Build</p>	<ul style="list-style-type: none"> • Number of self and custom build dwellings permitted per year • Number of self and custom build dwellings permitted per year by regeneration area • Number of bedrooms for self and custom build dwellings permitted by regeneration area • Number of self and custom build dwellings completed per year • Number of bedrooms for self and custom build dwellings completed by regeneration area • Number of self and custom build dwellings completed per year by regeneration area
<p>H11 Planning for Gypsy, Traveller and Travelling Showpeople Provision</p>	<ul style="list-style-type: none"> • Number of sites/ pitches permitted per year Location of permitted sites/ pitches • Number of sites/ pitches completed per year Location of completed sites/ pitches

Island Planning Strategy: Section 10 Delivery, Monitoring and Review

Section 6: Supporting and Growing our Economy	
E1 Supporting and Growing Our Economy	<ul style="list-style-type: none"> • Number of jobs created through planning permissions granted per year • Number of hectares permitted for employment land per year • Number of hectares of employment land completed per year
EA1 Employment Allocation Land at Pan Lane, Newport	
EA2 Employment Allocation at Nicholson Road, Ryde	
EA3 Employment Allocation at Somerton Farm, Cowes	
EA4 Employment Allocation at Kingston Marine Park, East Cowes	
EA5 Employment Allocation at Lowtherville, Ventnor	
EA6 Employment Allocation at Sandown Airport, Sandown	
E2 Sustainable Economic Development	<ul style="list-style-type: none"> • Number of applications for the loss of employment sites of 0.1 hectares or above received per year • Number of employment sites of 0.1 hectares or above lost per year • Number of applications for the intensification and/ or expansion of existing industrial estates or employment sites per year • Number of applications for the intensification and/ or expansion of existing industrial estates or employment sites permitted per year
E3 Upskilling the Island	<ul style="list-style-type: none"> • Number of applications received requiring an employment and skills plan per year • Number of applications permitted requiring an employment and skills plan per year • Number of employment opportunities created as a result of employment and skills plan per year
E4 Supporting the Rural Economy	<ul style="list-style-type: none"> • Number of applications received for farm diversification received per year • Number of applications permitted for farm diversification per year • Number of applications for the reuse of historic farm buildings per year • Number of applications permitted for the reuse of historic farm buildings per year • Number of applications for agricultural workers accommodation units permitted per year • Number of applications permitted for agricultural workers accommodation units permitted per year
E5 Maintaining Employment Sites with Water Access	<ul style="list-style-type: none"> • Number of applications for the loss of employment sites with water access to the north of the line per year • Number of applications permitted for the loss of employment sites with water access to the north of the line per year • Number of applications for the loss of employment sites with water access to the south of the line per year • Number of applications permitted for the loss of employment sites with water access to the south of the line per year
E6 Future Proofing Digital Infrastructure	<ul style="list-style-type: none"> • Number of applications proposing greater digital connectivity above Building Regulations per year • Number of applications permitted proposing greater digital connectivity above Building Regulations per year

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E7 Supporting and Improving Our Town Centres	<ul style="list-style-type: none"> • Number of applications for retail uses within Primary Shopping Area, Town Centre, Edge-of-Centre and Out of Centre sites per year • Number of applications permitted for retail uses within Primary Shopping Area, Town Centre, Edge-of-Centre and Out of Centre sites per year • Number of applications requiring a retail impact assessment per year • Number of applications permitted requiring a retail impact assessment per year
E8 Supporting the Evening Economy	<ul style="list-style-type: none"> • Number of applications that increase the footfall in centres in the evening per year • Number of applications permitted that increase the footfall in centres in the evening per year
E9 Supporting High Quality Tourism	<ul style="list-style-type: none"> • Number of tourism bed spaces permitted per year • Number of tourism bed spaces lost per year • Number of applications for the loss of tourist accommodation within core tourist accommodation areas per year • Number of applications permitted for the loss of tourist accommodation within core tourist accommodation areas per year
E10 The Bay Tourism Opportunity Area	<ul style="list-style-type: none"> • Number of applications for tourism uses within the tourism opportunity area per year • Number of applications permitted for tourism uses within the tourism opportunity area per year
E11 Ryde Tourism Opportunity Zones	<ul style="list-style-type: none"> • Number of applications for compatible uses within the tourism opportunity zone per year • Number of applications permitted for compatible uses within the tourism opportunity zone per year
Section 7: A Better Connected Island	
T1 A Better Connected Island	<ul style="list-style-type: none"> • Number of applications that contribute to the delivery of the key infrastructure improvements set out in the policy per year • Number of applications permitted that contribute to the delivery of the key infrastructure improvements set out in the policy per year
T2 Supporting Sustainable Transport	<ul style="list-style-type: none"> • Number of applications for new sustainable routes per year • Number of applications permitted for new sustainable routes per year • Metres of new sustainable routes per year
T3 Cross-Solent Travel	<ul style="list-style-type: none"> • Number of applications that improve cross-Solent terminals per year • Number of applications permitted that improve cross-Solent terminals per year
T4 Supporting Our Railway Network	<ul style="list-style-type: none"> • Number of applications that improve our railway network per year • Number of applications permitted that improve our railway network per year
T5 Electric Vehicle Charging Points	<ul style="list-style-type: none"> • Number of electric vehicle charging points introduced on the Island per year
T6 Parking Provision in New Development	<ul style="list-style-type: none"> • Number of applications refused per year due to inappropriate levels of parking provision

Island Planning Strategy: Section 10 Delivery, Monitoring and Review

Section 8: Sustainable, Strong and Healthy Communities	
C1 High Quality Design for New Development	<ul style="list-style-type: none"> Number of applications refused on design grounds per year Number of appeals lost on design grounds per year
C2 Improving Our Public Realm	<ul style="list-style-type: none"> Amount of new public realm created per year
C3 Improving Our Health and Wellbeing	<ul style="list-style-type: none"> Number of applications accompanied by a health impact assessment
C4 Health Hub at St Mary's Hospital	<ul style="list-style-type: none"> Number of applications for health-care and care-related employment floorspace per year Number of applications per for health-care and care-related employment floorspace per year M² of health-care and care-related employment floorspace delivered per year Provision of an extra care village Number of dwellings permitted on the site
C5 Facilitating Independent Living	<ul style="list-style-type: none"> Number of dwellings permitted that contribute to the Independent Living Strategy per year Number of major residential proposals providing at least 20% as being suitable for older people and/ or those with mobility problems
C6 Providing Annexe Accommodation	<ul style="list-style-type: none"> Number of applications for annexes per year Number of applications permitted for annexes per year
C7 Delivering Locality Hubs	<ul style="list-style-type: none"> The delivery of locality hubs in the locations identified
C8 Facilitating a Blue Light Hub	<ul style="list-style-type: none"> Identification of the best location for a blue light hub Granting planning permission for a blue light hub
C10 Supporting Renewable Energy and Low Carbon Technologies	<ul style="list-style-type: none"> Number of applications including renewable energy provision per year Number of applications permitted including renewable energy provision per year Number of large-scale renewable schemes permitted per year Number of large-scale renewable schemes within the AONB permitted per year Permitted increase in installed capacity per year
C11 Lowering Carbon and Energy Consumption in New Development	<ul style="list-style-type: none"> Number of applications proposing to exceed BREEAM 'Very Good' per year Number of applications permitted proposing to exceed BREEAM 'Very Good' per year Number and percentage of major development schemes permitted providing at least 10% of energy from renewable energy Number and percentage of schemes with 250+ dwellings incorporating community district heating systems
C12 Utility Infrastructure Requirements for New Development	<ul style="list-style-type: none"> Number of developments providing appropriate utility infrastructure Number of developments directly connecting to existing appropriate utility infrastructure
C13 Maintaining Key Utility Infrastructure	<ul style="list-style-type: none"> Number of applications relating to key utility infrastructure per year Number of applications permitted relating to key utility infrastructure per year Number of applications for energy storage Number of applications permitted for energy storage
C14 Providing Social and Community Infrastructure	<ul style="list-style-type: none"> Number of community facilities delivered by type per year Number of community facilities re-provided by type per year Number of community facilities lost by type per year
C15 Community-led Planning	<ul style="list-style-type: none"> Number of community-led planning documents endorsed by the council

Island Planning Strategy: Section 10 Delivery, Monitoring and Review

Section 9: High Quality Environment	
EV1 Conserving and Enhancing Our Historic Environment	<ul style="list-style-type: none"> • Number of listed buildings completely demolished • Number of listed buildings added to/ removed from the statutory list or at risk register • Number of applications where substantial harm is a consideration per year
EV2 Ecological Assets and Opportunities for Enhancement	<ul style="list-style-type: none"> • Number of applications proposing the loss of designated sites per year • Number of applications permitted proposing the loss of designated sites per year • Number of applications submitted with a biodiversity checklist per year
EV3 Recreation Impact on the Solent European Sites	<ul style="list-style-type: none"> • Amount of financial contributions agreed in accordance with the Bird Aware Solent Strategy per year
EV4 Water Quality Impact on Solent European Sites (Nitrates)	<ul style="list-style-type: none"> •
EV5 Trees, Woodland and Hedgerows	<ul style="list-style-type: none"> • Number of applications proposing the loss of ancient woodland and ancient or veteran trees per year • Number of applications refused proposing the loss of ancient woodland and ancient or veteran trees per year
EV6 Protecting and Providing Green Spaces	<ul style="list-style-type: none"> • Number of applications received proposing the loss of identified open space per year • Number of applications permitting the loss of identified open space per year • Amount of SANGs permitted per year
EV7 Local Green Spaces	<ul style="list-style-type: none"> • Number of sites proposed by local communities as Local Green Spaces per year • Number of applications received within designated Local Green Spaces per year • Number of applications permitted within designated Local Green Spaces per year
EV8 Protecting High Grade Agricultural Land	<ul style="list-style-type: none"> •
EV9 Protecting Our Seascapes and Landscapes	<ul style="list-style-type: none"> • Number of applications identified as having a potential impact on seascape per year • Number of applications permitted having a potential impact on seascape per year
EV10 Preserving Settlement Identity	<ul style="list-style-type: none"> • Number of applications received within the settlement gaps per year • Number of applications permitted within the settlement gaps per year
EV11 Isle of Wight AONB	<ul style="list-style-type: none"> • Number and percentage of applications determined not in accordance with AONB comments per year
EV12 Dark Skies	<ul style="list-style-type: none"> • Number of applications received within the proposed Dark Skies Park including roof glazing and large expanses of glazing per year • Number of applications permitted within the proposed Dark Skies Park including roof glazing and large expanses of glazing per year
EV13 Managing Our Water Resources	<ul style="list-style-type: none"> • Number of dwellings approved where water consumption per household is 100lpppd per year • Number of applications where there is a net increase in surface water run-off (compared to the pre-development rate)
EV14 Managing Flood Risk in New Development	<ul style="list-style-type: none"> • Number of dwellings permitted in flood risk zones 2, 3a and 3b per year • Number of planning applications granted contrary to

Island Planning Strategy: Section 10 Delivery, Monitoring and Review

	Environment Agency on flood risk grounds per year
EV15 Monktonmead Catchment Area	<ul style="list-style-type: none"> • Number of applications received for development proposals located within the Monktonmead catchment area per year • Number of development proposals permitted that provide on-site sustainable drainage systems per year
EV16 Managing Our Coast	<ul style="list-style-type: none"> • Number of applications received for development proposals within CCMA's per year • Number of permissions granted for development proposals within CCMA's per year • Number of completions within CCMA's per year
EV17 Facilitating Relocation from Coastal Change Management Areas	<ul style="list-style-type: none"> • Number of applications received for relocation from CCMA's per year • Number of permissions granted for relation from CCMA's per year
EV18 Improving Resilience from Coastal Flooding and Coastal Risks	<ul style="list-style-type: none"> • Number of applications located on waterfronts with a 'hold the line policy' per year • Number of applications proposing provision and/ or maintenance of coastal defences or land raising per year
EV19 Managing Ground Instability in New Development	<ul style="list-style-type: none"> • Number of applications received located within areas identified as being at potential risk from future ground instability per year • Number of applications permitted within areas identified as being at potential risk from future ground instability per year • Number of applications refused within areas identified as being at potential risk from future ground instability per year

Island Planning Strategy: Section 10 Delivery, Monitoring and Review

Island Planning Strategy Appendix 1: List of allocated sites

Note: In future iterations of the Draft Island Planning Strategy, sites where planning permission has recently been granted, as indicated in the final column, may move to our 'Large sites with planning permission' source of supply as identified in Policy H1.

West Wight Regeneration Area					
Settlement	Housing Allocation Reference Number	Address	Specific or Generic Policy requirement	Indicative Yield	Planning permission granted?
Totland	HA002	Land and School buildings at Weston Primary School, Weston Road	Specific	10	No
Totland	HA003	Land to the rear of Lanes End	Generic	10	No
Freshwater	HA005	Land to the east of Football Club, Camp Road	Specific	90	No
Freshwater	HA006	Heathfield Campsite, Heathfield Road	Specific	70	No
Freshwater	HA008	Church Field, Copse Lane	Specific	25	No
Freshwater	HA114	Land off Birch Close	Generic	50	No
TOTAL NEW HOMES				255	

West Medina Regeneration Area					
Settlement	Housing Allocation Reference Number	Address	Specific or Generic Policy requirement	Indicative Yield	Planning permission granted?
Cowes	HA018	Green Gate Industrial Estate, Thetis Road	Generic	10	
Cowes	HA019	Medina Yard	Specific	535	Yes
Cowes	HA020	Former Somerton Reservoir, Newport Road	Specific	146	
Cowes	HA022	Somerton Farm, Newport Road	Specific	130	
Northwood	HA025	Land rear of 84 Wyatts Lane	Specific	20	
Northwood	HA026	Land rear of Harry Cheek Gardens and Wyatts Lane	Specific	28	Yes
TOTAL NEW HOMES				869	

Newport Regeneration Area					
Settlement	Housing Allocation Reference Number	Address	Specific or Generic Policy Requirement	Indicative Yield	Planning permission granted?
Newport	HA031	Various land adjacent to and east of Carisbrooke College	Specific	175	
Newport	HA032	Land at Horsebridge Hill & Acorn Farm	Specific	115	
Newport	HA033	Land west of Sylvan Drive	Generic	225	
Newport	HA035	Land off Gunville Road (west)	Generic	20	
Newport	HA036	Land at Noke Common	Specific	100	

Island Planning Strategy Appendix 1: List of allocated sites

Newport	HA037	Former Library HQ, land adjacent St Marys Hospital	Generic	25	
Newport	HA038	Land off Broadwood Lane	Specific	150	
Newport	HA039	Former HMP site	See Policy KPS1	1200	
Newport	HA044	Newport Harbour	See Policy KPS2	250	
Newport	HA110	Land at Moreys Timber Yard, Trafalgar Road	Specific	100	
Newport	HA115	Former Polars Residential Home	Generic	50	
TOTAL NEW HOMES				2410	

East Medina Regeneration Area					
Settlement	Housing Allocation Reference Number	Address	Specific or Generic Policy Requirement	Indicative Yield	Planning permission granted?
East Cowes	HA046	Land at Crossway	Generic	125	
East Cowes	HA113	Land at Red Funnel	Specific	100	Yes
Wootton	HA051	Palmers Farm, Brocks Copse Road	Specific	40	Yes
Wootton	HA053	Land adjoining Lushington Hill & Hunters Way, Wootton	Specific	50	
TOTAL NEW HOMES				315	

Ryde Regeneration Area					
Settlement	Housing Allocation Reference Number	Address	Specific or Generic Policy Requirement	Indicative Yield	Planning permission granted?
Ryde	HA055	Old Hosiden Besson site, Binstead Road	Generic	15	
Ryde	HA060	Westridge Cross Dairy and land to the north of Bullen Road, Ryde	Specific	474	
Ryde	HA062	Land off Quarry Road	Specific	30	
Ryde	HA112	Land at Harcourt Sands	Specific	128	Yes
Ryde	HA116	Former St Marys Convent, High Street	Generic	25	
Bembridge	HA064	Land north of Mill Road and east of High Street	Generic	100	
Bembridge	HA065	Land east of Hillway Road and south of Steyne Road	Generic	80	
TOTAL NEW HOMES				852	

The Bay Regeneration Area					
Settlement	Housing Allocation Reference Number	Address	Specific or Generic Policy Requirement	Indicative Yield	Planning permission granted?
Sandown	HA077	Winchester House, Sandown Road	Generic	20	
Sandown	HA078	Learning Centre, Berry Hill	Generic	30	

Island Planning Strategy Appendix 1: List of allocated sites

Sandown	HA079	23 Carter Street, Sandown	Generic	16	Yes
Sandown	HA080	Former Sandham Middle School site	Specific	84	
Sandown	HA081	Sandown Town Hall, Grafton Street	Specific	11	Yes
Sandown	HA084	Former SPA Hotel, Shanklin Esplanade	Specific	50	
Godshill	HA096	Land adjoining Scotland Farm and Tresslewood Care Village	Specific	100	
TOTAL NEW HOMES				311	

Island Planning Strategy Appendix 2: Site Specific Requirements

West Wight Regeneration Area		
Housing Allocation	Address	Site specific requirements
HA002	Land and School buildings at Weston Primary School, Weston Road, Totland Bay	<p>A mixed brownfield and greenfield site of approximately 0.8 hectares is allocated for residential use.</p> <p>The site is located on two levels, the lower level with the existing school building and the higher level with the outdoor space and parking area.</p> <p>The development should provide for at least 10 homes providing a mix of sizes and an affordable housing contribution in line with H5 & H8.</p> <p>The level differences of the site should be incorporated into the design and layout, using the lower level for the accommodation and the higher level for parking and open space.</p> <p>Given the building is recorded on the HER and contributes to the character of the conservation area, every effort should be made to incorporate it within the development.</p> <p>If the school cannot be retained, it will need to be recorded prior to development and any new development should be of extremely high quality and design and make a positive contribution to the conservation area.</p> <p>Early discussions with the council's Planning Service and Archaeology & Historic Environment Service is advised. An alternative community-led approach may be considered.</p>
HA005	Land to the east of Football Club, Camp Road, Freshwater	<p>A greenfield site of approximately 6 hectares is allocated at Camp Road, Freshwater to deliver a sustainable, high quality residential development which shall provide:</p> <ul style="list-style-type: none"> a) At least 90 homes providing a mix of sizes and an affordable housing contribution in line with H5 & H8; b) road improvements to Camp Road to improve vehicle and pedestrian intervisibility; c) off-site pedestrian pavement/walkway improvements; d) onsite walking and cycling routes with links to nearby routes; and e) a mix of onsite SANGs, open and recreation space. <p>Archaeological assessments may need to be undertaken by any potential applicant and early liaison with the council's Archaeology and Historic Environment Service is advised. Development and required infrastructure will be delivered on a phased basis in line with housing delivery.</p> <p>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>

Island Planning Strategy Appendix 2: Site Specific Requirements

<p>HA006</p>	<p>Heathfield Campsite, Heathfield Rd, Freshwater</p>	<p>A mixed greenfield and brownfield site of approximately 4.8 hectares is allocated at Heathfield Road, Freshwater to deliver a sustainable, high quality residential development which shall provide:</p> <ul style="list-style-type: none"> a) At least 70 homes providing a mix of sizes and an affordable housing contribution in line with H5 & H8; b) Improvements to vehicular and pedestrian access; and c) a mix of onsite SANGs, open and recreation space. <p>The layout and design of the development should where possible retain the existing trees, hedges and flower meadow. The meadow could form part of the SANGs, open and recreation space provision.</p> <p>Archaeological and biodiversity assessments may need to be undertaken by any potential applicant to record where appropriate and assess the relevant impacts and mitigation aspects.</p>
<p>HA008</p>	<p>Church Field, Copse Lane, Freshwater</p>	<p>A greenfield site of approximately 1.8 hectares is allocated at Church Field, Copse Lane, Freshwater to deliver high quality residential development which shall provide:</p> <ul style="list-style-type: none"> a) At least 25 homes providing a mix of sizes and an affordable housing contribution in line with H5 & H8; b) vehicular access improvements and/ or consider options for access onto Kings Manor Road. <p>The site is immediately adjacent to Church Place Conservation Area and the All Saints Church, a Grade II* listed building. The site may also form part of the core of a medieval settlement, as such any development should be of extremely high quality and take account of the adjacent features when considering design and layout.</p> <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.</p>

Island Planning Strategy Appendix 2: Site Specific Requirements

West Medina Regeneration Area		
Housing Allocation	Address	Site specific requirements
HA019	Medina Yard, Cowes	<p>A brownfield site of approximately 5.8 hectares is allocated at the site known as Medina Yard, Cowes to deliver a sustainable, high-quality mixed-use development resilient to climate change which shall provide delivery of:</p> <ul style="list-style-type: none"> a) At least 535* homes providing a mix of sizes and an affordable housing contribution in line with H5 & H8; b) approximately 18600 sqm of non-residential floor space which should include an appropriate mix of: <ul style="list-style-type: none"> i. Flexible retail, financial and professional services, food and drink floor space (Class E uses); ii. flexible office and other workspaces (Class E uses); iii. including at least 440 sqm of Marine Training accommodation; iv. approximately 14500 sqm of marine industrial space and storage (B2/B8 use); v. community use and museum floor space (Class E use); and vi. other uses as appropriate. c) a mix of onsite SANGs, open and recreation space; d) new public realm works, including a piazza and accessible waterfront; e) hard and soft landscaping across the site with pedestrian routes; f) reconstruction of the sea wall and new public slip way; g) on-site car parking and cycle provision; 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 i) refurbishment of former J Samuel White offices and Hammerhead Crane. <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><i>*planning permission for 535 dwellings was recently granted for application P/00496/16</i></p>

Island Planning Strategy Appendix 2: Site Specific Requirements

<p>HA020</p>	<p>Former Somerton Reservoir, Newport Road, Cowes</p>	<p>A brownfield site of approximately 1.9 hectares is allocated at the Former Somerton Reservoir, Cowes, to deliver a sustainable, high quality residential development which shall provide delivery of:</p> <ul style="list-style-type: none"> a) At least 146 homes* providing a mix of sizes and an affordable housing contribution in line H5 & H8; b) onsite soft and hard landscaping; c) a mix of onsite SANGs, open and recreation space; d) public transport and highway improvements as required; and e) proportionate contributions to improvements to off-site junctions identified in Tables 7.1 and 7.2, if required; <p><i>*planning application P/00356/18 submitted for 146 dwellings.</i></p>
<p>HA022</p>	<p>Somerton Farm, Newport Road, Cowes</p>	<p>A greenfield site of approximately xx hectares is allocated at Somerton Farm, Cowes to deliver a sustainable, high-quality mixed-use development which shall provide:</p> <ul style="list-style-type: none"> a) At least 130 homes providing a mix of sizes and an affordable housing contribution in line with H5 & H8; b) improved road network to allow ease of movement to and through the site; c) in conjunction with the adjacent employment allocation Policy EA3, a multi-user route to the nearby Cowes to Newport multi-user network; d) a mix of onsite SANGs, open and recreation space; e) landscape buffers to the ancient woodland, SINC and along with the watercourse corridor; and f) proportionate contributions to improvements to off-site junctions identified in Tables 7.1 and 7.2, if required. <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>HA025</p>	<p>Land rear of 84 Wyatts Lane, Northwood</p>	<p>A greenfield site of approximately 5 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>

Island Planning Strategy Appendix 2: Site Specific Requirements

		<ul style="list-style-type: none"> a) At least 20 homes providing a mix of sizes and an affordable housing contribution in line with H5 & H8; b) public transport and access improvements as required; c) footpath and public rights of way links and improvements; d) protection of trees, SINC and biodiversity enhancements; e) landscape buffers to safeguard the setting of the wider rural area and to the designations; f) safeguarded woodland areas with woodland walks; g) improved pedestrian connectivity/ footways to nearby school; and h) proportionate contributions to improvements to off-site junctions identified in Tables 7.1 and 7.2, if required. <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 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>HA026</p>	<p>Land rear of Harry Cheek Gardens, Northwood</p>	<p>A greenfield site of approximately 2.4 hectares is allocated at land to the west of Harry Cheek Gardens, Cowes to deliver a sustainable, high quality residential development which shall provide:</p> <ul style="list-style-type: none"> a) At least 28 homes* providing a mix of sizes and an affordable housing contribution in line with H5 & H8; b) public transport, and access improvements as required; c) footpath and public rights of way links and improvements; d) protection of trees and provision of biodiversity enhancements; e) landscape buffers to the west to safeguard the setting of the wider rural area; f) a safeguarded open space/village green to the west;

Island Planning Strategy Appendix 2: Site Specific Requirements

		<p>and</p> <p>g) proportionate contributions to improvements to off-site junctions identified in Tables 7.1 and 7.2, if required.</p> <p>Proposals should not prevent adjacent sites coming forward.</p> <p><i>*outline planning permission granted for 28 units P/01262/16</i></p>
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Island Planning Strategy Appendix 2: Site Specific Requirements

Newport Regeneration Area		
Housing Allocation	Address	Site specific requirements
HA031	Land to east of Gunville	<p>A greenfield site of approximately 11.8 hectares is allocated at land to east Gunville, Newport to deliver a sustainable, high-quality mixed-use development which shall provide:</p> <ul style="list-style-type: none"> a) At least 175* homes providing a mix of sizes and an affordable housing contribution in line with H5 & H8; b) approximately 2.0 ha of serviced employment land for office, general industrial or storage and distribution uses as appropriate to the site and its wider context, ensuring that there is also a mix of size of unit; support will also be given to employment generating uses provided that they are compatible with the immediate surroundings and do not conflict with town centre uses (Class E Office & B2/B8 uses); c) community use floor space (Class E); d) improved road network to allow ease of movement to and through the site; e) multi-user links to the wider area; f) a mix of onsite SANGs, open and recreation space as well as biodiversity enhancements; g) landscaping across the site and buffers to adjacent school; and h) public transport, pedestrian and public right of way links and improvements. <p>Archaeological and biodiversity assessments will need to be undertaken by any potential applicant to record where appropriate and assess the relevant impacts and mitigation aspects.</p> <p>Development and required infrastructure will be delivered on a phased basis in line with housing delivery.</p> <p>Proposals will not be permitted where they would prevent a comprehensive approach to the delivery of development and infrastructure across the whole site. It is anticipated that the site will be comprehensively master planned.</p> <p><i>*planning application 19/01544/OUT submitted, outline for 115 homes on part of the site</i></p>
HA032	Land at Horsebridge Hill	<p>A greenfield site of approximately xx hectares is allocated at Horsebridge Hill, Newport to deliver a sustainable, high-quality residential development which shall provide:</p>

Island Planning Strategy Appendix 2: Site Specific Requirements

		<p>a) At least 115 homes providing a mix of sizes and an affordable housing contribution in line with H5 & H8;</p> <p>b) improved road network to allow ease of movement to and through the site;</p> <p>c) public transport and pedestrian improvements;</p> <p>d) multi-user links to the wider area;</p> <p>e) a mix of onsite SANGs, open and recreation space; and</p> <p>f) landscape buffers to the ancient woodland, SINC and along with the watercourse corridor.</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>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>HA036</p>	<p>Land at Noke Common</p>	<p>A mixed greenfield and brownfield site of approximately 8.5 hectares is allocated at Noke Common, Newport to deliver a sustainable, high quality residential development which shall provide:</p> <p>a) At least 100 homes providing a mix of sizes and an affordable housing contribution in line with H5 & H8;</p> <p>b) public transport, access and proportionate off-site highway improvements as required;</p> <p>c) footpath and public rights of way links and improvements;</p> <p>d) a mix of onsite SANGs, open and recreation space; and</p> <p>e) landscaping and biodiversity enhancements.</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>

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<p>HA037</p>	<p>Former Library HQ, Land Adjacent St Mary's Hospital Parkhurst, Newport</p>	<p>A greenfield site of approximately 1 hectare is allocated at Land Former Library HQ and Land Adjacent St Mary's Hospital, Newport to deliver a sustainable, high quality residential development which shall provide:</p> <ul style="list-style-type: none"> a) At least 25 homes providing a mix of sizes and an affordable housing contribution in line with H5 & H8; b) public transport, access and proportionate off-site highway improvements as required; and c) footpath and public rights of way links and improvements; <p>It is anticipated that the council will work the NHS to consider how a wider masterplan can offer comprehensive benefits across the site and adjacent NHS land. Therefore, proposals should not prevent adjacent sites coming forward.</p>
<p>HA038</p>	<p>Land off Broadwood Lane, Newport</p>	<p>A greenfield site of approximately 6.4 hectares is allocated at Land off Broadwood Lane, Newport to deliver a sustainable, high quality residential development which shall provide:</p> <ul style="list-style-type: none"> a) At least 150* homes providing a mix of sizes and an affordable housing contribution in line with H5 & H8; b) public transport, access and proportionate off-site highway improvements as required; c) footpath and public rights of way links and improvements; d) onsite drainage improvements; e) a mix of onsite SANGs, open and recreation space; and f) landscaping and biodiversity enhancements. <p>Archaeological and biodiversity assessments may need to be undertaken by any potential applicant to record where appropriate and assess the relevant impacts and mitigation aspects.</p> <p>Proposals should not prevent adjacent sites coming forward.</p> <p><i>* planning applications submitted 19/01415/OUT (outline for 113 homes) & 19/01426/FUL (full for 36 homes)</i></p>
<p>HA039</p>	<p>Former HMP Camphill, Newport</p>	<p>See Site Specific Policy KPS1</p>
<p>HA044</p>	<p>Newport Harbour</p>	<p>See Site Specific Policy KPS2</p>

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HA110	Land at Moreys, Trafalgar Road	<p>A brownfield site of approximately 1.6 hectares is allocated at Land at Moreys, Trafalgar Road, Newport to deliver high quality sustainable residential development which shall provide:</p> <p>a) At least 100 homes providing a mix of sizes and an affordable housing contribution in line with H5 & H8;</p> <p>b) onsite parking and access improvements as required;</p> <p>c) an access road linking Trafalgar Road and Terrace Road; and</p> <p>d) a mix of onsite SANGs, green and open space.</p>
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East Medina Regeneration Area		
Housing Allocation	Address	Site specific requirements
HA051	Palmers Farm, Brocks Copse Road, Wootton Bridge	<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> <p>a) At least 40 homes* providing a mix of sizes and an affordable housing contribution in line with H5 & H8;</p> <p>b) improved and safe access to and through the site for both pedestrians and vehicles;</p> <p>c) retention of existing woodland to centre of site; and</p> <p>d) landscape buffers and biodiversity enhancements to the north and west of the site.</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 assessments will need to be undertaken by any potential applicant and early liaison with the council's Archaeology and Historic Environment Service is advised.</p> <p><i>*planning permission granted for 40 homes P/00741/18</i></p>
HA053	Land adjoining Lushington Hill & Hunters Way, Wootton	<p>A greenfield site of approximately xx hectares is allocated to land adjoining Lushington Hills & Hunters Way, Wootton Bridge to deliver, high quality sustainable residential development which shall provide:</p> <p>a) At least 50 homes providing a mix of sizes and an affordable housing contribution in line with H5 & H8;</p> <p>b) improved and safe access to and through the site for both pedestrians and vehicles;</p> <p>c) landscape and ecological buffers to the ancient</p>

Island Planning Strategy Appendix 2: Site Specific Requirements

		<p>woodland and hedge retention where possible or replacement; and</p> <p>d) a mix of SANGs, open and recreation space. This could be located to the west to act as a buffer to the woodland.</p> <p>The site has an area of mineral safeguarding to the centre of the site, appropriate investigation should be undertaken to establish whether the minerals can be utilised within the development or extracted as appropriate.</p> <p>Archaeological assessments will need to be undertaken by any potential applicant and early liaison with the council's Archaeology and Historic Environment Service is advised.</p>
<p>HA113</p>	<p>Red Funnel, East Cowes</p>	<p>A brownfield site of approximately 2.4 hectares is allocated at Land at Red Funnel and surrounds, East Cowes to deliver a sustainable, high quality mixed use development resilient to climate change and sympathetic to the character of the area and which shall provide delivery of:</p> <ul style="list-style-type: none"> a) At least 100 homes providing a mix of sizes and an affordable housing contribution in line with H5 & H8; b) tourist accommodation; c) approximately 1850m² of non-residential floor space including retail, leisure, and commercial premises (use class E & B1 and B2); e) demolition of unused buildings; f) terminal buildings with associated marshalling facilities; g) public transport, access and highway improvements as required as well as opportunities to enhance or create links to the local sustainable transport network; h) on-site parking and cycle provision; i) enhanced public realm/ SANGs/ open and recreation space; j) pedestrian connectivity improvements; k) appropriate landscaping and boundary treatment; l) an appropriate level of public access to the waterfront; m) an appropriate level of access to the waterfront and marine-related infrastructure, where it is required for existing and future marine and maritime-related businesses; n) seawall and coastal defence improvements; and o) any other measures that enhance East Cowes as a destination. <p>Development and required infrastructure will be delivered on a phased basis in line with housing delivery.</p>

Island Planning Strategy Appendix 2: Site Specific Requirements

		<p>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> <p><i>*outline planning permission granted for up to 100 homes P/01065/15</i></p>
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Island Planning Strategy Appendix 2: Site Specific Requirements

Ryde Regeneration Area		
Housing Allocation	Address	Site specific requirements
HA060	Westridge Cross Dairy and land to the north of Bullen Road, Ryde	<p>A greenfield site of approximately 38 hectares is allocated at Westridge Cross Dairy, Ryde to deliver a sustainable, high quality predominately residential development resilient to climate change. The development shall provide:</p> <ul style="list-style-type: none"> a) At least 474 homes* providing a mix of sizes and an affordable housing contribution in line with H5 & H8; b) a mix of onsite SANGs, open and recreation space; c) community facilities well related and accessible to all, d) including a small convenience retail provision, if appropriate; e) opportunities for sustainable travel and lifestyles including a network of safe and convenient green routes and cycling links; and f) public transport and highway improvements as required. <p>Development and required infrastructure will be delivered on a phased basis in line with housing delivery.</p> <p>Proposals will not be permitted where they would prevent a comprehensive approach to the delivery of development and infrastructure across the whole site. It is anticipated that the site will be comprehensively master planned in conjunction with the approved scheme currently under construction (19/01574/FUL).</p> <p>Relevant biodiversity and archaeological assessments will be required and early liaison with council's Planning Services is advised.</p> <p><i>*planning application submitted for 474 dwellings 20/01061/FUL</i></p>
HA062	Land off Quarry Road, Ryde	<p>A greenfield site of approximately 1.6 hectares is allocated at land off Quarry Road, Ryde to deliver, high quality sustainable residential development which shall provide:</p> <ul style="list-style-type: none"> a) At least 30 homes providing a mix of sizes and an affordable housing contribution in line with H5 & H8; b) improved and safe access to and through the site for both pedestrians and vehicles; c) improvement, re-provision and links to existing public rights of way; d) a financial contribution to the management and maintenance of the adjacent nature asset; and

Island Planning Strategy Appendix 2: Site Specific Requirements

		<p>e) landscape buffers and biodiversity enhancements to the south of the site.</p> <p>Biodiversity assessments will need to be undertaken by any potential applicant and early liaison with the council's Planning Services is advised.</p>
HA112	Land at Harcourt Sands, Ryde	<p>A brownfield site of approximately 11 hectares is allocated at Land at Harcourt Sands, Ryde to deliver a sustainable, high-quality mixed-use development resilient to climate change and sympathetic to the character of the area and which shall provide delivery of:</p> <p>a) At least 128* homes providing a mix of sizes and an affordable housing contribution in line with H5 & H8;</p> <p>b) improvements to the tourism offer;</p> <p>c) on-site car parking;</p> <p>d) new vehicular access and works to existing accesses; and</p> <p>e) a mix of onsite SANGs, open and recreation space as well as biodiversity enhancements.</p> <p><i>*planning permission granted for 128 homes P/00573/15</i></p>

The Bay Regeneration Area		
Housing Allocation	Address	Site specific requirements
HA080	Former Sandham Middle School Site, Sandown	<p>A mixed brownfield and greenfield site of approximately 4 hectares is allocated at the Former Sandham Middle School, Sandown to deliver a sustainable, high-quality development that could be focused on providing a mix of cross-generational tenures including First Homes and Extra Care. The site could enable delivery of:</p> <p>a) At least 84 residential dwellings of mixed tenure and type that could include or wholly deliver:</p> <p>b) First Homes;</p> <p>c) extra care services for older people delivering a variety of sized units;</p> <p>d) supported housing for vulnerable young people, including care leavers;</p> <p>e) a small community hub that could include community centre floorspace, a small library, café and a small-scale retail opportunity to serve local needs;</p> <p>f) a mix of onsite SANGs, open and recreation space;</p> <p>g) sustainable drainage scheme; and</p> <p>h) proportionate contributions to improvements to off-site junctions identified in Tables 7.1 and 7.2, if required.</p> <p>When considering flood risk across the site please refer to the council's SFRA Level 2 Fact Sheet.</p>

Island Planning Strategy Appendix 2: Site Specific Requirements

<p>HA081</p>	<p>Sandown Town Hall, Grafton Street, Sandown</p>	<p>A brownfield site of approximately 0.15 hectares is allocated for residential use at Sandown Town Hall, Sandown to deliver a sustainable, high quality residential development which shall provide delivery of:</p> <p>a) At least 11 homes* providing a mix of sizes and an affordable housing contribution in line with H5 & H8;</p> <p>Given the building is listed building, any development and/or conversion must have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. Early discussions with the council's Planning Service is advised.</p> <p><i>*planning permission granted for 11 units 20/00455/FUL</i></p>
<p>HA084</p>	<p>Former SPA Hotel, Shanklin Esplanade</p>	<p>A brownfield site of approximately 0.4 hectares is allocated at the Former SPA Hotel, Shanklin to deliver sustainable, high quality predominantly residential development resilient to climate change. The development shall provide:</p> <p>a) At least 50 homes providing a mix of sizes and affordable housing in line with H5 & H8;</p> <p>b) Public transport and highway improvements as required;</p> <p>c) Contribution towards improvements to the seawall and coastal defences; and</p> <p>d) Re-provision of any public parking spaces lost through redevelopment</p> <p>The development should be of high quality design and reflect the character of the area, respecting the proximity of the buildings and uses adjacent to the site.</p> <p>If at the time of any planning application the car parking facility is still required, any public parking spaces that would be lost will be re-provided as part of any development proposal.</p> <p>Given the site location with the cliff behind it is anticipated that any parking would be to the rear of the site with the option of a multi-level solution. Consideration should be given to the ground floor frontage on the Esplanade to ensure appropriate activity and vitality.</p> <p>Relevant surveys will need to be undertaken and early discussion with the Planning Service is advised.</p>
<p>HA096</p>	<p>Land adjoining Scotland Farm and Tresslewood Care Village, Scotland Corner, Godshill</p>	<p>A greenfield site of approximately xx hectares is allocated at Land adjoining Scotland Farm, Godshill to deliver a sustainable, high quality residential development which shall provide:</p> <p>a) At least 100 homes providing a mix of sizes and an affordable housing contribution in line with H5 & H8;</p> <p>b) pedestrian connections to Yarborough Close and along West Street.</p>

Island Planning Strategy Appendix 2: Site Specific Requirements

		<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>
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Island Planning Strategy Appendix 2: Site Specific Requirements

Island Planning Strategy Appendix 3: 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 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 Housing Allocations General Requirements 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	E9 Supporting High Quality Tourism
SP5 Environment	No	Yes	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	T1 A Better Connected Island

Island Planning Strategy Appendix 3: List of Saved Policies

Island Plan Core Strategy Policy	To be saved?	To be updated/ replaced	Updated/ replaced with
			T2 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 Lowering Carbon and 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 3: 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	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, Biodiveristy and Geodiversity	No	Yes	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
DM15 Coastal Management	No	Yes	EV16 Managing Our Coast

Island Planning Strategy Appendix 3: List of Saved Policies

Island Plan Core Strategy Policy	To be saved?	To be updated/ replaced	Updated/ replaced with
			EV17 Facilitating Relocation from Coastal Change Management Areas
DM16 Renewables	No	Yes	C10 Supporting Renewable Energy and Low Carbon Technologies
DM17 Sustainable Travel	No	Yes	T1 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	C12 Utility Infrastructure Requirements for New Development
DM22 Developer Contributions	No	Yes	G3 Developer Contributions G4 Managing Viability

Island Planning Strategy Appendix 4: Strategic Policies

Neighbourhood Plans must be in general conformity with the strategic policies of the development plan listed below.

- 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)
- 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
- C12 Utility Infrastructure Requirements for New Development
- C13 Maintaining Key Utility Infrastructure
- G1 Our Approach Towards Sustainable Development and Growth
- G2 Priority Locations for Development and Growth
- G3 Developer Contributions
- G4 Managing Viability
- H1 Planning for Housing Delivery
- H2 Sites Allocated for Housing
- H3 Housing Allocations General Requirements
- 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
- T1 A Better Connected Island

Island Planning Strategy Appendix 5: 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	209	70	55	90	97	305	257	1083
Allocated sites	328	420	465	429	373	1937	755	4707
Windfall	100	100	100	100	100	500	500	1500
Total	637	590	620	619	570	2742	1512	7290

Years 1-5 total	3036
5 year housing need based on IPS	2430
Difference	606
As a % buffer	25%

By settlement	Year 1	Year 2	Year 3	Year 4	Year 5	Years 6-10	Years 11-15	Total
Cowes	54	59	112	140	112	310	160	947
East Cowes	0	30	25	75	78	100	0	308
Newport	11	60	85	115	130	1165	570	2136
The Bay (Sandown, Shanklin & Lake)	101	63	29	0	0	50	0	243
Ryde	128	122	142	137	140	447	257	1373
The West Wight (Freshwater & Totland)	50	55	45	30	10	40	25	255
Ventnor	10	0	0	0	0	0	0	10
Wootton	20	20	0	0	0	50	0	90
Bembridge	13	26	52	22	0	80	0	193
Arreton	42	0	0	0	0	0	0	42
Brighstone	35	20	0	0	0	0	0	55
Godshill	35	35	30	0	0	0	0	100
Rookley	21	0	0	0	0	0	0	21
Seaview	17	0	0	0	0	0	0	17

TOTAL 5790

Island Planning Strategy Appendix 6: List of large sites with planning permission

Planning Application reference	Site Address	Settlement	Dwellings permitted	Dwellings in plan period
20/01160/FUL	BRANSTONE FARM STUDIES CENTRE HALE COMMON, ARRETON	Arreton	42	42
P/00637/14	SITES AT THE DUVER MARINA & BEMBRIDGE MARINA, BEMBRIDGE	Bembridge	13	13
P/00966/14, P/01449/18	LAND ADJACENT BLANCHARDS, MOORTOWN LANE, BRIGHSTONE, NEWPORT	Brighstone	55	55
19/00080/FUL	BUCKLERS VIEW, WORSLEY ROAD, GURNARD, COWES	Cowes	12	12
P/00823/18	LAND TO THE REAR OF 391 NEWPORT ROAD, COWES	Cowes	66	66
P/00328/18	OFF HAWTHORN MEADOW, SAUNDERS WAY, EAST COWES	East Cowes	30	30
P/00941/16	MARESFIELD ROAD, LAND WEST OF CASTLE STREET, EAST COWES	East Cowes	53	53
P/00959/17, P/00986/18	1 MEDINA FOOD SERVICES, LITTLE LONDON, NEWPORT	Newport	20	20
P/01008/18	11-11D ST. JAMES STREET, NEWPORT	Newport	11	11
P/01392/16	PART OF PARCEL 8530 MAIN ROAD, ROOKLEY	Rookley	21	21
P/01218/16	ROSEMARY VINEYARD, SMALLBROOK LANE, RYDE	Ryde	140	140
P/01456/14	SOUTH OF SMALL BROOK LANE, PENNYFATHERS LAND, BRADING ROAD, RYDE	Ryde	904	545
P/00164/17	LAND AT RYDE HOUSE, OFF BINSTEAD ROAD	Ryde	30	16
P/00496/18	LAND BETWEEN NETTLESTONE HILL AND SEAVIEW, SEAVIEW	Seaview	17	17
20/00412/FUL	BELGRAVE HOTEL, 14-16 BEACHFIELD ROAD, SANDOWN	The Bay	10	10
P/01393/17	HIGHMEAD AND THE LAURELS, 3 HIGHFIELD ROAD, SHANKLIN	The Bay	10	10
P/00216/18	SAVOY COURT, VICTORIA ROAD, SANDOWN	The Bay	12	12
20/00091/FUL	22 FORMER BUS DEPOT, PIER STREET, VENTNOR	Ventnor	10	10
			TOTAL	1,083

Island Planning Strategy Appendix 6: List of large sites with planning permission