




# **Island Planning Strategy**

## **Regulation 19 version**

### **Temporary front cover**

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

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## Island Planning Strategy Section 1: Introduction

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

### The Local Plan

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

## Island Planning Strategy Section 1: Introduction

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

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

### Integrated Sustainability Appraisal and Habitats Regulation Assessment

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

### Background documents and other plans and strategies

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

## **Island Planning Strategy Section 1: Introduction**

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

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

### The Island

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

### The issues we face

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



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

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

### Environment

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

### Community

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



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

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

### Growth / Housing

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

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

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

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

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

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

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

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

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

### Economy

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

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

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

### Transport

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



### Isle of Wight Council Corporate Priorities and Aspirations

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

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

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

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

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

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

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

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

## Island Planning Strategy Section 3: How the IPS reflects corporate priorities

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

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

### Climate Change



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

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

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



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including 20 transboundary sites

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



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

**CC1: Climate Change**

**Strategic**

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

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

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

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



**Affordable Housing**



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

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

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

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

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

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

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

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

## Island Planning Strategy Section 3: How the IPS reflects corporate priorities

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

- 3.20** The very definition of affordable housing is therefore fundamental to addressing the acute issue of affordability on the island. The NPPF definition requires a minimum discount of 20% from market value for either rental or discounted market sale housing to qualify as 'affordable', however this simply does not represent what is 'affordable' for many island residents. Detailed work undertaken by the Council in the [Affordable Housing Assessment 2019.pdf](#) demonstrates that appropriate affordable rent levels for the island are actually at higher levels of discount from market value and it is essential that this is reflected strategically in the plan so that affordable housing that is delivered is meeting the needs of island residents.
- 3.21** Given the deeper discounts being required, the council does not wish to be prescriptive on affordable housing tenure and will work to provide up to date information on area based affordable housing tenure needs in a Supplementary Planning Document (SPD) that will be updated on a regular basis. Town, parish and community councils and local ward councillor involvement in the preparation of this SPD will be vital.
- 3.22** Ensuring there is local input into the provision of housing is also vital to help provide as many of the right type of homes for the right people in the right places as possible. Engaging and involving Town, parish and community councils across the island through the preparation of Housing Needs Surveys will be an important factor in helping to deliver this key corporate priority.
- 3.23** Housing Needs Surveys are carried out by town, parish and community councils to identify the housing needs of people in their locality. They are a tool to help determine whether the available or forthcoming housing is suitable for the changing needs of a local community. For example, whether there is provision of sufficient specific housing for families or older people.
- 3.24** The information contained within these surveys will be used when considering planning applications and in the implementation of IPS policies H5 (Delivering Affordable Housing) and H8 (Ensuring the right mix of housing). By carrying out a Housing Needs Survey (HNS) within a parish, the community can ensure that they are able to plan ahead to help shape future housing provision and that any plans proposed are based on accurate information to better meet the needs of the local community. The Council will provide guidance and template documents to ensure these HNS documents are fit for purpose.
- 3.25** Another important corporate aspiration relating to affordable housing is the promotion of homes that are built so that residents can maintain their independence as long as possible. The Island has an ageing population and a high percentage of people with mobility problems, which in turn is placing increased demands on services. The council wants to help people to maintain and improve their wellbeing and to live as independently as possible.
- 3.26** Part M4(2) Category 2 of the Building Regulations sets out design standards for accessible and adaptable dwellings that require a new dwelling to include features that make it suitable for a range of potential occupants, including older people, individuals with reduced mobility and some wheelchair users.
- 3.27** Providing adaptable buildings has many benefits, not just for the occupants but also for the council, registered social landlords (who provide affordable housing) other service providers. Being adaptable means that new homes are either already suitable or can very simply be adapted to meet people's changing needs over time or to suit the needs of different users. The Council believe all affordable housing should be built as accessible and adaptable dwellings to maximise the life cycle of the homes that we do build.
- 3.28** All of the aspects above are brought together in strategic policy **AFF1** that sets the benchmark for the provision of affordable housing on the island.



### AFF1 Isle of Wight Affordable Housing

Strategic

The Council recognises that affordable housing as defined in the NPPF is not affordable on the island. To address this, the Council will use the following definition of affordable housing:

- For 1 and 2-bed homes: Up to 70% of market sale/rent value or the Local Housing Allowance, whichever is the lowest;
- For 3-bed homes: Up to 65% market sale/rent or the Local Housing Allowance, whichever is the lowest;
- For 4+-bed homes: Up to 60% market sale/rent or the Local Housing Allowance, whichever is the lowest.

The Council will encourage and support Town and Parish Councils to undertake Local Housing Needs Surveys and using any such completed surveys as a primary information source to help inform the type and mix of affordable homes secured through policies H5 and H8.

The Council will require all new build affordable housing secured through policy H5, whether for sale or rent, to be built in line with the accessible and adaptable standard for homes as set out in Part M4(2) of the Building Regulations ('Category 2 homes').



## Infrastructure

- 3.29** Tackling climate change and supporting affordable housing both require necessary development to be located in the most sustainable locations, but that development also needs to be supported by appropriate infrastructure to ensure it can be successfully delivered, long lasting and meet island needs.
- 3.30** Infrastructure can be used to describe a wide range of things that development needs to work in the most sustainable way including water (drinking, disposal of surface and wastewater), utilities (communications, electricity, gas), transport (public transport, pedestrian and cycle links, roads), waste (management and disposal), protection (from flooding and the coast) and education (new and/or improved early years, schools and further education). The list is not exhaustive but provides an indication of the many moving parts necessary to support sustainable development.
- 3.31** The responsibility for the supply and maintenance of existing utility services rests largely with the statutory undertakers, for example Southern Water in relation to foul drainage (sewers). It is often difficult to be certain about what the specific infrastructure requirements will be for the island across the entirety of a 15 year plan period as the exact detail and timing of many development schemes is not currently known. The provision of new and supporting utilities, connections to existing utility infrastructure, exploring space capacity and any required additional capacity are all essential elements of the island's future development needs.

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- 3.32** The IPS is supported by an Infrastructure Delivery Plan (IDP) and an IDP addendum that seek to address what strategic infrastructure may be required as a result of the proposed new growth on the Island. The IDP and the 2022 addendum explain the approach the Council has taken to identifying infrastructure at this moment in time and where possible includes details of the infrastructure identified by the Council and other service providers as being needed to support the delivery of the Island Planning Strategy, or in some cases already committed through investment plans (e.g. between 2020 and 2025 Southern Water have a programme to invest around £56m on the water and wastewater network on the island, including over £16m at the Sandown Wastewater treatment works).
- 3.33** The IDP reflects ongoing discussions with statutory undertakers responsible for delivering infrastructure across the island. It is important to note that the IDP addresses 'strategic' infrastructure priorities rather than very localised infrastructure needs arising from individual planning applications. Many infrastructure requirements are small scale and specifically related to particular sites. These will generally be dealt with on site or by developer contributions rather than being specifically set out in the IDP but are equally important and therefore referenced within strategic policy INF1.
- 3.34** It is also important to note that the IDP does not seek to make up for historic deficits in infrastructure. However, there are instances where supporting growth might most effectively be achieved through the upgrading of existing facilities. This could include, for example, extending existing schools or enhancing current public transport services.
- 3.35** Given the importance of infrastructure to successful development, the IPS includes strategic policy INF1. The purpose of this policy is to ensure that infrastructure provision is supported across the island and that development makes an appropriate contribution (which could be physical or financial, or both) to ensure that new infrastructure is provided or existing is upgraded.
- 3.36** Whilst INF1 is applicable to all utility infrastructure provision (e.g. electricity, gas, telecommunications, wastewater/water), it is particularly applicable to water and wastewater infrastructure provision. All development proposals should ensure suitable access is maintained for water supply and development layouts will be expected to be designed to take drainage infrastructure into account, providing clear separation between surface and foul water and wherever possible slowing the flow of surface water into the public sewer.
- 3.37** In specific relation to water and wastewater infrastructure, the council will generally seek to condition planning permission approvals so that no development will occur until the applicant can demonstrate that a strategy is in place following discussion with Southern Water to provide connections to public utilities infrastructure and/or deliver the required infrastructure to support development. Where Southern Water has identified that network reinforcements are required, there will be a need to ensure that the occupation of development does not occur ahead of the delivery of such reinforcements, and where possible this will be controlled by planning condition or obligation.
- 3.38** Developers are strongly encouraged to work with infrastructure providers and consider opportunities to address infrastructure requirements as part of their proposal. Applicants should demonstrate that engagement has taken place with the required statutory undertakers and infrastructure providers to inform a strategy on how connections will be made to public utilities infrastructure and/or deliver the required new infrastructure to support development.
- 3.39** On larger sites, or where several sites are coming forward together, infrastructure may need to be phased or considered on a cumulative basis. This will enable the infrastructure needed for the site as a whole to be provided in a coherent and comprehensive manner. Where sites are close together or form part of a larger development, work should be undertaken between multiple developers and statutory undertakers to identify joined up solutions.
- 3.40** The IDP is very much a living document and will be updated and monitored over the IPS plan period, particularly as more detail and information on site specific proposals emerge and

## Island Planning Strategy Section 3: How the IPS reflects corporate priorities


infrastructure providers confirm spending and delivery plans.

**INF1 Infrastructure**  **Strategic**

The Council is clear that the planned level of growth on the island needs to be supported by appropriate levels of infrastructure and that this growth should not cause unacceptable adverse impacts to the existing infrastructure network and on residents.

The Council will therefore require applicants to provide, or where appropriate, make a financial contribution to infrastructure which as a minimum is necessary to make the development acceptable in planning terms.

The Council will work closely with all infrastructure providers to continually update the Infrastructure Delivery Plan (IDP) throughout the plan period, and will support proposals for the improvement of existing or delivery of new infrastructure on the island.



- 3.41** As a local planning authority and a council, we recognise that we cannot achieve these strategic priorities on our own and will be developing new partnerships and relationships, nurturing existing ones and when we can't deliver something, enabling or facilitating others to do so. Many policies within the plan set out at the end other relevant information or non-planning documents that provide further context or detail to the policy. The Island Planning Strategy sets out how, in spatial terms, and through the planning system, the council will use land-use planning to contribute to delivering as many of the corporate aspirations as possible.

### What the policies of the Island Planning Strategy will do

- 3.42** In line with national policy, the council identifies which policies within the Island Planning Strategy are strategic and these are listed in Appendix 5, including **CC1**, **AFF1** and **INF1**. In addition to the three overarching strategic policies detailed above, the same issue headings from Section 2 have been used to split the IPS into relevant sections. Highlighted below is what each of these sections will try to do through the strategic and detailed policies within them to help address the issues the Island faces and deliver the corporate priorities:



**Environment:** The Island is a UNESCO Biosphere Reserve and benefits from a high quality and attractive environment. IPS policies will protect, and wherever possible, seek to improve all the positive aspects including the AONB, trees, heritage assets and ecology as well as introducing a new Dark Skies Park in the south west of the



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Island. The IPS will also require a biodiversity net gain of 10% from all new development;



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



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



**Housing:** We need to build more houses on the Island for lots of reasons, but mainly to try and make sure people are able to live in a home that is affordable to them. IPS policies will enable different types of home to be built for the different needs of people. We want to make sure as many of the homes as possible are built in areas where people are able to access the services and facilities they need;



**Economy:** As well as houses, it is also important to make sure we protect as many existing jobs as possible and also make it easy for new jobs to be created. IPS policies make sure that land is secured and available for a range of businesses to maintain and increase the number of jobs. Our High Streets continue to change, and IPS policies make sure that commercial property and businesses on our High Streets can be as flexible as possible;

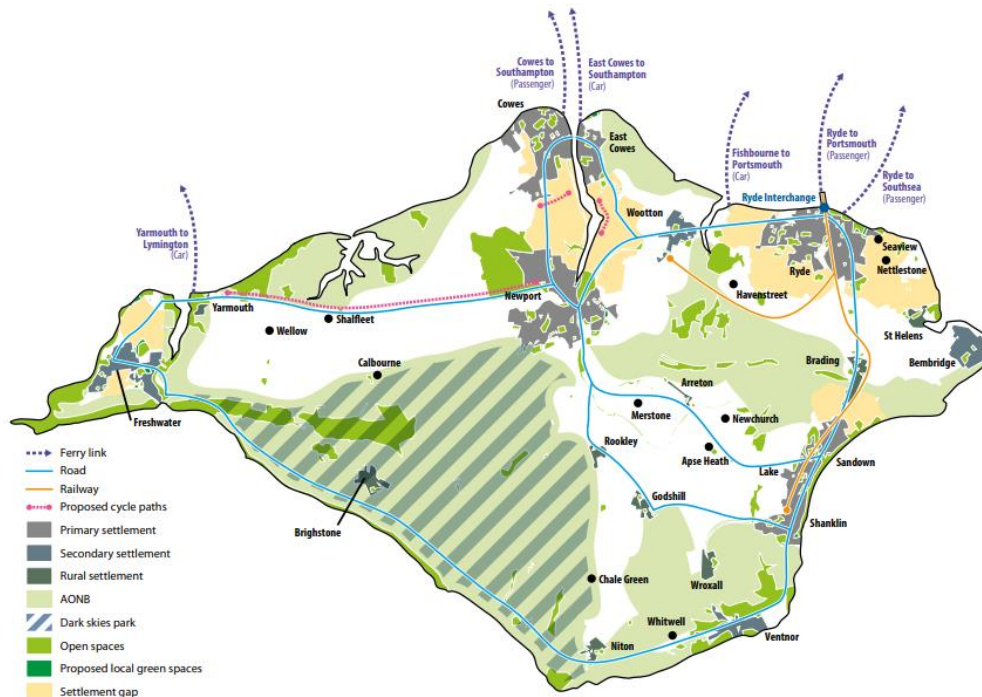


**Transport:** How people move around the Island is also an important issue - and this also has a big impact on climate change. By planning for our growth in locations that are close to services and facilities, we can encourage people to move around as much as possible without using a motor vehicle. IPS policies require new road, footpath and cycle path infrastructure where it is needed and wherever possible, any new development will have to help fund the cost of this.

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

## Island Planning Strategy Section 3: How the IPS reflects corporate priorities

Figure 3.1 – Key environment diagram



**3.44** A key issue for the Island Planning Strategy under the **Growth** and **Housing** topics is to set out a framework for the location, mix and type of housing to be provided across the plan period of 15 years, taking into account these protections and designations. The number and size of sites put forward for allocation in this document reflects what we believe is an 'island realistic' housing requirement.

**3.45** Using the main themes of what the community told us from previous versions of the IPS, a set of guiding principles have been developed to help steer the approach to the allocation of housing sites and policy development within this document. These principles will also help to deliver the corporate priorities and key areas of action for the Island as set out in the Corporate Plan:

- Improve the delivery and affordability of new homes to best meet Island needs, in the most sustainable locations with the right infrastructure (reducing the reliance on private transport);
- Prioritise the use of land within existing settlement boundaries, particularly where the land is brownfield and/or in public sector ownership;
- Reflect the importance of a high quality built and natural environment and the associated positive impacts on wellbeing and contribution to tackling climate change, achieving net zero and maintaining our UNESCO Biosphere Reserve status;
- Create certainty through the adoption of a local plan over what is expected of development proposals and how places are likely to change as a result of the plan.

**3.46** Using these principles, the IPS is planning to build the right homes in the right places and some of the key benefits of the plan are:

- **95%** of the total homes allocated are within the adjusted settlement boundaries of primary and secondary settlements (87% are in primary settlements and 8% within secondary settlements);

## Island Planning Strategy Section 3: How the IPS reflects corporate priorities

- **50%** of the homes allocated are on sites that contain brownfield land, including two Key Priority Sites at Camp Hill & Newport Harbour, both in public sector ownership. The plan also includes a new brownfield sites policy that supports and encourages development on previously developed land to come forward;
- **78%** of the homes allocated on greenfield land are already in the planning application or pre-application process;
- **30%** of the total homes needed until 2037 already have planning permission;

**3.47** The Isle of Wight is a diverse Island, and it is often challenging to reflect its many differences. The Regeneration Strategy recognises this and identifies five areas with broadly similar populations and characteristics across the Island, and these are listed below. Further information about each area can be found in the Regeneration Strategy. The role of Newport as the Island's commercial, business and civic hub and the range of development opportunities in and around the county town affords it special attention as a distinct area overlaying the southern ends of both West and East Medina. Therefore, a sixth area is added for the purposes of this overview:

- **West Wight Area** - mainly rural but with Freshwater and Yarmouth as the main settlements
- **West Medina** - Cowes, Gurnard and Northwood and settlements in and to the West of Newport
- **Newport** - the area broadly following the community council boundary of Newport and Carisbrooke
- **East Medina** - East Cowes and settlements in and to the East of Newport including Wootton
- **Ryde** - and its wider immediate area including settlements such as Bembridge, St. Helens, Seaview and Brading
- **The Bay** - Sandown, Shanklin, Lake, Ventnor and adjacent villages

**3.48** To help the communities of these areas understand how the planned **Growth** and **Housing** will affect the area that they live in, Appendices 1 and 2 of the IPS clearly list both the large sites with planning permission (Appendix 1) and allocations (Appendix 2) that are projected to come forward within the plan period from 2022 to 2037. The table below provides a summary of this information by regeneration area. Whilst the Island Planning Strategy has to plan at an Island level, providing more localised information can help to assist place making and growth aspirations within an area that can often be taken forward through neighbourhood or place plans at a parish level.

Regeneration Area	Homes with planning permission	Homes allocated without permission	Total	%
West Wight Regeneration Area	141	180	<b>321</b>	6%
West Medina Regeneration Area	641	321	<b>962</b>	17%
Newport Regeneration Area	31	1975	<b>2,006</b>	35%
East Medina Regeneration Area	421	125	<b>546</b>	10%
Ryde Regeneration Area	832	665	<b>1,497</b>	26%
The Bay Regeneration Area	69	284	<b>353</b>	6%
<b>TOTAL WITHIN THE PLAN PERIOD</b>	<b>2,135</b>	<b>3,550</b>	<b>5,685</b>	

## Island Planning Strategy Section 3: How the IPS reflects corporate priorities

- 3.49** An important issue to many residents is when the planned growth will take place. The responsibility for submitting planning applications and building out planning permissions that are granted does not lie with the Local Planning Authority, therefore it can be challenging to provide an accurate picture. However Table 7.1 and Appendix 4 of the IPS provide indicative delivery trajectories which help demonstrate that the planned growth will be spread out across the plan period, rather than all happening at once. Policy G5 also seeks to ensure that planning permissions granted are built out in line with a delivery timetable secured as part of any permission.
- 3.50** This section has briefly highlighted the key corporate actions for the island and three strategic policies to ensure that these actions are delivered through land use planning. The remainder of the Island Planning Strategy contains detailed policies that will be used to help deliver the right homes in the right places, as well as provide the detailed framework from which we will determine planning applications that are submitted.



- 4.1 The importance to the Island of its historic and natural environment cannot be understated and as set out in strategic policy CC1 and Section 3 of the IPS, in June 2019 the Island was granted Biosphere Reserve status by UNESCO (United Nations Environment, Science and Cultural Organisation), only the third location within England to benefit from such a designation.
- 4.2 The designation shows the world that the Isle of Wight is an important area for wildlife and that this is due, in part, to the continuing commitment the local community have to its conservation and enhancement. Since the designation, the Biosphere status is now referenced in multiple council documents and strategies together with nature and landscape conservation initiatives. It has helped to give the Isle of Wight a distinctive and unique identity with global recognition. This is now recognised by the inclusion of strategic policy CC1 within the IPS.
- 4.3 Land is increasingly at a premium to try and meet all of the needs of the island, whether they be additional housing, economic development, sustainable transport, climate change mitigation or food production. All these needs benefit from the conservation and enhancement of our natural assets and the ecosystem services they provide and implementation of the policies in the Island Planning Strategy will play a fundamental role in helping to maintain the Isle of Wight UNESCO Biosphere Reserve ethos and designation in the future.
- 4.4 The suite of policies in the Environment section are designed to recognise and support this designation, and to ensure that development proposals deal with environmental issues appropriately. **'Conserving and Enhancing Our Historic Environment'** deals with the historic environment, and **'Ecological Assets and Opportunities for Enhancement'** provides the strategic policy context relating to ecological assets. This is followed with further, specific policies relating to **'Solent Recreation Mitigation Strategy'**, **'Water Quality Impact on Solent European Sites (Nitrates)'**, **'Trees, Woodland and Hedgerows'**, **'Protecting and Providing Green and Open Spaces'** and **'Protecting Our Landscapes and Seascapes'**.
- 4.5 The importance of settlement identity is recognised in the policy **'Preserving Settlement Identity'**, along with significance of the Island's Area of Outstanding Natural Beauty in **'Isle of Wight AONB'**. Linked to the Area of Outstanding Natural Beauty and tranquillity is **'Dark Skies'**.
- 4.6 The role of water and how it is managed is crucial to the Island. Therefore, there are a number of policies targeting the component parts of this issue: **'Managing Our Water Resources'**, **'Managing Flood Risk in New Development'**, **'Monkton Mead Catchment Area'**, **'Managing our Coast'**, **'Facilitating Relocation from Coastal Change Management Areas'**, **'Improving Resilience from Coastal Flooding'** and **'Managing Ground Instability in New Development'**.



## Conserving and Enhancing our Historic Environment

### EV1 Conserving and Enhancing our Historic Environment

**Strategic**

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

- a) incorporate the continued use, maintenance, rescue/ refurbishment/ repair/reinstatement and re-use of heritage assets and historic places, especially where they are identified as being at risk or likely to become at risk;
- b) consider and balance the relationship between the sense of place, economic, social (including safety and antisocial behaviour), regeneration, cultural and environmental characteristics;
- c) demonstrate how they have been informed by sufficient evidence to fully assess impacts upon the significance of heritage assets and their settings (including any heritage assets that have yet to be identified). Proposals should also demonstrate how they have avoided, minimised and mitigated (in that order) any harm to heritage assets;
- d) make a positive contribution to local character and distinctiveness.

Substantial harm to, or loss of grade II listed buildings or grade II registered parks and gardens will only be permitted in exceptional circumstances.

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

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

- e) Substantial public benefits would outweigh the substantial harm or total loss of significance; or all of the following:
- f) the nature of the heritage asset prevents all reasonable uses of the site; and
- g) no viable use of the heritage asset itself can be found in the medium term that will enable its conservation; and
- h) conservation through grant-funding or some form of charitable or public ownership is not possible; and
- i) the harm or loss is outweighed by the benefits of bringing the site back into use.

Where a proposal would cause less than substantial harm to the significance of a designated heritage asset (including any contribution made by its setting) a balanced judgement will be required having regard to the scale of any harm, the significance of the heritage asset and the public benefits of the proposal.

Where a proposal would cause substantial harm or less than substantial harm to the significance of a non-designated heritage asset (including any contribution made by its setting), a balanced judgement will be required having regard to the scale of any harm, the significance of the heritage asset and its contribution to the special character/local identity of an area and the public benefits of the proposal.

Where harm or loss to a heritage asset is unavoidable, the asset should be recorded in a manner proportionate to its importance and the impact and the record should be made publicly accessible. Copies of evidence should be deposited with the Historic Environment Record and local museum.





- 4.7** Policy EV1 is designed to afford an appropriate level of protection to heritage assets, whilst recognising that there may be some circumstances where the loss may be considered acceptable when balanced against the public benefits of a proposal, in which case appropriate mitigation should be put in place.
- 4.8** The historic environment encompasses all aspects resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped with planted or managed flora. These surviving physical remains are referred to as heritage assets.
- 4.9** Heritage assets both within and outside of settlements are invariably important in their own right, but also form an important context which should be respected when new development is being considered. Designated heritage assets will be afforded the highest protection in line with the relevant legislation, national policy and guidance. Non-designated heritage assets of archaeological interest, which are demonstrably of equivalent significance to scheduled monuments, should be considered subject to the policies for designated heritage assets. Bringing heritage to life for greater knowledge sharing, and to motivate people to appreciate, support and look after their historic environment is fundamental. People are increasingly looking for experiences that bring history to life in an engaging way a both of these points will be key factors contributing to the preservation of Biosphere status on the island.
- 4.10** The Island's historic environment provides a wealth of these distinctive features, that either individually or collectively help to define their surrounding area. It is these characteristics that create such a strong sense of place, which is valued by the council, communities and visitors alike. When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation, irrespective of the degree of potential harm to its significance. The more important the asset the greater the weight should be.
- 4.11** The Isle of Wight benefits from the following, the location of these can be seen in greater detail on the Policies Map, except for the non-designated sites, on the Historic Environment Record and the protected wreck sites:
- **1973** listed building entries, of which **29** are grade I listed, **68** are grade II\* listed and **1876** are grade II listed
  - **122** scheduled monuments
  - **9** registered historic parks and gardens
  - **3** protected wreck sites
  - **36** conservation areas
  - **175** locally listed buildings, structures and parks and gardens
  - **13,501** non-designated sites on the Historic Environment Record
- 4.12** Managing change to a heritage asset in a positive way can take many forms, for example securing the longevity of heritage assets that contribute positively to local character and provide places of interest for visitors to the Island, or the suitable re-use or reinstatement of heritage assets to provide tourism accommodation or workspace for employment uses. The historic environment is a fragile and finite resource which can easily be damaged beyond repair or lost forever. Features such as historic parks and gardens are part of the island's heritage assets and the impact of proposed development on the special character of the historic landscape must be considered.





- 4.13** Applications which affect or have the potential to affect heritage assets will be expected to prepare a Heritage Statement that will:
- i) describe the significance of the asset including any contribution from its setting, using appropriate expertise, at a level of detail proportionate to its significance and sufficient to understand the potential impact of the proposal; demonstrate as a minimum appropriate review/consultation with references such as Conservation Area Appraisals and the Historic Environment Record and, if necessary, original survey (including, for assets of archaeological interest, an appropriate desk-based assessment and, where necessary, a field evaluation); and
  - ii) to set out the impact of the development on the heritage assets and a suggested mitigation that is proportionate to the impact and the significance of the heritage asset, including where possible positive opportunities to conserve and enjoy heritage assets as well as recording loss and advancing knowledge.
- 4.14** Using this approach should result in proposals which emerge from a robust design process that requires an understanding of significance and local context. For designated and non-designated heritage assets this will also mean the submission of appropriately detailed information to help demonstrate the potential impact upon significance. The level of detail required will depend upon the nature of the asset and the proposal affecting the asset and will potentially reduce the number of conditions that could otherwise be required. The Local List and Conservation Area Appraisals will be subject to review and updated depending on the availability of resources whilst the Historic Environment Record is constantly evolving.
- 4.15** In new development, it is important to retain historic reference points which create a sense of local identity and distinctiveness. This includes historic features such as ancient roads, green lanes and byways and settlement patterns. It is important to remember that it is not only the historic buildings and features that are important but also the spaces between and within these assets. Historic Landscape Characterisation is an important tool for managing the historic environment and conserving important landscapes. Proposals need to take account of these characteristics to ensure that they respect the context within which they sit, be it a historic monument, building, streetscape or landscape. The insensitive development of a heritage asset, or land surrounding it, can have negative consequences, such as loss of local identity and even, in extreme circumstances, the loss of the asset altogether.
- 4.16** The council welcomes pre-application discussions with applicants that can help identify opportunities and constraints prior to submission of an application and these discussions can include specific consultation with IWC Archaeology & Historic Environment Service. Furthermore, the use of national guidance documents like the Government's Planning Practice Guidance and Historic England's Good Practice Guidance and Advice Notes and Historic England Advice Notes will assist in the assessment and outcome of development proposals.
- 4.17** Heritage values are the framework for assessing an asset's importance on many levels and an understanding of the fabric, values and significance of the place determines what change is harmful, what can be mitigated and what is beneficial. This value approach goes beyond consideration of the level of statutory designation, so the fact that a place does not meet certain criteria for statutory designation does not negate the value that it may hold in its local community.
- 4.18** The Council will monitor buildings or other heritage assets at risk through neglect, decay or other threats, proactively seeking solutions for assets at risk through discussions with owners, related charities and local community groups and a willingness to consider positively development schemes that would ensure the repair, reinstatement and maintenance of the asset, and, as a last resort, using its statutory powers.

### **Other relevant documents and information:**

- Historic England's Heritage at Risk register
- Isle of Wight Council Conservation Area Appraisals
- Isle of Wight Council Local List
- Newport and Ryde HAZ Commercial frontages Design Guide



## Ecological Assets and Opportunities for Enhancement

### EV2 Ecological Assets and Opportunities for Enhancement

Strategic

Development proposals will be required to protect and enhance the integrity of habitats and species important to biodiversity or of geological value.

Development should not have an impact on the most sensitive locations in accordance with the following hierarchy of nature conservation designations (as shown on the Policies Map):

- International
- National
- Local

Development proposals will only be permitted in the most sensitive locations in accordance with the hierarchy if it can be clearly demonstrated that the integrity of the national site network will not be adversely affected, other than in exceptional circumstances relating to overriding public interest.

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

- a) completing and submitting protected habitat and species surveys where required;
- b) submitting a Biodiversity Mitigation Plan which sets out any avoidance, mitigation and any compensatory measures;
- c) using the latest Defra Biodiversity Metric calculator to demonstrate how net gain of at least 10% for biodiversity will be achieved.

The loss or deterioration of irreplaceable habitats will not be permitted except in wholly exceptional cases and then only when a suitable compensation strategy is provided.

There are a number of habitats and features outside of designated sites that make a significant contribution to local biodiversity. Development proposals are expected to promote the maintenance and enhancement of the links between designated sites and to positively contribute to the aims and objectives of the Biodiversity Action Plan.

Development proposals should demonstrate how they have considered the ecological network on the Island (as shown on the Policies Map) and have responded to the Local Nature Recovery Strategy (LNRS).

Development proposals will only be permitted where any impacts on watercourses have been mitigated, including consideration of appropriate buffer zones in relation to the affected watercourse. Proposals should demonstrate how the enhancement and maintenance of river corridors, including any buffer zones, will be secured for the lifetime of development.

**4.19** The aim of this policy is to conserve designated sites and protected species whilst ensuring a net gain for biodiversity is achieved. There are three elements to this policy; identifying environmental assets, the assessment of impacts on these and the measures to mitigate or compensate for any harm.

**4.20** All designated sites form some of the Island's environmental assets and are shown individually on the Policies Map. These comprise of SPAs, SACs, Ramsar sites, SSSIs, National Nature Reserves, MCZs, LNRs, SINCs, RIGGs, ancient woodland and also include the core areas identified in the Solent Waders and Brent Goose Strategy 2020. Development will be steered away from these locations to ensure the most environmentally sensitive areas are protected. The whole island has been recognised as part of UNESCO's worldwide network of Biosphere Reserves for its environmental significance and this policy will play a key role in maintaining and enhancing this Biosphere Reserve designation.



- 4.21** Any plan or development which is considered to have a likely significant effect upon a European and/or Ramsar site will be subject to an Appropriate Assessment under the Habitats Regulations in order to ascertain whether an adverse effect on the site integrity can be excluded. Such development may be required to demonstrate no adverse effect on integrity through a project level Habitat Regulations Assessment (HRA) considering any avoidance, mitigation or compensatory measures. For the avoidance of doubt, project-level HRA will not be required for issues relating solely to recreational disturbance that are covered by policy EV3 and the Solent Recreation Mitigation Strategy.
- 4.22** There are a number of habitats and features outside of designated sites that make a significant contribution to local biodiversity, including for example, ancient and veteran trees. The Isle of Wight Biodiversity Action Plan (BAP) (<http://www.wildonwight.co.uk/haps.php>) is made up of a suite of habitat and species action plans. These include features such as woodlands, lowland meadows, coasts, estuaries and other important local habitats. There are also species action plans for red squirrels and woodland bats. Development is expected to positively contribute to the aims and objectives of these plans which will be updated before the Plan is adopted. There are many different organisations working in partnership in the conservation of the Island's biodiversity and the IOW BAP is recognised as a key document.
- 4.23** The Isle of Wight Council are the responsible authority for preparing the Local Nature Recovery Strategy (LNRS), a requirement for all areas of England set out in The Environment Act. The LNRS will become a vital document in identifying areas of positive action to assist with not only the recovery of nature, but also the enhancement. The LNRS will also consider whether there are opportunities to designate land for strategic offsetting purposes to deliver higher ecological benefits to the island. These could relate to carbon, biodiversity, nitrate and phosphate offsetting. The Council will consider adopting the LNRS as an SPD to provide clarity on the positive role the document will play in the planning and development process.
- 4.24** Completion of the biodiversity checklist by a competent person will show how biodiversity has been considered at the earliest possible stage, and this will indicate which sites require an ecological assessment. Appropriate levels of ecological surveys and assessment work should be submitted with each application. Any impacts should first be avoided, and if not possible mitigated for. Where this cannot be achieved compensatory measures will need to be agreed with the council.
- 4.25** The Government are consulting on the transition arrangements that will see biodiversity net gain become mandatory in 2023 for qualifying development. It is expected that the latest version of Defra's Biodiversity Metric calculator should be completed for all qualifying development to demonstrate how a minimum net gain of 10% for biodiversity will be achieved, in addition to any required mitigation/compensation.
- 4.26** Where protected species are identified developments will be expected to conserve and enhance these. Where it can clearly be demonstrated that there is an overriding need for the development that outweighs the significance of the nature conservation feature(s) supporting the protected species, the planning authority will impose conditions on the planning permission or require a planning obligation to:
- a. facilitate the survival of individual members of the species;
  - b. reduce disturbance to a minimum;
  - c. provide alternative habitats to sustain at least the current levels of population of the species; and
  - d. take opportunities to enhance their habitat.
- 4.27** Where harm that cannot be mitigated has been identified, the application will be refused. The ecological network map can be used to help identify concentrations of good quality habitat as well as those which are isolated at a landscape scale. This can then be used to focus effort and target resources to restore areas and corridors where conservation will make the most difference. This means that off-site compensatory measures can be secured to provide a contribution to the enhancement of the network where appropriate.



**4.28** Planning applications are required to clearly set out any impacts associated with the proposals and the mitigation or compensation measures that make the development acceptable. This could be set out within a separate Biodiversity Mitigation Plan. A natural capital approach will be used to monitor the levels of protection and enhancement of environment.

**4.29** River corridors also provide vital ecological functions for a variety of species. Even in urban areas, where watercourses have been modified, aquatic species will often use watercourses as a direct route or, for example, to disperse seed. Therefore it is important that proposals for new development consider any impacts. To ensure protection of these features the council would expect the following minimum buffer zones around watercourses to be considered in the design of development, considering local riverbank topography:

- 8m wide buffers either side of Main Rivers (non-tidal);
- 16m wide buffers either side of Main Rivers (tidal);
- 8m wide buffers either side of Ordinary Watercourses for minor development;
- 16m wide buffers either side of Ordinary Watercourses for major development;

**4.30** Newly created individual curtilages (e.g. private gardens for residential development) should not be located within watercourse buffers, however, where appropriate space within buffers can also serve an amenity function. All development proposals that have an area within one of the identified buffers will need to demonstrate how the following have been taken into account or mitigated in the design of a scheme:

- Identification of impacts associated with new development, either directly or indirectly, for example through loss of habitat, disturbance, or pollution;
- Where impacts are identified proposals should set out the measures to address these and should first seek to avoid any impacts, if this isn't possible mitigation is required and in some cases compensation will be sought. Proposals should demonstrate how the enhancement and maintenance of river corridors, including buffer zones, will be secured for the lifetime of development;
- The 8m buffers should prioritise protection and enhancement of nature conservation assets;
- The 16m buffers should include provision for public access in addition to nature conservation where any catchment guidance deems this appropriate;
- The buffer should include a mix of open land and scrub at different ages for structural diversity; riverside lawns connected by denser cover, giving the river patchy and dappled light;
- For all riverine properties, including single dwellings, riverside lawns should be connected by denser cover at the water's edge;
- Buffers should prioritise the protection and enhancement of nature conservation assets including existing trees and hedgerows;;
- Some tree and scrub removal may be permitted to allow for dappling of the water-course;
- Bank-sides and riverbeds should not be modified with piling, jetties or other structures. Where these modifications are already in-place, unless they are providing a flood protection or are a heritage asset, they should ideally be removed or adapted, and more natural features created that are sympathetic to river life. These include clean gravels and stones, sinuous channel-form, riffles, pools that provide varied flow for diverse river-life;
- Remove in channel and bankside modifications and restore the river to natural flows where this is deemed appropriate by the Environment Agency or Lead Local Flood Authority;
- Non-native invasive species are to be eradicated in accordance with the relevant regulations and guidance and should not be planted within the buffer zone.

**4.31** The Council have been working alongside the Newport Rivers Group and more widely with the Island Rivers Partnership, which includes the Environment Agency, to identify and produce guidance on a catchment scale approach.

**4.32** Catchments that are particularly susceptible to development pressure include Gunville Stream and Lukely Brook in Newport, Monktonmead Brook in Ryde and Scotchells Brook in The Bay



area. Future guidance will be developed to focus on these areas and applications will be required to demonstrate how they have taken the relevant guidance into account.

- 4.33** Housing allocation HA033 ‘Land West of Sylvan Drive’ will be expected to include appropriate buffers to the Gunville Stream. The buffers and any features within should be designed in consultation with the Island Rivers Partnership and any ecological enhancements should be secured in perpetuity via a legal agreement.

**Other relevant documents and information:**

- Isle of Wight Local Nature Recovery Strategy (LNRS)
- Isle of Wight Biodiversity Action Plan (BAP)
- Solent Waders and Brent Goose Strategy 2020

**Recreation Impact on the Solent Marine Sites**

**EV3 Recreation Impact on the Solent Marine Sites**  **Strategic**

Development proposals located within 5.6km of the Solent Special Protection Areas (SPAs) that include a net increase of residential dwellings will be required to provide mitigation for the likely significant effects on the Solent Marine Sites. Mitigation can be provided through either:

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

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

- 4.34** The Solent is internationally important for its wildlife and has a number of European and international designations. Each winter, the Solent hosts over 90,000 waders and wildfowl including 10 to 30 per cent of the global population of Brent Geese. The three Solent Special Protection Areas (SPAs) were designated by the Government predominantly to protect these over wintering geese and breeding tern.

- 4.35** An acknowledged issue for any new residential development within 5.6 km of the Solent coast is the impact which disturbance, much of which is caused by recreation, can have on the protected species which use the Solent Marine Sites. This zone of influence includes the vast majority of the Isle of Wight and is shown on the Policies Map. Development can increase the human population near the coast and thus increase the level of recreation and disturbance. This means that birds are not able to feed as effectively and spend more energy avoiding the disturbances.





**4.36** A mitigation framework across the Solent, including the Isle of Wight, has been in place since 2014. The Solent Recreation Mitigation Strategy (SRMS) scheme is implemented through Bird Aware Solent and allows development to take place whilst fulfilling its statutory requirement to prevent a significant effect on the SPAs. Therefore, mitigation for new residential development can be provided by making financial contributions towards a strategic approach as set out in the SRMS. It is expected that the majority of schemes will provide mitigation packages in this way. The scale of the financial contribution is based on the number of net additional dwellings, varied by the number of bedrooms per dwelling. These figures will be increased on 1st April each year in line with the Retail Price Index. Further information is contained in the SRMS itself ([Solent Recreation Mitigation Strategy.pdf \(birdaware.org\)](#)). Alternatively, and often for larger development sites, mitigation can be provided through a bespoke package of measures agreed with Natural England that may include the delivery of suitable alternative natural greenspace (SANG). Such schemes should engage Natural England's Discretionary Advice Service (DAS) at the pre-application stage.

**4.37** In addition, a conservation partnership project 'The Solent Waders and Brent Goose Strategy' has been set up to conserve the internationally important Brent goose and wading bird populations within and around the Special Protection Areas and Ramsar wetlands of the Solent coast. The Strategy highlights the sites which are used by overwintering birds which lie outside the SPA designation and these areas are identified on the IPS Policies Map. Development that has the potential to directly affect these areas (i.e. not through recreational disturbance) will be required to demonstrate no adverse effect on the integrity of the SPA. Any development resulting in the loss of areas identified in the Solent Waders and Brent Goose Strategy will be required to deliver appropriate alternative areas with sufficient funding in place to secure and maintain these alternative areas in perpetuity.

#### **Suitable alternative natural greenspace (SANG)**

**4.38** Mitigation for recreational impacts can take the form of access management within the Solent Marine Sites, or provision of alternative recreation locations to draw users away from the European sites. Alternative natural greenspaces can function as suitable substitutes to reduce visitor pressure on the Solent SPAs.

**4.39** Whilst financial contributions in line with the Bird Aware SRMS can provide mitigation, it may also be necessary for site specific mitigation to be provided, or even desired. This should ideally take the form of suitable alternative natural greenspace (SANG) which provides recreational space. Onsite SANG that is tangible and integrated to the development will mean that residents have access to local provision away from the coast.

**4.40** SANG can be created by opening up existing green space that is currently inaccessible by the public, modifying existing green space to make it more attractive to potential visitors to the SPA or converting land that is not currently green space. The requirement for and size of SANGs per person or development will be considered on a site by site basis. The Council encourage the use of Natural England's Discretionary Advice Service for developments of over 75 dwellings to ascertain whether SANG is required.

**4.41** If a particular development triggers the need for a SANG the council will look to review existing open space within the 5.6km of the Solent SPA to determine if it could be enhanced to meet the SANG criteria of being suitable, natural and accessible. A SANG needs to serve its intended purpose by providing an alternative accessible area that is:

- Coherent
- Integrated within the development
- Links with existing facilities/ public rights of ways

**4.42** The size of the SANGs will be dependent on the above factors. However, a SANG has a generally agreed minimum size of 2.2ha and a 2.3-2.5km circular walk across the land which is deemed as the minimum size to be functional. Smaller SANGs can still be appropriate providing



they are of good quality and where possible incorporate the above principles.

- 4.43** Where a development is deemed to require SANG but this cannot be provided onsite, an off-site contribution towards the upgrading or maintenance of a nearby existing provision may be acceptable. This should increase the capacity of the landscape by an equivalent amount to that of the expected development occupancy and will be no less than the expected undeliverable SANG. Off site, strategic SANG may be identified in the Isle of Wight Local Nature Recovery Strategy.

**Other relevant documents and information:**

- Bird Aware Solent Recreation Mitigation Strategy
- Solent Waders and Brent Goose Strategy 2020

**Water Quality Impact on the Solent Marine Sites (Nitrates)**

<p><b>EV4 Water Quality Impact on Solent Marine Sites (Nitrates)</b></p> <p>For all planning applications that involve a net increase of residential units or a net increase in guests at tourist accommodation it must be demonstrated that the development would not cause harm to the Solent Marine Sites as a result of drainage that would result in a net increase in nutrients. Development proposals should demonstrate how nutrient neutrality has been achieved by:</p> <ol style="list-style-type: none"> <li>Confirming that the development will connect to the public sewer system and if so, gain written confirmation from Southern Water that it would drain to Sandown, Brighstone, Shorwell or St Lawrence Wastewater Treatment Works (WwTW). If this is the case, then the IWC will impose a planning condition on any grant of planning permission that secures the drainage solution in perpetuity;</li> <li>If the proposed development would not drain to Sandown, Brighstone, Shorwell or St Lawrence WwTW, then details of the drainage solution for the development and an accompanying nitrogen budget must be provided together with any required mitigation in agreement with Natural England.</li> </ol> <p>All development should be in accordance with the Council’s Position Statement on this issue that will be reviewed and updated on a regular basis.</p>	<p><input checked="" type="checkbox"/> <b>Strategic</b></p>
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- 4.44** Natural England (NE) have raised the issue of a likely significant effect on several internationally designated sites (Special Protection Areas [SPA], Special Areas of Conservation [SAC] and Ramsar sites) due to the increase in wastewater from the new developments coming forward. The Solent has recognised problems from nitrate enrichment; high levels of nitrogen from human activity and agricultural sources in the catchment have caused excessive growth of green algae which is having a detrimental impact upon protected habitats and bird species.

- 4.45** NE’s advice to all Planning Authorities within the Solent basin, including the Isle of Wight Council (IWC), is that achieving nutrient neutrality is one way to address the existing uncertainty surrounding the impact of new residential development on designated sites. As a result, development that results in a net increase in housing or a net increase of guests at tourist accommodation must demonstrate that it would not result in a net increase in nitrates within the Solent protected sites (i.e. the development would be ‘nitrogen neutral’) and mitigation measures may be required to achieve this.

- 4.46** NE have also advised the IWC that the nutrient neutrality approach only applies to developments where treated effluent discharges into any Solent International Sites (Solent Maritime SAC, Solent and Southampton Water SPA and Ramsar, Portsmouth Harbour SPA and Ramsar, Chichester and Langstone Harbours SPA and Ramsar), or any water body (surface or groundwater) that subsequently discharges into such a site.





- 4.47 Sandown, Brighstone, Shorwell and St Lawrence Wastewater Treatment Works (WwTW) all outfall into the English Channel and are therefore **excluded on that basis** and developments that will connect to these four WwTW do not have to demonstrate nutrient neutrality. This position will be kept under review and may be subject to change at which point the Council will update the position statement ([2981-IWC-Position-Statement-Nitrates.pdf \(iow.gov.uk\)](#)) that has been prepared on this issue.
- 4.48 If the proposed development would not drain to Sandown, Brighstone, Shorwell or St Lawrence WwTW, then the applicant will need to provide details of the drainage solution and provide a nitrogen budget (<https://www.push.gov.uk/2020/06/11/natural-england-published-nutrient-calculator-and-updated-guidance-on-achieving-nutrient-neutral-housing-development/>) alongside any required mitigation in agreement with Natural England.
- 4.49 The Council would recommend that Natural England are engaged through their 'Discretionary Advice Service (DAS)', a service offered to provide pre-application and post-consent advice in relation to development (<https://www.gov.uk/guidance/developers-get-environmental-advice-on-your-planning-proposals>) to help shape appropriate mitigation packages where the nutrient calculator demonstrates it is required.
- 4.50 The Environment Agency (EA) have a presumption against private sewage treatment works in sewered areas and will always seek connection to the mains sewer where possible and practicable. Where development proposals include use of package treatment plants (PTP), or similar, a separate application to the EA may also be necessary. Any such planning application using a PTP will need to include a nitrate budget calculation and include product specifications of the PTP used. Appropriate mitigation may need to be included as part of the proposed development. If Natural England agree the nitrate budget demonstrates a negative nitrate load, then mitigation is not required, and the project can also be screened out of HRA.
- 4.51 Developments where the only waste management option is to connect to existing or new cess pits will not need to demonstrate nutrient neutrality. Southern Water have confirmed that the Sandown treatment plant is the only site on the Island accepting this type of waste and therefore does not need to be subject to any Habitat Regulations Assessment (HRA).
- 4.52 The HRA Appropriate Assessment supporting the Island Planning Strategy screens all of the allocations for the need to demonstrate nutrient neutrality. This process has shown that only one allocated site would be required to agree nutrient neutrality mitigation. The approximate nutrient budget could be mitigated on site or alternatively via a number of strategic mitigation options for development that are coming forward on the island.
- 4.53 The availability of mitigation schemes coming forward is expected to continue and should be able to meet future demand within the plan from windfall development. PfSH have recently completed a [Nutrient Mitigation Supply and Demand Analysis](#) (February 2022) which shows a sufficient supply of 'strategic' nutrient neutrality mitigation options to aid the delivery of growth in the Solent region. There are currently ten strategic mitigation sites listed on the PfSH website to guide developers to potential mitigation schemes.
- 4.54 The HRA concludes that sufficient nutrient mitigation credits will be available to satisfy the development needs of the Island Planning Strategy over the plan period.



## Trees, Woodland and Hedgerows

### EV5 Trees, Woodland and Hedgerows

The council recognises the wider benefits of trees, woodlands and hedgerows and therefore development proposals will be supported where they:

- a) propose on or off-site tree planting, using the Council Tree Planting and Management Strategy as a guide to planting the right type of tree in the right place;
- b) retain trees, woodlands and hedges on site wherever possible, especially where they are of high amenity;
- c) avoid direct and indirect harmful impacts on trees, woodlands and hedges, and where this is not possible adequate mitigation must be provided;
- d) provide at least a 15 metre buffer between new development and ancient woodland. Where assessment shows impacts will extend beyond 15 metres, larger buffers will be required, and any buffer should contribute to wider ecological networks and become part of the green infrastructure for the area.

Tree and hedgerow planting can play a key role in supporting biodiversity net gain therefore development proposals are required to use the Isle of Wight Local Nature Recovery Strategy to inform planting.

Development proposals that include the loss or deterioration of ancient woodland and ancient or veteran trees will be refused, other than in wholly exceptional circumstances and where a suitable compensation strategy is proposed. Where new or replacement planting is proposed, appropriate native species should be used that reflect or add to the setting of the surrounding area.

- 4.55** This policy seeks to protect the landscape character and amenity value afforded by trees, woodlands and hedges on the Island. Trees provide an important green infrastructure function and contribute significantly to the health of the environment and people.
- 4.56** In terms of trees, amenity is considered to be the wider benefits that a treed environment may give to an area. These benefits being the environmental, economic and social aspects a sylvan setting offers. Trees provide habitat connectivity through development areas and should be carefully considered in the overall development design layout. It is not necessary for the public to have access to the trees to benefit from them; the public benefit can also be realised if the trees can be viewed from a public place.
- 4.57** All trees that may be impacted by a development proposal should be considered and any adverse impacts ruled out. Development proposals should be supported, when necessary, with documentation that identifies the constraints trees might present and how the development will address these through design.
- 4.58** There is no 'one size fits all' with buffer design, each one should be designed to fulfil the specific requirements of its location and the type of proposed development. The council will expect that as a minimum, a buffer of at least 15 metres should be provided between new development and ancient woodland, however larger buffers will be required if assessment shows impacts would extend beyond 15 metres. It is also recognised that a larger buffer may be required for particularly significant engineering operations, larger scale developments or for after-uses that generate significant disturbance.
- 4.59** Where the benefit of development is considered to outweigh the benefit of preserving these features, development will be permitted subject to adequate compensatory provision being made. Where the loss of trees, woodlands and hedges is unavoidable, replacement provision should be of a commensurate arboricultural value to that which is lost.



- 4.60** Where it is deemed that there is going to be unavoidable residual damage or loss to ancient woodland, the measures taken to compensate for this must be of a scale and quality commensurate with loss of irreplaceable habitat. Where ancient woodland is to be replaced by new woodland, this should aim to create 30 hectares of new woodland for every hectare lost.
- 4.61** The council will expect applicants to follow the best practice detailed in BS 5837 (2012) “Trees in relation to design, demolition and construction”, and BS 8545:2014 “Trees: from nursery to independence in the landscape or the most up-to-date equivalent. Established inventories of ancient woodland and veteran trees should be consulted and arboricultural surveys undertaken where appropriate.

### Other relevant documents and information:

- Isle of Wight Local Nature Recovery Strategy
- Isle of Wight Council Tree Planting and Management Strategy

## Protecting and Providing Green and Open Spaces

### EV6 Protecting and Providing Green and Open Spaces

Development proposals are required to provide and enhance green and open space in line with the standards set out in the Isle of Wight Open Space Assessment and Playing Pitch Strategy. Development proposals will be expected to demonstrate how they:

- a) avoid the loss of identified open space, as shown on the Policies Map;
- b) ensure the deficiencies identified within the councils Open Space Assessment and Playing Pitch Strategy are being addressed;
- c) where relevant, make provision for public green, open and recreational space through on site or off site provision considering proposals within the Isle of Wight Local Nature Recovery Strategy (LNRS).

- 4.62** This policy recognises that open, green and recreational spaces make an important contribution to improving the health and wellbeing of communities. Parks and accessible greenspace provide opportunities for exercise such as walking and cycling. Community spaces can also be used for cultural engagement by providing a valuable resource for learning about local history and nature. Natural green spaces support the environmental capacity to counter effects of pollution and can improve sites for wildlife.
- 4.63** All of these spaces are important and as such the policy ensures that new development takes account of this and provides and/ or contributes to a variety of open, green, natural and recreational spaces where relevant.
- 4.64** The Government has set out policy aims and objectives for the protection and provision of open space and a strategy is required for the Island. The **Isle of Wight Open Space Assessment** sets local standards based on assessment of local needs, demographics and audits of existing open spaces. It is the basis for addressing quantitative and qualitative deficiencies.
- 4.65** In addition to the Open Space Assessment, The Playing Pitch Strategy provides the evidence base and guides future provision and management of new sports pitches and outdoor sports facilities on the Island. The Strategy focuses on facilities used by sports including football, cricket, rugby union, hockey, tennis, netball and bowls with the focus being on a need basis for sports. The Open Space Assessment includes Outdoor Sports Facilities from the perspective of meeting recreational needs.



- 4.66** Publicly accessible open spaces have been identified and mapped. The loss of these sites should be avoided, and sites of high usage and quality are afforded maximum protection. Proposals to modify identified spaces (either through loss or type) will need to consider the deficiencies and types in the context of the surrounding area. Where evidence shows no deficiency, an assessment of the open space's historical, cultural and ecological value should be undertaken to understand the full ramifications of its loss. The loss of outdoor recreation facilities including playing fields is only permitted in limited circumstances as set out in policy C14. Additional open spaces will need realistic plans for implementing and resourcing any maintenance agreements to provide and maintain the required quality. Playing fields should be protected through consultation with Sport England.
- 4.67** Open space typologies include parks and gardens, natural and semi-natural areas, green corridors, amenity green space, provision for children and young people, outdoor sports facilities, allotments, cemeteries and churchyards and civic spaces. It is accepted that there may be occasions when limited works on some open space will be required to support its ongoing management to conserve and enhance the open space or to improve accessibility of the open space, particularly the natural and semi-natural categories, and in these circumstances such works would be supported.
- 4.68** The Open Space Assessment identified that the Island has predominantly high quality open spaces that have a high level of accessibility. However, there are some deficiencies in both the urban and rural areas and very few areas have a surplus of provision, particularly when undertaking a more local area needs analysis that doesn't consider more Island-wide provision.
- 4.69** To ensure new development does not put pressure on existing assets the Open Space Assessment reviewed the quality, quantity and accessibility of various open space types across the island including parks and gardens, local amenity space, natural and semi-natural greenspace, provision for children and young people, outdoor sports facilities and allotments and community gardens. The standards for the Medium Growth Scenario within Appendix D of the Open Space Assessment have been set to address any deficiencies that would result from development within the plan period therefore these standards and areas of deficiency should be used to inform open space provision for all new development.
- 4.70** As part of wider agendas on health and wellbeing and climate change mitigation and adaptation, development where possible should help deliver multiple functions. This could include recreation, green travel routes, noise absorption, habitat and connectivity for wildlife, heritage, carbon storage, water storage and water infiltration and interception.

### **Other relevant documents and information:**

- Isle of Wight Open Space Assessment
- Isle of Wight Playing Pitch Strategy
- Natural England Green Space Standard

### **Local Green Spaces**

#### **EV7 Local Green Spaces**

Sites shown as Local Green Space on the Policies Map are designated as such and development involving the loss of a Local Green Space will not be permitted, other than in very special circumstances.

- 4.71** The sites identified on the Policies Map as local green space have either already been designated through neighbourhood development plans or identified to the council through consultation responses from the public and representative bodies from other planning and community supplementary planning documents.



- 4.72** In line with national policy the council supports communities identifying local green spaces that are demonstrably special to them and holds a particular local significance. By designating such sites new development is ruled out, other than in very special circumstances. The land designated as local green space must be:
- in reasonably close proximity to the community it serves;
  - demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and
  - local in character and is not an extensive tract of land.
- 4.73** Designating land as local green space should be consistent with the local planning of sustainable development and complement investment in sufficient homes, jobs and other essential services.
- 4.74** A local green space designation can be made through the Island Planning Strategy or neighbourhood development plans. The designation gives the same level of protection given in national policy to green belt land and therefore development will only be approved in very special circumstances, which are likely only to be where proposals result in a significant Island-wide economic benefit.

### Protecting High Grade Agricultural Land

#### EV8 Protecting High Grade Agricultural Land

The best and most versatile agricultural land will be protected from development not associated with agriculture or forestry except where: -

- a) development is small scale; and
- b) the need for and the benefit of development in achieving the long term viability of a farm justifies the scale and nature of the loss.

Development which is likely to affect the best and most versatile agricultural land, should produce an agricultural land classification survey to determine the quality, quantity and accurate location of agricultural land in grades 1, 2 and 3a. Planning permission for development resulting in the loss of Grade 1, 2 and 3a land will only be granted if;

- c) sufficient land of a lower grade is unavailable or available lower grade land has an environmental value recognised by a statutory wildlife, historic landscape or archaeological designation and outweighs the agricultural considerations; or
- d) the benefits of the development justify the loss of high grade agricultural land; or
- e) the development supports farm diversification and the rural economy in line with Policy E4.

If the best and most versatile land needs to be developed and there is a choice between sites in different grades, land of the lowest grade must be used except where other sustainability considerations outweigh land quality issues. Proposals for development should demonstrate that soil resources have been protected and used sustainably in line with best practice.

- 4.75** The highest grades of agricultural land are a scarce resource on the island with most land classed as Grade 3 which mostly supports pasture. However, light sandy soils in the southern part of the island provide some of the best arable land. Horticulture is largely concentrated in the eastern part of the island producing vegetables and flowers with a number of orchards. These are an important contributor to the Island's economy and food security.





## Protecting Our Landscapes and Seascapes

### EV9 Protecting our Landscapes and Seascapes

The council will support proposals that conserve, enhance and promote the seascapes and landscapes of the Island. Development proposals will be required to:

- a) ensure new development avoids both direct and indirect adverse effects or cumulative impacts upon the integrity of landscapes and seascapes;
- b) protect important vistas and character, from and to the land and sea;
- c) promote the maintenance and enhancement of the links between designated sites, especially through the provision of, and/ or enhancement to, green infrastructure and appropriate local designations;
- d) reflect the aims and objectives of the West Wight and East Wight Landscape Character Assessments, Historic Landscape Characterisation, Historic Environment Action Plan and any further relevant landscape assessment;
- e) positively contribute to meeting the aims and objectives of the Isle of Wight's Local Biodiversity Action Plan, Local Geodiversity Action Plan and Local Nature Recovery Strategy;

- 4.76** People value their local landscape and seascape. This landscape and seascape are vital not only for visual beauty, natural and historic character, but also for their contribution to the local economy including agriculture and tourism as well as its community value in terms of well-being and leisure. The planning process has an important role in ensuring that landscape quality and local distinctiveness are maintained and enhanced across the Island.
- 4.77** The Island is a coastal authority separated from the mainland by the Solent. It is unique in England as its entire authority boundary is coastline. This has had a profound influence on the Island, physically shaping it and how it is seen, providing a requirement for the consideration of seascape. Two areas of Heritage Coast have been defined on the Isle of Wight, covering half the Island's coastline including Hamstead and Tennyson.
- 4.78** Seascape as a concept should be thought of as "the coastal landscape and adjoining areas of open water, including views from land to sea, from sea to land and along the coastline and describes the effect on landscape at the confluence of sea and land. Therefore, for the purpose of this policy, seascape is defined as a discrete area within which there is shared inter-visibility between land and sea (a single visual envelope).
- 4.79** Every seascape therefore has three defined components:
- an area of sea (the visible seaward component);
  - a length of coastline (the visible coastline component, normally defined by prominent physical features such as headlands or other promontories); and
  - an area of land (the visible landward component, based on either or a combination of visibility from the above two points).
- 4.80** By contrast, landscape starts at the coastline, and includes all areas inland, even where there are no views or direct experience of the sea. In most situations, the landward component of a seascape will play a significant part in seascapes and it is largely the character of the land and coastline, rather than the sea itself, which defines the basic character of seascapes. Seascape is defined by using visibility analysis in conjunction with character assessment.
- 4.81** Seascape effects are the changes in the character and quality of the seascape as a result of development. Hence, seascape assessment is concerned with direct and indirect effects upon specific seascape elements and features; more subtle effects on seascape character; and effects





upon acknowledged special interests such as designated landscapes, historic setting, wildness or tranquillity.

- 4.82** Small changes from development can over time have a cumulative impact on seascape and landscape features, character and integrity and this should be carefully considered. Frequently the value of a designated site is significantly increased when it is considered as part of a wider green infrastructure. Thus, importance lies in the spatial relationship between these wider, non-designated sites, either as ecological stepping stones, or sites connected by a network of green corridors. Therefore, consideration needs to be given to the green spaces in between designated sites, where they hold an ecological value, either as a link, or by having interesting features of significance themselves (for example brownfield sites often contain unusual or valuable species).
- 4.83** Within the West Wight Landscape Character Assessment, the East Wight Landscape Character Assessment and the Historic Environment Action Plan, a range of landscapes and settlement patterns are identified. The council will use these assessments to identify how development is likely to impact on the landscape's character and how this may be avoided or mitigated and how development could bring about improvements to the landscape. These documents should be used to inform any Landscape Visual Impact Assessments (LVIA) being undertaken to support a development proposal. Proposals within the AONB and Heritage Coast will also need to consider these designations in line with policy EV11. Consideration should be given to whether development proposals have an impact on the aims and objectives of the New Forest National Park if relevant.
- 4.84** The Isle of Wight's Local Biodiversity Action Plan, Local Geodiversity Action Plan and emerging Local Nature Recovery Strategy have aims and objectives that are reviewed regularly.. Relevant development proposals will be expected to demonstrate how these aims and objectives have been considered where appropriate and how the proposal will make positive contributions towards them.

**Other relevant documents and information:**

- Marine Management Organisation Seascape Assessment for the South Marine Plan Area



## Preserving Settlement Identity

### EV10 Preserving Settlement Identity

In order to maintain the separate identities of settlements and prevent their coalescence, the generally open and undeveloped nature of the following gaps, as identified on the Policies Map, will be protected:

- Cowes – Newport
- Cowes – Gurnard
- Cowes – Northwood
- Northwood - Newport
- East Cowes – Whippingham
- Ryde – settlements to the south
- Ryde – Nettlestone – Seaview
- Nettlestone – St Helens
- Brading – Sandown – Yaverland
- Sandown – Lake – Shanklin
- Freshwater – Norton Green – Norton
- Freshwater – Totland

Development in settlement gaps will only be permitted if it can be demonstrated that there is no significant adverse impact on the physical or perceived separation between settlements, either individually or cumulatively with other existing or proposed development.

**4.85** The council wishes to manage development in a way that delivers the growth that meets its requirements, but that also maintains the separate identities of communities by avoiding increasing settlement coalescence to unacceptable levels on the Island. Some settlement boundaries have been re-drawn on the Policies Map to include proposed housing and employment allocations, or to reflect the passage of time and development since the adoption of the Core Strategy in 2012.

**4.86** Where development proposals are located within the areas identified in the policy, and shown on the policies map, the council will assess whether it would have a significant adverse impact by considering issues such as:

- the sense of openness or enclosure;
- the pattern and complexity of settlements and the landscape;
- the experience derived from a particular settlement and/ or landscape character;
- the relationship to existing settlement edges and the cultural pattern;
- the visual sensitivities and intervisibility of settlements and/ or the landscape.

**4.87** This is not an exhaustive list, and the assessment of such impacts will be made in relation to the 'guidelines for maintenance' of the relevant gap, as set out in the Isle of Wight Settlement Coalescence Study. If it is relevant the council will assess the cumulative impacts in conjunction with existing and proposed development. Whilst an individual impact may be considered acceptable, the cumulative impacts may be significantly adverse and therefore unacceptable.

**4.88** The assessment undertaken by the council will be proportionate to the proposal, although it should be recognised that the impact is not necessarily directly commensurate to the scale of the proposal. As the determination of relevant applications will include an assessment of impacts, only development where there is no significant adverse impact will be permitted, unless other material considerations influence the planning judgement.

#### Other relevant documents and information:

- Isle of Wight Settlement Coalescence Study



## Isle of Wight AONB

### EV11 Isle of Wight AONB

Strategic

Planning applications for major development within the AONB will be refused other than in exceptional circumstances or where there is overriding public interest. Development proposals should demonstrate how they:

- a) conserve and enhance the natural beauty and locally distinctive features of the AONB; and
- b) reinforce and respond to, rather than detract from, the distinctive character, setting and special qualities of the AONB; and
- c) would not, either individually or cumulatively, undermine the integrity or the predominantly open and undeveloped, special scenic and rural character of the AONB; and
- d) would be appropriate to the economic, social and environmental wellbeing of the area or is desirable for the understanding and enjoyment of the area (where this is consistent with the primary purpose of conserving and enhancing natural beauty); and
- e) contribute to the achieving the aims and delivery of the Isle of Wight AONB Management Plan
- f) consider the conservation and enhancement of wildlife and cultural heritage;

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

- 4.89** The Isle of Wight AONB covers approximately half of the Island (191 square km). AONBs are nationally designated landscapes and afforded the highest status of protection, with great weight given to the need to conserve and enhance landscape and scenic beauty.
- 4.90** The Isle of Wight AONB is complex and comprises a range of landscape types, as defined by the West Wight and East Wight Landscape Character Assessments and the AONB Management Plan. The AONB includes undeveloped coastlines, chalk downs and hills, harbours and creeks, areas of ancient woodland, dark sky areas and farmland along with a range of villages and other rural development. The AONB is a finite landscape resource and new developments of all types have the potential to detract from the special qualities of the designation.
- 4.91** The council expects all developments within the AONB to conserve and enhance its landscape and scenic beauty. Therefore, development proposals should be carefully designed to respond positively to the special qualities of the AONB landscape and the particular characteristics of the locality in which development is proposed. In particular, proposals should demonstrate how developments have been designed to take account of locally distinctive features such as building types, materials and landscape character.
- 4.92** Development proposals which lie outside the Area of Outstanding Natural Beauty but within its setting can also have an impact. For example, views out of the Area of Outstanding Natural Beauty from key visitor viewpoints into surrounding areas. This area does not have a defined geographical boundary, but is the area within which developments, by their nature, size, scale, siting, materials or design could be considered to have an impact, either positive or negative, on the natural beauty and special qualities of the Wight AONB.



**4.93** The AONB Partnership has produced the Isle of Wight AONB Management Plan which has been adopted by the council and this sets out the objectives for protecting, conserving and enhancing the special qualities and locally distinctive features of the AONB. The Management Plan is an important resource for all development proposals and should be used to inform their location, design, layout, scale and landscaping, including any agricultural development that may be proposed within the Isle of Wight AONB.

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

### **Other relevant documents and information:**

- Isle of Wight AONB Management Plan
- Landscape Review (The Glover Report) September 2019

## **Dark Skies**

### **EV12 Dark Skies**

The council supports the creation of a Dark Skies Park in the south west of the Island. Development proposals will be supported within the proposed Dark Skies Park (as shown on the Policies Map) where they have demonstrated that all reasonable and proportionate opportunities to reduce light pollution have been explored and incorporated.

Development proposals that include roof glazing and large expanses of glazing will not be supported, unless through appropriate design the impacts can be mitigated.

If external lighting cannot be avoided the colour temperature of lighting should not exceed 2700K and be downlit.

**4.95** The council wishes to see an International Dark Skies Association designation of a Dark Skies Park on the Island, recognising the high quality of the night-time skies. It is anticipated that such a designation will also be beneficial to wildlife, provide improved amenity and tranquillity and enhance the Island's tourism offer.

**4.96** To achieve the designation, it is important to have a clear planning policy approach in place to managing lighting in new developments. It is recognised that light itself and minor domestic light fittings are not subject to planning controls, however through planning policy good lighting practice will be encouraged and guidance given on how to achieve this. Approaches outside of the planning system will be required to encourage good lighting practice.

**4.97** It is acknowledged that lighting is part of modern life and can be necessary for safety, security and farming operations. The requirements of this policy will be applied proportionately to all proposals which require planning permission within the Dark Skies Park designation, as shown on the Policies Map. In order for the council to properly assess the likely impacts of proposals on the dark skies, it will consider the following questions to establish whether light pollution is likely to occur:

- Does a new development proposal, or a major change to an existing one, materially alter light levels outside the development and/or have the potential to adversely affect the use or enjoyment of nearby buildings or open spaces?
- Does an existing lighting installation make the proposed location for a development unsuitable? For example, this might be because:
  - the artificial light has a significant effect on the locality;



- users of the proposed development (e.g. a hospital) may be particularly sensitive to light intrusion from the existing light source.
- Does a proposal have a significant impact on a protected site or species e.g. located on, or adjacent to, a designated European site or where there are designated European protected species that may be affected?
- Is the development in or near a protected area of dark sky or an intrinsically dark landscape where it may be desirable to minimise new light sources
- Does the proposed development include smooth, reflective building materials, including large horizontal expanses of glass, particularly near water bodies (because it may change natural light, creating polarised light pollution that can affect wildlife behaviour)?
- Are forms of artificial light with a potentially high impact on wildlife (e.g. white or ultraviolet light) being proposed close to sensitive wildlife receptors or areas, including where the light shines on water?

### Managing Our Water Resources

#### EV13 Managing our Water Resources

Strategic

Development must not adversely affect the quality, quantity and flow of ground and surface water. All development proposals should be able to demonstrate how they have considered the most sustainable options for the handling of water.

Development proposals will be required to conserve and manage water resources by:

- a) implementing measures to restrict predicted internal potable water consumption to 100 litres per person per day;
- b) providing on-site recycling measures, where appropriate, to include, but not limited to, rainwater harvesting, greywater recycling and the use of flood mitigation measures such as attenuation to augment supply;
- c) ensuring no negative impact upon the Island's watercourses and providing environmental enhancements wherever possible;
- d) ensuring no risk to the Island's aquifers, including through the appropriate provision of sustainable drainage systems;
- e) ensuring no net increase in surface water run-off, compared with the pre-development rate and for development on greenfield sites reduce run-off rates to below the greenfield run-off rates by at least 20%;
- f) ensuring drainage systems meet the drainage needs of the development in full over the lifetime of the development and do not increase flood risk elsewhere;
- g) where sewers have limited capacity, site promoters need to work with Southern Water to ensure delivery of the network aligns with occupation of the development. A condition may be required;
- h) when planning site layout, taking into account any existing water and/or sewerage infrastructure, to safeguard future access for maintenance and upsizing purposes.





- 4.98** Water is a precious resource, with the Island reliant on imports from the mainland to supplement supply. The Island will seek all reasonable measures to move towards a more self-sufficient status in the use of water. Due to the significance of water as an environmental resource on the Island, the council will support applications that manage water resources by the most sustainable methods possible.
- 4.99** The Partnership for South Hampshire produced the South Hampshire Integrated Water Management Strategy. This provides a framework to guide local plans, although there remain uncertainties regarding the potential need for further mitigation of the impact of development after 2020 on water quality, water resources and to satisfy the Habitats Regulations. Therefore, the council has built in a further commitment for water efficiency from new development from this point in the lifetime of the plan onward. This will apply to all development providing additional residential accommodation.
- 4.100** Water efficiency standards can also help deliver objectives set out in River Basin Management Plans (RBMP). The council has a duty to have regard to RBMP and seek to ensure that decisions do not compromise those objectives. The relevant South East River Basin Management Plan approved by the DEFRA Secretary of State contains an action that requires local authorities to 'seek' the use of water efficiency standards that exceed building regulations, where local evidence supports that need.
- 4.101** The need to import water to the Island and the fact that the sources from which this supply originates is restricted due to the potential impacts on European nature conservation designations associated with the mainland watercourses is, sufficient evidence for the requirement for more efficient use of water. An increasing population, a warming climate and an already limited resource leave no sensible, responsible option other than to seek better use of this resource.
- 4.102** Efficiency is important not only from a water resource perspective, but also because of the link with water quality and disposal of foul water. There are real benefits in keeping down the capital cost of new water supply and wastewater infrastructure, maintaining ecosystems and protecting landscapes. Reducing the amount of water entering wastewater treatment works is also a key way of helping to mitigate issues around the capacity of the works and the receiving environment.
- 4.103** Water use in the home also has an impact on greenhouse gas emissions. Domestic water heating is responsible for 5% of UK CO<sub>2</sub> emissions and for 10 – 15% of the household energy bill. Simple demand management measures, particularly those which reduce the amount of hot water in the home, have huge potential not only to promote water and energy efficiency, but also to reduce the carbon footprint.

**Other relevant documents and information:**

- South East River Basin Management Plan



## Managing Flood Risk in New Development

### EV14 Managing Flood Risk in New Development

Strategic

The Council will require all development proposals to reduce on-site and off-site risk of flooding on the Island. Development proposals will be required to:

- a) be safe from flooding and not increase the risk of flooding elsewhere;
- b) apply the sequential test and then, if necessary, the exception test when in flood zones 2 and/ or 3;
- c) use opportunities provided by new development to reduce the causes and impacts of flooding and manage residual risk;
- d) provide appropriate on-site sustainable drainage systems for the disposal of surface water in order to ensure there is no net loss of flood storage capacity or impact on water quality;
- e) where located within an area at risk from flooding or future risk of flooding, undertake a site-specific flood risk assessment and comply with national planning requirements; and
- f) safeguard land required for current and future flood risk management.

- 4.104** All new development should be safe and, wherever possible, reduce the risk of flooding to others. This means that inappropriate development in areas at risk of flooding should be avoided by locating such vulnerable uses away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.
- 4.105** Development will only be allowed in areas at risk of flooding where, taking into account the requirements of the policy, it can be demonstrated that:
- i. within the site, the most vulnerable development is located in areas of lowest flood risk, applying a site-based sequential approach to the risk;
  - ii. the development is appropriately flood resistant and resilient;
  - iii. it incorporates sustainable drainage systems (unless there is clear evidence that this would be inappropriate);
  - iv. any residual risk can be safely managed; and
  - v. safe access and escape routes are included where appropriate, as part of the flood warning and evacuation plan.
- 4.106** The Isle of Wight Local Flood Risk Management Strategy provides a high-level overview of the potential flood hazard from all sources of flooding (tidal, river, surface water, sewer and groundwater), and identifies a co-ordinated approach to managing these hazards where the greatest impacts are likely to occur. The aim of the strategy is to better understand, communicate and manage the risk of flooding on the Island through viable, sustainable and co-ordinated approaches for the benefit of local communities, property, land and the environment, both now and in the future. It should be considered together with any relevant local flood investigation reports.
- 4.107** The Isle of Wight Council and Isle of Wight Fire and Rescue Service have produced a guidance document to support developers and applicants who are required to produce and submit a Flood Warning and Evacuation Plan as part of an application. Such plans should take account of those with reduced mobility or other access needs.



- 4.108** Where an application comes forward for a site allocated in the Island Planning Strategy, applicants need not apply the sequential test. However, where an SFRA Level 2 Factsheet has been prepared by the council, it should be followed to provide the council with an evidenced assessment on how the site can be safely developed within the requirements of this policy and the NPPF.
- 4.109** In terms of flood risk the council defines 'safe' as dry, with no residual risk and low risk of flooding as per the National Planning Policy Guidance definition of Flood Zone 1 including mitigation of any residual risk to an acceptable level. Flood risk means all potential sources of flooding, including but not limited to tidal, fluvial, surface and groundwater. Mitigation measures (such as resistance and resilience) should not be applied prior to applying the Sequential Test.
- 4.110** When seeking to establish safe floor levels the Environment Agency Standing Advice on flood risk should be consulted to understand the appropriate freeboard allowance to be applied. This should be done as early in the consideration of the proposal as possible as it may affect overall building heights, floor area and subsequently viability.
- 4.111** The assessment of flood risk should take into account the most up-to-date information on flooding available from the Environment Agency, together with the information in the council's current Strategic Flood Risk Assessment. Whichever source of flood risk information is the furthest predicted extent should be used for the assessment of risk. In some cases, development of flood risk management may require a Marine licence.

### Other relevant documents and information:

- Isle of Wight Local Flood Risk Management Strategy
- Isle of Wight SFRA & Level 2 Fact Sheets

## Monkton Mead Catchment Area

### EV15 Monktonmead Catchment Area

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

- a) post development runoff has been reduced by the greatest percentage rates and volumes that are possible in the context of cost, technical feasibility and viability, in relation to new dwellings, buildings and impermeable surfaces;
- b) large areas traditionally associated with runoff (including car parking and other impermeable surfaces associated with major applications such as roofs) have been disconnected from direct discharge into the catchment;
- c) watercourses are deculverted when it is practically possible;
- d) watercourses and drainage channels are maintained above ground;
- e) the SuDS management train has been applied, with justification for why the approach within the SuDS management hierarchy has been taken;
- f) the risk of sewer flooding has been reduced;
- g) wherever possible ensure priority habitat creation is integrated as part of the proposal;
- h) on sites greater than 1 hectare, on-site sustainable drainage systems will be provided except in areas subject to inundation from fluvial or tidal flood risk.

New developments that have an impact on flood risk within the catchment boundary may be required to make a financial contribution towards flood alleviation projects identified through any Section 19 investigations undertaken by the Local Lead Flood Authority.



- 4.112** The Strategic Flood Risk Assessment (SFRA) of the Island determined there was significant flood risk within the Ryde area, with a history of flooding from ordinary watercourses and overloaded combined drainage system. By managing development in certain ways within the whole catchment area, instances of flooding in developed parts of Ryde around Monktonmead Brook can be minimised. The following are measures identified in the Ryde Surface Water Management Plan specific to spatial planning which could offer benefit to flood risk management in the longer term and are therefore supported by this policy:
- restrict runoff from brownfield sites
  - presumption against culverting
  - raise awareness and enforcement of paving front gardens
  - drainage of new developments/SuDS
- 4.113** Objectives 3 and 4 of the Monktonmead Ryde Flood Risk Management Plan, that this policy is also seeking to implement are:
- Objective 3: To ensure Water Framework Directive outcomes and priority habitat creation and integrated; and
  - Objective 4: To assist in the reduction of sewer flooding to properties in Ryde.
- 4.114** Surface water runoff describes flooding from sewers, drains, groundwater, and runoff from land, small water courses and ditches that occurs as a result of heavy rainfall. Development proposals seeking to comply with this policy should be in line with sustainable drainage principles (SuDS) and follow the SuDS management train (prevention, source control, site control and regional control) to reduce pressure on the existing drainage regime and aim to improve the existing standard of protection. Culverting (enclosing) a watercourse is not advised unless there is no alternative. The resulting reduction in storage volume, flow capacity and habitat potential would be unacceptable. Culverted watercourses are also more difficult to maintain due to the limited accessibility.
- 4.115** Planning applications for new development are therefore required to demonstrate how post development runoff has been reduced and will be managed. This evidence should be set out in a drainage and/ or flood risk statement, where the development is of less than 1 hectare. This statement should be proportionate in scale and detail to the planning application and should also demonstrate that the development does not have a negative effect on the watercourse, groundwater and/ or sewerage. Planning applications for development of 1 hectare or more and those in Flood Zones 2 and 3 should be supported by a flood risk assessment incorporating a drainage strategy, which should, in addition, demonstrate how the sustainable drainage system will operate on-site and will reduce the existing greenfield and brownfield runoff rates and volumes. Further details on the information required for an assessment of flood risk is contained in the government publication called Technical Guidance to the National Planning Policy Framework (NPPF).
- 4.116** There are a range of design manuals to help ensure that designs are suitable and that the SuDS drainage principles are applied appropriately. The SuDS Manual (CIRIA publication C697) provides a guide through the design process and may be referred to by the council when checking designs and calculations to ensure that sustainable drainage principles have been applied. Water as a resource on the Island is scarce and SuDS can make a significant contribution to addressing the water demands associated with a development. For example, implementing sustainable supply measures for external potable water consumption by providing a system to collect rainwater for use in external irrigation/watering, will help reduce water demands.
- 4.117** When designing and delivering SuDS, consideration will need to be demonstrated on their long term management and maintenance so that no undue burden is placed on future users/occupants of the development, the council or the statutory wastewater undertaker. Land drainage consent must be sought from the lead local flood authority prior to starting any works (temporary or permanent) that affect the flow of water in the watercourse. Such works may include culverting, channel diversion and the installation of trash screens.



- 4.118** The Isle of Wight Council, in its role as Local Lead Flood Authority, may publish Section 19 investigations into particular instances of flooding within the Monktonmead area. These investigations may identify flood alleviation measures that would benefit development and in these instances, financial contributions may be sought.

### Managing our Coast

#### EV16 Managing our Coast

Strategic

To avoid inappropriate and/or vulnerable development within the Coastal Change Management Areas (CCMAs), as shown on the Policies Map, development proposals will be expected to be limited to:

- a) development directly linked to the coastal strip when within short-term risk areas;
- b) development more widely requiring a coastal location and providing substantial demonstrable economic and social benefits within medium and long-term risk areas;
- c) essential infrastructure, including Ministry of Defence installations.

All development proposals within a CCMA will be expected to undertake a coastal erosion vulnerability assessment to demonstrate that it will be safe over its planned lifetime and will not have an unacceptable impact.

Permissions granted within CCMAs will usually be time limited.

Proposals for new residential development will not be supported within CCMAs.

- 4.119** To enable the council to manage development in coastal areas affected by coastal change, development proposals will be expected to demonstrate how they have taken a sustainable and practicable approach to coastal erosion and flood risk management.
- 4.120** As a first principle, new development should be directed away from areas vulnerable to coastal change, to avoid putting people at risk. Where there is development close to the coast in areas where there is a risk, a sustainable and well-informed approach will be taken.
- 4.121** CCMAs are areas likely to be affected by coastal change over the next 100 years. For the purpose of this policy, coastal change means physical change to the shoreline through erosion, coastal landslip, permanent inundation and coastal accretion.
- 4.122** The CCMA is defined based on the policies and principles of the adopted Isle of Wight Shoreline Management Plan 2011 and adopted West Wight Coastal Flood and Erosion Risk Management Strategy 2016 and the latest coastal Studies into future coastal risks and defence requirements.
- 4.123** Ministry of Defence installations that require a coastal location can be permitted within a coastal change management area, provided there are clear plans to manage the impacts of coastal change. Where the installation will have a material impact on coastal processes, this must be managed to minimise adverse impacts on other parts of the coast.
- 4.124** In relation to points one and two of the policy, short-term risk areas are considered to be a 20 year time horizon from the time of development being permitted. The types of development that would be considered as being appropriate here include (but are not necessarily limited to) beach huts, cafes/tea rooms, car parks and sites used for holiday or short-let caravans and camping. Developers would have to refer to supporting evidence on future erosion rates for different epochs (see background evidence document).
- 4.125** Medium-term is considered to be a 20 to 50-year time horizon and long-term is up to 100-year from the time of the development being permitted. The types of development the council expects





to see in these areas would be time-limited development, and could include uses such as hotels, shops, office or leisure activities requiring a coastal location and providing economic and social benefits to the community.

**4.126** Other significant development, such as key community infrastructure, is unlikely to be appropriate unless it has to be sited within the coastal change management area to provide the intended benefit to the wider community and there are clear, costed plans to manage the impact of coastal change on it and the service it provides.

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

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

### Facilitating Relocation from Coastal Change Management Areas

#### EV17 Facilitating Relocation from Coastal Change Management Areas

Proposals to relocate existing development and infrastructure away from the Coastal Change Management Areas (CCMAs), where it is forecast to be affected by erosion or permanent inundation within twenty years, will be supported subject to it being:

- a) the same lawful use being proposed; and
- b) similar in scale and character to the development it is replacing; and
- c) located at an appropriate location inland from the CCMA and, where possible, remains close to the coastal community from which it was displaced; and
- d) not having any significant adverse impacts that would be contrary to other policies of the plan, including on the AONB and Heritage Coast.

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



- 4.128 Where properties within the CCMA are at risk from coastal erosion within the next 20 years, this policy allows for the relocation of residential, community and commercial properties to areas inland. This enables property owners to take a pro-active approach to relocate to an alternative location well before erosion becomes an imminent threat.
- 4.129 The policy facilitates the relocation and re-provision of structures at imminent risk of coastal erosion. An appropriate location inland is generally considered to be associated with the nearest community.
- 4.130 Changes of use from permanent residential to other strictly limited temporary uses (including change of use to agricultural or tourism), may be appropriate within the CCMA, where also in accordance with the short, medium and long term uses outlined in the 'Managing our Coast' policy.

### Improving Resilience to Coastal Flooding

#### EV18 Improving Resilience to Coastal Flooding and Coastal Risks

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

Developer contributions from major development may also be required towards future coastal flood and erosion risk reduction schemes, in areas benefitting directly or indirectly from existing coastal defences and/ or requiring future improvements in defences. Such contributions will be determined on a case by case basis using the Isle of Wight Shoreline Management Plan, Coastal Strategy and Studies and any identified coastal defence projects to inform the particular areas and level of contribution. Pre-application discussions are encouraged and should ensure that such requirements are identified and considered at the earliest stages.

Proposals for new or replacement coastal defence schemes will only be permitted where it can be demonstrated that the works are consistent with the management approach for the frontage presented in the most up to date Shoreline Management Plan and Coastal Strategy and Studies.

- 4.131 Development and redevelopment will play an integral role in delivering sustainable longer term flood and coastal risk management to ensure the continued prosperity of the coastal towns and villages on the Island, including through the provision of new coastal defences which can be incorporated into future wider strategic defence schemes.
- 4.132 The *Isle of Wight Shoreline Management Plan (SMP)* covers the coast around the Island and identifies shoreline management approaches and policies over the next 100 years and provides a strategic approach to the management of the coast.
- 4.133 The SMP is supported by more detailed Coastal Strategies and Studies (including the *West Wight Coastal Flood and Erosion Risk Management Strategy (2016)*, for the coast from East Cowes to Freshwater) which identify how future coastal defence improvements could be delivered, including areas where contributions are required to construct new defences, and priority areas.
- 4.134 Properties and development in areas currently benefitting from existing coastal defences should be aware of the potential for coastal change to occur in the future, and that any proposals for replacement and or improvement of existing ageing coastal defences (where funding permits) are expected to require financial contributions from those benefitting from the defences, including private contributions



- 4.135** Where new coastal defences are needed to protect new development, developers will be expected to provide them. Where new development will benefit either directly or indirectly from existing coastal and flood risk management infrastructure (e.g. seawalls and flood defences), the developer will be expected to contribute to the costs of maintaining and improving that infrastructure, and where practical, deliver any improvements. Pre-application discussions should ensure that such requirements are identified and considered at the earliest stages.

### Managing Ground Instability in New Development

#### EV19 Managing Ground Instability in New Development

To prevent unacceptable risks from land instability the council will ensure that new development is appropriate for its location. Where development proposals are located within areas identified as being at potential risk from future ground instability and landsliding (as shown on the Policies Map), they will be expected to demonstrate that:

- a) the site is suitable for its proposed use, taking account of the ground conditions and land instability, including from natural hazards;
- b) the use proposed is suitable for the ground conditions;
- c) measures have been taken to minimise the amount of water entering the ground;
- d) surface water run-off is accommodated within existing, fully-functioning piped water disposal systems.

- 4.136** The policy seeks to minimise the risks and effects of land instability on property, infrastructure and the public by helping to ensure that various types of development are not located in unstable locations, or without appropriate precautions.
- 4.137** While much of the Island can be considered stable in terms of land movement, there are localised areas that are susceptible to ground movement including landslides. This is due to a combination of the Island's geology, coastal processes, rainfall and human influence. The impacts of climate change are expected to increase these risks. Where a site is affected by land instability issues, responsibility for securing a safe development rests with the developer and/or landowner, and this policy approach provides clarity over what the council will expect to see.
- 4.138** Applications for development will generally need to be accompanied by a ground stability report prepared by a competent person. The detail required within the report will vary depending upon many factors, including type/scale of development and location of the development within a geotechnical context.
- 4.139** This policy will be applied in the specific areas identified on the Policies Map, which can be described as the Ventnor Undercliff (from Bonchurch to Blackgang) and parts of the Cowes to Gurnard coastal slopes. Further technical information on ground stability in these locations can be found on the council's website. The South Marine Plan (prepared by the MMO) should also be used to inform proposals.
- 4.140** Installing SuDS is not appropriate in all geological conditions. Within known areas of potential ground instability and coastal landslide risk, use of SuDS is not appropriate, because groundwater has a significant influence on ground stability. This policy is intended to restrict use of new soakaway systems accompanying new development within the zones defined on the Proposals Map, and thereby contribute to reducing the impact of groundwater on potential ground movement.
- 4.141** The requirements of the policy are applicable to all development proposals located within areas at potential risk from future ground instability. However, it is recognised that the level of information required should be commensurate to the scale and location of the development proposed.



- 4.142** Properties and development in areas currently benefitting from existing coastal defences should be aware of the potential for coastal change to occur in the future, and that any proposals for replacement and or improvement of existing ageing coastal defences (where funding permits) are expected to require financial contributions from those benefitting from the defences, including private contributions.

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## Island Planning Strategy Section 5: Community



- 5.0** The council is committed to creating sustainable, strong and healthy communities and this policy family is designed to contribute to achieving this. The design of new development is crucial, and 'High Quality Design For New Development' recognises this, and in the same vein the council's approach to 'Improving Our Public Realm' is established. There is a wider commitment to 'Improving Our Health and Wellbeing', which also links to the requirements set out for a 'Health Hub' at St Mary's Hospital.
- 5.1** In order to enable people to stay as independent as possible for as long as possible, there are policies covering 'Facilitating Independent Living' and 'Providing Annexe Accommodation'. Contributing to the provision of public services there is support for 'Delivering Locality Hubs' and 'Facilitating a Blue Light Hub'.
- 5.2** Setting out the council's commitment to renewable energy and lowering carbon emissions are policies 'Renewable Energy and Low Carbon Technologies' and 'Net Zero Carbon and Lowering Energy Consumption in New Development'. Infrastructure is critical, both in terms of 'Maintaining Key Utility Infrastructure' and 'Providing Social and Community Infrastructure'. Finally, the contribution non-formal planning documents can make is recognised through policy 'Community-led Planning'.

### High Quality Design for New Development

#### C1 High Quality Design for New Development

Strategic

Development proposals will be required to:

- a) provide an attractive, functional, health promoting, accessible, inclusive, legible, safe and adaptable built environment, with the incorporation of soft landscaping wherever possible and appropriate to provide a sense of place;
- b) maximise the potential of the site through appropriate density that has regard to existing constraints, such as adjacent buildings and topography and takes account of and protects and enhances where appropriate views, water courses, hedgerows, trees, incidental green space, wildlife corridors or other features which significantly contribute to the character of the area;
- c) respect the character of the area, particularly in Conservation Areas and the AONB;
- d) incorporate appropriate amenity/ living space relative to the nature of accommodation being proposed and adhering to national prescribed space standards;
- e) protect the living conditions of existing and resultant residents, by ensuring appropriate outlook and natural light is maintained/ provided. Basement accommodation where limited natural light or outlook would be available to habitable rooms will not be supported;
- f) respect the diverse character and appearance of an area through their layout and design, especially in larger scale housing developments;
- g) incorporate areas of green infrastructure and incidental greenspace within housing developments to encourage healthy and active lifestyles, provide wildlife corridors and help reduce surface water run-off;
- h) preserve the integrity of traditional shop front or building detailing;
- i) ensure advertisement respect the amenity of the area, with appropriate levels of illumination to avoid unacceptable levels of light pollution, especially in conservation areas;
- j) reduce opportunities for crime and disorder through the design and layout of the development and incorporate measures considering wider safety, security and defence requirements;
- k) development affecting existing public rights of way (PROW) will only be permitted where their recreational and amenity value is protected, or the route can be satisfactorily diverted. Diversions must deliver a recreational and amenity value at least as good as the route being replaced. Enhancement of PROW through new links to the existing network and the provision of improved facilities must be taken up where appropriate and viable;
- l) minimise pollution and where possible contribute to protecting and improving air, land and water quality;
- m) wherever possible, incorporate rainwater harvesting and / or grey water recycling measures to reduce surface water run-off and allow an appropriate re-use of water;
- n) Incorporate the design principles of '20 minute neighbourhoods'

## Island Planning Strategy Section 5: Community

- 5.3 There is a requirement for the local planning authority to support sustainable development. Good design is considered to be a key element to achieving this. Many of the towns and villages on the island have an existing strong sense of place and cultural history with early twentieth century design being evident in many places. It is important that any new development within these respects this, working with the existing character and constraints to enhance the identity of the communities living, working and visiting, for the lifetime of the development.
- 5.4 The council wishes to move away from larger scale housing development comprising of buildings which have a generic external appearance, poor layouts and road networks that do not respect the varied and organic characteristics of towns and villages across the Island. The council expects that principles within the National Model Design Code will be used as tools to help steer the design of new development.
- 5.5 In areas where available, community-led design codes, landscape character assessments and characterisation studies should be used to further inform the design and layout of new development.
- 5.6 The council will refuse applications for poor design that fail to take the opportunities available for improving the character and quality of an area. The council expect applications to demonstrate high quality design, delivering multiple benefits in terms of sustainable management of water, green space and ecological enhancements from a proposal thereby limiting development impacts and maximising environmental performance.
- 5.7 In line with national policy the council will support proposals with outstanding or innovative designs which promote high quality sustainability, so long as they fit in with the overall form and layout of their surroundings. It is also considered essential that environments are created that are accessible and legible to all generations. Permeable layouts should support active travel through walking, cycling and public transport in order to promote both environmental sustainability and human health.
- 5.8 The council expects nationally prescribed space standards for residential development in respect of room sizes and amenity space, to be met. A habitable room for the purpose of applying this policy is defined as a room used or intended to be used for living, sleeping, cooking or eating purposes, excluding bathrooms, circulation spaces etc.
- 5.9 It is considered that open space plays a vital role in high quality design due to its importance to health and wellbeing. The necessity and importance for people to be able to access areas for activity that are in close proximity and easily accessible from their home was highlighted during the pandemic. Development should therefore provide open space to maximise opportunities for physical activity, visual amenity and biodiversity enhancements. Sport England's `Active Design` should be used when designing places and spaces to create opportunities for all types of physical activity. The council will encourage nature conservation and biodiversity enhancements. The Town and Country Planning Association and The Wildlife Trust's *Planning for a Healthy Environment - Good Practice Guidance for Green Infrastructure and Biodiversity (2012)* has a wide range of best practice design options for biodiversity. The ecological network shown on the Policies Map, identifies features of ecological importance so they can be considered in development proposals, protected and in appropriate cases enhanced.
- 5.10 Schemes should consider the features which are prevalent in the area, whether this be window proportions, detailing, materials or scale or in the case of a householder application; the existing property itself and demonstrate how the design of the proposed scheme has taken these into account.
- 5.11 Buildings should be designed to be adaptable to the needs for future users or residents, to ensure that the most viable use could be sought for the building with changes in circumstances and occupants can stay in their homes longer, as mobility needs change and allowing for 'right sizing'. Consideration should be given to documents such as Building for

## Island Planning Strategy Section 5: Community

a Healthy Life ([14JULY20 BFL 2020 Brochure\\_3.pdf \(udg.org.uk\)](#)).

- 5.12** The design of areas where large numbers of people may be expected to congregate should be considered early in the process together with any measures to reduce the vulnerability to malicious threats, crime and disorder. Where it is appropriate because of the scale or nature of development, further advice can be sought from the police and other agencies. A Security Considerations Assessment should be considered in relevant cases.
- 5.13** Hard and soft landscaping is critical to the high-quality design of any development. Landscape design needs to be an integral part of design development from the outset. Landscaping should also be used, where possible to provide biodiversity enhancements to an area providing a dual function. Applications should clearly outline how these areas will be maintained to ensure that they provide the same level of amenity in perpetuity.
- 5.14** A number of the town centres across the Island contain listed buildings or are within conservation areas. In acknowledgement of this the council wish to preserve the character of these areas and historic shop fronts. It is therefore essential that the size, design and illumination of advertisements respect the form of the shop fronts, the general character of the building and wider street scene. Light spillage can be a significant problem, changing the character of our town centres if multiple shops have highly illuminated advertisements. It is therefore considered necessary for this to be appropriately controlled to ensure the character of areas are protected.
- 5.15** Any external lighting of advertisements should be down lighting and of a warm white light, to reduce light pollution and protect the visual amenity of town centres and street scenes. Within Conservation Areas the preference will be for projecting signs to be hung from traditional wrought iron brackets as opposed to projecting straight out from the fascia.
- 5.16** Early engagement through pre-application discussions is encouraged in order to positively respond to constraints and opportunities sites present. Applications will need to demonstrate that the submission has taken into consideration the local vernacular, included key design features, materials and proportions, where they are important to the character of the area and its sense of place.
- 5.17** Design and Access Statements are only required for certain types of development. However, they can be a useful tool to assist in explaining the design development of a scheme and how it has responded to the local context.
- 5.18** The public rights of way network is a vital and highly valued resource and includes footpaths, bridleways, byways and cycle routes. They have a range of uses and benefits; providing shortcuts within settlements, connecting settlements to the wider countryside and can be practical in getting from one place to another without having to drive, encouraging modal shift. They can also give access to beautiful views and/or landscapes. Protecting and seeking to enhance the public rights of way network benefits the local environment, quality of life and the rural economy through reducing car dependence, improving health and wellbeing and promoting tourism and recreation. Satisfactory diversion includes the avoidance in the first instance of the best and most versatile agricultural land when considering diversions and new routes. The council will seek to protect and enhance these amenities and grow their extent and improve their quality where possible.
- 5.19** The council will prepare an Isle of Wight Model Design Code, in line with National Design Code guidance and Manual for Streets, as a Supplementary Planning Document to provide further guidance on achieving high quality design in all new development. The council will also support town, parish and community councils in preparing local design codes as part of any neighbourhood plan.

## Island Planning Strategy Section 5: Community

### Improving Our Public Realm

#### C2 Improving our Public Realm

All proposals for major development must ensure that existing and new public realm is well integrated into the design, with street layouts and public spaces allowing for easy, clear and legible pedestrian and cycle connections, high quality public spaces and green infrastructure or access to it.

Development proposals that enhance the public realm to improve soft landscaping, visual amenity and pedestrian connectivity will be supported.

- 5.20 Good quality design of the public realm and the provision of green infrastructure is an essential component to the environmental aspect of sustainable development and ensuring healthy and safe communities.
- 5.21 Towns and villages on the Island have a distinctive character and appearance and when developing these areas it is essential that these are not only protected but enhanced where possible. Development should be about more than just the buildings within the application boundary. Consideration also needs to be given to how these buildings, including curtilage and boundaries address the existing street scenes and surroundings. It is felt that this has been overlooked in past development and public realm, both within and out from the site has not been given sufficient consideration.
- 5.22 This policy seeks to ensure that development has a positive relationship with its surroundings and provides space to allow for layouts to breathe and free movement, to encourage sustainable routes and alternative means of travel to the private car where practicable. Applications will be expected to demonstrate that they have provided sufficient space for the end users wellbeing, the character of the area including existing streets and context and that best practice is considered. The level of provision will be wholly dependent on the location of the site and the nature of the development. The context of the area should be used as a starting point, but a key consideration of this policy is enhancement and therefore if the context is dense, this should not set a precedent to repeat this at the expense of resultant residents or users.

### Improving Our Health and Wellbeing

#### C3 Improving our Health and Wellbeing

To contribute to improving the health and wellbeing of Island residents major development proposals should include a Health Impact Assessment (HIA) proportionate to the scale of development. All development proposals should demonstrate how the outcomes of the HIA have been incorporated into the design of the development, which could include:

- a) provision of flexible community open spaces that can be adapted to the health needs of the community and encourage social interaction taking due regard of the Isle of Wight Joint Strategic Needs Assessment;
- b) maximising the opportunity for physical activity and social interaction either on site or off site through the use of open space, indoor and outdoor sports and leisure facilities and providing or enhancing permeable active travel networks in locations that are inclusive and cater for residents of all ages;
- c) provision of safe and legible age and mobility friendly access within and between development and the surrounding area.

Development proposals that contribute to achieving place based initiatives championed by the Island's Health and Wellbeing board will be supported in principle.



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- 5.23** The Isle of Wight's Health and Wellbeing Board has produced a strategy that takes a life course approach of 'start well, live well, age well'. Its vision for health and wellbeing is for an Island where "People live healthy and independent lives, supported by thriving and connected communities with timely and easy access to high-quality and integrated public services when they need them". The strategy is currently being updated which is likely to focus on certain key priorities for the island which impact on health, including housing and mental health. The Island Planning Strategy can contribute to achieving the outcomes of the Health and Wellbeing Board's strategy action plan through land use policies.
- 5.24** Providing community open space provides opportunities for physical activity accessible to all, with associated health benefits. The provision of open space, sports and recreation facilities in new development should be based on the most up to date standards within the Open Space Assessment.
- 5.25** Open spaces should be inclusive, accessible, high quality and integrated into the local environment. Where feasible, they should cater for residents of all ages and incidental green space should also be incorporated or enhanced. Alternative provision to that set out in the Open Space Assessment would be considered when sufficient information is provided by the applicant.
- 5.26** The built environment can reduce issues associated with ageing and mobility by enabling social interaction and connecting people with places and other people. The provision of accessible open spaces and walkable neighbourhoods can also encourage and facilitate increased physical activity as residents age. It is crucial that these spaces and routes are safe, well-maintained and link to the surrounding area.
- 5.27** Safe, legible, age inclusive and mobility friendly environments should ensure that issues such as, but not limited to, the following are addressed:
- neighbourhoods should be walkable and permeable between different areas;
  - public footpaths are well-lit and evenly surfaced;
  - the transition between changing ground levels are gradual;
  - the provision of railings where steps are unavoidable;
  - accessible public transport links, such as bus stops within walking distance from people's homes, are also crucial in maintaining independence and for providing an incentive for using active modes of transport for all;
  - the ability to rest between key places (for example between a bus stop and a library), although this doesn't necessarily need to be through 'traditional' public benches
- 5.28** Health Impact Assessment (HIA) ensures that the effects of development on both health and health inequalities are considered and addressed during the planning process. Land use planning and development can shape a wide range of social, environmental and economic factors that have an impact on human health and wellbeing. Ensuring these issues are considered at the planning and design stage can improve both the physical and mental health of the population and contribute to reducing health inequalities.
- 5.29** The HIA could be submitted to the council as a stand-alone assessment or as a part of an existing supporting document such as an Equality Impact Assessment or Design and Access Statement. The exact format is not prescribed, however the HIA should be proportionate to the scale of the development considering all of the appropriate issues. Template HIA documents for will be available on the council's website.

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### Health Hub at St Mary's Hospital

#### C4 Health Hub at St Mary's Hospital

The council supports the effective and efficient provision of NHS services to meet the future needs of the Island's population. Land is allocated (as shown on the Policies Map) for development proposals that deliver:

- a) the alignment of the estate with the future clinical strategy.
- b) health-care and care-related employment.
- c) a step-down (or sub-acute) facility, if required.
- d) extra care village incorporating dementia care, assisted living complex, independent living lodges.
- e) a justified level of residential development that includes key worker, affordable and open market housing.

The council will work with the relevant partners to develop a masterplan for this part of the hospital estate and surrounding land under the council's ownership. The masterplan should consider possible links to housing allocations HA032 (Land at Horsebridge Hill & Acorn Farm) and HA037 (Land at Former Library HQ).

- 5.30** The outcomes of applying this policy will contribute to service provision and commissioning being delivered in the most efficient and cost-effective way across the whole system. The council is working with the NHS Hampshire, Southampton and Isle of Wight Clinical Commissioning Group and local NHS Trusts and health and care providers to improve the health and wellbeing of the Island's residents by delivering care at the right time and in the right place, and to ensure that people receive co-ordinated care that is appropriate to their needs.
- 5.31** Under the Island Plan Core Strategy this site was allocated for employment uses. The allocated development has not happened and following consideration of service user and provider needs and changes in market conditions a different approach is required to bring the site forward and contribute to sustaining health care provision.
- 5.32** A step-down (or sub-acute) facility provides an intermediate level of care for patients who are able to step down from an acute care setting. Such a facility can play an important role in patient care through the healthcare system and can be tailored to meet a range of patients and their needs to give better patient outcomes.
- 5.33** It is recognised that to help bring the development forward an element of residential development is likely to be required. There are opportunities to provide a range of types and tenures, particularly key worker and affordable housing. Market housing could also be provided. Development proposals should demonstrate why the level of residential development proposed is necessary.
- 5.34** There is an opportunity to explore links with surrounding sites allocated for residential development to look at whether a comprehensive development package for the area can be brought forward, particularly thinking about how access could be achieved.

### Facilitating Independent Living

#### C5 Facilitating Independent Living

**Strategic**

The council will support the delivery of a range of accommodation types and tenures that enable people to live as independently as possible. Development proposals will be supported where they:

- a) contribute to the delivery of the Island's Independent Living Strategy; and/ or
- b) provide buildings that can be adapted over time; and
- c) provide high quality accessible external environments; and
- d) include provision for the safe storage and charging of mobility aids.

Proposals for major residential development will be required to provide at least 20% of the total dwellings for private market sale built to meet Part M4(2) of the Building Regulations to ensure suitability for older people and/ or those with mobility problems.

- 5.35 The Island has an ageing population and as people age the proportion of people with health conditions and disabilities that affect their daily activities increases. Maintaining mobility is key to maintaining our residents' health and wellbeing as they age. Through its policies the council wants to ensure that future development contributes to creating high quality environments that are accessible to all generations (and people with physical disabilities and health conditions that limit mobility) and which reduce social isolation.
- 5.36 The council aims to help people to maintain and improve their wellbeing and to live as independently as possible. We recognise that Independent Island Living, which is the name given to extra care housing by the council, provides an important alternative for those who rely on care and support and would otherwise be placed in residential care if suitable accommodation were not available.
- 5.37 There are many ways of providing adaptable buildings, and the council does not wish to be prescriptive or stifle innovation on how to do this. However, the council recognises the benefits of meeting Part M4(2) of the Building Regulations and expects developments to ensure that design maximises utility, independence and quality of life, whilst not compromising other design issues such as aesthetics or cost effectiveness.
- 5.38 Inclusive design should aim to give the widest range of people, including those with physical and/ or sensory impairments, older people and children, convenient and independent access into and around the built environment (externally and internally) and also equal access to services. Particular attention should be given to circulation within the home and external routes to transport infrastructure. Pathways, hallways, stairways and access to floors above, doorways and spaces to approach and reach essential facilities and controls in the home should be taken into consideration.
- 5.39 Providing adaptable buildings has many benefits, not just for the occupants but also for the council and other service providers. Being adaptable means that a building can be simply adapted to meet people's changing needs over time or to suit the needs of different users, for example, account should be taken of the need to store and charge mobility scooters. Any subsequent adaptations should be more cost-effective because the original design accommodates their future provision from the outset.
- 5.40 Non-apparent integral design features should be integrated ready to assist adaptation. For example, a building could be designed to allow a member of the household, or a visitor, to live, sleep and bath solely on the entrance level for a short period, or to benefit from step-free access to upper floor facilities. Where a household that has a family member with a temporary or permanent disability or a progressive condition that is making movement around the home or between floors difficult this could make a real difference.

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### Providing Annexe Accommodation

#### C6 Providing Annexe Accommodation

The council will support the provision of a single domestic annexe related to existing dwelling houses whether within or outside of the defined settlement boundaries where it would comply with the following criteria:

- a) the footprint and scale of the annexe would be subservient to the main dwelling;
- b) the annexe would be occupied by dependent relatives of the occupants of the main dwelling, or their carer;
- c) at all times, the annexe would be retained within the same ownership as the main dwelling and would not result in the sub-division of the curtilage of the main dwelling.

Where planning permission is granted, the council will impose planning conditions to control occupancy, ownership and sub-division of curtilage.

- 5.41 Providing a residential annexe to an existing dwelling can help families to provide the independence and support that relatives need. Annexes can allow a more flexible way of living while reducing the need for further dwellings or external healthcare. Applications would be expected to provide information on which dependant relative or carer would be occupying the annex. Annexed accommodation can also result in increasing the supply of existing housing, by freeing up properties.
- 5.42 To allow genuine support to be provided, or a suitable level of independence being achieved, it is preferable if a proposed annex is connected to the main dwelling with the ability to be absorbed into the dwelling if necessary, in the future. Thus, annex accommodation and the related main dwelling should be, or have the potential to be connected by an internal link or otherwise have a close relationship with shared facilities and space where possible.
- 5.43 The council will not support annexes that would be unduly large, given the potential to impact on the appearance of the surrounding area and to create an economic burden. This could create pressure to sever an annex and main dwelling and result in a new dwelling with poor means of access, a lack of suitable amenity space and a poor relationship with the main dwelling. Therefore, annexes should be subservient to the main dwelling.

### Delivering Locality Hubs

#### C7 Delivering Locality Hubs

The council supports the creation of locality hubs across the Island and will work with its partners to deliver. Land is allocated for such uses at the following locations (as shown on the Policies Map):

- a) a Bay Locality Hub, which incorporates a range of leisure, public health and wellbeing support services.
- b) a Central Locality Hub, which incorporates an element of housing.

- 5.44 The council wishes to see the delivery of integrated locality hubs. A locality hub brings together health and wellbeing services in fit-for-purpose buildings, bringing services closer to local communities. They significantly improve the patient/ customer experience and

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maintain a good service provision both in quality (retaining NHS community services) and capacity (increasing the size of the GP practice to accommodate the demand and size of the current patients' list). Land has been allocated at Pyle Street Community Hub, Newport and The Heights/Barracks Community Hub, Sandown.

- 5.45 While the principle of the locality hubs is supported, the final proposals for these locations will still need to demonstrate compliance with the other relevant policies of the Island Planning Strategy. It is anticipated that providing safe and legible access to both pedestrians, cyclists and all forms of vehicles will be important to the success of both schemes, and if required information submitted as part of a planning application will need to demonstrate how this is achieved.

### Facilitating a Blue Light Hub

#### C8 Facilitating a Blue Light Hub

The council supports the delivery of a suitably located shared Blue Light Hub in the Newport area. It will work with partners to establish whether such a facility is required and if so the best location for it.

- 5.46 The council and partners are working together through the One Public Service programme to understand whether a 'blue light' hub, shared between the ambulance, fire and police services is feasible. This work is complex and has many different elements that are still to be resolved. This policy does not pre-determine the outcomes of this work but provides a reference point in a land-use plan so that the principle is established. Because of the cycle of plan production and the timescales involved, the opportunity to embed this policy has been taken in advance of the background work being completed.
- 5.47 The local planning authority will work with the various partners at the earliest possible stage to establish, from a planning perspective, the suitability of any proposed locations.

### Education Provision

#### C9 Education Provision

Proposals for the provision of new, replacement and extended or altered education facilities will be supported where the scale is in keeping with the location, the location is accessible and where it accords with other local plan policies.

- 5.48 National planning policy, requires weight to be given to the need to create, expand or alter schools to meet the needs of existing and proposed communities. The council has a statutory duty to ensure that sufficient school places are available within the area for every child of school age whose parents wish them to have one.
- 5.49 Approximately 20,000 students are educated in Isle of Wight schools and colleges, through provision at a number of primary schools, secondary schools, special schools, nurseries and an education centre. There are also three independent schools.
- 5.50 School places are no longer, solely provided by the Council. Since 2011, new providers of school places have been able to establish state funded Free Schools. There are also academies, which are independent of local authority control. Work must be therefore undertaken with other education providers to ensure that need for school places is met.

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- 5.51 The local plan mechanisms for enabling new schools and school extensions to be built and for the provision of new school places in association with residential development are:
- safeguarding land for education purposes where required;
  - collecting developer contributions via Section 106 agreements from residential developments which are likely to increase pressure on school capacity;
  - striving to create sites which allow students and staff to thrive physically and mentally through strategic placement and high quality design.
- 5.52 The council prefers new provision to be provided by extending existing school premises. However, where a new school is to be provided it should be a maximum of 2FE in size to reflect the nature of the island and to support financial stability.
- 5.53 The Council has undertaken building feasibility work to understand the potential of existing schools on the Island to expand and where new school provision is required when expansion is not possible or desirable to serve new residential development.
- 5.54 The School Capacity Survey (2022) indicated demand from development can be accommodated by improving existing facilities.
- 5.55 Additional likely need generated from new development for primary education will be in the areas of potential deficiency at Cowes, Newport and Ryde with pressure on secondary provision at Newport and West Wight.
- 5.56 Post 16 education provision must meet all demand on the Isle of Wight. The council may require a developer to make a capital contribution towards the development of additional post 16 years education and skills provision.
- 5.57 A high proportion of Early Years education provision is run by third party providers using schools and community centres as venues. There is a potential requirement to increase childcare places within the areas of Cowes, East Cowes, Newport, Ryde, Sandown and Shanklin to support the local community.



### Renewable Energy and Low Carbon Technologies

#### C10 Supporting Renewable Energy and Low Carbon Technologies Strategic

In line with the targets and objectives of the Isle of Wight Climate & Environment Strategy, the council will support proposals for:

- a) major development of renewable energy schemes in appropriate locations where there is appropriate grid capacity and/or storage;
- b) the provision of infrastructure for the connection of projects to electricity and heat networks (including, but not limited to sub-stations and heating mains);
- c) smart grid infrastructure;
- d) energy storage systems, such as battery storage and hydrogen production facilities;
- e) energy centres for the provision of heat and/ or power to local communities;
- f) community led initiatives.

Within areas of protected and sensitive landscapes and townscapes, development should generally be small scale or community based. It is expected that major wind and photovoltaic schemes will be located outside of the AONB and designated areas, and grade 1-3a agricultural land (for photovoltaics). Schemes within the AONB will be considered when there are no alternative sites outside of the AONB and where a considerable community benefit is demonstrated and considered to outweigh the landscape impact.

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

- g) the visual impact on the character of the area
- h) the consistency of the proposal with nature conservation and heritage asset objectives

It is accepted that a range of new technologies, other than those above are likely to emerge and these will be considered on their own merits against the policies of the Island Planning Strategy.

- 5.58 In July 2019, the Isle of Wight Council declared a climate emergency and stated an aim to achieve net zero emissions across the Island by 2030. The council's Climate and Environment Strategy outlines the Isle of Wight's aim for a pathway to net zero emissions and proposals should make a positive contribution to this aim. This policy provides a framework for appropriate renewable energy and low carbon technologies to facilitate opportunities to achieve the ambition of becoming self-sufficient in renewable electricity production. In short, this means generating enough electricity from renewable sources on the Island to meet our annual electricity consumption.
- 5.59 The policy provides flexibility to meet future energy demands and incorporate new generation systems as advances are made to technologies and new ones are designed. In doing this, the policy provides a strategy for increased energy security and resilience; thereby reducing the need for reinforcement of grid infrastructure, addressing future global energy supply constraints and developing the energy system for future needs. Not only this, but it also provides opportunities for inward investment and jobs and for the Island community to benefit from the energy spend by having a more localised energy system.
- 5.60 The policy also seeks to facilitate a continuation in the year on year carbon dioxide emissions reduction that is required to hit the council's net zero targets. The policy also supports associated infrastructure relating to renewable energy and low carbon technologies and community level schemes. Where schemes require a fuel source, for

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example, wood fuel and waste, the council expects the source to be from Island resources and able to be provided on a long-term basis. Where this is not possible, evidence will be required to demonstrate why and provide information on where the renewable fuel sources originate.

- 5.61 Proposals intending to use waste as a fuel source will need to comply with other areas of the Island Planning Strategy and also consider the current and relevant adopted waste policy. Proposals should demonstrate how the proposal supports and does not undermine the waste hierarchy.
- 5.62 Proposals that make a contribution to increasing the installed capacity on the island will be supported where they comply with other policies within the Island Planning Strategy. Proposals should include commentary on the environmental and economic benefits of the scheme. This supporting information should be commensurate to the scale of the proposal and could for example include reference to community benefits, local supply chains, job creation, and the sustainability of Island businesses. Supporting information should demonstrate and set out how the energy generated will be distributed to nearby development, the grid or to storage. Applications should also demonstrate the degree to which the proposal will facilitate other projects especially low carbon projects or be part of a whole system approach. For example, a solar farm with battery storage that could feed charging points/heating at a nearby development.
- 5.63 Planning can provide opportunities for, and encourage energy development which will produce waste heat, to be located close to existing or potential users of the heat. Planning can also help provide the new customers for the heat by encouraging development which could make use of the heat.
- 5.64 Where proposals are outside of settlement boundaries consideration will be given to the technology and associated infrastructure on the visual impact and character of the area as well as local amenity. It is important that new renewable energy and low carbon technologies proposals do not result in unacceptable impacts on the area by virtue of the technology or as a result of the infrastructure needing to store energy or to connect to the grid. Furthermore, they must not cause unacceptable harm to the area's nature conservation interests or heritage assets.
- 5.65 Applicants will be expected to undertake appropriate surveys and/ or site investigations as required taking account of site specific characteristics in relation to the technology being applied for. These will be expected to be undertaken in advance of and submitted with an application. Depending on the technology being applied for, localised air quality impacts and mitigation aspects may need to be considered. Appropriate liaison with council officers and specialists is expected in advance where relevant.
- 5.66 Consideration will be given to any cumulative impacts on the landscape and local amenity in relation to renewable energy and low carbon technologies, particularly for wind turbines and large scale solar installations.

### **Other information / relevant documents**

- Climate and Environment Strategy

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### Net Zero Carbon and Lowering Energy Consumption in New Development

#### C11 Net Zero Carbon and Lowering Energy Consumption in New Development

**Strategic**

The council will require all new residential homes to be net zero carbon and meet the following thresholds:

1. Space heating demand

All housing should achieve a space heating demand of **15-20 kWh/m<sup>2</sup>/yr**. Bungalows should achieve a space heating demand of **20-30 kWh/m<sup>2</sup>/yr**.

2. Energy Use Intensity (EUI) targets

All housing should achieve an Energy Use Intensity (EUI) of no more than **35 kWh/m<sup>2</sup>/yr**. Bungalows should achieve an EUI of no more than **40 kWh/m<sup>2</sup>/yr**.

To ensure best practice, predictive energy modelling (e.g. using PHPP or CIBSE TM54 or equivalent) should be carried out showing that the proposed development will meet the space heating demand and EUI targets. Modelling should be included as part of any detailed planning application. Planning conditions will require confirmation at pre-commencement, pre-occupation and post completion.

3. Renewable energy

Renewable energy should be generated on-site for all new developments. The amount of energy generated in a year should ideally match the predicted annual energy demand of the building, i.e. renewable energy generation (kWh/m<sup>2</sup>/yr) = EUI (kWh/m<sup>2</sup>/yr).

4. Embodied carbon

An upfront embodied carbon target must be met of **< 300kgCO<sub>2</sub>/m<sup>2</sup>**.

Upfront embodied carbon emissions from Building Life Cycle Stages A1-A5 include Substructure, Superstructure, MEP, Facade & Internal Finishes. To ensure best practice an embodied carbon assessment should be carried out, showing that the development meets the upfront embodied carbon target. Evidence should be included as part of any detailed planning application, be reconfirmed pre-commencement, validated preoccupation and monitored post-completion.

All applicants must demonstrate use of an assured performance method in order to ensure that the buildings' operational energy performance reflects design intentions.

The Council will prepare a Supplementary Planning Document to provide further guidance on achieving net zero and the thresholds set out above in new development including the use of carbon offsetting and also set out what documentation will be required to support planning applications.

Proposals for non-residential development should exceed wherever possible the minimum required level of 'Excellent' standard for BREEAM or equivalent.

5.67 The Isle of Wight Mission Zero: Climate and Environment Strategy 2021-2040 sets out the carbon reduction and proposed decarbonisation strategy for the Isle of Wight. The key overarching target is to achieve Net Zero carbon across the Island by 2040.

5.68 To see how planning policy could play a role on helping to achieve this, the council commissioned a study entitled 'The Isle of Wight Guide to Deliver Net Zero Homes' with support from the LGA. The purpose of the study was to understand the technical and cost implications of delivering Net Zero new homes in the Island, to understand the implications for owners and occupiers and to inform policy in the Island Planning Strategy. The work

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looks at delivering net zero on five different locally relevant housing typologies. Analysis was carried out taking into account the Building Regulations (Part L 2021), the Government's Future Homes Standard and three different options to achieve an on-site Net Zero energy balance, 'Technology First', 'Fabric First' and 'Comprehensive'.

- 5.69 The study concluded that when considering the energy and cost analysis the 'comprehensive' specification was the recommended approach for delivering Net Zero carbon homes on the Island. The 'comprehensive' specification is likely to include ultra-low energy-fabric, a heat pump and PV panels to help achieve an energy balance i.e. a balance between the total energy the building uses with the amount of renewable energy generated each year.
- 5.70 The policy sets out four thresholds, or Key Performance Indicators (KPIs), to target best practice and signify if a building is achieving Net Zero Carbon. These thresholds are considered to be more appropriate for the plan period than setting out carbon reductions.
- **Space heating demand** - which is the amount of heat energy needed to heat a home over a year (per square metre). It is a measure of the thermal efficiency of the building (kWh/m<sup>2</sup>/yr). Various design and specification decisions affect space heating demand including building form and orientation, insulation, airtightness, windows and doors and the type of ventilation system;
  - **Energy Use Intensity (EUI)** - or metered energy use, is the total energy needed to run a home over a year (per square metre). It is a measure of the total energy consumption of the building (kWh/m<sup>2</sup>/yr). The EUI of a building covers all energy uses: space heating, domestic hot water, ventilation, lighting, cooking and appliances;
  - **Renewable energy generation** – this offers many benefits as generating electricity at the point of use offers several advantages including the provision of cheap electricity close to demand that can offset electricity consumption at full retail price, the ability to directly power building systems or charge electric vehicles from rooftop solar energy, and an immediate decarbonisation of electricity supplies (rather than waiting for the UK grid to decarbonise);
  - **Embodied carbon reductions** - embodied carbon refers to the greenhouse gas emissions associated with the manufacture, transport, construction, repair, maintenance, replacement and deconstruction of all building elements. Embodied carbon should be drastically curtailed throughout the building life cycle.
- 5.71 Within The Isle of Wight Guide to Deliver Net Zero Homes, a series of recommended design specifications have been compiled for all of the different housing typologies in order to demonstrate a good starting point for meeting each of the thresholds set out in the policy. The document also provides best practice guidance based on ten focus points. This should be used by design teams to target the Net Zero Carbon thresholds across all housing typologies and will help inform a future Supplementary Planning Document on this topic.
- 5.72 It is recognised that each site will have its own unique set of opportunities and constraints when it comes to obtaining net zero carbon, which must be investigated and used to inform the best way of meeting the thresholds in policy. For example, a site may only allow for a suboptimal orientation, meaning that considerable solar gain cannot be attained and that other measures must be strengthened to compensate.
- 5.73 To demonstrate compliance with the policy, applicants should carry out a predictive energy modelling exercise (e.g. PHPP or CIBSE TM54 or equivalent) to show that the proposed development will meet the space heating demand and EUI targets. The PHPP methodology and tool has been shown to predict energy use much more accurately and the council encourages the use of PHPP on residential new build projects.

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- 5.74** Where there is difficulty in providing on-site renewable energy generation, the council will consider proposals for nearby off-site solutions on the island, funded by the developer, which generate an equivalent amount of renewable energy. Off-site solutions should not take land out of high grade agricultural use in line with policy EV8.
- 5.75** There may be times where the viability or feasibility of meeting the policy may impact the delivery of a proposal and in these instances the energy statement should set these out. It should include what measures have been taken to ensure the thresholds can be met. Where they cannot be it should set out the aspects where a proposal can comply, and what alternative solutions are proposed to achieve the highest possible standards.
- 5.76** It is acknowledged that Part L of the Building Regulations has increasing sustainability targets for both residential and commercial buildings, whilst the 'Future Homes Standard (FHS) is also likely to be introduced by the Government in 2025; however, the exact timescale and indeed content of the FHS may be revised therefore it was not considered appropriate to fix in policy. Taking this into account and with the need to reduce carbon emissions to help meet the Council's net zero ambitions, the falling costs of many low carbon technologies and the ambition to become self-sufficient and reduce fuel poverty, it is considered that this policy approach is appropriate.
- 5.77** The council will expect all applications for major development to be accompanied by an energy statement, proportionate to the proposal, to demonstrate the measures taken to meet the policy criteria, including predictive energy modelling. For smaller schemes, the energy statement can form part of a larger document e.g. design and access statement or environmental statement and should not be overly complex. It could include discussion on some or all of the following aspects:
- energy efficiency by siting, design, layout and buildings' orientation to maximise sunlight and daylight, avoidance of overshadowing, passive ventilation;
  - grouped building forms in order to minimise external wall surface extent and exposure;
  - landscape or planting design to optimise screening and individual building's thermal performance;
  - renewable energy production e.g. external solar collectors, wind turbines or photovoltaic devices;
  - sustainable urban drainage systems, including rainwater and waste water collection and recycling;
  - significant use of building materials that are renewable or recycled or locally sourced;
  - waste reduction and recycling measures.
- 5.78** For non-residential development, BREEAM is a methodology for validating the sustainability performance of commercial buildings. It is a tried and tested system which helps to lower running costs of buildings and there is evidence that it can increase the market value of buildings and attract and retain tenants. As well as improving resource (energy and water) efficiency in buildings, higher BREEAM standards produce healthy workplaces, improving the quality of life of the workforce.
- 5.79** BREEAM certification is based on a set of quality and performance standards. The BREEAM rating reflects the performance achieved by the project, as verified by an independent, third party assessor. Within the framework, developers have considerable flexibility to determine how they will achieve the required performance and can therefore choose which categories to focus on. BREEAM's standards strongly incentivise carbon emission reduction, with flexible benchmarks relating to operational and embodied performance. BREEAM's assessment methodologies continually evolve and adapt to react to the latest scientific, technological or industry developments, therefore any future BREEAM assessment related directly to net zero carbon should be met.
- 5.80** The Isle of Wight has extensive opportunities to reduce energy and water demand as well as increasing energy generation from low carbon sources. This policy seeks to facilitate this by adopting a proactive approach to net zero development. The policy will also assist in the

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Island's ambition of becoming self-sufficient in renewable energy production as well as tackle fuel poverty by reducing future energy costs by promoting a higher standard of building for the end user.

- 5.81 In general, travel is a key emitter of carbon dioxide, the main greenhouse gas. The concentration of development in mostly larger settlements or where settlements have a number of facilities or concentration of people helps reduce the need to travel by private vehicle and subsequently helps reduce carbon emissions. This forms a key element in the sustainable development aspect of the Island Planning Strategy which is supported by the provision of improved infrastructure, sustainable transport and employment opportunities in the growth locations.

### Other information and relevant documents:

- The Isle of Wight Guide to Deliver Net Zero Carbon Homes

### Utility Infrastructure Requirements for New Development

#### C12 Utility Infrastructure Requirements for New Development

Strategic

The council will support proposals for improvements in the provision of the Island's utility infrastructure to meet identified needs and that would not adversely impact on the ability and/or capacity of the Island's utility infrastructure to function.

Development proposals will be required to provide, or where appropriate, make a financial contribution to, infrastructure which as a minimum is necessary to make the development acceptable in planning terms. This may include financial contributions to strategic infrastructure as identified by infrastructure providers and/or in the Infrastructure Delivery Plan (IDP) and subsequent addendums.

As part of their planning application, applicants will be expected to demonstrate due consideration of all the utility infrastructure needs arising from their development including the cumulative effects of other allocated sites.

- 5.82 Detailed proposals for development will need to ensure that through either their location or design, they do not adversely impact on existing utility infrastructure's ability and/or capacity to function.
- 5.83 Whilst this policy is applicable to all utility infrastructure provision (electricity, gas, telecommunications, wastewater/water), it is particularly applicable to water and wastewater infrastructure provision. All development proposals should ensure suitable access is maintained for water supply and drainage infrastructure and development layouts will be expected to be designed to take these into account.
- 5.84 In specific relation to water and wastewater infrastructure, the council will generally condition planning permission approvals that no development will occur until the applicant can demonstrate that a strategy is in place following discussion with Southern Water to provide connections to public utilities infrastructure and/or deliver the required infrastructure to support development.
- 5.85 To secure permission without such a condition, then a range of information will be required as part of any planning application, including capacity calculations (from Southern Water), a plan indicating intended connection points, connection routes (from the development to the proposed connection point) together with how this will be achieved and, where necessary, soakaways, attenuation and overland routes of surface water.



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- 5.86 Developers are strongly encouraged to work with infrastructure providers and consider opportunities to address infrastructure requirements as part of their proposal. Applicants should demonstrate that engagement has taken place with the required statutory undertakers and infrastructure providers to provide a strategy on how connections will be made to public utilities infrastructure and/or deliver the required infrastructure to support development.
- 5.87 On larger sites, or where several sites are coming forward together, infrastructure may need to be phased. This will enable the infrastructure needed for the site as a whole to be provided in a coherent and comprehensive manner. Where sites are close together or form part of a larger development, work should be undertaken between multiple developers to identify joined up solutions.

### Maintaining Key Utility Infrastructure

#### C13 Maintaining Key Utility Infrastructure

Strategic

The council recognises the importance of key pieces of infrastructure to the Island, and will support the principle of development that maintains and/or improves the current provision particularly at the following locations (as shown on the Policies Map):

- a) Wastewater Treatment Works, Sandown
- b) Water Supply Treatment Works, Golf Links Road, Sandown
- c) Cross-Solent water connection, Gurnard
- d) Cross-Solent electricity connection, Thorness Bay
- e) Cross-Solent gas connection and regulator station, Gurnard

Development proposals in the surrounding areas should adequately consider the existing facilities and should not prejudice their future operation and/ or expansion.

The council will support the provision of storage options for gas, electricity and water that contribute to maintaining supplies and increasing resilience.

- 5.88 Being an Island has implications for utility provision and management. It is critical that providers have the confidence to invest in improving the facilities, and the policy gives clear support to such an approach. There are also issues relating to reliance on the cross Solent utility pipelines and implications on the Island's resilience when it comes to the provision of utilities
- 5.89 Sandown wastewater treatment works (WWTW) is the largest WWTW facility on the Island and is an essential infrastructure facility for the Bay, which also serves a large percentage of the Island's population.
- 5.90 Approximately 30% of the Isle of Wight's current water supply is provided by the cross-Solent main, a freshwater pipeline connection between Gurnard and Lepe on the mainland which has capacity for 20 million litres per day.
- 5.91 The Island currently relies upon importing electrical power from the mainland via a series of three high voltage undersea interconnectors, which land at Thorness, and all of which are reported to be operating at maximum capacity. The Island's demand typically varies between a minimum of approximately 40MVA (mega volt amps) and a maximum of approximately 130MVA, which normally results in the Isle of Wight importing electrical power from the mainland.
- 5.92 The high-pressure twin gas pipelines under the Solent connect the mainland in New Forest District and the Isle of Wight at Gurnard, where there is a gas pressure regulation station that distributes gas further through an intermediate and medium pressure network.

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- 5.93 There may be the need to undertake development to improve or expand the existing infrastructure to accommodate the level of growth planned on the Island or, where relevant, to take into account stricter environmental standards (which are covered by a separate consenting regime to planning).
- 5.94 To prevent unacceptable risks from pollution the council will ensure that new development is appropriate for its location. The effects (including cumulative effects) of pollution on health, the natural environment or general amenity, and the potential sensitivity of the area or proposed development to adverse effects from pollution, will be considered.
- 5.95 By ensuring that provision is made on the Island for storage options for gas, electricity and water we can maintain supplies and be more resilient. Such an approach will also support new technologies and enable renewable energy generated on the Island to be captured and stored. It is recognised that the provision of such facilities is likely to need to be located near their source or to the on-Island connection points for cross-Solent infrastructure.

### Providing Social and Community Infrastructure

#### C14 Providing Social and Community Infrastructure

The council will support sustainably located development proposals that provide or improve cultural, educational, leisure and community facilities.

Development proposals will be expected to:

- a) consider the needs and requirements of all people in the community (both immediate and wider) it will serve;
- b) provide opportunities for multi-functional facilities;
- c) create opportunities for residents of all ages to improve their physical and mental health;
- d) ensure that any provision of social and community infrastructure is easily accessible by cycling and walking and, wherever possible, public transport.;
- e) be delivered to agreed timescales to ensure the needs of the community are met in a timely manner.

The council will only permit the loss of existing social and community infrastructure facilities, when it can be demonstrated that:

- f) the facility is no longer needed for its original purpose, or viable for any other community use; or
- g) a proposed alternative use would be of equal or greater quality and would provide equal or greater benefits for the local community or economy; or
- h) if appropriate, an alternative facility will be provided in a location with at least an equal level of accessibility for the community it is intended to serve.

The council will work positively with Island communities and support proposals to develop, retain, improve or re-use essential facilities, including those identified in Neighbourhood Development Plans or Orders (including Community Right to Build Orders), along with suitable supporting development which may make provision economically viable.

- 5.96 The policy sets out the approach that the council will take in respect of the provision and loss of social and community infrastructure on the Island and gives specific guidance for planning applications. This policy approach will be applied through the Island Planning Strategy to ensure that the Island maintains a level of social and community infrastructure to serve the needs of its residents.

## Island Planning Strategy Section 5: Community

- 5.97** For the purpose of this policy, the definition of social and community infrastructure includes (but is not limited to):
- Schools and other education facilities, including libraries and childcare premises;
  - Health care facilities, including healthcare centres, GP surgeries and dentist;
  - Local shop;
  - Post offices;
  - Pubs;
  - Places of worship;
  - Community buildings including community centres and village halls;
  - Indoor and outdoor recreation and sports facilities including playing fields, indoor sports facilities and leisure centres, swimming pools, tennis and netball courts, bowling greens, golf courses/driving ranges, multi-use games areas, grass pitches and water based facilities e.g. canoeing and other outdoor sports space;
  - Youth facilities including indoor and outdoor facilities for children and young people
- 5.98** Facilities can provide a focus for activities and foster community spirit and, more importantly, can provide essential services to local communities. In respect of this policy, the term community means the wider community and needs to consider areas outside of defined settlement boundaries and across parish boundaries as to the users of such services and facilities.
- 5.99** Developers should consider identified local needs within Neighbourhood Development Plans or Community led supplementary planning documents where, for example, any deficiencies in services and/or facilities are identified. Developers should also work closely with the community to consider any further needs that have not been identified within Neighbourhood Development Plans or Community led supplementary planning documents.
- 5.100** Planning applications that would result in the loss of social and community infrastructure facilities must show evidence of alternative provision, financial viability, or that the proposed alternative use would provide equal or greater benefits for the local community or economy. Applications should evidence that community engagement has taken place and that the proposal will address any identified deficiency in provision. Developers should also consider the provision of these types of facilities (where sports and leisure facilities are being provided) in conjunction with other relevant policies in this document.
- 5.101** This policy also seeks to support proposals for new essential facilities that would meet identified local needs. The focus for new social and community infrastructure will be within defined settlement boundaries where the majority of the Island's growth will be accommodated over the plan period. Development located outside of defined settlement boundaries will only be accepted where there is evidence that this type of facility is required to be in a rural location due to the type of service or facility, or is required to meet a local need and this would result in a more sustainable and accessible location. Any application for new development outside of, defined settlement boundaries should be supported by evidence of a local need or through its identification in other plans (such as neighbourhood development plans).
- 5.102** In terms of new residential development, the council will expect that, in the first instance, accommodation of social and community infrastructure is on-site where possible. If on-site provision is not achievable, any social and community infrastructure needs generated from new development should be met through the provision of financial contributions. Policy G3 'Developer Contributions' outlines how the council will secure financial contributions from developers that will contribute to the delivery and maintenance of social and community infrastructure.
- 5.103** When proposing new social and community infrastructure, developers should design the facility so that it is capable of being flexible in the way(s) that it is used and to accommodate a variety of community needs e.g. healthcare centre, clubs, societies etc. The types of uses

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that the proposal will need to accommodate and its location and design will be informed by the developer's engagement with the community.

- 5.104 In addition to this policy, the council will work proactively with local communities including through neighbourhood planning and the Community Right to Build, to help communities plan for and deliver facilities that meet local needs where there is the required level of support from local neighbourhoods.
- 5.105 Implementation will be through development management and planning application decisions. Neighbourhood planning could also bring forward local facilities and services where there is an identified need and community support

### Community-led planning

#### C15 Community led planning

The council will support town, parish and community councils in bringing forward Neighbourhood Plans that could provide localised policy on a number of issues, which could include:

- a) location of development to meet the housing requirement within a designated neighbourhood area;
- b) second home ownership;
- c) sites for self and custom build serviced plots;
- d) local Design Code / Guide;
- e) identification and allocation of previously developed land for residential, commercial or social purposes;
- f) location of social and community infrastructure.

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

Major development proposals will be required to submit a statement setting out the type, scale and results of public consultation carried out in advance of application submission, demonstrating how the proposal has been shaped by local community views.

- 5.106 The council believes that representative community engagement often benefits from starting with what people and communities (especially under-served communities) are interested in and what their concerns are, not the statutory duties and programmes of public authorities.
- 5.107 There are a number of routes for community-led work to be formalised into planning policy, particularly neighbourhood development plans, that when adopted form part of the development plan together with the NPPF and Island Planning Strategy. The council has also adopted a number of community-led documents as supplementary planning documents. The processes for adopting neighbourhood development plans and supplementary planning documents are regulated, which often puts communities off engaging in community-led planning
- 5.108 Community-led place plans, masterplans and Local Cycling and Walking Infrastructure Plans can provide a better understanding of local issues to help shape future service delivery and a more co-ordinated way of working with the resources available. The council, through its regeneration team, has engaged with a number of communities to raise public awareness of the regeneration programme and its aims
- 5.109 The council will work with and/ or support communities undertaking place plans or masterplans. In order to formalise such documents within the planning process the council will need to ensure that community aspirations are in general conformity with the vision and objectives of this plan and contribute to the delivery of its vision and objectives. This is not

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to say that the council will be unnecessarily prescriptive in this process, but it will need to be comfortable with the outcome. Community-led place plans or masterplans could be endorsed through a formal council-led process, such as a supplementary planning document.

- 5.110** Community engagement is an essential part of informing development schemes and applicants will be expected to engage with local communities, using town, parish and community councils.

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





## Our Approach Towards Sustainable Development and Growth

### G1 Our Approach Towards Sustainable Development and Growth Strategic

To contribute to achieving the council's vision for the Island, new development will be of the highest possible design quality that contributes to a strong sense of place. It will be located in the most sustainable settlements on the Island, and through managed growth a number of settlements will see their sustainability improve.

Planning applications that accord with the policies in the Island Planning Strategy (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise. Once granted, planning permissions are expected to be delivered in a timely fashion.

The council will seek to deliver the island realistic housing requirement over the plan period to 2037, through allocated housing sites, windfall sites and those already with planning permission with the majority being built on previously developed land. The allocations offer a range of sites of differing scales and delivery rates, with a focus on smaller and medium sized developments. These will be complemented by Key Priority Sites allocated at Camp Hill and Newport Harbour.

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

To facilitate travel on the Island, the provision of a multi-user route between the West Wight and Newport and the completion of the East Cowes to Newport multi-user route will help more journeys to occur by sustainable modes of transport, together with other proposals from the Local Cycling and Walking Infrastructure Plan. Improvements to the existing highway network, particularly in Newport and Ryde, are also planned.

The health and wellbeing needs of Island residents are recognised through the planning system. People are able to live independently for as long as possible, with appropriate access to medical facilities and the ability to live a healthy and active lifestyle.

The high-quality environment and natural resources are assets that will be protected, enhanced where appropriate and celebrated, by locating development away from the most sensitive and important features and areas. If required appropriate mitigation should be provided.

- 6.7** The policy sets out a clear statement of what the council considers sustainable development and growth will look like on the Island over the plan period. It takes its cue from national policies and the presumption in favour of sustainable development, and couples these with the local issues that have been identified by evidence collecting and through public consultation and engagement.
- 6.8** The prime focus of the Plan is on delivery and what is achievable and practicable given the island's detachment from the mainland and the additional costs and uncertainties that come with this. There is a focus on meeting island needs, particularly housing, using previously developed land and on seeking development that is realistically achievable. It is also essential for the policies of the Plan to provide a flexible environment that allows both the community and businesses to recover from the Covid-19 pandemic, and also to respond to some of the social changes that will occur as a result of this period.



- 6.9** Where solutions cannot be achieved through negotiation planning applications will be refused. The use of pre application advice is encouraged in the case of large or complex applications, Planning Performance Agreements may be considered.
- 6.10** The council will engage positively with statutory consultees and infrastructure providers to identify ways to support the delivery of sustainable development. To support this process, applications should be accompanied by appropriate supporting information to enable a positive and timely determination. This will be greatly assisted where applicants actively engage in pre-application discussions with the local community, the council and other consultees.
- 6.11** Where there are breaches of planning control, enforcement action will be taken where justified following the guidelines set out in the council's Planning Enforcement Policy Plan.
- 6.12** The policies of the plan, either individually or as a whole, will contribute to achieving sustainable development, and the spatial elements of the approach set out in the above policy are summarised on the Key Environment Diagram in Section 3.

### Priority Locations for Housing Development and Growth

#### G2 Priority Locations for Housing Development and Growth

Strategic

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

**Primary Settlements:** Cowes (including Gurnard & Northwood), East Cowes, Newport, The Bay (Sandown, Lake and Shanklin) and Ryde.

**Secondary Settlements:** Bembridge, The West Wight (Freshwater and Totland), Wootton and Ventnor

**Rural Service Centres:** Arreton, Brading, Brighstone, Godshell, Niton, Rookley, St Helens, Wroxall and Yarmouth

Housing development at Sustainable Rural Settlements will be carefully managed and will only take place where it represents infill development (policy H4) or addresses local community need through either Exception Sites (policy H7) or on previously developed land (H9):

**Sustainable Rural Settlements:** Calbourne, Chale Green, Havenstreet, Nettlestone, Newchurch, Seaview, Shalfleet, Wellow and Whitwell

Outside the defined settlement boundaries, proposals for housing development will only be supported if they accord with H4 - Infill Opportunities outside Settlement Boundaries, H6 Housing in the Countryside, H7 Rural & First Home Exception Sites and H9 New Housing on Previously Developed Land.

Development proposals for non-allocated sites will be expected to:

1. Be located within the settlement boundaries of the Primary Settlements, Secondary Settlements and Rural Service Centres (as shown on the Policies Map); and
2. Clearly contribute to delivering the Island's identified housing need, economic aspirations or achieving Island-wide regeneration aspirations; and
3. Make as much use as possible of previously developed land in line with H9; and
4. Deliver all policy requirements of the Island Planning Strategy.



- 6.13** This approach is about ensuring the right level of development takes place in the right places. The policy seeks to direct new development to settlements that are already considered sustainable (where there are services, facilities, homes and jobs, and where there are the most sustainable modes of transport), or settlements where planned growth will enable them to become more sustainable through improved or new services and facilities.
- 6.14** The settlements identified as Primary Settlements, Secondary Settlements and Rural Service Centres all have settlement boundaries, and development located within these will be prioritised. Amendments have been made to some of the settlement boundaries to incorporate allocated sites and existing development, and these can be viewed on the Policies Map. The classification of settlements is based on a number of factors including availability of services and facilities, proximity and accessibility via different modes of transport and population size. Two settlements, Bembridge and Wootton, are now classified as secondary settlements due to being the two settlements with the highest populations that were in the highest scoring bracket in the Rural Sustainability Matrix work.
- 6.15** The location of a potential development site within a settlement boundary is the first test in establishing the suitability of a site, in principle, for development. Once this principle is established more detailed issues covered by other policies in the Island Planning Strategy such as design, density and potential impact on the surrounding area and the environment are considered. If, on the planning balance, the development proposal is unacceptable in relation to these detailed issues it will be refused.
- 6.16** The council has proposed allocating sites for housing, employment and mixed-use schemes. Through this plan-led approach sites have been identified which are known to be available and deliverable within the plan period (i.e. up to 2037). By growing settlements in this way, growth can be managed, and the proposed allocations help to provide certainty to all. However, the policy approach allows non-allocated sites to be considered. This ensures that there is a continuous and deliverable pipeline of developments to meet the island's housing needs and reflects the fact that the housing number in the plan is not a target or ceiling in line with the NPPF.
- 6.17** Sustainable Rural Settlements will not have settlement boundaries, as the council wishes to improve their sustainability through carefully managed growth focused on infill development in line with H4, exception sites in line with H7 or on previously developed land in line with H9 rather than through speculative development. No site allocations are made for these settlements.
- 6.18** Proposals for residential development on non-allocated sites should demonstrate how they meet the criteria in Policy H3, together with other policy requirements of the plan. It is important that such proposals provide the right type, size, mix and tenure of housing in line with policies H5 & H8. This can be identified through a variety of sources, particularly the most recent Housing Needs Assessment and local Housing Needs Surveys. Evidence can also be supplied by the applicant, relating to localised issues that may not be picked up in the Housing Needs Assessment and local Housing Needs Surveys.
- 6.19** The council recognises the importance of providing housing for all, including both affordable and private market housing to ensure the island retains the ability to retain its younger demographic, attract professional workers and higher income groups and meet the needs of the older demographic. This will see housing delivered at a variety of dwelling sizes and costs, but factors such as the physical environment of the area and the availability of good schools are attractive.
- 6.20** The council wishes to use land effectively and development proposals should make as much use as possible of previously developed land. The council will use the definition of previously developed land set out in the glossary of this document unless the definition is updated at a national level.



## Developer Contributions

### G3 Developer Contributions

Strategic

The council will work in partnership with other public sector providers, utility companies and developers to ensure that development provides high quality infrastructure commensurate with the scale of the development and the needs of different communities across the Island in line with policy INF1.

The council will support development proposals which secure the necessary related infrastructure to make the development acceptable in planning terms, are directly related to the development and are fairly and reasonably related in scale and kind.

The council will therefore require provision of or contributions towards the following infrastructure where necessary:

- a) Affordable Housing in line with AFF1 and H5;
- b) Provision of or contribution to transport infrastructure, including the provision of sustainable transport routes and facilities. Where relevant, contributions or provision shall relate to projects that have been identified through the Council's Infrastructure Delivery Plan, Local Transport Plan and Local Cycling and Walking Infrastructure Plans;
- c) Ecological/ environmental mitigation and/ or compensation including, but not restricted to, the Solent Special Protection Area (SPA) Solent Recreation Mitigation Strategy, demonstration of nitrogen neutrality and Biodiversity Net Gain of at least 10%;
- d) Provision of or contribution to educational infrastructure. This requirement applies to housing developments of 10 dwellings or more;
- e) Provision of or contribution to health infrastructure. This requirement applies to developments of 10 dwellings or more;
- f) Coastal and flood risk reduction, water management;
- g) Provision of digital infrastructure;
- h) On site open space and/or SANGs (where relevant) or contributions to off-site strategic schemes;
- i) Cultural, public realm provision, community and sports infrastructure/ facilities.

Development capacity of sites is expected to be optimised. Where additional phases are deemed likely but are not part of the planning application, development contributions and affordable housing provision must take this into account.

The above infrastructure will be secured through planning conditions, planning obligations or on-site delivery.

- 6.21** The delivery of good quality infrastructure underpins the social, economic and environmental regeneration envisaged by the council over the plan period. It is essential for the Island's population to have confidence in the key infrastructure needed, such as safe and sustainable means of transport, access to housing for all, high quality areas for recreation and relaxation, ecological mitigation and other infrastructure required to support sustainable development.



- 6.22** New development can place additional burdens on existing infrastructure or create a requirement for wholly new infrastructure. Therefore, developments will be expected to provide or contribute towards the provision of the infrastructure needed to support growth on the Island, as required by the relevant policies within the Island Planning Strategy.
- 6.23** The types and amount of contribution (either financial or actual) that may be required for development may vary, depending on the location, type or constraints to proposed development. Where it can, the Council will set out in a new Developer Contributions SPD the expected levels of contribution for different types of infrastructure, informed by both the Infrastructure Delivery Plan and Viability Report that underpin the Island Planning Strategy.
- 6.24** The council will explore all the mechanisms available to ensure delivery of infrastructure but because of potential national changes expected to the collection of developer contributions the council has no current plans to introduce CIL.

### Other relevant documents and information:

- Affordable Housing Contributions SPD
- Developer Contributions SPD

## Managing Viability

### G4 Managing Viability

Strategic

In the rare circumstances when an open book viability assessment demonstrates that a proposal cannot provide the requirements of this plan, the council will work with applicants to understand whether any of the following approaches would be appropriate to facilitate the delivery of the site:

- a) securing public subsidy;
- b) flexibility in the affordable housing tenure, type and size mix
- c) changes to the density of the proposal;
- d) re-phasing the proposal;
- e) deferment of the delivery of the plan requirements;
- f) reducing the policy requirements.

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

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

- 6.25** Through the policies of this plan the council is clear about what development will be expected to deliver, and it is reasonable to expect that those buying and selling land will take into account the requirements of this plan when undertaking valuations / land transactions. However, it is also recognised that it may not always be possible to deliver the full requirements of the plan, for a number of reasons, for example, where previously unidentified land contamination is identified.
- 6.26** The council are fully committed to ensuring the delivery of housing and supports the delivery of development proposals that meet the requirements of this plan. Whilst it will consider alternative approaches, should a scheme be clearly evidenced as not being viable, and the proposals to overcome this issue dilute the plan requirements to such an extent the proposal is unacceptable, it will be refused.



- 6.27** It is recognised that the assessment of viability on a site-by-site basis can cause uncertainty and delay, increasing land prices and undermine the delivery of this plan and the council's objectives. There are inherent difficulties in the assessment of viability at the application stage given input uncertainty and the sensitivity of viability appraisals to small changes in assumptions. Proposals requiring a viability appraisal will be carefully examined to ensure genuine barriers to delivery exist.
- 6.28** It is expected that the viability testing of a specific scheme should only be necessary where there are clear barriers to delivery that would make the delivery of obligations unviable. This will speed up the planning process and increase certainty for applicants and planning authorities, whilst supporting the implementation of planning policies and the delivery of sustainable development.
- 6.29** The council has undertaken a whole plan viability assessment for the development envisaged over the plan period. The assessment was originally undertaken in 2018 and updated in 2021 and 2022, therefore land values and development costs are based on the rates available at that time. The viability assessment provides a high-level overview that allows the council to set realistic requirements for developer contributions and expectations for infrastructure. This work will form the basis of negotiations with developers and landowners and help to inform the aforementioned Developer Contributions SPD.
- 6.30** If an applicant wishes to make the case that viability should be considered on a site-specific basis, they should provide clear evidence of the specific issues that would prevent delivery, in line with relevant policies of this plan. Such issues should be raised through the council's pre-application advice service, prior to the submission of an application.
- 6.31** Where it is accepted that viability of a specific site should be considered as part of an application, the council will determine the weight to be given to a viability assessment alongside other material considerations, in order to ensure that the development remains acceptable in planning terms. Any such viability assessments will be carried out by an independent third party and the costs shall be borne in full by the applicant otherwise the application will be refused. Any reports or findings will be part of the public planning file.





## Ensuring Planning Permissions are Delivered

### G5 Ensuring Planning Permissions are Delivered

Given the separate housing market that the island operates in and a necessity to see the homes permitted and allocated to come forward to help meet the housing requirement, the council expects to see residential development starting as soon as practically possible, once planning permission has been granted.

When dealing with applications where planning permission for homes has previously been granted but has expired, or is soon to expire, the council will not approve the application unless sufficient evidence is provided that the site is deliverable, and an explicit start date is provided. In most circumstances if a further permission is granted the consent will only be valid for a further year.

For all major residential development proposals, the council will:

- a) require a delivery timetable to be provided as part of the planning application;
- b) impose a planning condition or legal agreement clause when issuing full planning permission or reserved matters planning permission requiring development to be delivered in line with the submitted delivery timetable;
- c) continually review how it might work with applicants, landowners and developers to ensure the delivery of the site;
- d) require evidence to demonstrate that different housing products on a site can compete in the market, at the same time, in the same location to maximise delivery;

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

- 6.32** There are over 2,000 dwellings consented across the Island which are yet to be commenced, albeit this is not a situation that is unique to the Isle of Wight nor significantly worse than authorities of a similar size. Given our delivery focus in the Plan and the separate housing market area that we operate in, it is however considered necessary to have a policy in place to strongly encourage the implementation of those permissions that have been granted. The council wants to discourage proposals where the failure to implement previous permissions suggests that there is no intention to build, or where there are insurmountable barriers to delivery on the site.
- 6.33** When considering further applications following the expiry, or impending expiry of planning permission for housing developments, it will be necessary for evidence to be submitted demonstrating the reason why the consent has not been implemented within the three years of the conditions of the permission.
- 6.34** Where full planning permission is granted, the council expects to see development starting as soon as possible in line with a delivery timetable submitted as part of any application. The NPPF defines that for a site to be considered deliverable, they should be available now. If a site has not come forward in a three-year period it must be questioned whether it is deliverable. An exception to this may be if the delay in delivery has been down to a civil matter or consenting regime outside of the applicant's control, which at the time of the re-submission has been resolved.
- 6.35** A further consent, if granted would have a shorter time period to expedite the development. If it does not commence and meet an agreed delivery timetable within this period, a further



permission should not be granted, unless circumstances change.

- 6.36** When reviewing the content of delivery timetables, the Council will consider the track record of the applicant and/or landowner on similar schemes they have submitted and/ or gained consent for, particularly on the Island. This is not about deterring new entrants to the housing market, but about understanding whether an applicant and/ or landowners track record of strong or poor delivery may be relevant when considering the reliability of the delivery timetable.
- 6.37** To help ensure that proposals for development are implemented in a timely manner, the council will consider imposing a planning condition providing that development must begin within a timescale shorter than the relevant default period, where this would expedite the development without threatening its deliverability or viability. Any delays will take account of the preparation of S106 legal agreements.
- 6.38** The council will look to work with developers in a pro-active and positive manner to facilitate and support the delivery of sites with planning permission and site allocations in the Plan. This could range from help with unlocking infrastructure challenges through to innovative approaches such as land swap deals and could be provided by a range of council departments.
- 6.39** To ensure stalled sites are built, once all other reasonable avenues for the delivery of sites have been explored, including taking any enforcement action following the guidelines set out in the council's Planning Enforcement Policy Plan (for example including the use of Section 94 of the Town & Country Planning Act 1990), the council may actively use its compulsory purchase powers to intervene to support the delivery of the site.



- 7.1** The policies in this section are designed to support the delivery of housing that is needed on the Island. To provide certainty to residents and the development sector, land is allocated for housing and the expectations for each allocated site are clearly set out in **'Sites Allocated for Housing', 'Key Priority Sites' & 'Housing Development General Requirements'**. Windfall sites and infill development opportunities are subject to design considerations and should have a positive impact on the character of the area, **'Infill Opportunities outside Settlement Boundaries'**.
- 7.2** Ensuring the delivery of affordable housing for Island residents is challenging, reflected in the low levels of affordable housing delivery in the last few years. Delivery of affordable housing is therefore a priority of this plan. In combination with policy AFF1, the council has set out its requirements in policy **'Delivering Affordable Housing'**, and this approach is further strengthened and supported by Rural and First Homes exception sites being delivered (**'Rural & First Homes Exceptions Sites'**).
- 7.3** The types and tenures of housing are really important on the Island too, so policy **'Ensuring the Right Mix of Housing'** establishes target development mixes for both private and different types of affordable dwellings. Alternative methods of delivery through self and custom build can also contribute to achieving this (**'Self and Custom Build'**). As required, the provision of sites for gypsy, traveller and travelling showpeople is covered through **'Planning for Gypsy, Traveller and Travelling Showpeople Provision'**.



## Delivering the Housing We Need

### H1 Planning for Housing Delivery

Strategic

The council is planning for a housing requirement of **7,185 net additional dwellings** over the plan period (2022-37), at average of **479 dwellings per year**.

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

From large sites with planning permission:	<b>2,135 dwellings</b>
From sites allocated in policy H2:	<b>3,550 dwellings</b>
From windfall sites*:	<b>1,500 dwellings</b>
<b>TOTAL:</b>	<b>7,185 dwellings</b>

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

To achieve the above the council will:

- a) Seek to ensure sites with planning permission are delivered in a timely manner (see policy G5);
- b) Allocate sites to deliver housing (see policy H2);
- c) Support infill development outside of settlement boundaries (see policy H4);
- d) Support Rural and First Homes exception sites that meet locally identified housing needs (H7);
- e) Support sustainable development proposals that optimise the use of previously developed land (see policy H9).

There are five designated Neighbourhood Areas on the island in line with the NPPF the IPS must set out the housing requirement for each over the 15 year plan period (2022-2037), shown in the table below:

	<b>Large sites with planning permission</b>	<b>Allocated sites</b>	<b>Windfall</b>	<b>Total</b>
<b>Bembridge</b>	13	146	30	<b>189</b>
<b>Brading</b>	0	0	30	<b>30</b>
<b>Brighstone</b>	55	0	30	<b>85</b>
<b>Freshwater</b>	44	180	30	<b>252</b>
<b>Gurnard</b>	12	0	30	<b>42</b>

Should it be demonstrated that the Council does not have a 5-year supply of land for housing against the requirements of policy H1, additional housing sites may be supported where the following criteria are met:

1. the yield of the proposal is relative to the demonstrated shortfall in 5-year housing land supply;
2. the site is sustainably located in close proximity to services, facilities and public transport links;
3. the proposal is sensitively designed in relation to the character of its location and any surrounding development;
4. the proposal meets all other relevant policy requirements set out in this plan;
5. the proposal is accompanied by a clear delivery timetable demonstrating that the homes will be delivered to help address the identified 5-year housing land supply shortfall.



- 7.4 This policy seeks to provide certainty on housing delivery across the island by setting out the overarching housing delivery approach and sources of supply, with more detailed policies contained elsewhere in the Island Planning Strategy.
- 7.5 The council recognises its objectively assessed housing need figure based on the nationally prescribed standard methodology but believes it is undeliverable by the island housing market, as set out in evidence papers supporting the local plan. The plan therefore identifies a more island realistic housing requirement of 479 dwellings per annum which it believes is at the upper limits of what is deliverable by the island housing market across the whole plan period.
- 7.6 In line with the NPPF, the development of 7,185 dwellings is not a ‘target to aim for’ or a ceiling on development, rather the plan still allows for other sites to come forward providing they adhere to the policies (including G2, H4, H7 and H9) and represent sustainable development. This also means that additional housing can come forward if mechanisms for increasing delivery are found over the Plan period, including significant public sector intervention.
- 7.7 An indicative trajectory of the overall supply of housing that is expected to come forward is set out in Table 7.1 The table indicates that Years 1 to 5 of the plan are likely to have a sufficient supply of sites totalling 2,973 units, at an average of 578 dwellings per annum. Using the local plan housing number of 479 dwellings per annum, the 5-year requirement is 2,395 dwellings, meaning a 24% buffer is included within the delivery trajectory for years 1 to 5 of the plan period. This is reflective of the fact that 30% of the housing number within the IPS will be delivered from sites that already have planning permission.

Source of supply	Year 1	Year 2	Year 3	Year 4	Year 5	Years 6-10	Years 11-15	Total
Large sites with permission	265	151	112	259	211	712	425	2135
Allocated sites	187	342	376	327	243	1555	520	3550
Windfall	100	100	100	100	100	500	500	1500
<b>Total</b>	<b>552</b>	<b>593</b>	<b>588</b>	<b>686</b>	<b>554</b>	<b>2767</b>	<b>1445</b>	<b>7185</b>

Table 7.1 Island Planning Strategy Indicative Housing Trajectory

- 7.8 Appendix 4 includes further details on the indicative housing trajectory of the plan that demonstrates there will be a spread of development coming forward across the island throughout the plan period. There is a mix of size and location of the proposed allocations and existing permissions with the focus of growth on the primary settlements of Newport, Ryde and Cowes.
- 7.9 To ensure housing allocations come forward in a timely manner to help meet the requirements of the Housing Delivery Test, address housing needs and to maintain a five year land supply of deliverable sites, the council will actively work with landowners and developers to establish the likely phasing and delivery of sites.
- 7.10 'Windfall' sites (those with a net gain of less than 10 dwellings) have been factored into the council's housing supply. These are sites considered too small for allocation, but they have been a consistent source of supply within the island housing market for many years. In the 5 years from 2016/17 – 2020/21, completions on sites between 5 and 9 dwellings totalled 183 dwellings, or 37 per annum, whilst completions from sites of 4 dwellings or less in the same period totalled 522 dwellings, or 104 per annum. The council has taken a conservative approach of including 100dpa from windfall sites, which represents 70% of the recent supply from these sites that provide a realistic and robust source of supply, appreciating that windfall opportunities will reduce over time and also the more restrictive settlement boundary approach within the IPS.
- 7.11 Some windfall sites may have been identified as suitable in the council's strategic housing land availability assessment (SHLAA), appear on Part 1 of the Brownfield Register, have been put forward as part of the Council's Call for Brownfield Sites exercise or proposed for allocation in



the last version of the Draft Island Planning Strategy. However due to their small size, existing use or a requirement for further information and assessment to understand on-site aspects that may constrain delivery, these sites would be expected to come forward as windfall in line with policies G2, H4, H7 and/or H9. The SHLAA is a good source of information relating to site specific issues and constraints that are apparent.

- 7.12** Other development proposals may come forward and be acceptable subject to conformity with the policies within the Island Planning Strategy. Pre-application advice should be sought in these instances in particular where sites are for major development schemes. Applications should be submitted with all relevant details and having undertaken any relevant studies or investigations.
- 7.13** The council will monitor the outcomes of the policy through the following measures:
- a) The Authority Monitoring Report (AMR). This will record permissions granted as well as developments under construction;
  - b) The five-year land supply report. This will set out what sites are considered to be suitable and deliverable in a five-year period; and
  - c) Performance against the Housing Delivery Test.
- 7.14** With any planning process it is necessary to include a degree of flexibility to allow for unexpected events such as significant increases in demand or delay in sites coming forward. The plan contains several forms of flexibility to allow for this. Firstly, whilst there is an allowance for windfall developments within our housing supply, this is not 'capped', and the Council is aware from its SHLAA and Brownfield Capacity work that additional land could come forward. Windfall sites provide the most likely a source of additional dwellings should demand exceed the capacity of the allocations and planning permissions, or indeed yields from some sites within these two sources are not as high or as timely as identified within the IPS. Secondly, the capacity of the allocated sites has also been calculated based on a relatively conservative density estimate with the potential for future planning applications on some sites to exceed the indicative numbers provided.
- 7.15** The council recognises that the housing number set out in the policy is not a target to aim for but is reflective of historic delivery patterns on the island that meet as much of the identified housing need as possible. Indeed the Plan includes specific review triggers in Section 10 that would generate a re-assessment of policy H1 should delivery on the island exceed the housing number for at least 3 consecutive years. Therefore, meeting the annual requirement set out in the policy will not in itself be a reason for refusing a planning application. Decisions will be taken on their merits and considering local circumstances, including longer term housing needs and affordability in an area
- 7.16** During the course of the fifteen year plan period, it is possible that there may be times when a shortfall in the 5-year supply of available housing land is apparent should certain sites be delayed or come forward at different rates of delivery. In this situation, the policy sets out the approach of the Council to addressing that issue. The approach is underpinned by the sustainable development principles of national and local policy and would allow a direct, targeted and controlled response to any identified shortfall and would not mean that every application for housing would have to be approved.



### Sites Allocated for Housing

#### H2 Sites Allocated for Housing

The sites listed in Appendices 1 and 2, and shown on the Policies Map, are allocated for residential or residential-led mixed use development. Proposals for these sites should demonstrate how they will deliver an appropriately phased development in accordance with:

- a) site specific allocation Policies KPS1 & KPS2;
- b) where relevant, the site specific allocation requirements set out in Appendix 3,;
- c) the generic allocation requirements set out in Policy H3;
- d) all other relevant policy requirements set out in this plan.

The yield identified in Appendices 1 and 2 are for indicative purposes only and the final number of homes or other development provided will be determined through the planning application process. Not every allocation has site specific requirements, and these sites will be expected to deliver a scheme that aligns with Policy H3.

- 7.17** This policy seeks to encourage delivery of housing across the Island by setting out those sites that are suitable for residential and other development. A sequential, risk based approach has been taken to identifying the allocations as required by the NPPF which is incorporated as part of the Integrated Sustainability Appraisal and Housing Evidence Paper B supporting the IPS. The allocation of these sites should provide greater certainty to enable developers and other stakeholders to bring development proposals forward across the Plan period thereby increasing the rate of housing delivery
- 7.18** A wide variety of sites is proposed for allocation in this Plan, comprising of larger and smaller development sites which are primarily on previously developed land, others on greenfield land or a mix of both. All site allocations are set out in Appendix 2 together with indicative site capacities. Two 'Key Priority Sites', Camp Hill and Newport Harbour, have the potential to deliver transformational development on brownfield land across a significant proportion of the plan period and therefore have their own site-specific policies to guide development proposals.
- 7.19** Most sites have been submitted and assessed through the strategic housing land availability assessment and are assessed as suitable, available and achievable at some point in the plan period. By allocating a range of types and size of sites they will come forward and be delivered in a way that helps meet the housing requirement figure.
- 7.20** It is important that the council is able to act to make sure allocated and consented land is available. The allocations as set out in policy H2 'Sites Allocated for Housing' have been assessed for deliverability and suitability and it is anticipated that these sites will come forward in a timely manner. The council will work with landowners, developers and other relevant stakeholders to monitor the achievement of these allocations and any associated trajectory and will act to bring sites forward if necessary.
- 7.21** Where a proposal is being developed for an allocated site, applicants are expected to refer specifically to Policies H2, KPS1, KPS2, H3 and Appendices 2 and 3 and submit applications considering the relevant policy requirements as well as incorporating any other Island Planning Strategy requirements where applicable.
- 7.22** No specific timeline has been provided within the policy for the allocations, but it is expected that delivery will be phased and consider any nearby proposals where relevant. Sites should be started and completed within the timeframe of any planning permission in line with policy G5.
- 7.23** In exceptional circumstances, where fully justified, planning permission may be granted for major residential sites that currently have planning consent that is due to expire but have not yet come forward for delivery.

### KPS1 Key Priority Site 1: HA39 Former Camp Hill

A mix of brownfield and greenfield land at the former HMP Camphill as shown on the policies map is allocated for sustainable high-quality mixed-use development, resilient to climate change and which shall provide delivery of all of the following:

- a) at least 750 homes providing at least 35% affordable housing and a mix of housing sizes in line with H5 & H8;
- b) approximately 2 hectares of serviced employment land for office, general industrial or storage and distribution uses (Class E & B2/B8 uses) as appropriate to the site and its wider context, ensuring that there is a mix of unit sizes. Support will also be given to other employment generating uses provided they are compatible with the immediate surroundings and do not conflict with town centre uses;
- c) community use floorspace (Class E uses)
- d) an improved road network to allow ease of movement to and through the site
- e) public transport improvements
- f) multiuser links to the existing sustainable transport network and the wider area
- g) a mix of on-site SANGs, open and recreation space and improvements to Parkhurst Forest as a recreational space;
- h) utilisation of buffers to the ancient woodland and SINC for enhanced landscaping and biodiversity improvements; and
- i) a site wide district heating system to which all development will connect, with preference given to using heat from the Forest Road Energy from Waste facility, subject to viability

In order to address sustainable development issues, the site should be developed in accordance with a whole site masterplan prepared by the developer /landowner in conjunction with the local community and agreed by the Isle of Wight Council. The masterplan should ensure that:

- j) the design and layout accords with the National Model Design Code, relates positively to the surrounding area and does not have an adverse impact on the amenity of surrounding properties;
- k) existing trees and hedgerows on the site are maintained and enhanced wherever possible and management put in place to support their future retention and maintenance;
- l) opportunities for connections into and from Parkhurst Forest are fully explored together with working with Forestry England on other joint ventures where there is a benefit for new and existing residents, for example through contributing to improvements to the existing recreational function of Parkhurst Forest;
- m) there is adequate provision for surface water run-off and due consideration of flood risk elsewhere;
- n) good links to the wider footpath and cycle network are provided,
- o) highway improvements necessary for the development to go ahead are delivered;
- p) the development is appropriately phased alongside required infrastructure. Proposals will not be permitted where they prevent a comprehensive approach to the delivery of development and infrastructure across the whole site and the surrounding sites allocated for development.
- q) the development conserves the significance of the heritage assets on the site and uses these assets to reinforce the cultural connections between the site and its surroundings. Ensuring a sustainable future for the Camp Hill Prison buildings is encouraged.

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

The Council will prepare a Supplementary Planning Document (SPD) to include KPS1 and nearby residential and other land use allocations to ensure a comprehensive approach to infrastructure planning and delivery. Opportunities should be taken to co-ordinate any community and social provision from the Camp Hill site with that provided from both KPS2 Newport Harbour and land allocated under policy C4 Health Hub at St Marys to ensure that the schemes deliver maximum benefit for local residents.

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- 7.24** Land at the former HMP Camphill is key priority site for the Council that has the potential to deliver transformational development that helps meet island needs across a significant proportion of the plan period. The allocated site is a mixture of brownfield and greenfield land of approximately 55 hectares. It lies directly adjacent to the existing built up area of Newport close to community facilities, shops, schools, employment areas and the transport network. It should be able to deliver at least 750 homes through a mixture of new development and adaptation and refurbishment of the former prison buildings. A master plan for the whole area that aligns with the National Model Design Code and any subsequent local design guidance will be agreed by the council to guide the phasing and delivery of this site.
- 7.25** The site should accommodate a mix of housing tenures, types and sizes, reflecting the requirements of policy H5 and the mixes of market and affordable housing set out in policy H8. As the site will be delivered over a number of years, it is expected that a phased approach will be taken, and any permissions granted should include sufficient flexibility in phasing plans and legal agreements to allow updated housing need evidence to inform the mix of future phases.
- 7.26** A network of SANGs, open and recreation space will serve the new development and benefit the wider community. Provision should be made for the long term management of the open space. Given the scale of the site, a significant buffer has been left between the allocation boundary and Parkhurst Forest (designated as both Ancient Woodland and SINCE) to the west and north to allow appropriate spacing to protect the designation. This buffer could also be utilised for ecological purposes, to provide appropriate landscaping and opportunities for accessible green space.
- 7.27** The proximity of Parkhurst Forest provides opportunities for public access and enjoyment of this woodland. This area is important for its wildlife and landscape value and provision should be made to ensure the long-term management of the woodland by Forestry England is not prejudiced by the development. Opportunities to contribute to improving the recreational offer and facilities within Parkhurst Forest should be explored. The existing hedgerows surrounding and within parts of the site are important local features which should be maintained and incorporated into the layout of the site. Any loss of hedgerow will require mitigation such as the planting of new hedges.
- 7.28** Around 2 hectares of serviced mixed employment land should be included appropriate to a residential area. This could be delivered in a single area of the site or be split up across phases to allow the commercial floorspace delivered to respond to market trends across the plan period. The main vehicular access will improve the existing road network on the site and footpath and cycle links must be provided to the existing sustainable transport network and the surrounding area.
- 7.29** On and off-site provision and contributions to community infrastructure, including education provision, will be sought in line with policy G4 and secured through a section 106 legal agreement.
- 7.30** The Council recognises that in addition to the allocation of HA039, there are other residential allocations in the vicinity, notably HA032 (Land at Horsebridge Hill & Acorn Farm), HA036 (Land at Noke Common) and HA037 (Land at former Library HQ). The Council will prepare a Supplementary Planning Document for the area covered by these allocations, which also includes St Marys Hospital, to ensure that individual masterplanning for the sites and issues such as infrastructure provision can be holistically planned and funded and create maximum benefit for existing and new residents.

### KPS2 Key Priority Site 2: HA44 Newport Harbour

Previously developed land at Newport Harbour as shown on the policies map is allocated to deliver a sustainable high-quality mixed-use development, resilient to climate change and responding positively to the harbour's character. The development shall provide delivery of:

- a) at least 250 homes providing a minimum of 35% affordable housing and a mix of unit sizes in line with H5 & H8;
- b) serviced employment land for office, general industrial or storage and distribution use including marine uses providing they are compatible and appropriate to the site and its wider context, ensuring that there is also a mix of unit sizes;
- c) flexible retail, financial and professional services, food and drink floorspace (Class E)
- d) community/education use floorspace (Class E);
- e) links and enhancements to nearby open / recreation space;
- f) multi user links to the existing sustainable transport network and wider area;
- g) public transport improvements as required;
- h) public realm improvements including improved access to the waterfront; and
- i) a site wide district heating system or other decentralised energy scheme to which all developments will connect, subject to viability

In order to address sustainable development issues, the site should be developed in accordance with a masterplan prepared by the Isle of Wight Council in conjunction with the local community. The masterplan will ensure that:

- j) the design and layout relate positively to the area and does not have an adverse impact on the amenity of surrounding properties or businesses;
- k) the on-site open space is provided together with management put in place to support its future retention and maintenance.
- l) the proposed development will be safe from flooding for its lifetime taking account of the vulnerability of its uses, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall;
- m) good links to the wider footpath and cycle network are provided,
- n) the development will deliver highway improvements necessary for the development to go ahead;
- o) the development is appropriately phased alongside the required infrastructure. It is expected that the site will be comprehensively masterplanned and delivered in phases given the existing uses and occupiers

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

Proposals should demonstrate that the level of retail and leisure uses within any scheme or phase of the scheme will not have an unacceptable impact on the town centre.

Opportunities should be taken to co-ordinate any community and social provision from the Newport Harbour site with that provided from both KPS1 Camp Hill and land allocated under policy C4 Health Hub at St Marys to ensure that the schemes deliver maximum benefit for local residents.

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

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**7.32** The site allocated lies within the wider area covered by the emerging Newport Harbour Masterplan (IWC, 2022) and will work positively with enhancements being brought forward in the Newport Heritage Action Zone area. It would provide sustainable homes in an accessible location and provide additional footfall to help support existing and new town centre businesses, rejuvenating the town centre, and promoting a more vibrant night-time economy.

**7.33** All development proposals must be accompanied by a site level Flood Risk Assessment demonstrating how it has met all the relevant requirements of both the Level 2 SFRA Detailed Site Summary Tables and the Newport Harbour Masterplan Flood Risk Assessment. The site level FRA will be expected to include:

I. A whole site sequential flood risk approach to locating development within the site and the planning of parcels of development/phases, making development safe by:

- Safe access and egress should be demonstrated during a design flood and to evacuate before an extreme flood, taking climate change into account. Raising of access routes must not impact on floodplain storage capacity;
- Resilience measures will be required if buildings are situated in the flood risk area;
- Mitigation for all relevant sources of flood risk must be considered (for example by raising finished floor levels to an appropriate height above ground level);
- Compensation storage would need to be provided for any land-raising within the 1 in 100 plus appropriate climate change allowance, including to provide a safe access route;
- Flow routes should be preserved if carrying out land-raising (including to provide a safe access route) within flood risk areas;
- SuDS are possible on all sites and a site such as this should be able to implement an exemplar scheme to deliver multiple benefits including water quality, biodiversity, amenity, green infrastructure etc;
- All development should adopt source control SuDS techniques. Conveyance features should be designed above ground and following natural flow paths where possible;
- The design of SUDS schemes must take into account the seasonally high groundwater table. Infiltration techniques may be ineffective and may pose a pollution risk. SuDS may need to be shallow and take up larger areas. Above ground conveyance and attenuation can be used but care must be taken that groundwater does not enter the SuDS feature and reduce the storage capacity and structural integrity of the design;
- The design must ensure that flows resulting from rainfall in excess of a 1 in 100-year event are managed via exceedance routes that minimise the risks to people and property;
- SuDS design must follow Isle of Wight Council guidance, meet the Defra National Non-Statutory Technical Standards, and follow current best design practice (CIRIA Manual 2015).

II. A surface water drainage strategy that addresses:

- Other sources of flooding, particularly surface water flow routes;
- All sources of flooding, particularly the risk of surface water flooding, groundwater flooding, and the interaction between them;
- Climate change should be assessed using recommended climate change allowances at the time of the assessment for the type of development and level of risk;
- Detailed surface water modelling should be undertaken to better understand baseline and post-development surface water risk flowing into the site, on site and downstream;
- A detailed assessment of the risk and location of high groundwater levels and groundwater emergence should be undertaken, including groundwater monitoring during the winter months.

**7.34** The site should accommodate a mix of housing tenures, types and sizes, reflecting the requirements of policy H5 and the mixes of market and affordable housing set out in policy H8. As the site will be delivered over a number of years, it is expected that a phased approach will be taken, and any permissions granted should include sufficient flexibility in phasing plans and legal agreements to allow updated housing need evidence to inform the mix of future phases.

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- 7.35** The site provides an attractive harbour and water side environment, that is well served by transport infrastructure and services. It is an opportunity to create a more positive relationship with the existing development and the adjoining open spaces, including Seaclose Park. A detailed master plan for the site will be agreed by the Council to guide phasing and design. Working with other stakeholders, opportunities may be explored to seek to establish whether additional regeneration could be unlocked to further enhance the county town, including through any improvements to sustainable transport corridors.
- 7.36** A network of on-site public open and recreation space will serve the new development and benefit the wider community. Provision should be made for the long-term management of the open space. The site should make best use of its key asset, being a waterside town centre location. Design should ensure re-engagement with the river and waterside, providing improved water access and more sympathetic treatment of riverbanks to improve biodiversity, flood resilience and visual amenity. Improvements in the public realm will have positive impacts on the local economy and the desirability to both live and work in a place that is one of the most sustainable locations on the island for access to all forms of transport, shops and services and employment opportunities.
- 7.37** Serviced mixed employment land should be included with a focus on smaller units providing flexible accommodation to support growing businesses. Vehicular access and movement should be carefully managed to ensure that improvements to footpath and cycle links within the through the site take priority to enhance the existing sustainable transport network and the surrounding area.
- 7.38** On and off-site provision and contributions to community infrastructure will be sought in line with policy G4 and secured through a section 106 legal agreement.
- 7.39** The Council is aware that Newport Harbour may represent the first phase of a wider regeneration proposal within Newport Town Centre. Working with other stakeholders, including various public sector landowners, opportunities will be explored through feasibility studies and masterplanning to seek to establish whether additional regeneration could be unlocked to further enhance the county town and provide affordable housing, commercial floorspace and sustainable transport improvements.



### Housing Development General Requirements

#### H3 Housing Development General Requirements

All sites delivering residential or housing-led mixed-use development will be of sustainable, high quality design that promotes improved health and wellbeing, taking account of the context, setting, character and local vernacular in accordance with the relevant policies of this plan, and provide:

- a) an appropriate mix of dwelling types and sizes;
- b) a sequential approach to flood risk within individual sites to ensure there is no increase to risk on site or downstream;
- c) improvements to the highway infrastructure as required;
- d) improved access to public transport;
- e) biodiversity net gain of at least 10%, including appropriately sized buffers around rivers or other watercourse corridors, which should be incorporated into the design of the development as green corridors and natural open space;
- f) safe vehicle and pedestrian access, preserving hedgerows wherever possible where they form roadside boundaries;
- g) new or extensions to multi use paths, footpaths or pavements for public use, when relevant these shall be designed to take account of pedestrian, cycling and equestrian safety and vehicular inter-visibility, incorporate any natural features and link to the existing network of public rights of way and areas of recreational and open access;
- h) appropriate landscape buffers and management plans, especially when sites are located on the edge of the area with fields adjacent; and
- i) appropriate incorporation of ancient, veteran or other protected trees or ancient hedgerows into the design and layout of the development.

Furthermore, sites with a net gain of 10 or more dwellings will also be expected to deliver:

- j) affordable housing in line with H5;
- k) onsite play and open space or contribution towards a nearby facility as required;
- l) a contribution, if required, towards social and community infrastructure (C14);
- m) proportionate contributions, if required, towards transport improvements identified in Tables 9.1 and 9.2.

Sites of 75 or more dwellings may be required to provide on-site or contribute towards off site Suitable Alternative Natural Greenspace (SANG) in line with EV3.

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

**7.40** This policy seeks to ensure all housing sites are delivered as sustainable high-quality developments that provide housing and other aspects to meet the needs across the Island. The general requirements as set out have been developed through consultation with officers and specialists including evidence documents and are considered appropriate. Applicants will be expected to submit applications taking into account the above policy and other plan policies where relevant.

**7.41** Additional site specific requirements are set out in Appendix 3 and these have been identified where:

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

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**7.42** Any application submitted will be determined against the above policy, the development plan as a whole and any other material considerations. The council's approach towards developer contributions and viability are set out in policies G3 and G4 respectively.

**7.43** Applicants will be expected to undertake appropriate surveys and/or site investigations as required taking account of the site's specific characteristics. These will be expected to be undertaken in advance of and submitted with an application. Appropriate liaison with council officers and specialists is expected where relevant.

### **Provision of suitable alternative natural green space (SANG) for larger sites**

**7.44** In partnership with Natural England and others it has been determined that development could have an in-combination likely significant effect on the nearby protected sites. The impacts are highest from developments within 5.6km of the SPA. It is therefore essential that mitigation is secured to make such developments permissible. As such larger sites (75 or more dwellings) may be required to deliver SANG in line with Policy EV3.

### **Phased delivery**

**7.45** In some cases, there will be two or more sites of a similar size in close proximity. This could have an impact on the viability of sites, even in the larger towns of Newport and Ryde, given the restricted housing delivery market on the island. The impact may be more significant in some of the smaller settlements if sites were to be developed at the same time. Consequently, where two or more sites are located adjacent or in close proximity, the council will expect that sites will be phased so as not to prejudice the delivery of the adjacent or nearby sites.

**7.46** 'Close' for the purpose of this policy and the settlements this may affect, is defined as adjacent to, or up to and within one mile.

### **Other information / relevant documents**

- Rights of Way Improvement Plan 2018-2028 (particularly sections B8 and C3)
- Isle of Wight Open Space Assessment

## **Infill Opportunities**

### **H4 Infill Opportunities outside Settlement Boundaries**

Housing outside the settlement boundaries will only be supported where it would be infilling a small gap in a row of houses, or an otherwise built-up frontage. Development proposals will need to demonstrate that:

- a) they would not unduly damage the amenity of neighbouring properties and the prevailing character of the surrounding area;
- b) the layout would respect the density/ size of surrounding plots; and
- c) the size of the development is generally between one and three dwellings.

Any proposal which fails to respect the character of the area will be refused.

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

**7.48** Infill sites are a small gap in a row of houses or an otherwise built-up frontage. Such sites should have a proper means of access, adequate parking and not have a detrimental effect on the amenities of adjoining residential properties in terms of loss of light, loss of privacy or disturbance.

## Island Planning Strategy Section 7: Housing

- 7.49** In smaller housing areas it can help support the sustainability of the settlement to allow for small increases within the existing built up area. As such it is considered appropriate to see these areas bought forward for housing, providing they do not impact on the spatial characteristic of the area.
- 7.50** Any proposal for infill development must respect the character of properties in the immediate area in terms of height, scale, mass, design, appearance and materials. The nature of these developments is generally between one to three units and as such could also present good opportunities for self-build or smaller local builders.

### Delivering Affordable Housing

#### H5 Delivering Affordable Housing

Strategic

To contribute to meeting the Island's housing needs, the council will require development proposals for a net gain of 10 or more dwellings to provide at least 35% affordable housing that meets the definition of affordable housing set out in policy AFF1.

Affordable housing is expected to be provided on-site unless off-site provision and/or a financial contribution in lieu can be robustly justified and any agreed approach contributes to the creation of mixed and balanced communities..

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

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

An informed tenure split of affordable housing will be supported, based on the most up to date available evidence but should aim to deliver 25% of affordable homes secured via Section 106 as First Homes\*, and for the remaining affordable dwellings a target mix of 70% of affordable housing for rent and 30% starter homes, discounted market sales or other affordable routes to home ownership. Alternative mixes that meet identified local housing needs will be supported.

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

*\* First Homes are homes available to buy for qualifying first time buyers but with a minimum discount of 30% below their full market value. The Council has the ability to prioritise these homes for local people and/or key workers.*

- 7.51** This policy enshrines the requirements for affordable housing within new development, and forms part of a council-wide package of measures designed to improve the delivery of affordable housing especially where it is needed the most. New strategic policy AFF1 sets the definition of affordable housing as work has shown for a typical dwelling to be affordable on the Island it needs to be around 60-70% of market value, depending on size. The council has a key role in facilitating the delivery of affordable housing on the Island, where there is a real need for such housing and there have been historic problems in achieving its delivery. The existing lack of delivery can partly be addressed through successful implementation of the local plan policies but will also depend on aligning the Regeneration Strategy and Housing Strategy, and through positive action and development through the council's Local Housing Company.
- 7.52** The planning practice guidance describes affordable housing need as being an estimate of *"the number of households and projected households who lack their own housing or live in unsuitable housing and who cannot afford to meet their housing needs in the market"*. Affordable housing need within the council's Housing Needs Assessment (HNA) update falls within two areas: current need (those on the Housing Register) and newly arising need; this being split into newly forming households and existing housing holds falling into need. As the Local Plan is planning for an

## Island Planning Strategy Section 7: Housing

'island realistic' housing requirement, the focus of affordable housing provision will be centred on those currently in need.

- 7.53** The HNA identifies that 489 dwellings per annum should be provided to meet the affordable housing need on the island, based on an overall housing need of 665 dwellings per year (the standard methodology number at the time of the HNA being undertaken). As the Local Plan includes an 'island realistic' housing requirement of 479 dwellings per annum, using a basic application of the 35% affordable housing requirement from allocated sites (i.e. non-windfall), this could see 84 affordable units per annum delivered in addition to those from sites that already have planning permission (approximately 48 per annum, over 130 per annum in total). This combination would represent a significant increase from recent affordable housing delivery on the island (as set out in paragraph 3.14) and part of the balance in establishing the island realistic housing requirement for the Local Plan includes the necessity to boost the number of affordable homes with a constrained delivery market.
- 7.54** Recent affordable housing delivery figures crystallise the acute issue on the island and the council need to ensure that schemes that can provide for or contribute to this target do so. This provides a further reason why sites of less than 10 units (that would make no contribution of affordable homes) have not been taken forward for allocation, however, could still come forward as 'windfall' development under other policies (for example G2, H4, H7 & H9).
- 7.55** Whilst a target tenure mix is suggested in policy H5, the HNA and local Housing Needs Surveys identify that there is a requirement for a range of tenure types within different areas of the Island. These documents will be used as a starting point in helping to determine any planning application for residential development to ensure the tenure mix of affordable housing contributes to meeting identified local needs. It is recognised that certain affordable products, for example First Homes, may impact the ability to deliver other affordable tenures, for example shared ownership, therefore a flexible approach can be taken to ensure the right tenure of homes are delivered in the right places. To aid with delivery, the council does not wish to be prescriptive on affordable housing tenure and will work to provide up to date information on area based affordable housing tenure needs in a Supplementary Planning Document (SPD) that will be updated on a regular basis. Applications will be expected to align with the latest version of this SPD at the time of submission of a valid application.
- 7.56** Proposals that can deliver more than the 35% requirement as set out in H5 will be welcomed. The council recognises that national policy expects affordable housing to be delivered on-site and H5 aligns with this. However, due to the lack of delivery of affordable housing on the Island over a sustained period of time, the council considers that in exceptional circumstances a more flexible approach towards the delivery of affordable housing may be required. Such an approach reflects the challenges of viability for development on the Island, the changes towards government subsidy for affordable housing and the needs of Island residents that are not currently being met.
- 7.57** If a developer is unable to provide the required 35% affordable housing provision on-site the council will require an open-book assessment of the development viability to demonstrate what level of affordable housing is viable for the site, or whether the required level could be required off-site. Where an independent open-book viability assessment is required, this will be funded by the developer and made available to the public, as it would form a key part of the determination process. The cost of assessing any viability assessment will be borne by the developer and the council will seek to engage the District Valuer in such circumstances.
- 7.58** A contribution will be required towards the delivery of affordable housing to be provided with AONBs, which fall within the definition of designated rural areas, in accordance with the council's Affordable Housing Supplementary Planning Document.
- 7.59** The council will consider proposals which seek to bring forward innovative ways of delivering affordable housing and a mix of tenures including affordable rented, social rented and low-cost home ownership.

## Island Planning Strategy Section 7: Housing

- 7.60** In rural communities across the Island houses prices are often not affordable for young people living within them. As a result, people could be forced to leave the area they have grown up in to find accommodation that they can afford. This can impact on the community cohesion but also the age range of residents. Rural and First Home Exception sites (policy H7) are a means of providing affordable housing to meet identified local needs, helping to sustain the community and allow people to have greater choice in where they live.

### **Other information / relevant documents**

- Isle of Wight Housing Needs Assessment
- Housing Needs Surveys

## **New Homes in the countryside outside of the settlement boundaries**

### **H6 New homes in the countryside outside of the settlement boundaries**

New homes in the countryside outside of the settlement boundaries that are not infill development (policy H4) will only be supported where they meet at least one of the following criteria:

- a) meet a proven essential need for a rural worker to live permanently at or near their place of work;
- b) is the subdivision of an existing residential dwelling;
- c) re-use a redundant, structurally sound building appropriate for this use which enhances its setting;
- d) secure the optimal re-use of a heritage asset or would be appropriate sympathetic enabling development to secure the future of the heritage asset;
- e) provide an exceptional quality design solution that respects local architectural styles and the character of the landscape

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

### **Rural workers dwellings**

- 7.61** New isolated dwellings in the countryside intended for rural workers should meet a clearly established and existing functional need and be for a full-time worker who is primarily employed in rural employment. The unit and the rural employment activity should have been established for at least three years and be financially sound, with a clear prospect of remaining so. Proposals will be expected to demonstrate that this need could not be fulfilled by another existing dwelling on the unit, or other existing accommodation in the area which is suitable and available for occupation by the workers concerned; If a new dwelling is essential to support a new farming activity that has not been established for at least three years, for the first three years it should be provided by a temporary dwelling unless exceptional circumstances can be demonstrated. Rural workers dwellings will be subject to an occupancy condition.

### **Replacement dwellings**

- 7.62** Replacement dwellings should reflect the size of the original dwelling and any features of local distinctiveness. Exceptions to this may be made where proposals are an outstanding or innovative design, appropriate to the local context. The replacement dwelling should not be materially larger than the existing dwelling. To protect existing landscape character, replacement dwellings should be located on the site of, or as near as possible to, the cleared site of the original. Exceptionally other locations may be preferable to reduce landscape impact. Replacement dwellings should consider the possibility of the existing building providing a habitat for protected wildlife.

## Island Planning Strategy Section 7: Housing

- 7.63** A legal agreement will be required to ensure that the existing dwelling is demolished, and the site reinstated once the new dwelling is completed. Permitted development rights may be withdrawn to control further extensions that may impact on the landscape or rural character of the area.

### Extensions

- 7.64** An extension should be in sympathy with the original building with properly matching materials and architectural components. The size, scale and form of an extension should be compatible with the existing building and its surroundings. Where a future alteration or extension could have a detrimental effect on the character of the converted building or the area, permitted development rights will be withdrawn.

### Conversions

- 7.65** The conversion and re-use of an existing building offers an opportunity to retain existing buildings and put them back into beneficial use. The buildings must be suitable for conversion without substantial alteration, extension or rebuilding, and works to be undertaken should not detract from the character of the building or its setting. Where the building is a heritage asset, recording of the existing structure may be required prior to the commencement of works.
- 7.66** Re-use for economic development purposes will usually be preferable but residential conversions may be appropriate in some locations and for some types of buildings. Information on the current structural condition of the building and the method of conversion to the new use will be required to assess whether it is of substantial construction, structurally sound and capable of conversion without the need for substantial extension, alteration or reconstruction.

### Exceptional design

- 7.67** In exceptional cases, a dwelling of exceptional quality in the countryside may be considered where it reflects the highest standards of architecture, can be shown to play a role in raising standards of design in the rural area and reflects the characteristics of the local area. Any proposal will be assessed on an individual basis.

## Exceptions Sites

### H7 Rural and First Homes Exception Sites

Strategic

#### Rural Exception Sites

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

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

Rural Exception Sites should be proportionate to the scale of the settlement or rural area they are meeting an identified need for.

#### First Homes Exception Sites

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

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



## Island Planning Strategy Section 7: Housing

- 7.68** There has been a lack of delivery of affordable housing on the Island in recent years and to help reverse this trend the council needs to think differently about how it can facilitate opportunities for affordable housing to be delivered across the island.
- 7.69** Rural Exception Sites are small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address identified needs of the local community by accommodating households who are either current residents in the parish or have an existing family or employment connection.
- 7.70** Ideally rural exception sites will provide 100% affordable housing. However, it is recognised that with reduced public subsidy and the need for affordable homes on the Island there needs to be a pragmatic level of flexibility in order to provide the housing needed on the Island. Therefore, the principle of allowing a small number of market homes on rural exception sites is accepted.
- 7.71** The council does not wish to be prescriptive and set a maximum percentage for market housing in a rural exceptions policy. Instead it is considered more appropriate that the number of market homes will be determined by the site-specific circumstances. Any proposals will need to provide justification for the number of market houses proposed that will be the minimum number needed to deliver the affordable housing. This should take the form of a detailed open book financial appraisal, and the cost of assessing any viability assessment will be borne by the developer.
- 7.72** Rural exception sites are defined in national planning policy (see NPPF glossary). Key elements of this definition are that they are **small sites** used for affordable housing **in perpetuity** where sites may **not normally be used for housing**. The council will therefore consider sites that do not comply with the spatial approach of the plan.
- 7.73** For the purposes of this policy the council considers small sites to be sites with a net gain of up to 20 dwellings in total (including market housing). In circumstances where there is a significant local need and lack of supply of affordable housing, this figure could be increased if the proposal was proportionate to the scale of the settlement or rural area it was serving. Where this is proposed the council strongly advocates the use of its pre-application advice service, to ensure that all parties are clear about the issues at the earliest possible point in the process.
- 7.74** Proposals for rural exception sites will be determined on a case-by-case basis, however the council will not compromise over the design quality of any proposed rural exception site, and it should be appropriate in scale, character and appearance and comply with all other relevant policies of the plan.
- 7.75** The Housing Needs Assessment, together with any local housing needs surveys carried out by parish councils, help to develop a good understanding of current and future parish needs. All affordable housing on rural exception sites will be in perpetuity, and the council will secure the first and future occupation of the affordable homes to those who meet the council's local connection criteria.
- 7.76** First Homes Exception sites replace 'entry level exception sites' and a small proportion of market housing and / or other affordable housing tenures will be permitted to support viability. The site size threshold from the previous entry level exception sites policy as set out in national guidance has been removed. As set out in the NPPF, First Homes Exception sites cannot be brought forward within the AONB.

Ensuring the Right Mix of Housing

**H8 Ensuring the Right Mix of Housing**

**Strategic**

All proposals for residential development must demonstrate how they provide an appropriate mix of housing sizes that contribute to meeting identified needs and market demand in line with the latest Housing Needs Assessment and/or Local Housing Needs Surveys.

Development proposals for 10 or more dwellings should aim to deliver the percentage splits for housing sizes and tenures as set out in the table below, or those within an up to date Housing Needs Survey for the parish, or alternatively provide evidence to justify any different approach:

Tenure	1-bed	2-bed	3-bed	4+bed
Private	5%	30%	40%	25%
Affordable rent	40%	30%	25%	5%
Low cost home ownership	20%	40%	30%	10%

The Council will require 10% of new private housing to be built in line with the accessible and adaptable standard for homes as set out in Part M4(3) of the Building Regulations ('Category 3 homes').

- 7.77 The recent lack of affordable housing delivery means that provision of a specific focused mix for affordable units, both for rent and low-cost ownership, is needed in policy so that the affordable provision planned for with the Local Plan meets as much of the highest identified needs as possible. The affordable mixes within the policy are based on the identified need of the Island Housing Register from the last 5 years. Targeting the groups hit most severely by the recent lack of overall housing delivery, the proposed policy solution is to drive as much new affordable supply in that direction as possible, resulting in a reduction in the number of people most in need. The private mix is based on the HNA and a balance of dwellings is suggested that takes account of the demand for homes and the changing demographic profile, ensuring the plan policies remain viable and deliverable.
- 7.78 Having separate housing mixes for affordable rent, low cost ownership and private housing set in policy will be a fundamental part of the local plan review process to ensure that the housing policies in the Local Plan remain targeted towards planning for the type of housing where need is the greatest. The affordable housing mixes will be a significant tool in helping to focus growth in areas of acute need in a restricted housing delivery market. This will be monitored carefully over the early period of the Plan's implementation and it is intended that the housing mix policies will be included in the first 5-year plan review milestone.
- 7.79 The policy approach is designed to ensure that the reality of the local housing markets is reflected and the risks of creating imbalanced communities and unviable developments are avoided. The council wants to provide better access to housing and is particularly aware of the need for one and two bedroom properties for affordable rents to Island residents to help meet those in most urgent need, whilst low-cost home ownership is focused on 2 and 3 bed properties providing smaller family housing for younger households.
- 7.80 In applying the identified housing mixes to individual development sites, regard should also be had to the nature of the development site and character of the area, any up-to-date evidence of need as well as the existing mix and turnover of properties at the local level together with details

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of households currently on the Housing Register in the local area. The Council accepts that flexibility may need to be applied in certain circumstances, for example wholly flatted schemes would not traditionally deliver 4-bed homes therefore may provide higher %'s of smaller units. An up to date Housing Needs Survey may also demonstrate that a parish has a specific requirement for one size of property, and this may need to be the focus of a scheme.

### Previously Developed Land

#### H9 New Housing on Previously Developed Land

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

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

- a) make most efficient use of the site taking account of its urban context;
- b) ensure adequate external amenity space is provided for new dwellings.

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

- c) seek to meet any locally identified housing need;
- d) ensure the scale and built form of any redevelopment reflects the scale and built form of existing buildings on site being replaced;
- e) where no buildings are present, ensure development does not detract from the character and setting of the area;
- f) include appropriate levels of new landscaping

The Council will support sites currently on Part 1 of the Brownfield Register being brought forward for development in line with this policy.

- 7.81** The Council is committed to supporting the principle of residential development on previously developed land to align with paragraphs 117 & 118 of the NPPF. Whilst such land can provide a robust supply of dwellings, previously developed sites can also take a longer period to come forward and attract greater uncertainty, either due to the need for existing commercial operations to cease through the expiration of lease events, or due to site specific constraints such as contamination, that may be linked to previous uses.
- 7.82** Whilst a number of previously developed sites have been allocated for residential redevelopment in policy H2, how many others that will end up delivering dwellings during the plan period is uncertain for the reasons set out above
- 7.83** The policy seeks to provide support for the principle of residential development on such sites that may assist when landowners are considering the future of their property. Since 2017, in line with legislation the Council has prepared and maintained a register of previously developed land, known as 'The Brownfield Register', that now includes over 70 eligible sites
- 7.84** A large number of these sites will fall under the 'windfall' allowance included in the supply of housing across the plan period due to the uncertainty over the timing of delivery. A number are also likely to deliver a yield of under 10 dwellings.
- 7.85** Previously developed land exists across the island in both urban and rural locations. In urban areas, sites should aim to deliver as many dwellings as possible, whilst maintaining a quality of design in line with the design policies of the plan and adhering to national minimum space standards. The provision of amenity space for dwellings will be a key consideration in the assessment of development on such sites.

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- 7.86** Within rural areas, previously developed land will also be appropriate for residential development subject to the scale and built form of new dwellings being appropriate for both the character of the surrounding area and not having a greater impact than the existing / previous use of the land. Wherever possible, previously developed sites in rural areas should seek to identify and meet local housing need using up to date and locally focussed Housing Needs Surveys if they are available, or alternatively referring to the island wide Housing Needs Assessment.

### Self and Custom Build

#### H10 Self and Custom Build

The council will support development proposals that deliver self and custom-built dwellings or serviced plots.

Any plots, either individual or as part of a larger development, should be serviced and plot sizes should meet a range of requirements.

In order to provide a coherent and flexible design approach, where 10 dwellings or more are being provided as a self and custom build site, a design code will be agreed between the council and developer.

- 7.87** The council considers that self and custom build dwellings can have a positive impact on the island's housing supply and economy, by diversifying and speeding up the delivery of housing and supporting local development industry and related supply chains.
- 7.88** The council uses the definition given in the Housing and Planning Act 2015 which states that self-build and custom house building are:
- "...the building or completion by – (a) individuals, (b) associations of individuals, or (c) persons working with or for individuals of houses to be occupied as homes by those individuals. But it does not include the building of a house on a plot acquired from a person who builds the house wholly or mainly to plans or specifications decided or offered by that person".*
- 7.89** This definition is significant as it underlines the importance of the role that the future occupier takes. Where a developer delivers speculative units [notwithstanding a purchaser could make various choices during the construction phase (e.g. kitchen and bathrooms)] for profit, this is outside the definition. If the future occupier is involved in the full planning process it is recognisable as within the definition of self or custom build. The council, as the local planning authority, does not consider that a dwelling built by developers, or industry professionals, on land that they own (either wholly or in part) with the stated intent of being for rent, a second home or for holiday use, falls within the definition given above.

#### Services

- 7.90** The council considers a serviced plot to be a parcel of land with legal access to a public highway and at least water, foul and surface drainage and electricity supply available at the plot boundary. Further to this the council recognises the benefits of plots also being sold with, telecommunications services, and gas (or district heating) where available. It is anticipated that the cost of servicing a plot will be reflected in the plot value.
- 7.91** To help delivery the council recognises that the servicing of plots may be carried out in phases, with key services required for plot sale and construction (water, electricity and access) being provided before services required for occupation (such as sewerage, telecommunications and gas). Notwithstanding this, the council's preferred approach is for all services to be provided up front.
- 7.92** Where plots are not proposed to be serviced for sale, applicants should demonstrate to the council's satisfaction that legal access and servicing will be possible for potential plot purchasers, before planning permission is granted.

## Island Planning Strategy Section 7: Housing

### Plot sizes

- 7.93** The council support a range of plot sizes, to take account of the range of demand and affordability. This may include, for example, plots suitable for bungalows for people with limited mobility, smaller plots which provide opportunities for households seeking lower cost market housing, and larger plots suitable for properties of a scale to cater for extended families wishing to build together. Plot providers may also choose to consult with the local community and consider the immediate demand.
- 7.94** The council will be able to provide information from the Self and Custom Build Register to inform a range of plot sizes. Other sources of information such as the council's most recent Housing Needs Assessment, local housing needs surveys and information from specialist self-build websites can be used.

### Planning for Gypsy, Traveller and Travelling Showpeople Provision

#### H11 Planning for Gypsy, Traveller and Travelling Showpeople provision

The council will allocate sites for transit and permanent pitches for Gypsy or Traveller use or plots for Travelling Showpeople in a development plan document, based on assessed needs. Development proposals for such uses will be supported where they:

- a) are sustainably located, preferably within or immediately adjacent settlement boundaries (as shown on the Policies Map);
- b) are accessible to shops, schools and health facilities by public transport, on foot or by cycle and is served or capable of being served by essential utility infrastructure;
- c) are not subject to physical constraints or other environmental issues that cannot be mitigated to an acceptable level, or that would impact upon the health, safety or general wellbeing of residents on the site;
- d) includes adequate levels of privacy and residential amenity for site occupiers;
- e) are or can be well integrated using landscaping, boundary treatments and screening materials which are sympathetic to the character of the area;
- f) do not accommodate non-residential uses that would cause or result in the potential for statutory nuisance, by virtue of smell, noise or vibration, when considering neighbouring business or residents; and
- g) are limited to those meeting the definition of Gypsies and Travellers and Travelling Showpeople in the relevant national planning policy.

Applications for five or more pitches will be expected to be accompanied by a Site Management Plan.

- 7.95** The council wishes to see homes for the travelling community in sustainable locations that are appropriate for such a use, and accessible to facilities and services in order to help support the everyday needs of residents on the site. The above policy establishes that the council will undertake a further `call for sites` as none have so far come forward, in order to identify suitable sites for Gypsy, Traveller and Travelling Showpeople. The council will publish an update to the Gypsy and Traveller Accommodation Assessment to inform the preparation of the development plan to address any identified needs. Prior to the document being adopted, the above policy will be used to assess any applications received.
- 7.96** The policy is criteria based in order to clearly assess any proposals that may come forward. The provision of pitches/plots within settlements is appropriate in principle, as for other forms of housing. Outside of settlement boundaries, proposals may be appropriate subject to the criteria contained within this policy and other policies within the Island Planning Strategy.

## Island Planning Strategy Section 7: Housing

- 7.97** Whilst sites for Gypsies and Travellers pitches generally should follow similar locational criteria to the selection of housing sites for the settled community, there are specific aspects of Gypsies and Travellers cultural traditions and preferences which need specific consideration, such as the preference for living in a caravan or working from home and the need to provide space suitable for both sustained periods of settled living whilst also facilitating a nomadic lifestyle. These factors need to be borne in mind when assessing sites.
- 7.98** The policy seeks to achieve well landscaped sites that provide residents with the accommodation they need in areas that can be well served by local facilities including education and health. In the first instance, sites will be expected to be located as close as possible to such facilities, where an alternative site is more suitable, it is expected that these facilities can be accessed using the public transport network or on foot. As such, on-site pedestrian access should be separate to vehicular access to ensure that there is no conflict between pedestrians and vehicles. Proposals should also provide safe vehicular access and adequate on-site parking.
- 7.99** It is important that site residents can enjoy good levels of privacy and residential amenity and new development should be designed to respect these aspects for both existing and new occupiers. A key issue to be addressed is the service of the site by essential utility infrastructure and this should be demonstrated in any application.
- 7.100** As with other development proposals for residential use, the impact of a specific proposal on local amenity is a key planning consideration. It is important that new development proposals make a positive contribution to both their immediate surroundings and the wider environment. Development proposals must not cause harm to the area's nature conservation interests or heritage assets.
- 7.101** Where a business use is included, evidence should be provided to show that the use will not have a detrimental impact on neighbouring land uses. Applications for five or more pitches will be expected to submit a site management plan upon application, detailing how the site will be managed for the travelling communities.
- 7.102** It is recognised that there will be a need for private provision as well as public sites. This policy enables this provision. As with other forms of residential development, where planning permission is granted, the council may use planning conditions or obligations to assist in the delivery of good quality development.
- 7.103** Any application submitted will be determined against the above policy, the development plan as a whole and any other material considerations. Evidence to demonstrate that the applicant/proposed resident of the site/pitch/plot meets the definition of 'Gypsies and Travellers' for the purposes of the planning system may be sought.
- 7.104** Conditions will be used to secure any aspects relating to the policy above where these are not clear within the application submitted and subsequently approved. For clarity and transparency, a condition restricting occupancy may be included in all permissions as well as compliance with a site management plan.





8.1 Job creation and economic growth are fundamental to a strong Isle of Wight whilst also helping recovery from the economic impacts of the Covid-19 pandemic. The right planning policies can contribute to job creation and sustainable economic growth whilst supporting the objectives in the Regeneration Strategy. **'Supporting and Growing Our Economy'** sets out the overall direction, and this is supported by a series of allocations to give certainty and support to the market that land is available to support job creation. The wider regeneration conversation is not just about job creation, it is also about flexibility, resilience and ensuring the Isle of Wight has the right skills to support development growth and the right digital infrastructure, and **'Upskilling the Island'** and **'Future Proofing Digital Infrastructure'** embeds the provision of these elements into the planning process.

8.2 There are a range of other elements that make up a strong and resilient economy, an issue that has taken on more importance since the Covid-19 pandemic, and there is policy recognition and support for these. **'Supporting the Rural Economy'** and **'Maintaining Employment Sites with Water Access'** provide planning approaches for these specialised areas of our economy. **'Supporting and Improving Our Town Centres'** addresses the retail and commercial elements of our economy and the function they play within town centres,. The other key component is tourism, and there is a suite of policies dedicated to supporting a high quality tourism offer; **Supporting High Quality Tourism, The Bay Tourism Opportunity Area** and **'Ryde Tourism Opportunity Zones'**.

### Supporting and Growing Our Economy

#### E1 Supporting and Growing our Economy

Strategic

The council wholeheartedly supports an environment where businesses have the confidence to invest. It will therefore support the sustainable growth of the Island's economy and proposals that deliver jobs via a range of sectors, including the Solent Freeport, while increasing local wages, skills and job opportunities.

To contribute to achieving this, the council allocates the following sites (as shown on the Policies Map):

1. 2.8 hectares at Pan Lane, Newport for Class E Offices and B2 uses
2. 14.7 hectares at Nicholson Road, Ryde for Class E Offices, B2, B8 and community uses
3. 1.9 hectares at Somerton Farm, Cowes for Class E Offices, B2 and B8 uses
4. 6.2 hectares at Kingston Marine Park, East Cowes for Class E Offices, B2 and B8 uses
5. 0.7 hectares at Lowtherville, Ventnor for Class E Offices and B8 uses
6. 2.9 hectares at Sandown Airport, Sandown for Class E Offices, B2 and B8 uses

The council will also support the principle of intensification and/ or expansion of existing employment uses in the following employment opportunity areas (as shown on the Policies Map), including improving the range and flexibility of commercial uses that may be located within them:

- i. Golden Hill Industrial Estate, Freshwater
- ii. Land at Afton Road, Freshwater
- iii. Cowes Industrial Estate, Cowes
- iv. College Close Industrial Estate, Sandown



- 8.3** The aim of the Island Planning Strategy is to promote a sustainable, diverse economic base that delivers skilled jobs to benefit the population. The Island Planning Strategy also aims to provide the certainty to attract investment and new business while promoting the upskilling of the Island's population and a reduction in unemployment. The council will work with partners including the Solent Local Economic Partnership (SLEP) to ensure that the right uses, jobs, infrastructure and investment can take place in the right locations in order to support the economy. This will include consideration of the role the Isle of Wight can play in the emerging Solent Freeport (see Policy E12)..
- 8.4** Ensuring appropriate levels of flexibility are available for businesses to be agile in changing markets and respond to trends underpins much of this section of the plan. As the economy recovers from the financial impacts of Covid-19, businesses across the commercial spectrum must be fully supported to ensure jobs are maintained and wherever possible, increased.
- 8.5** To do so, the council proposes to allocate over 29 hectares of land for employment uses, which will support a range of private and public sector employment uses, generate jobs and wellbeing for the population. The council will support the provision of the infrastructure required to deliver development, informed through the findings of the infrastructure delivery plan.
- 8.6** As well as the formal employment and mixed use allocations (housing allocations HA019, HA031, KPS1, KPS2 & HA113 and C4 Health Hub all include the potential for commercial floorspace), there are also areas that the council considers have the potential to intensify existing uses and/ or bring forward more employment creating opportunities. The council will work with landowners to understand the opportunities these sites may provide and how they will be realised. The Council will also support the principle of proposals that seek to provide additional flexibility to the range of commercial uses that could be located within an existing or newly expanded employment area.
- 8.7** The council will seek to locate employment development within or adjacent to the defined settlement boundaries and will where possible prioritise the re-use of brownfield land. The council will also support sustainable growth of existing employment sites, including rural sites, the re-use of redundant rural buildings and sites and well-designed suitably justified new rural employment development subject to the requirements of the 'Supporting the Rural Economy' policy.
- 8.8** In line with the evidence contained within the Employment Land Study, the council will allocate strategic employment land within the Island Planning Strategy in order to deliver a range of sites that can meet the needs of the local economy while supporting the regeneration of the Island's key towns.

### **Other relevant documents and information:**

- Isle of Wight Regeneration Strategy
- [www.solentfreeport.com](http://www.solentfreeport.com)



## Employment Allocations

### EA1 Employment Allocation Land to the east of Pan Lane

The east of Pan Lane site is allocated to deliver a range of Class E Offices and B2 uses suitable for a mixed-use scheme. The site is brownfield and extends to an area of approximately 3 hectares. Development proposals should:

- a) provide the internal infrastructure of the site from the Pan Meadows spine road;
- b) integrate the new employment provision with the existing, to ensure a coherent provision of employment uses;
- c) minimise impact on existing properties by ensuring the most compatible uses are suitably located and to provide appropriate landscape buffering between new development and existing residential properties;
- d) retain the southern end of the site to be used to provide the bridleway link (being delivered through the wider Pan Meadows development) and a suitable buffer between new development and the new country park;
- e) maintain the hedgerow along Pan Lane on the western edge of the site;
- f) undertake a site specific flood risk assessment to include exploration of betterment for downstream communities;
- g) maintain a suitable buffer zone to the river to preserve the integrity of the riverbanks

- 8.9** The site east of Pan Lane is an allocation that was previously made in the Island Plan Core Strategy. Even though it is a small site it plays an important role in contributing to the wider development of the Pan Meadows area, which includes a significant level of residential development. The residential and road infrastructure elements of the scheme are being built out and the allocation of the employment element completes the overall scheme. The majority of the allocated site is council-owned, with the northern part of the site under separate ownership and providing existing employment uses.
- 8.10** Whilst the final type and mix of provision will be determined at the planning application stage, it is expected that Class E Offices and Research & Development will form the majority of the provision. The nature of employment uses should be compatible with being located in a mixed-use area close to residential units, both in terms of the built form and scale and use. In general, it is expected that small units will be appropriate, potentially in the form of either individual units or as some form of managed workspace(s).
- 8.11** The established employment on the north of the site is a garage. The council will continue to work with the landowner to ensure that the new employment provision on the rest of the site is integrated to deliver a coherent allocation.
- 8.12** A sequential approach is to be taken to developing the site, avoiding flood risk. It is expected that a detailed scheme will be designed minimising disturbance (both visual and noise) and impact on amenity to existing properties. This will be achieved by ensuring that the most compatible uses are located nearer to the existing residential properties. Furthermore, appropriate landscape buffering between the new development and the existing residential properties will be provided.
- 8.13** At the southern edge of the site is the route of an existing bridleway (N40) that will link with a new footpath that will run along the edge of the Pan Meadows development and the country park providing access to the river. This area will be safeguarded for the retention of the bridleway and to provide an appropriate buffer between the employment site and the country park.
- 8.14** The site has a well-established hedgerow on its western edge and the council wishes to see this retained, particularly as it forms the external boundary of the site that fronts onto a public highway.



### EA2 Employment Allocation at Nicholson Road, Ryde

The site is allocated to deliver a mix of Class E Office, B2 and B8 uses, with a variety of building sizes, along with potential supporting uses that would benefit the local population, such as health centres or creches. The site is greenfield and extends to an area of approximately 14.6 hectares. Development proposals should:

- a) provide access to the site from Nicholson Road and examine the suitability of a secondary access point onto the existing road network or through wider infrastructure improvements.
- b) develop the site in a phased approach, to be agreed through the planning application process.
- c) minimise impact on existing properties by ensuring the most compatible uses are suitably located and to provide appropriate landscape buffering between new development and existing residential properties.
- d) maintain the existing rights of way network on the site and examine the possibility of improving footpath R52a, in line with the Rights of Way Improvement Plan.
- e) retain and utilise existing hedgerows and field boundaries wherever possible, especially those that form the external boundary of the site.
- f) avoid both direct and indirect adverse effects upon the integrity of protected habitats and species and, if necessary, provide appropriate mitigation measures.

- 8.15 The allocation extends to an area of 14.6 hectares, is under council ownership and directly adjacent to the existing successful small-scale Ryde Business Park, which houses small and medium-size units. The land was previously allocated as an employment site in the Island Plan.
- 8.16 The council wishes to build on the success of Ryde Business Park and extend the range of employment uses while investigating the potential for community facilities with good links to nearby housing and the highway network. In light of the identified social deprivation in the area and need for the provision of further employment land, the council will promote the site via the Regeneration Strategy having secured a resolution to grant outline planning permission (ref: 19/00922/OUT).
- 8.17 Access to the site, and the main road within it, will be provided by extending Nicholson Road. Whilst the council does not believe that further improvements to the junction of Nicholson Road and Great Preston Road are required, further work will be undertaken to ensure that the junction complies with the relevant safety requirements. Proposals for the site should investigate whether further highway capacity could be achieved via alternative accesses to highway network and future infrastructure projects.
- 8.18 The development will be designed to provide the most efficient use of the land, with the majority of the employment provision located in the upper sections of the site. A phased approach to the delivery of the site will help to ensure a steady supply of employment land and facilities to meet demand from a range of employers.
- 8.19 It is expected that a detailed scheme will be designed to minimise disturbance (both visual and noise) and impact on amenity to existing properties and that this will be achieved by ensuring that the most compatible uses are located nearer to the existing residential properties. Furthermore, appropriate landscape buffering between the new development and the existing residential properties will be provided.
- 8.20 A footpath (R55) runs across the site along its northern edge and a bridleway (R54) along the length of its western edge. R55 provides east/west access from the urban edge of Ryde into the wider rights of way network and the countryside beyond. The council will expect the retention of



the footpath, although an amended route incorporated within the site could be considered. Both R54 and R55 link to R52a, a footpath which crosses the railway line. The Isle of Wight Rights of Way Improvement Plan has identified opportunities to improve R52a by implementing safety improvements to the footpath where it crosses the railway line and the potential to upgrade it to a bridleway to help create improved links into the Swanmore area. Development proposals will be expected to examine how the development can positively contribute to achieving these aims.

- 8.21** The site has a number of strong external and internal hedgerows, particularly the western and southern external boundaries and the north/ south elements of the internal field network. The external hedgerows should be retained and improved, where possible and appropriate, to contribute to the buffering outlined in the policy. The stronger internal field boundaries should be retained and should be used to inform the overall layout of the site and the approach to phasing.

### EA3 Employment Allocation at Somerton Farm, Cowes

The site is allocated to deliver small to medium scale employment uses within the Class E Offices, B2 and B8 uses. The site is greenfield and an area of approximately 1.9 hectares should be provided for employment uses as part of a joint allocation with HA022. Some flexibility will be considered to the location of the employment land within the wider allocation. Development proposals should:

- a) be designed in conjunction with housing allocation HA022;
- b) provide a mix of small to medium scale employment uses;
- c) provide access to the site from Newport Road, either via the existing Somerton Business Park or a purpose-built site access. Pedestrian connections will also be required;
- d) allow space for a multi-use route to allow connection between the Newport to Cowes cycle route and the employment uses centred around Newport Road;
- e) complement the existing employment uses to the north and south, while having regard to the housing allocation;
- f) integrate the mix of uses with existing, to ensure that the site integrates into the wider context of the area. Employment uses should be compatible with the immediate surroundings and not conflict with town centre uses;
- g) minimise impact on existing and future properties by ensuring the most compatible uses are suitably located;
- h) retain existing trees and hedgerows to form landscape buffers and complement the character of the surrounding area;
- i) avoid both direct and indirect adverse effects upon the integrity of designated sites and, if necessary, provide appropriate mitigation measures.

- 8.22** The site at Somerton Farm is in private ownership and is located immediately south of the existing Somerton Business Park. The land is greenfield and in agricultural use. The land is visible from Newport Road and surrounded by a mix of trees and well established hedgerows. Land further south is the subject of a housing allocation and the allocations should work together to design a mixed use scheme that responds to the existing landscape character. Design work may result in the employment land being spread over different areas of the site rather than being concentrated on the land immediately south of Somerton Business Park.





- 8.23** The site is adjacent to Newport Road and therefore, potential access routes should be carefully considered. There are three potential options which include the formation of a new access to the serve the employment site, a shared access to serve both the employment site and future housing to the south or access via the existing Somerton Business Park. The wider area includes a range of employment uses and this site would allow the potential to release land to provide a link between the Newport to Cowes multi-user route and Newport Road. This is a key project for the council, and if achieved would provide sustainable transport choices for the many employment sites within the area. Therefore, development proposals for this employment site and the linked housing site to the south, should be designed to provide the link.
- 8.24** Development proposals for this site should complement the existing business uses to the north while taking account of existing and proposed housing within the area. The site to the north includes a range of uses and building types and this site should be designed to build upon providing a variety of uses through buildings that would allow flexibility for new and evolving businesses. Buildings should be designed to provide a transition between employment and housing uses and to take account of potential impacts to existing and proposed housing.
- 8.25** The site is not the subject of ecological designations. However, the River Medina is located to the east and is the subject of a range of international, national and local designations. Given the undeveloped nature of the site, its proximity to designated sites and the trees and hedgerows that surround it, development proposals should demonstrate that potential impacts have been fully considered, along with the need for mitigation. Development proposals should where possible retain existing trees and hedgerows and where demonstrated to not be possible, provide mitigation.

### **Other relevant documents and information:**

- Cowes and Northwood Place Plan

### **EA4 Employment Allocation at Kingston, East Cowes**

The site at Kingston benefits from planning permission for a marine business park comprising Class E, B2 & B8 uses. The site is council owned and extends to an area of 6.2 hectares Development proposals should:

- a) provide suitable access from Saunders Way;
- b) develop the site in a phased approach;
- c) provide a range of use types and building sizes to promote small, medium and large scale employment uses, allowing flexibility for potential expansion of businesses;
- d) minimise impacts on existing uses and surrounding landscape through the use of landscape buffers and planting and suitably locating compatible uses;
- e) retain existing hedgerows that form the boundaries of the site that contribute to screening the development and protect biodiversity;
- f) avoid both direct and indirect adverse effects upon the integrity of designated sites and, if necessary, provide appropriate mitigation measures.





- 8.26** The site at Kingston is council owned and extends to a site area of 6.2 hectares of land east of the River Medina. The site benefits from planning permission that allows for a mix of office, research and development, light industrial, industrial and storage and distribution uses. The site would be suitable for large scale employment buildings, given links to existing industrial employment uses within East Cowes. While appropriate for large scale buildings, proposals should demonstrate a reduction of impacts through high quality design and landscaping.
- 8.27** Proposals should demonstrate a flexible approach to employment provision through providing a range of building types and sizes, to allow small, medium and large scale employers to occupy the site and potentially forge complementary uses. Buildings should be designed to allow potential for expansion. The site is well located for all employment uses; however, proposals should demonstrate avoidance of areas of flood risk and how impacts on nearby residential developments have been considered and include locating the most compatible uses within the eastern section of the site. Development proposals should also incorporate landscaping and screening in order to reduce the impact of large-scale buildings while retaining existing hedgerows. Access to the river should be maintained.
- 8.28** The site is located adjacent to the Solent and Southampton Water Special Protection Area (SPA)/ Ramsar site and the Maritime Special Area of Conservation (SAC). It is also adjacent the Medina Estuary Site of Special Scientific Interest (SSSI). Therefore, proposals should demonstrate that impacts on designated site and species have been taken into account, outlining impacts and mitigation.

### **EA5 Employment Allocation at Lowtherville, Ventnor**

The site at Lowtherville is allocated to deliver employment within the Class E, B2 and B8 uses. Other job generating uses may also be appropriate. The site is brownfield and extends to an area of approximately 0.7 hectares, and redevelopment would require demolition of existing buildings, site clearance and re-profiling of levels. Development proposals should:

- a) provide access to the site from Lowtherville Road with improvements to onsite access arrangements and may require off-site improvements. Pedestrian connections will also be required;
- b) integrate the mix of uses with existing, to ensure that the site integrates into the wider context of the area. Employment uses should be compatible with the immediate surroundings and not conflict with town centre uses;
- c) minimise impact on existing properties by ensuring the most compatible uses are suitably located and to provide appropriate landscape buffering between new development and existing residential properties;
- d) retain existing trees and hedgerows where possible, or provide alternative mitigation planting;
- e) undertake an assessment of previous uses and potential contaminated land and implement a full remediation strategy that is compliant with the relevant non-planning consenting regimes;
- f) avoid indirect adverse effects upon the integrity of designated sites and, if necessary, provide appropriate mitigation measures.



- 8.29** In the Island Planning Strategy Ventnor is classified as a secondary settlement, and it is therefore important that employment land can be provided in order to provide local residents with access to jobs. However, the town is located within a geographically constrained area and therefore, the use of existing employment sites will be important over the plan period.
- 8.30** The site at Lowtherville is council owned and extends to a site area of 0.7 hectares. The site is brownfield and occupied by a range of employment uses around areas of open space and woodland. Existing buildings are dated, and the site is in need of regeneration. The site is adjacent to existing housing and schools.
- 8.31** Given its current land use, the site lends itself to development comprising small scale business units and other low impact employment uses. The site slopes from north to south and therefore, proposals should take account of changes in land levels.
- 8.32** Access to the site could be gained via Lowtherville Road to the east and St Margaret's Glade to the northwest. However, both roads pass through residential areas and therefore development proposals should consider ways of minimising traffic impacts on amenity and road safety. The junction of Lowtherville Road and Newport Road lacks visibility and therefore, development proposals should consider potential improvements to the junction.
- 8.33** Because the site is surrounded by existing housing and close to schools, the proposed employment uses should be carefully located in order to provide suitable buffers, reduce impacts and ensure that uses with greater impacts are situated away from receptors.
- 8.34** Due to existing and previous uses, redevelopment proposals should demonstrate that potential sources of contamination have been considered and if necessary, mitigated.
- 8.35** The site is elevated and benefits from screening offered by existing trees and tree-lined hedgerows. Development proposals should where possible retain existing trees and hedgerows and if this is not possible, provide mitigation.
- 8.36** The site is not the subject of ecology designations; however, the down land to the north and east is designated as a SAC and SSSI. Therefore, development proposals should demonstrate that potential indirect impacts on designated sites have been considered. Moreover, due to the existing open areas of grassland, trees and hedgerows, development proposals should be supported by ecological information to investigate potential protected species on site and provide mitigation and biodiversity enhancements where necessary.

### EA6 Employment Allocation at Sandown Airport, Sandown

The site at Sandown Airport benefits from existing links to the current uses at the site, which include general industrial and the airport use. The site would be suitable for Class E Offices and B2 uses, potentially through the use of large scale hanger style buildings. Due to access issues, storage and distribution uses should be avoided. The site is part greenfield and part brownfield and extends to an area of 2.99 hectares. Development proposals should:

- a) provide suitable access from the principal highway;
- b) provide improved pedestrian connectivity to the east;
- c) develop the site in a phased approach;
- d) minimise impacts on existing uses and surrounding landscape through the use of landscape buffers and planting and suitably locating compatible uses;
- e) retain existing hedgerows that form the boundaries of the site to screen the development and protect biodiversity;
- f) ensure that the proposed development would not compromise the future use and potential expansion of the airport;
- g) avoid both direct and indirect adverse effects upon the integrity of designated sites and, if necessary, provide appropriate mitigation measures.



- 8.37** The site at Sandown Airport extends to a site area of 2.99 hectares. The site is currently undeveloped farmland, located between the existing airport, the employment uses that surround it and Newport Road. The site is surrounded by hedgerows but due to topography, visible from surrounding landscape and Newport Road.
- 8.38** The council is aware that the current vehicle access to the site lacks visibility at its junction with Newport Road, thus constraining operational capacity. Therefore, proposals should include a fully compliant means of access to serve the site, investigating the potential for a wholly new means of access or improvement of existing routes. In addition, a new pedestrian link to connect with existing pavements to the east should be provided as part of development proposals.
- 8.39** Given its proximity to the airport and existing employment uses, the site lends itself to large employment units, set within well landscaped grounds. Due to the visibility of the site, appropriate landscape buffering should be provided, and buildings should be set back from the highway. The site is surrounded by existing established hedgerows and various trees that contribute to landscape character and therefore, these should be retained.
- 8.40** The site area is large and therefore, proposals should set out a phased approach to development in order to minimise landscape and visual impacts.
- 8.41** Proposals should be designed to take account of existing uses in order to minimise potential impacts. Moreover, proposals should demonstrate that the development would not compromise the continued operation or potential for expansion of the airport.

### Sustainable Economic Development

#### E2 Sustainable Economic Development

Strategic

Sustainable economic development that will generate, maintain, grow and attract business will be pro-actively supported, especially where it provides jobs in technology, composites, engineering, the marine sectors (including research and development), supporting the Solent Freeport and horticulture (particularly within the Arreton Valley).

Proposals for economic development will be supported where they:

- a) deliver the strategic employment allocations and mixed use allocations;
- b) allow for the intensification and/ or expansion of existing industrial estates or employment sites;
- c) result in the re-use of previously developed land and/ or buildings.

To deliver economic development, support will be given to a range of employment development types from small and medium enterprises to larger organisations, through the promotion of flexible starter units, larger scale developments and mixed use development where the uses are compatible and would aid the viability of the development.

The loss of employment land and uses will be resisted where the site:

- d) is of 0.1 hectares or above, where those sites assist in sustaining the local economy or where a flexible mix of uses would not maintain the viability of the sites;
- e) provides available water access for employment uses.

The council may support the loss of some employment sites for non-employment or mixed uses, where redevelopment would assist in the regeneration of an area and the loss of employment land would not compromise the local economy.

- 8.42** The need to protect existing viable employment sites is an important issue for the Island's economy. In recent years, there has been a loss of traditional employment uses on sites throughout the Island as a result of conversion of premises to higher value uses such as retail,



trade counters etc. This has led to the loss of employment units, raised land values and placed increased pressure for speculative development away from employment hubs. Therefore, unless a suitable justification has been demonstrated, the council will seek to retain existing employment sites above a site area of 0.1 hectares.

**8.43** Prior to accepting the change of use of employment sites, the council will require developers to demonstrate that a site is no longer viable for employment use or that it is unlikely to be used or redeveloped for employment generating purposes. The council will require a justification to set out why a site is no longer required, including the demonstration of marketing for a period of at least 12 months, a viability appraisal and why the site could not be promoted for a range of uses that would retain the majority of the land for employment generating uses. For the purposes of the justification, rental values and development costs should reflect the local market and be provided by a suitably qualified surveyor or viability consultant. In line with the development viability policy of the Island Planning Strategy, the council will publish this information and expect developers to meet the council's full costs for evaluating the open book viability assessment. The justification should include the following information:

- The layout of the site, existing uses and occupancy rates, including length of any periods of vacancy;
- The current level of accessibility to the site;
- The quality of existing buildings and infrastructure together with details of recent upkeep and efforts to market the site including means of attracting different employment uses;
- Options for re-use that include refurbishment, sub-division and redevelopment;
- An assessment of costs for refurbishment or redevelopment for employment uses;
- An assessment of any site specific constraints that prevent the siting of employment generating uses;
- The manner that a non-employment use of the site would impact on the viability of other uses within the vicinity of the site.

**8.44** Where justified and in accordance with the other policies within the Island Planning Strategy, the council will support mixed-use development of employment land, through the provision of options such as work/ live units or a mix of employment and non-employment uses. In addition, there are examples of employment uses located within town centre or residential areas, where sustainable redevelopment of sites would result in wider regeneration benefits, through releasing land and neighbouring land for additional housing and/ or infrastructure. In such circumstances, the council will support the loss of employment land where it would not outweigh the regeneration benefits for the site. In such circumstances, proposals should consider whether a mix of low impact employment uses could be incorporated with housing in order to provide a sustainable form of development.

**8.45** Where the development of employment land is provided as part of a mixed use scheme, the sites will be phased to ensure that the overall strategy for economic led regeneration will be achieved and where this includes town centre locations this will be promoted where this makes a positive contribution to the character of the town, and does not reduce the provision of retail floorspace.

**8.46** The council will consider proposals for employment land that includes an element of enabling development. This is in recognition of the history of delivery of economic development on the Island and is considered an appropriate mechanism to enable employment land to be delivered. The provision of enabling development would not necessarily be required on the site of the employment and an open-book viability assessment would need to be undertaken by the developer to demonstrate why enabling development is required and to justify the level of enabling development proposed.



## Upskilling the Island

### E3

#### Upskilling the Island

The council will support development proposals that:

- a) improve workforce skills and employability;
- b) promote and support skills and employment in existing employment clusters, especially within the construction, digital, high tech, renewable and marine sectors.

An Employment and Skills Plan (ESP) will be required for the construction stage where development proposals would result in a net gain of 25 or more dwellings or 1,000 m<sup>2</sup> or more of non-residential floor space. The Council will secure ESPs via appropriately worded planning conditions.

- 8.47 Enhancing the ability of Island residents to access jobs and training on the Island will promote better economic performance, reduce social exclusion, poverty and reliance on benefits, improve health and reduce longer distance in-commuting.
- 8.48 An Employment and Skills Plan (ESP) can provide an opportunity for young people and adults to up-skill through Apprenticeships, become work ready through Traineeships and provide work experience opportunities for schools and college age young people through work placements and site visits.
- 8.49 ESPs also provide opportunities for contractors to be involved in providing young people and adults with relevant industry careers guidance and help them to consider the wide range of opportunities in the construction sector. They also carry the wider benefit of driving economic growth by providing jobs to local residents in need of more permanent employment. They also provide a platform to up-skill existing members of the construction workforce be they employees of the contractor or subcontracted employees. This planning policy approach will be complemented by similar approaches in other areas, such as procurement.
- 8.50 An ESP will be required for the construction phase when development proposals would result in a net gain of 25 or more dwellings or 1,000 square metres or more of non-residential floor space. The measurement for non-residential floor space will be based on the gross external area of the development and will also incorporate land used for car parking.
- 8.51 The expectation is that the ESP will relate to the construction phase of the development. However, it is recognised that some developments may have scope for generating employment opportunities after the build is complete include retail, leisure and office developments, and once the requirement for an ESP has been established, the council will work with applicants to agree the bespoke scope of the ESP for each development.
- 8.52 The council will monitor the number of ESPs being created to understand whether they are coming forward in sufficient numbers. The Island Futures Team will be responsible for facilitating the ESPs and importantly monitoring them to ensure all the measures and requirements are implemented. If monitoring indicates that the ESP is not being implemented in accordance with the planning permission and/or legal agreement, the council will consider appropriate enforcement action.





## Supporting the Rural Economy

### E4 Supporting the Rural Economy

To ensure a strong rural economy the council will support economic uses in the rural area where proposals are for:

- a) farm growth, particularly in the food production sector;
- b) farm diversification, where farming remains the principle land use;
- c) the intensification/ expansion of existing rural industrial estates or employment sites;
- d) the conversion of existing redundant permanent buildings to employment uses where this expansion/ change of use would not impact on the rural character of the area; or
- e) a new small-scale building or extension of an appropriate scale and design for a rural area which is located next to an existing settlement or employment site. Design should be sympathetic to the rural location and appropriate to its context and evidence supporting the scale of development will be required;
- f) sustainable rural tourism and leisure activities which do not impact on the character of the countryside.

Developments should consider the impact on local roads including the type of traffic generated, the appropriateness of the local highway network and any impact on their character. Proposals should consider how development can contribute to sustainable transport, including opportunities to connect with the existing public rights of way network and improving public access to the countryside.

The council will resist development on best quality agricultural land, unless it is required for the purposes of working the land itself and cannot be provided elsewhere (see policy EV8).

- 8.53** The importance of the rural economy to the Island's identity is widely recognised, and through its planning policies the council wants to support a prosperous rural economy. By providing more explicit support for the growth of rural enterprise it can become more sustainable and viable for rural business to expand and for farm workers to live closer to the areas in which they work.
- 8.54** Evidence demonstrates that 85.5% (Inter Departmental Business Register, ONS) of jobs in industry across the Island are classified as micro enterprise (Micro is defined as 0 to 9 employees). There is an acknowledgement that with advances in communications technology small business operators do not need to travel to existing Island centres to run their businesses, whilst shifting working patterns as an outcome of the Covid-19 pandemic have also reduced the frequency of face to face meetings. As a result, the council considers that in some circumstances it would be more sustainable for people to work closer to where they live.
- 8.55** The council acknowledges that across the Island there are some farms which contain historic stone farm buildings, which are under used or empty because they are not suitable for modern farming practises. One way that these buildings can be better utilised is by being converted to bases for rural business that need to be located in the countryside. Developments of this nature would also preserve these types of buildings, which are important to the history of farming and the countryside but are often lost or poorly maintained as they do not provide any economic gain.
- 8.56** The council wish to support the re-use of existing buildings, or sensitively designed new buildings, for employment, providing that proposals are of an appropriate scale and design for the character of the rural location. Proposals for the conversion of existing buildings will need to be supported by ecology studies, which identify that there would be no impact on any protected species such as bats, which may be roosting in the buildings.





- 8.57** Consideration should be given to the accessibility of any proposed new employment sites by sustainable modes of transport and therefore where possible development should be located adjacent to existing rural industrial estates or employment sites.
- 8.58** The council acknowledge that in some circumstances the location of a site would be essential to the nature of the use/operations proposed, which would limit the ability to utilise existing sites or buildings. In these instances, proposals should be supported with evidence to demonstrate a functional need to be located on a specific site, that they would contribute to the growth of the rural economy and are of an appropriate scale for the requirements of the operation. Ownership in isolation will not be considered as a reasonable justification as to why a site is acceptable or an alternative more sustainable site is not.
- 8.59** The Council recognises the strong potential for growth in the farming and food production sectors and will support proposals for expansion within the agricultural industry. It is also recognised that for many years, farm holdings have been diversifying with uses such as farm shops, cafes, visitor attractions and tourism accommodation. This has helped to support many agricultural businesses. It is essential that for schemes for farm diversification that agriculture remains the primary land use on site and any changes would not impact on the ability of this function. Equestrian development would be considered under this policy.
- 8.60** It will be expected that proposals which seek to diversify the farming enterprise should where possible prioritise the re-use of existing buildings. In instances where new buildings can be justified, they should relate well to the existing buildings on the farm, and designed, laid out and of a scale that respects the character of the farm and the surrounding landscape, especially when located within the AONB.
- 8.61** The council will not support schemes to convert 'at cost' barns or more modern structures which do not add to the rural or historic character of the area, other than in exceptional circumstances where there would be a significant benefit to the rural economy.

### Maintaining Employment Sites with Water Access on the River Medina

#### **E5 Maintaining Employment Sites with Water Access on the River Medina**

The council has identified a tidal access cut-off point on the River Medina (as shown on the Policies Map). This will be used in the determination of development proposals with waterfront access, as follows:

To the north of this line

- a) loss of existing employment sites will in principle be resisted and will require evidence to support the loss of such a site to other uses. Such evidence should include demonstration of no net loss of employment;
- b) proposals for new employment sites that require waterfront access will in principle be supported.

To the south of this line

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



- 8.62** There are a number of navigable rivers on the Island that provide some level of marine-related employment. The River Medina is the main navigable river on the Island, and with its 6.8km long tidal limited navigable channel, provides the main potential to meet any existing and future demand for waterfront access from employment uses.
- 8.63** Being an Island, such waterfront sites are critical in terms of both employment provision and transportation infrastructure, mainly relating to the import/ export of goods and materials. It is an important issue to the Island's economic functionality whether there is the need and then the opportunity to retain existing marine and other industry-related employment requiring such sites, to facilitate the potential for growth and the location of new businesses.
- 8.64** The marine and maritime sector can include, but not be limited to, activities associated with component manufacturing, ports, defence, leisure, ship and boat building and research across a product or service cycle. There is a significant level of activity relating to small boat/leisure craft maintenance and other related services such as brokerage and chandlery.
- 8.65** The sector is changing rapidly with technological advancements opening up new business lines and markets, as testified by the growth in marine technology and the offshore renewable energy sector. There is also growth in the recreational boat (and water-based recreation) sector, which is of primary importance to the Island.
- 8.66** The Solent Local Enterprise Report states the provision of suitable land, accommodation and business support systems within locations have long been recognised as a driver of competitive economic advantage. This is seen in the Solent area, which has a high representation of marine and maritime businesses co-locating, some of which are highly specialised and of international renown. Many of these businesses are interlinked through the business supply chain, with smaller firms providing specific products and services supporting larger ones.
- 8.67** To ensure that a clear and consistent approach is taken in applying this policy, the council is using the following definitions

Term	Definition
Employment sites	Sites that currently or previously have sustained employment uses and has not changed its use under the Use Class Order.
Water access	Any length of the estuary waterfront that provides an access point for a specific use or uses, which requires some form of formal on-going management and maintenance.

- 8.68** The assessment of whether a site has water access in all states of tide (and thus the tidal access cut off point) has been made through the council's Employment Sites with Waterfront Access Project (2013). It has been based on whether the site maintains water access (i.e. there is no intertidal area between the site and the River Medina) rather than any structures that project from it into the water (such as a pontoon).
- 8.69** It is important to note that whilst sites have been identified as accessible through the project, the owners/ operators may consider that for the purposes of their operation the site is not accessible by water at all states of tide.
- 8.70** Evidence to support the loss of an employment site with water access to an alternative use should include market testing for the demand for such sites by the marine and maritime sectors and a sequential demonstration for the most appropriate site of the proposed use, based upon the Waterfront Sites Register (as set out in the Maritime Future: Solent Waterfront Sites Final Report), updated with relevant information from the commercial property market.



- 8.71 The report developed a vision for the area to guide new investments and development opportunities. The aim of the document was to attract new investment to provide the opportunities, facilities and attractions that both local people and visitors could enjoy. Investment would enable the growth of local businesses and the attraction of new businesses.
- 8.72 The strategy also identified five zones associated with the Medina Estuary and went on to describe the zones and highlight their key opportunities. The work (2013 employment sites with waterfront access) carried out by the council verifies the zones identified in this strategy as still being relevant and applicable. Thus, where a development proposal is made that is compatible with the zones identified in the Cowes waterfront strategy, they will be supported in principle.
- 8.73 The Medina Valley has a number of interests that will need careful consideration by development proposals, where relevant, including potential impacts upon sites designated for nature conservation, the historic environment and the Harbour Authorities and the Marine Management Organisation where the physical scope of any proposal crosses into their jurisdiction.

**Other relevant documents and information:**

- Solent Waterfront Strategy
- Cowes and Northwood Place Plan

**Future Proofing Digital Infrastructure**

**E6 Future Proofing Digital Infrastructure**

Enhancing digital connectivity is a key priority for the council, helping to make the Island's economy more competitive, attracting a greater range of businesses, facilitating modern work practices and reducing the need to travel.

The council will require residential and commercial development proposals to:

- a) achieve greater digital connectivity than set out in the relevant Building Regulations;
- b) ensure that sufficient ducting space for future digital connectivity infrastructure is provided and, where appropriate, explore infrastructure sharing;
- c) demonstrate how digital infrastructure requirements are taken into account when phasing the development;
- d) meet requirements for mobile connectivity within the development and take appropriate mitigation measures to avoid reducing mobile connectivity in surrounding areas;
- e) support the effective use of the public realm (such as street furniture and litter bins) to accommodate well-designed and located mobile digital infrastructure that does not have adverse impacts on pedestrians or those with access needs.

- 8.74 The council wishes to see speeds of up to 1GB available across the Island, which is significantly higher than the basic standard of 30 Mbps being sought by the government. The council recognises the benefits of having the best possible digital infrastructure in place, not least as working patterns change as a result of the pandemic. It can positively impact on peoples live/work behaviours; create the right conditions to facilitate growth and make public services more accessible to more people.



- 8.75** By ensuring that the best possible infrastructure is in place people and businesses will have choices around technologies and providers. It can also open a wide range of possibilities including education provision, health care, energy management, digital entrepreneurial ship and a positive impact of the retention and attraction of certain age groups on the Island.
- 8.76** It is recognised that not all areas currently benefit from the infrastructure to support speeds of up to 1GB. However, a current lack of infrastructure should not prevent the installation of technologies, either as part of the provider's infrastructure roll-out, or from the terminal chamber to the access point on the host property. To achieve the best possible speeds the council will expect the installation of full fibre networks, rather than copper-based networks.
- 8.77** The policy requirements will be applied to all development proposals for residential, employment and retail uses. It is also recognised that due to the potential impacts on the historic fabric of providing appropriate access points etc, proposals relating to listed buildings may need to be considered on their merits.
- 8.78** Consideration must be given to the likely timing of infrastructure provision. As such, development may need to be phased either spatially or in time to ensure the provision of infrastructure in a timely manner. Conditions or a planning obligation may be used to secure this phasing arrangement.
- 8.79** The council will monitor the number of permissions granted where digital infrastructure provision will be required. It is expected that the providers monitor digital infrastructure coverage and speeds, and the council may request this information, if required, when considering the effectiveness of this policy.



## Supporting and Improving Our Town Centres

### E7 Supporting and Improving our Town Centres

**Strategic**

The council will actively encourage and support proposals for commercial uses (Class E) that can contribute to the diversity, choice, vitality and viability of town centres across the island. Varying the range of businesses located in town centres, adding flexibility for premises to provide a varied commercial offer, improving public realm and increasing footfall are all essential to help support our town centres and aid economic recovery.

Proposals for new retail development are expected to be located within Town Centre Boundaries (as shown on the Policies Map). For Newport Town Centre, new retail development is expected to be located in the Primary Shopping Area (as shown on the Policies Map) and the re-use of existing buildings is encouraged.

Applications within the Newport and Ryde Heritage Action Zones (HAZ) will be expected to adhere to any Design Guides or other appropriate documents prepared as part of the respective HAZ projects.

Applications to bring upper storeys of buildings into use, particularly for residential uses, will be supported, provided they would not adversely impact on the viability of the ground floor use.

Any planning application which results in the loss of traditional shop fronts or removes display windows will be resisted, where the feature is important to the character. and/ or retail function of the area.

The council will support development proposals that seek to increase the footfall into the town, local and village centres in the evenings. All proposals that lead to an increase in the evening economy will need to demonstrate how public safety, disturbance and antisocial behaviour have been considered.

Applications for farm shops or small scale 'convenience' stores which assist in making settlements more sustainable will not be subject to the sequential approach.

Any proposal for new retail development which falls outside of the identified Primary Shopping Area in Newport or town centre boundaries elsewhere will be assessed on a sequential basis as outlined in national policy. Such applications, including those for variations of condition to remove or amend restriction on how units operate in practice, must be submitted with a retail impact assessment based on the following local floorspace thresholds:

- 750 sqm gross for Newport;
- 500 sqm gross for Ryde and Cowes; and
- 350 sqm gross for Sandown, Shanklin, Ventnor, Freshwater and East Cowes.

Any applications for out of town retail and commercial developments must also clearly demonstrate how they contribute to enhancing links to the existing centres and improving the quality of the public realm within them, to encourage linked trips and ensure that trade is not diverted from these areas.

**8.80** Town centres are recognised as being at the heart of communities, a role that is even more important as the island recovers from the economic impacts of the Covid-19 pandemic, and the council wants to promote new retail and commercial development in the right locations that does not prejudice the vitality and viability of our existing town centres. In line with the NPPF, new retail development is expected to be located within the town centre boundaries, and the Primary Shopping Area in Newport.



**8.81** The council has defined a network and hierarchy of centres across the Island, as shown in the table below:

Main Town Centres	Newport	Ryde	Cowes
Local Centres	Sandown	Shanklin	Freshwater
	Ventnor	East Cowes	
Village Centres	Arreton	Bembridge	Brading
	Brighstone	Godshill	Niton
	Rookley	St Helens	Wootton
	Wroxall	Yarmouth	

Table 8.2 Main retail town centres of the Island

- 8.82** These centres play differing roles in the Island retail market and the council wish to build on the existing individuality of centres and extend the ‘dwell time’ and spend of visitors/ residents visiting the town and in turn the vitality and viability of the centre. The Council will support a range of commercial uses within all of the centres that help to bring people into the areas. It is noted that of the ‘main town centres’ Newport contains a higher number of national retailers of general goods/ clothes and bulky goods, while Cowes, although containing national retailers is more focused around sailing, specialist retail and leisure. Ryde contains more independent retailers and Sandown, Shanklin and Ventnor reflect the tourism market.
- 8.83** By acknowledging the differences between the centres, as outlined above, they do not compete with each other and can therefore be successful in their own offer. It is important to understand the strengths of a centre to ensure that development complements and enhances its specific role in the community it serves. The Retail Study Update 2021 includes town centre health checks, which should be given due consideration when looking at new development within them.
- 8.84** There is some limited demand from national retail operators seeking a further presence in Newport (6 in total), Ryde (8 in total) and Cowes (1 in total) (IoW Retail Study Update April 2021 Combined Report and Appendices), whilst the policy also seeks to encourage smaller scale retailers and commercial uses back into the town centres through the re-use of existing buildings, providing wider customer choice.
- 8.85** The council are not currently proposing to allocate land for the purpose of retail given the relatively low floorspace needs across the retailer demands outlined above. However, the council would support applications which demonstrate that they are sequentially preferable and would allow for the expansion of the retail offer, without impacting on the town centre(s). Where they require planning permission, consideration will be given to changes of use in existing centres to provide greater diversity and help extend the economic activity.
- 8.86** To enhance the town centre offer the council will support applications for schemes that would enhance the appearance of existing buildings within the centre, with consideration being given to an increase in soft landscaping and a removal of large areas of ground level car parking.
- 8.87** Newport and Ryde were both successful in bidding to become High Street Heritage Action Zones in 2019 and project work commenced in April 2020. The majority of funding comes from Historic England, with match funding from the Isle of Wight Council’s regeneration budget, section 106 contributions, Ryde Town Council and Newport and Carisbrooke Community Council. The HAZ programmes are delivered by a partnership between each community council (as lead partner) the Isle of Wight Council and Historic England.





- 8.88** The Heritage Action Zone's aim to restore key buildings and traditional shopfronts, improve public spaces and bring unused parts of buildings back into use as homes, workplaces and community spaces. The work will help our High Streets recover and evolve, with one eye on the past and one on the future.
- 8.89** The two HAZs have jointly commissioned a Commercial Frontages Design Guide, which will help property owners, shopkeepers and planners ensure that the quality of shopfronts in the towns will improve and be maintained at a high standard. Ryde High Street has seen the pedestrianisation extended and work is underway in both towns to codesign public realm schemes with the local community. Case studies on key buildings in each town have been undertaken and these will lead to a programme of works, including some grant-funded physical improvements. Proposals within the HAZ areas will be expected to take account of this work and the documents produced as part of those projects.
- 8.90** The council will welcome bold regeneration proposals which would allow for a more legible pedestrian flow and public realm enhancements. The Council will work in partnership with other organisations in order to deliver improvements. Regeneration proposals in the core of Newport should consider the impact on below ground archaeology and the Archaeology & Historic Environment Service will be a key consultee at the earliest opportunity.
- 8.91** The council wishes to improve the evening offer in the various centres across the Island. This will support their ongoing vitality and viability, by diversifying the offer and encouraging people to visit town, local and village centres at different times of day and for different reasons.
- 8.92** The council will support schemes which seek to increase the footfall into the centres in the evenings (between 17:00 and 20:00). It is recognised that the benefits of a functioning evening economy can only be realised when the management of it is coherent across a number of consenting regimes. Critical to the success of this approach will be to ensure that the evening offer is one where people are safe, welcomed and measures to minimise and manage antisocial behaviours have been implemented. The quality of the public realm will also play a fundamental role in achieving this.
- 8.93** Any applications for main town centre uses that are outside of Town Centre Boundaries and the Primary Shopping Area in Newport will need to be supported by a sequential assessment (in line with national policy) and impact assessments (in line with the thresholds outline in policy E7). If an application would result in a negative/ adverse impact on the viability or vitality of a town centre it will be refused.
- 8.94** An edge of centre site for the purposes of this policy is considered to be one which is well connected and up to 300 metres of the primary shopping area and town centre boundaries. An out of centre site is considered to be one which is not in or on the edge of a centre, but not necessarily outside the urban area.
- 8.95** If proposals are submitted for out of centre retail developments the council will expect to receive supporting information that explicitly demonstrates how they will encourage and facilitate linked trips to the nearest town centre, and provide a contribution towards public realm enhancements in the town.
- 8.96** In considering whether something would have an adverse impact consideration should be given to the Town Centre Health Checks and the trading information contained within the Retail Study Update 2021.

### **Other relevant documents and information:**

- Newport & Ryde Commercial Frontages Design Guide



## Supporting High Quality Tourism

### E8 Supporting High Quality Tourism

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

- a) utilise the unique characteristics of the historic and natural environments, without compromising their integrity;
- b) develop green and new niche tourism products where possible;
- c) increase the quality of existing tourism destinations and accommodation across the island;
- d) contribute to maintaining a mix of tourism accommodation that offers a range of styles across the island;
- e) contribute to creating an all year round tourism offer, which takes full account of seasonal significant impacts on European protected sites and species; and
- f) where relevant, make use of current or former tourism sites.

Within the Core Tourist Accommodation Areas shown on the Policies Map the council will resist the loss of tourist accommodation unless it can be robustly evidenced that the site is no longer viable for tourist accommodation.

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

- 8.97** The council wishes to see the Island be a leading UK visitor destination, and to achieve this it will be important to have the right planning policies in place. By doing so the Island will benefit from improved economic prosperity by increasing the proportion of high end/ high value visitors to the Island over the whole year. This will require an increase in the overall quality of the tourism offer in terms of accommodation, eating out opportunities, events, attractions and related leisure activities.
- 8.98** The Island caters for a wide range of different visitor markets and therefore it is important that a diverse range of types and quality of accommodation, attractions and facilities can be provided to satisfy the range of market demands and maintain its place as a popular UK visitor destination.
- 8.99** Within the Core Tourist Accommodation Areas, the council will seek to resist the loss of tourist accommodation as the areas are in prime locations. However it is accepted that in some circumstances, sites previously used for tourist accommodation may no longer be viable. In these circumstances, the Council will require evidence that the site is no longer suitable or viable for tourist accommodation before supporting a change to alternative uses.
- 8.100** The tourism sector has evolved in recent years and customer's expectations for accommodation have increased with a change towards more flexible tourism accommodation products such as 'Airbnb.' (see policy E9) It is therefore accepted that the retention of traditional tourist accommodation and destinations, however desirable, may not always be possible. The Island does contain examples of poor quality hotel stock and other forms of accommodation and these products can harm the tourism economy through deterring repeat visits and degrading the appearance of the Island. Poorly located tourism accommodation is unlikely to be able to generate suitable levels of demand to maintain a sustainable business.



## Short Term Let Holiday Accommodation

### E9 Short term let holiday accommodation

Planning permission may be required to change the established use from Class C3 to Sui Generis (Short term holiday let) for any residential property that in its entirety is in use for short term holiday let accommodation.

Any such change of use applications will only be supported within the Core Tourist Accommodation Areas as defined on the Policies Map or identified through Neighbourhood Plans, or outside of these areas where there is no adverse impact on existing residential properties.

- 8.101** The short term letting of entire residential properties for holiday accommodation reduces the permanent housing stock that is available within the traditional rental or sale markets, which not only means less housing is available but also pushes up prices on those properties that do become available for sale or rent. High turnover of visitors/renters within a property or area can also impact negatively upon the decreasing number of permanent occupiers, therefore reducing the overall sense of community.
- 8.102** Regulatory and taxation changes within the rental sector over the past 12 months has led many traditional landlords or property owners to the short term holiday let market, including 'Airbnb', where there are often higher weekly profits and at present, less regulation.
- 8.103** The attractiveness of the island as a tourist and visitor destination means that short term holiday lets are in high demand. Whilst short term let holiday accommodation is not the only reason the island faces the housing issues it does, it is one of a combination of factors that has resulted in a housing crisis for many working low-and median-income Island families including many keyworkers in health, social care, and other essential public services.
- 8.104** Currently, national planning legislation requires property owners to apply for planning permission when there is a 'material change' in the use of the property, in this case it would be from Class C3 (dwellinghouse) to a Sui Generis use (short-term holiday let). Whether or not a 'material change of use' has occurred depends on the individual characteristics of the property and how it is operating.
- 8.105** Some of the issues that the Council will consider when determining whether a 'material change' of use of an entire property from Class C3 to Sui Generis (short term holiday let) has occurred are parking, patterns of arrival and departure, the number of guests using the property, the length of time guests stay at the property, refuse and recycling collection issues and whether the property is paying Business Rates rather than council tax. The policy echoes what the short let sector itself has recommended to Government. In 2021 a comprehensive report by Airbnb<sup>1</sup> recommended the creation of a government register of short lets and a change in national policy requiring landlords to get planning permission before renting an entire house as a short let for more than 140 nights in a year. The Government itself launched a consultation on this issue in June 2022.
- 8.106** The threshold of 140 nights per year aligns with existing threshold for commercial activity that triggers a tax liability on a property owner to pay Business Rates rather than Council Tax. It is important to note that the policy excludes purpose-built tourism accommodation (for example, glamping sites, hotels) as these do not compete directly with local people's need for housing.
- 8.107** As the island benefits greatly from tourism and recognises the important role that the visitor economy plays in the success of the island, any such applications considered against this policy will be supported if the property location is within one of the core tourist accommodation areas identified on the Policies Map, however outside of these areas such applications would not be

<sup>1</sup> [UK Registration Whitepaper 2021.pdf \(airbnb.com\)](#)



supported in principle, unless it could be demonstrated there was no adverse impact on existing residential properties. Neighbourhood Plans would also have the ability to designate areas where policy support on this issue could be offered.

### Sandown Bay Tourism Opportunity Area

#### E10 Sandown Bay Tourism Opportunity Area

The council supports the principle of development that contributes to improving the tourism offer within the Sandown Bay area and will give significant weight to proposals within the Tourism Opportunity Area (as identified on the Policies Map).

Major development proposals should take account of both current and future sea and fluvial flood risks in the area and seek to reduce these, including making suitable provision on site and financial contributions towards improving the off-site coastal flood defence infrastructure embankments protecting the Eastern Yar valley.

The council will consider the use of Local Development Orders within the Tourism Opportunity Area.

- 8.108** The Culver Parade area is already a focal point for large scale visitor attractions, such as Isle of Wight Zoo, Dinosaur Isle, Browns Golf and Sandham Gardens with many early 20<sup>th</sup> century design influences evident. The area represents the only seafront location within Sandown that can accommodate tourism development that has the ability to contribute significantly to the Bay's regeneration. It is considered that there is significant potential to enhance and extend the existing tourism offer in the area of land between Fort Street and land at the Isle of Wight Zoo.
- 8.109** Whilst the council does not intend to be prescriptive over the exact type of development that could improve the tourism offer; it is essential that a comprehensive approach is taken. Specific proposals could come forward individually, but they will be considered as contributing to part of a wider scheme, particularly in respect of public realm and connections to existing development and facilities. New or improved uses could exclusively relate to tourism accommodation and/or destinations and could include enabling development where this can be appropriately justified.
- 8.110** Development proposals to improve the tourism offer do not necessarily need to be large-scale built development. It could be in the form of a series of small-scale interventions and activities, and the refurbishment of existing buildings and attractions. The type of uses envisaged would be largely open in character with minimal built development and would complement and enhance the character of the site and surrounding area but creating new reasons to visit Sandown. Opportunities to improve and highlight connectivity between the town centre and the Tourism Opportunity Area will be supported.
- 8.111** The council and its partner organisations will play a crucial role in creating the right environment for proposals to come forward. It expects to see uses that improve and enhance existing tourism facilities and widen their range to include activities such as (but not limited to) those that relate to outdoor recreation/attractions, education, heritage, nature conservation and use of the lake. This could include low-impact holiday accommodation and proposals that create a year-round operation/ destination, subject to appropriate flood risk assessments.
- 8.112** It is considered that the Culver Parade area could support the wider tourism-led regeneration of the Sandown area by generating reasons to visit Sandown and increasing footfall along the seafront. Improvements to public realm will be an essential part of any development within this area. This would benefit existing visitors and would help support business for hotels, restaurants and existing attractions.
- 8.113** Sandown Bay Tourism Opportunity Area is within the Eastern Yar valley floodplain, which is at risk if the large embankments at both Culver Parade in Yaverland and Embankment Road in



Bembridge Harbour are not maintained. The risk of breach and also overtopping will increase in the future, and these defences/embankments will need to be strengthened and raised in the future. Therefore, decision-making in this area must continue to be made in full accordance with potential future risks, and contributions from major development will be required towards future coastal defence improvements.

**8.114** The area also has high archaeological and paleoenvironmental potential and any development proposals should consider the impact on below ground archaeology. The Archaeology & Historic Environment Service should be consulted at the earliest opportunity.

**8.115** Local Development Orders (LDO) are a planning mechanism intended to relax planning controls for particular areas or categories of development, where the impacts would be acceptable, and in particular where this would promote economic, social or environmental gains for the area, such as boosting enterprise. Under the Town and Country Planning Act (1990), the local planning authority, through an LDO grants planning permission for a specific development proposal or class(es) of development and this is a mechanism the council may explore within the opportunity area.

### Ryde Tourism Opportunity Zones

#### E11 Ryde Tourism Opportunity Zones

The council supports the principle of development where it can be demonstrated that it contributes to achieving the objectives outlined in the Ryde Place Plan for each of the zones listed below and shown on the Policies Map:

- a) High Street Zone
- b) St Thomas Zone
- c) Esplanade Zone
- d) Appley Zone
- e) Monkton village Zone
- f) Oakvale Zone

Major development proposals should take account of both current and future sea and fluvial flood risks in the area and seek to reduce these, in line with other plan policies.

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

**8.116** This policy embeds within policy and seeks to build on the aspirations and objectives set out in the community led Ryde Place Plan [Ryde-Place-Plan.pdf](#). The Place Plan outlines six zones which contain a number of projects or potential projects, sharing common themes, identities and actions. Whilst the council does not intend to be prescriptive over the exact type of development that could improve each of the opportunity zones it will be essential that a comprehensive view is taken, especially in relation to any public realm improvements. Specific proposals could come forward individually, or as part of a wider scheme. However, in order to guide any development proposals, the general aspirations for each of the zones to support the achievement of the town's potential are set out within the Ryde Place Plan and should provide the starting point to help inform any development schemes. The different zones identified in the policy are shown on the Policies Map. Whilst the term development is used, it is not necessarily expected that this will be in the form of large scale buildings, but it could be small-scale improvements that are standalone, and self (or community) funded projects.



**8.117** The six project zones are all positioned along existing rights of way and pedestrian and cycling routes recommended in the Local Cycling and Walking Infrastructure Plan (LCWIP) as well as the England Coastal Path (ECP). The Oakvale and Appley zones also form essential connections into the planned growth to the south and east of Ryde, comprising of existing sites with planning permission together with housing and employment allocations. A new route is therefore possible between these zones, running through the green infrastructure provision of current and future development schemes. This must be a high quality walking and cycling route that encourages and facilitates the flow of people between zones.

**Other relevant documents and information:**

- Ryde Town Council Place Plan
- Newport & Ryde Commercial Frontages Design Guide
- IWC Local Cycling and Walking Infrastructure Plan (Newport & Ryde)

**E12  
Solent Freeport**

The Council will support sustainable development proposals that seek to benefit from and / or play a role in facilitating investment and innovation linked to the Solent Freeport.

The Council will also support the intensification and/ or expansion of existing employment uses, or the use of employment allocations for commercial businesses related to the Solent Freeport.

**8.118** Freeports are areas designated by the Government that will benefit from incentives to encourage economic activity. The Solent Freeport has the potential to unlock significant levels of investment, create tens of thousands of new jobs and help to level up our important coastal communities across the region ([www.solentfreeport.com](http://www.solentfreeport.com)).

**8.119** Officially launched in June 2022, it is estimated that the Solent Freeport could help create 52,000 new skilled and semi-skilled jobs including 26,000 direct jobs in the Solent region, whilst playing a key role in delivering the Government's levelling up agenda. There are seven 'tax sites' within the Solent Freeport, two 'customs sites' and plans for a dedicated Solent Freeport Green Growth Institute (SFGGI) that will provide a centre of excellence in green skills and jobs. This SFGGI will help to ensure local communities across the Solent Freeport region, including the island, can benefit from the opportunities created through environmental innovation.

**8.120** The Solent Freeport can play a key role in supporting our innovative industries, encouraging growth in high tech development and composites, wind turbine and marine industry manufacturing. It should help to secure greater investment in our infrastructure and connectivity and the Council will support development proposals that play a role in helping to secure the investment and innovation that the Solent Freeport opportunity presents.





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- 9.1 To support travel choice and provide alternate means of travel to the private car, a policy 'Supporting Sustainable Transport' is included. 'A Better Connected Island' policy provides a strategic overview for island transport issues and identifies the key locations for improvements to the network. The importance of 'Cross-Solent Transport' is recognised, along with the need for 'Supporting Our Railway Network'. Ensuring the right infrastructure for electric vehicles is set out in 'Electric Vehicle Charging Points', and the council's approach towards 'Parking Provision in New Development' is also established in policy.

## Supporting Sustainable Transport

### T1 Supporting Sustainable Transport

The Council will support proposals that increase travel choice and provide alternative means of travel to the car. Development proposals will be expected to contribute to meeting the aims and objectives of the Local Transport Plan, Local Cycling and Walking Infrastructure Plans and the Isle of Wight Rights of Way Improvement Plan.

All relevant proposals should provide and improve accessibility for pedestrian, cycling, equestrian and public transport, and should demonstrate that they:

- a) implement the transport hierarchy of 'Avoid – Shift – Improve';
- b) create sustainable routes between urban and rural areas;
- c) retain former railway line routes for future sustainable transport use where relevant;
- d) assist the provision of new cycle routes as part of the national and/or local cycle network, or contribute to the improvement of the existing network;
- e) enable access to local bus services; and
- f) provide safer routes to schools and other significant travel destinations;
- g) where possible incorporate '20 minute neighbourhood' design principles

Proposals for major development will be required to submit a Travel Plan demonstrating how the above criteria will be incorporated over the life of the development.

Development that prejudices the delivery of infrastructure improvements set out in the Local Transport Plan and Local Cycling and Walking Infrastructure Plans will not be supported.

- 9.2 The policy will help to ensure that there is the widest possible range of sustainable transport choices available to Island residents. In turn this will have positive impacts on health and wellbeing, safety and minimising the number of journeys undertaken in private motor cars.
- 9.3 The new Local Transport Plan will provide a series of options to achieve its objectives that will be categorised using the **Avoid-Shift-Improve framework** (Avoid = avoid the need to travel by motorised vehicle; Shift = shift the journey from more to less polluting modes; Improve = improve the efficient use of remaining vehicles). Proposals should take a sequential approach to this framework, with a preference for avoiding the need to travel and measures that move away from this to shift or improve providing evidence as to why this is necessary. Developments designed as '20 minute neighbourhoods' where people can meet their day to day needs within a 20 minute walk of their home will be encouraged. Major development (10 dwellings or more, over 0.5ha if the number of dwellings not known or over 1,000 square metres for non-residential development) will be required to submit a Travel Plan as part of their planning application. The Travel Plan should be based on templates and guidance provided within the Local Transport Plan and will



set out how sustainable transport measures will be secured and implemented for the development. Travel Plans and ongoing monitoring will be secured through Section 106 legal agreements.

- 9.4** The Island already has an excellent network of footpaths including the National Coastal Path and bridleways, but the council is keen to explore opportunities which improve this provision. Therefore, proposals that create sustainable routes between urban and rural areas that can be adopted as a public footpath or bridleway will be strongly encouraged and supported. The Local Transport Plan, Local Cycling and Walking Infrastructure Plans and Rights of Way Improvement Plan provide a framework for investigating the detailed routes.
- 9.5** The Council has been successful in securing DfT funding to deliver a number of sustainable transport programmes in recent years through the Access Fund programme that have delivered positive outcomes in terms of mode shift and carbon reduction.
- 9.6** The Island's network of former railway lines provides an excellent opportunity for multi-user bridleways, and a number of routes have successfully been used for this purpose. Any proposals for land that covers disused former railway lines as a minimum should not prejudice their return to use and will be expected to commit the land to be available for such a use.
- 9.7** The council's approach to development is to locate it in the most sustainable locations. This primarily means within or on the edge of existing settlements, where there is generally better access to public transport services. The creation of sustainable routes between urban and rural areas is important, as it will enhance the character of development and enable residents to access the countryside for commuting, recreation and leisure.
- 9.8** Residential development proposals should provide information showing how they relate to schools and how the proposal will make it easier for pupils to walk, scooter and cycle to school safely, with positive impacts on health and wellbeing. Showing the positive impact of the proposal on walking and cycling also applies to other significant travel destinations such as shopping or leisure centres.

**Other information and relevant documents:**

- Local Transport Plan
- Local Cycling and Walking Infrastructure Plan (Newport and Ryde)



## A Better Connected Island

### T2 A Better Connected Island

Strategic

The council will support proposals that:

- increase travel choice;
- provide alternative means of travel to the car;
- reduce the impact on air quality and climate change.

Opportunities to avoid or mitigate any environmental impacts should be considered.

Key infrastructure improvements are planned, or will be supported, at the following locations and the council will seek financial contributions to these schemes and others in appropriate circumstances:

- a) provision of a new shared path route between Newport and the West Wight;
- b) completion of the shared path between Newport and East Cowes;
- c) improvements to the shared path route between Newport and Sandown;
- d) provision of new sections of shared path between Newport and Ryde;
- e) cycling and walking proposals set out in the Local Cycling & Walking Infrastructure Plan;
- f) key road junctions in Newport, Ryde and The Bay (as set out in Table 9.1);
- g) further junctions set out in Table 9.2.

Where improvements to road junctions occur, due consideration should be given in scheme design to public transport, cyclists and pedestrians, with priority given to these groups wherever possible. Proposals that prejudice the implementation of these schemes or the aims of the Local Transport Plan will not be permitted.

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

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

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

**9.9** The Council is preparing a new Local Transport Plan (LTP4). The aim is to develop an overall transportation strategy for the Island that contributes to meeting the Council's climate change agenda, the transport requirements of the Island Planning Strategy, along with an initial five-year implementation plan for delivery of the strategy.

**9.10** The new LTP will:

- Provide a 'pathway' for transport policy, development and delivery on the Isle of Wight;
- Provide clarity on the key outcomes for transport;
- Guide future investment and decision making within the Council in relation to transport;
- Set out key transport policies, principles and approaches in a clear manner, covering all aspects of transport planning, delivery and operation.
- Support the Council's wider strategies and plans and align with the Council's strategic priorities.

**9.11** It is envisaged that the new LTP will be reviewed in parallel with the first review of the Island Planning Strategy.



- 9.12** The council has a strong aspiration to promote sustainable transport and recognises that high quality connections by road, rail, bus, ferry, walking and cycling and their interconnectivity are all vital to the Island's future economic prosperity and social inclusiveness. These connections provide access to education, employment, business, retail and leisure opportunities. It will work with partners, agencies and developers to ensure that the transport network on the Island supports the level of growth planned for and is sufficiently robust.
- 9.13** Through the strategic approach set out in Policy G1 'Our Approach Towards Sustainable Development and Growth', the council is steering development towards locations that are or can be made sustainable. Furthermore, by widening available transport choices and promoting alternatives to the private motor car, the council can actively and positively influence people's travel behaviours
- 9.14** The council is seeking further expansion of the shared path network on the Island. Key schemes are identified in the policy, and development proposals that meet the tests in relation to developer contributions will be expected to provide a financial contribution towards these shared path routes as appropriate. These schemes have been costed and are included in the council's infrastructure delivery work.
- 9.15** The Infrastructure Delivery Plan and Local Cycling and Walking Infrastructure Plans (LCWIP) identify a number of interventions needed to the existing network. These interventions have been identified to mitigate the impact of new development and associated levels of all types of traffic and, wherever possible, bring forward improvements to the existing network. For highway junctions, these interventions may include the introduction of bus priority measures and should, wherever possible, prioritise the movement of non-motorised users with appropriate foot and cycle path provision designed into schemes to connect to proposals set out in the LCWIP. This is supported by other council plans and strategies including the existing Island Transport Plan 2011-2038 which sets out the long term transport strategy and implementation plan; the Rights of Way Improvement Plan and the emerging Local Transport Plan 4.
- 9.16** The council secured grant investment from the government towards improving infrastructure in Newport, and by implementing such improvements at the former St Marys Roundabout, has unlocked development potential. This, along with other sources of investment secured by the council, has been put towards delivering some of the improvements identified within and around Newport. By taking such action the council is proactively delivering up-front improvements to the strategic infrastructure network, facilitating the timely delivery of homes and development.
- 9.17** The council will continue to seek funding opportunities to support the upfront delivery of infrastructure for other locations, including for example, the provision of a park and ride scheme on Fairlee Road, Newport.
- 9.18** Where funding has not been secured for the key schemes identified in the policy, and where development proposals meet the tests in relation to developer contributions, they will be expected to provide a financial contribution to improving the strategic road network. These schemes have been costed and are included in the Infrastructure Delivery Plan. Contributions will be taken and spent in line with legislation. The specific key road junctions in Newport, Ryde and The Bay are set out in the following table.



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

Table 9.1 Key road junctions identified for improvement

- 9.19 These schemes are important to achieving the vision, objectives and requirements of the Island Planning Strategy and any development proposals that prejudice the implementation of these schemes will not be permitted. The council will enter into discussions with developers where such situations arise, to understand whether an alternative intervention can be taken that would result in better outcome.
- 9.20 Modelling shows that the package of interventions proposed for Coppins Bridge would have a positive impact, relative to the additional level of traffic likely to be generated by the planned level of growth.
- 9.21 There are a number of further junctions identified where it is indicated that further modelling and assessment would be beneficial, and these are set out in the following table. The council will take this into consideration when determining applications in the vicinity of these junctions.

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

Table 9.2 Further junctions where contributions may be sought

- 9.22 The Military Road runs along the south-west coast of the Island and as well as directly linking the settlements of Freshwater and Niton, it is a popular tourist route. However, the coastline in this area has a history of instability and is constantly changing, with parts of Military Road vulnerable. Parts of the road have already been stabilised and/ or realigned, Because of the history, the ongoing instability and the core purpose of The National Trust, who own the majority





of the most vulnerable land over which the Military Road passes, it is considered appropriate to investigate this issue once again to be able to provide a clear direction.

- 9.23** The council is committed to work in partnership to identify the future of the route in the short, medium and long term; alternative routes and a thorough understanding of the social, economic and environmental context. This approach will also engage with local communities. Due to the highway's implications of any closures or changes to the route, it is considered that the Local Transport Plan will be the appropriate document to cover these issues, though any updates will be referenced in future local plans.

### Cross-Solent Transport

#### T3 Cross Solent Transport

The council will support proposals that help to maintain and improve the current choice of routes and methods of crossing the Solent to ensure future flexibility and deliverability of service.

Improvements to key interchange areas that link the Island to the mainland will be supported and should offer enhanced passenger facilities and connections to other modes of transport.

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

- a) lead to the optimisation and efficient use of the existing terminals, particularly in relation to peak level demand;
- b) lead to, or contribute towards, mitigating the traffic impact of any increase in vehicle movements.

In assessing proposals, the environmental and economic effects of the proposed development will be considered and, in particular, the scale of proposals will be required to reflect the capacity and sensitivity of the character of the area surrounding the terminal and the wider landscape and biodiversity of the Island.

Should proposals for any new terminals come forward, they will be expected to demonstrate their environmental and economic benefits to the immediate local area and the wider Island.

- 9.24** The importance of the Island's cross-Solent links is essential to island life, and the policy approach seeks to support the optimal and efficient use of existing cross-Solent passenger and vehicular terminals.
- 9.25** Over the life of the Island Planning Strategy, there may be other proposals to improve these facilities that may involve changes to the current configurations. Whilst the terminal operators already have a number of permitted development rights to enable them to address issues without requiring planning permission within their current boundaries, more significant proposals may require permission.
- 9.26** Any proposals that require planning permission will be expected to demonstrate how they optimise the operator's current facility and how the proposal will ensure the most efficient use of what are generally confined sites. It should be demonstrated how the proposals have considered alternative approaches to increasing the efficiency that would not necessarily have to be land-use related, for example, arrangements for interchanging passengers.
- 9.27** It is recognised that proposals for new terminals may relate to road or rail as well as ferries, and because of this may be part of wider proposals for a tunnel or a bridge. Regardless of the transport



mode any new terminal will require clear evidence of their environmental and economic benefits to the immediate local area and the wider Island.

### Supporting Our Railway Network

#### T4 Supporting our Railway Network

Recognising the importance of the existing railway infrastructure, and the potential benefits further improvements could bring to residents and visitors, the council will support proposals that contribute to:

- a) maintaining and/or improving the timetabled link between Ryde Pier Head and Shanklin;
- b) improving connections with, and access to and from, existing settlements.
- c) providing a safe, convenient service which is accessible to all users including those with mobility issues.
- d) promoting and encouraging the use of the route.
- e) improving real time transport information for users, locally at stations and via other means.
- f) improving the connections and timetable flexibility by utilising an appropriately located passing loop or other improvements.
- g) improve connections with the Isle of Wight Steam Railway and maximise the opportunity to achieve steam-hauled access into Ryde.
- h) retaining current and former railway routes for future sustainable transport purposes where this would allow for the future extension of the line or support the development of other related transport improvements, including a potential rapid bus scheme;
- i) the extension of the existing Island Line service (Ryde-Shanklin) south of Shanklin to Ventnor; and
- j) the provision of passenger services through Smallbrook from Ryde to Newport.

**9.28** The railway line on the Island plays an important role in connecting people and providing an alternative transport option to the private motor car. The council supports the ongoing provision and improvements to the network and is keen to understand whether there are realistic opportunities to expand the network. Existing bus and rail interchange facilities should be retained and enhanced wherever possible. The council supports the Ryde Interchange project that will provide better connectivity and promote active travel, whilst also making the interchange a more pleasant and accessible public space.

**9.29** The council recognises that a number of factors will help secure and improve the Island Line and that not all of these will require planning permission. Whilst it is recognised that some hard infrastructure measures may require approval, there are a range of other non-land use initiatives which could help boost numbers, such as continued improvements to rolling stock, promotion and advertising as well as improved travel information.

**9.30** The council will support moves which will see the utilisation of the new passing loop at Brading that allows trains to pass nearer the middle of the line which in turn allows the operation at 30 minute intervals.

**9.31** The council recognises the benefits of working closely with the Isle of Wight Steam Railway and, if possible, physically connecting the two lines at Ryde St Johns Station. Such a connection would



help support efforts to get steam trains back into Ryde, thereby extending this popular tourist attraction into the town. It is clear however that a considerable amount of work and expense would be required to get steam back to Ryde Esplanade, including lowering the track in the tunnel. A more straight forward and possibly cheaper option would be to modify the track layout and station infrastructure at Ryde St Johns Station.

- 9.32** It is considered that the opportunity may exist to extend the line beyond the current alignment in the future. Following the successful award of funding from the Restoring your Railways Ideas Fund, the council recently submitted an outline business case to the Department of Transport that explores the possibility of extending the existing Island Line south of Shanklin to Ventnor whilst also providing new passenger services through Smallbrook from Ryde to Newport. The council will resist the loss of current and disused railway land where this could prejudice the best use of or possible extensions to the active line.

### Electric Vehicle Charging

#### T5 Electric Vehicle Charging

To encourage and promote the use of ultra-low emission vehicles the council will support and facilitate the introduction of electric charging points, facilities and associated infrastructure in appropriate public places and on previously developed land..

Development of community charging infrastructure and facilities should use the Isle of Wight Charge Point Infrastructure Strategy to inform the proposal.

Proposals for new residential and non-residential development will be required to provide infrastructure for the charging of electric vehicles in line with the Building Regulations Requirements S1 to S6 inclusive.

- 9.33** Electric vehicle ownership and use has increased significantly on the Isle of Wight in recent years, but still only represents a small percentage of the vehicles on the Island's roads. This is likely to change considerably over the plan period. By ensuring that the right infrastructure is in place, the council can help make electric vehicle usage become more widespread and benefit the environment. The Government has recently approved changes to the Building Regulations that require electric vehicle chargepoints for residential and non-residential buildings. All new development will be expected to adhere to Requirements S1 to S6 as set out in Part S of Schedule 1 where relevant, noting the transition arrangements published in Circular Letter 02/2021. The council will welcome proposals that incorporate higher levels of provision than that set out in the Building Regulations
- 9.34** Where proposals are for the installation of charging points and associated infrastructure on the public road network, particular consideration will be given to their impact on the streetscene, especially in conservation areas. Furthermore, their location should not prevent ease of movement for pedestrians or those with mobility needs or create 'street clutter'.
- 9.35** The council wishes to see charging infrastructure provided as widely as possible, as it supports the use of electric vehicles as a way of assisting the journey to net zero. A Charge Point Infrastructure Strategy is being prepared and will provide further details on how and where the Council see opportunities for community charging to occur.

Other information / relevant documents:

- Building Regulations 2010 Infrastructure for the charging of electric vehicles
- Isle of Wight Council Charge Point Infrastructure Strategy



## Parking Provision in New Development

### T6 Parking Provision in New Development

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

Development proposals will be supported where there is no displacement of existing on-street parking, or where this is necessary, adequate mitigation is provided.

- 9.36** The council recognises the role of vehicle and bicycle parking provision in new development, as it can affect design, the amenity of occupiers and users, the amenity of neighbours and the efficient and safe use of the highway network. The amount of parking provided can also influence people's transport choices. The council wishes to avoid unattractive, car dominated environments that are unsafe for non-car users particularly the young, the elderly and those with restricted mobility. Under-provision of car parking can lead to unsuitable or unsafe on-street parking and should be avoided.
- 9.37** A balanced approach to parking provision, when used as part of a package of measures, can promote sustainable transport choices and provide attractive and safe environments whilst ensuring that sufficient parking is provided to meet local needs.
- 9.38** The council has adopted a supplementary planning document to set out its expectations in relation to parking provision in new development. Currently a two zone approach is taken, with developments within town centre boundaries not expected to provide parking as a matter of course. However, cycle parking is expected to be provided in accordance with the SPD.
- 9.39** In other locations, parking guidelines set out the standards for vehicle and cycle parking for both residential and non-residential new development. The supplementary planning document will be the basis for any negotiations on parking provision but gives the council a flexible approach that can be updated more easily, and allow changing trends in parking to be reflected in future standards.
- 9.40** The impact of a development proposal on existing on-street parking should also be a key consideration in the design development of a scheme. The displacement of such parking that would require a Traffic Regulation Order (TRO) to implement should be avoided. Any proposals that do displace existing parking will be expected to submit a Parking Provision Assessment (PPA) with their planning application in line with the 'Guidelines for Parking Provision as Part of New Developments SPD'. This PPA would need to justify the necessity for the displacement and provide sufficient mitigation or alternatives.



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## Island Planning Strategy: Section 10 Delivery, Monitoring and Review

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

### Delivering

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

### Monitoring

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

### Reviewing

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

Key indicator	Threshold	Policies to be reviewed
Annual housing completions	<i>Above 486 units for 3 consecutive years</i>	H1, H2
Affordable housing completions	<i>Above 170 units for 3 consecutive years</i>	AFF1, H1, H5, H8
Windfall housing completions	<i>Above 100 for 3 consecutive years</i>	H1



## Island Planning Strategy: Section 10 Delivery, Monitoring and Review

Policy Reference	Policy Performance Indicators
<b>Section 4: Environment</b>	
EV1 Conserving and Enhancing Our Historic Environment	<ul style="list-style-type: none"> <li>• Number of listed buildings completely demolished</li> <li>• Number of designated heritage assets added to/removed from the statutory list or at risk register</li> <li>• Number of applications where substantial harm is a consideration per year</li> </ul>
EV2 Ecological Assets and Opportunities for Enhancement	<ul style="list-style-type: none"> <li>• Number of applications proposing the loss of designated sites per year</li> <li>• Number of applications permitted proposing the loss of designated sites per year</li> <li>• Number of applications submitted with a biodiversity checklist per year</li> <li>• Number of qualifying applications with biodiversity net gain plans approved.</li> <li>•</li> </ul>
EV3 Recreation Impact on the Solent Marine Sites	<ul style="list-style-type: none"> <li>• Amount of financial contributions agreed in accordance with the Bird Aware Solent Strategy per year</li> </ul>
EV4 Water Quality Impact on Solent Marine Sites (Nitrates)	<ul style="list-style-type: none"> <li>• Number of applications requiring nutrient neutrality calculations</li> </ul>
EV5 Trees, Woodland and Hedgerows	<ul style="list-style-type: none"> <li>• Number of applications proposing the loss of ancient woodland and ancient or veteran trees per year</li> <li>• Number of applications refused proposing the loss of ancient woodland and ancient or veteran trees per year</li> </ul>
EV6 Protecting and Providing Green Spaces	<ul style="list-style-type: none"> <li>• Number of applications received proposing the loss of identified open space per year</li> <li>• Number of applications permitting the loss of identified open space per year</li> <li>• Amount of SANGs permitted per year</li> </ul>
EV7 Local Green Spaces	<ul style="list-style-type: none"> <li>• Number of sites proposed by local communities as Local Green Spaces per year</li> <li>• Number of applications received within designated Local Green Spaces per year</li> <li>• Number of applications permitted within designated Local Green Spaces per year</li> </ul>
EV8 Protecting High Grade Agricultural Land	<ul style="list-style-type: none"> <li>• Number of major applications permitted involving the loss of high grade agricultural land</li> </ul>
EV9 Protecting Our Seascapes and Landscapes	<ul style="list-style-type: none"> <li>• Number of applications identified as having a potential impact on seascape per year</li> <li>• Number of applications permitted having a potential impact on seascape per year</li> </ul>
EV10 Preserving Settlement Identity	<ul style="list-style-type: none"> <li>• Number of applications received within the settlement gaps per year</li> <li>• Number of applications permitted within the settlement gaps per year</li> </ul>
EV11 Isle of Wight AONB	<ul style="list-style-type: none"> <li>• Number and percentage of applications determined not in accordance with AONB comments per year</li> </ul>
EV12 Dark Skies	<ul style="list-style-type: none"> <li>• Number of applications received within the proposed Dark Skies Park including roof glazing and large expanses of glazing per year</li> <li>• Number of applications permitted within the proposed Dark Skies Park including roof glazing and large expanses of glazing per year</li> </ul>
EV13 Managing Our Water Resources	<ul style="list-style-type: none"> <li>• Number of dwellings approved where water consumption per household is 100pppd per year</li> </ul>

## Island Planning Strategy: Section 10 Delivery, Monitoring and Review

	<ul style="list-style-type: none"> <li>Number of applications where there is a net increase in surface water run-off (compared to the pre-development rate)</li> </ul>
EV14 Managing Flood Risk in New Development	<ul style="list-style-type: none"> <li>Number of dwellings permitted in flood risk zones 2, 3a and 3b per year</li> <li>Number of planning applications granted contrary to Environment Agency on flood risk grounds per year</li> </ul>
EV15 Monktonmead Catchment Area	<ul style="list-style-type: none"> <li>Number of applications received for development proposals located within the Monktonmead catchment area per year</li> <li>Number of development proposals permitted that provide on-site sustainable drainage systems per year</li> </ul>
EV16 Managing Our Coast	<ul style="list-style-type: none"> <li>Number of applications received for development proposals within CCMA's per year</li> <li>Number of permissions granted for development proposals within CCMA's per year</li> <li>Number of completions within CCMA's per year</li> </ul>
EV17 Facilitating Relocation from Coastal Change Management Areas	<ul style="list-style-type: none"> <li>Number of applications received for relocation from CCMA's per year</li> <li>Number of permissions granted for relation from CCMA's per year</li> </ul>
EV18 Improving Resilience from Coastal Flooding and Coastal Risks	<ul style="list-style-type: none"> <li>Number of applications located on waterfronts with a 'hold the line policy' per year</li> <li>Number of applications proposing provision and/ or maintenance of coastal defences or land raising per year</li> </ul>
EV19 Managing Ground Instability in New Development	<ul style="list-style-type: none"> <li>Number of applications received located within areas identified as being at potential risk from future ground instability per year</li> <li>Number of applications permitted within areas identified as being at potential risk from future ground instability per year</li> <li>Number of applications refused within areas identified as being at potential risk from future ground instability per year</li> </ul>
<b>Section 5: Community</b>	
C1 High Quality Design for New Development	<ul style="list-style-type: none"> <li>Number of applications refused on design grounds per year</li> <li>Number of appeals lost on design grounds per year</li> </ul>
C2 Improving Our Public Realm	<ul style="list-style-type: none"> <li>Amount of new public realm created per year</li> </ul>
C3 Improving Our Health and Wellbeing	<ul style="list-style-type: none"> <li>Number of applications accompanied by a health impact assessment</li> </ul>
C4 Health Hub at St Mary's Hospital	<ul style="list-style-type: none"> <li>Number of applications for health-care and care-related employment floorspace per year</li> <li>Number of applications per for health-care and care-related employment floorspace per year</li> <li>M<sup>2</sup> of health-care and care-related employment floorspace delivered per year</li> <li>Provision of an extra care village</li> <li>Number of dwellings permitted on the site</li> </ul>
C5 Facilitating Independent Living	<ul style="list-style-type: none"> <li>Number of dwellings permitted that contribute to the Independent Living Strategy per year</li> <li>Number of major residential proposals providing at least 20% as being suitable for older people and/ or those with mobility problems</li> </ul>
C6 Providing Annexe Accommodation	<ul style="list-style-type: none"> <li>Number of applications for annexes per year</li> <li>Number of applications permitted for annexes per year</li> </ul>
C7 Delivering Locality Hubs	<ul style="list-style-type: none"> <li>The delivery of locality hubs in the locations identified</li> </ul>
C8 Facilitating a Blue Light Hub	<ul style="list-style-type: none"> <li>Identification of the best location for a blue light hub Granting planning permission for a blue light hub</li> </ul>
C10 Supporting Renewable	<ul style="list-style-type: none"> <li>Number of applications including renewable energy provision</li> </ul>

## Island Planning Strategy: Section 10 Delivery, Monitoring and Review

Energy and Low Carbon Technologies	<p>per year</p> <ul style="list-style-type: none"> <li>Number of applications permitted including renewable energy provision per year</li> <li>Number of large-scale renewable schemes permitted per year</li> <li>Number of large-scale renewable schemes within the AONB permitted per year</li> <li>Permitted increase in installed capacity per year</li> </ul>
C11 Net Zero Carbon and Lowering Energy Consumption in New Development	<ul style="list-style-type: none"> <li>Number of developments built to net zero thresholds</li> <li>Number of applications proposing to exceed BREEAM 'Very Good' per year</li> <li>Number of applications permitted proposing to exceed BREEAM 'Very Good' per year</li> <li>Number and percentage of major development schemes permitted providing at least 10% of energy from renewable energy</li> <li>Number and percentage of schemes with 250+ dwellings incorporating community district heating systems</li> </ul>
C12 Utility Infrastructure Requirements for New Development	<ul style="list-style-type: none"> <li>Number of developments providing appropriate utility infrastructure</li> <li>Number of developments directly connecting to existing appropriate utility infrastructure</li> </ul>
C13 Maintaining Key Utility Infrastructure	<ul style="list-style-type: none"> <li>Number of applications relating to key utility infrastructure per year</li> <li>Number of applications permitted relating to key utility infrastructure per year</li> <li>Number of applications for energy storage</li> <li>Number of applications permitted for energy storage</li> </ul>
C14 Providing Social and Community Infrastructure	<ul style="list-style-type: none"> <li>Number of community facilities delivered by type per year</li> <li>Number of community facilities re-provided by type per year</li> <li>Number of community facilities lost by type per year</li> </ul>
C15 Community-led Planning	<ul style="list-style-type: none"> <li>Number of community-led planning documents endorsed by the council</li> </ul>
<b>Section 6: Growth</b>	
G2 Priority Locations for Housing Development and Growth	<ul style="list-style-type: none"> <li>Number of dwellings permitted within each primary settlement, secondary settlement, rural service centres and sustainable rural settlements per year</li> <li>Number of dwellings permitted on previously developed land per year</li> <li>Number of dwellings permitted within each regeneration area per year</li> </ul>
G3 Developer Contributions	<ul style="list-style-type: none"> <li>Number of legal agreements securing developer contributions per year</li> <li>Amount of funds secured through developer contributions per year</li> </ul>
G5 Ensuring Planning Permissions are Delivered	<ul style="list-style-type: none"> <li>Number of applications seeking a new consent for a lapsed permission per year</li> <li>Number of applications seeking a new consent for a lapsed permission granted per year</li> <li>Number of applications seeking a new consent for a lapsed permission refused per year</li> </ul>
<b>Section 7: Housing</b>	
H1 Planning for Housing Delivery	<ul style="list-style-type: none"> <li>Number of applications received relating to sites allocated for residential uses per year</li> <li>Number of applications permitted relating to sites allocated for residential uses per year</li> <li>Number of dwellings permitted on sites allocated for</li> </ul>

## Island Planning Strategy: Section 10 Delivery, Monitoring and Review

	<p>residential uses per year</p> <ul style="list-style-type: none"> <li>• Number of dwellings permitted within, or immediately adjacent each primary settlement, secondary settlement, rural service centres and sustainable rural settlements per year</li> </ul>
H2 Sites Allocated for Housing	<ul style="list-style-type: none"> <li>• Number of applications received relating to sites allocated for residential uses per year</li> <li>• Number of applications permitted relating to sites allocated for residential uses per year</li> <li>• Number of dwellings permitted on sites allocated for residential uses per year</li> </ul>
H3 Housing Allocations General Requirements	<ul style="list-style-type: none"> <li>• Number of applications received relating to sites allocated for residential uses per year</li> <li>• Number of applications permitted relating to sites allocated for residential uses per year</li> <li>• Number of dwellings permitted on sites allocated for residential uses per year</li> </ul>
H4 Infill Opportunities outside of Settlement Boundaries	<ul style="list-style-type: none"> <li>• Number of applications received for 'infill' per year</li> <li>• Number of applications permitted for 'infill' per year</li> <li>• Number of applications refused for 'infill' per year</li> <li>• Number of dwellings permitted for 'infill' per year</li> </ul>
H5 Delivering Affordable Housing	<ul style="list-style-type: none"> <li>• Number of affordable dwellings permitted per year</li> <li>• Location of permitted affordable dwellings per year</li> <li>• Number of affordable dwellings completed per year</li> <li>• Location of completed affordable dwellings per year</li> <li>• Number of legal agreements securing developer contributions towards affordable housing per year</li> <li>• Amount of funds secured through developer contributions towards affordable housing per year</li> </ul>
H6 New Homes in the Countryside outside of Settlement Boundaries	<ul style="list-style-type: none"> <li>• Number of isolated dwellings in the countryside permitted per year</li> <li>• Location of isolated dwellings in the countryside permitted per year</li> <li>• Number of isolated dwellings in the countryside completed per year</li> <li>• Location of isolated dwellings in the countryside completed per year</li> </ul>
H7 Rural and First Homes Exceptions Sites	<ul style="list-style-type: none"> <li>• Number of rural exception sites permitted and completed per year</li> <li>• Number of rural exception sites refused per year</li> <li>• Location of permitted and completed rural exception sites per year</li> <li>• Number and location of First Homes exception sites permitted and completed per year</li> <li>• Number of First Homes exception sites refused per year</li> <li>• Number of affordable dwellings permitted per year Number of affordable dwellings completed per year</li> </ul>
H8 Ensuring the Right Mix of Housing	<ul style="list-style-type: none"> <li>• Number of 1, 2, 3, 4+ private dwellings permitted per year</li> <li>• Location of permitted 1, 2, 3, 4+ private dwellings per year</li> <li>• Number of 1, 2, 3, 4+ private dwellings completed per year</li> <li>• Location of completed 1, 2, 3, 4+ private dwellings per year</li> <li>• Number of 1, 2, 3, 4+ affordable rent dwellings permitted per year</li> <li>• Location of permitted 1, 2, 3, 4+ affordable rent dwellings per year</li> <li>• Number of 1, 2, 3, 4+ affordable rent dwellings completed per year</li> <li>• Location of completed 1, 2, 3, 4+ affordable rent dwellings</li> </ul>

## Island Planning Strategy: Section 10 Delivery, Monitoring and Review

	<ul style="list-style-type: none"> <li>per year</li> <li>Number of 1, 2,3 4+ low cost home ownership dwellings permitted per year</li> <li>Location of permitted 1, 2, 3, 4+ low cost home ownership dwellings per year</li> <li>Number of 1, 2, 3, 4+ low cost home ownership dwellings completed per year</li> <li>Location of completed 1, 2, 3, 4+ low cost home ownership dwellings per year</li> </ul>
H9 New Housing on Previously Developed Land	<ul style="list-style-type: none"> <li>Number and location of dwellings permitted and completed on previously developed land per year</li> <li>Number and location of dwellings refused on previously developed land per year</li> <li>Number of sites on Part 1 of the Brownfield Register</li> </ul>
H10 Self and Custom Build	<ul style="list-style-type: none"> <li>Number of self and custom build dwellings permitted per year</li> <li>Number of self and custom build dwellings permitted per year by regeneration area</li> <li>Number of bedrooms for self and custom build dwellings permitted by regeneration area</li> <li>Number of self and custom build dwellings completed per year</li> <li>Number of bedrooms for self and custom build dwellings completed by regeneration area</li> <li>Number of self and custom build dwellings completed per year by regeneration area</li> </ul>
H11 Planning for Gypsy, Traveller and Travelling Showpeople Provision	<ul style="list-style-type: none"> <li>Number of sites/ pitches permitted per year Location of permitted sites/ pitches</li> <li>Number of sites/ pitches completed per year Location of completed sites/ pitches</li> </ul>
<b>Section 8: Economy</b>	
E1 Supporting and Growing Our Economy	<ul style="list-style-type: none"> <li>Number of jobs created through planning permissions granted per year</li> <li>Number of hectares permitted for employment land per year</li> <li>Number of hectares of employment land completed per year</li> </ul>
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"> <li>Number of applications for the loss of employment sites of 0.1 hectares or above received per year</li> <li>Number of employment sites of 0.1 hectares or above lost per year</li> <li>Number of applications for the intensification and/ or expansion of existing industrial estates or employment sites per year</li> <li>Number of applications for the intensification and/ or expansion of existing industrial estates or employment sites permitted per year</li> </ul>



## Island Planning Strategy: Section 10 Delivery, Monitoring and Review

E3 Upskilling the Island	<ul style="list-style-type: none"> <li>• Number of applications received requiring an employment and skills plan per year</li> <li>• Number of applications permitted requiring an employment and skills plan per year</li> <li>• Number of employment opportunities created as a result of employment and skills plan per year</li> </ul>
E4 Supporting the Rural Economy	<ul style="list-style-type: none"> <li>• Number of applications received for farm diversification received per year</li> <li>• Number of applications permitted for farm diversification per year</li> <li>• Number of applications for the reuse of historic farm buildings per year</li> <li>• Number of applications permitted for the reuse of historic farm buildings per year</li> <li>• Number of applications for agricultural workers accommodation units permitted per year</li> <li>• Number of applications permitted for agricultural workers accommodation units permitted per year</li> </ul>
E5 Maintaining Employment Sites with Water Access on the River Medina	<ul style="list-style-type: none"> <li>• Number of applications for the loss of employment sites with water access to the north of the line per year</li> <li>• Number of applications permitted for the loss of employment sites with water access to the north of the line per year</li> <li>• Number of applications for the loss of employment sites with water access to the south of the line per year</li> <li>• Number of applications permitted for the loss of employment sites with water access to the south of the line per year</li> </ul>
E6 Future Proofing Digital Infrastructure	<ul style="list-style-type: none"> <li>• Number of applications proposing greater digital connectivity above Building Regulations per year</li> <li>• Number of applications permitted proposing greater digital connectivity above Building Regulations per year</li> </ul>
E7 Supporting and Improving Our Town Centres	<ul style="list-style-type: none"> <li>• Number of applications for retail uses within Primary Shopping Area, Town Centre, Edge-of-Centre and Out of Centre sites per year</li> <li>• Number of applications permitted for retail uses within Primary Shopping Area, Town Centre, Edge-of-Centre and Out of Centre sites per year</li> <li>• Number of applications requiring a retail impact assessment per year</li> <li>• Number of applications permitted requiring a retail impact assessment per year</li> <li>• Number of applications that increase the footfall in centres in the evening per year</li> <li>• Number of applications permitted that increase the footfall in centres in the evening per year</li> </ul>
E8 Supporting High Quality Tourism	<ul style="list-style-type: none"> <li>• Number of tourism bed spaces permitted per year</li> <li>• Number of tourism bed spaces lost per year</li> <li>• Number of applications for the loss of tourist accommodation within core tourist accommodation areas per year</li> <li>• Number of applications permitted for the loss of tourist accommodation within core tourist accommodation areas per year</li> </ul>
E9 Short Term Let Holiday Accommodation	<ul style="list-style-type: none"> <li>• Number of applications submitted to change use from C3 to Sui Generis (Short Term Holiday Let)</li> </ul>
E10 Sandown Bay Tourism Opportunity Area	<ul style="list-style-type: none"> <li>• Number of applications for tourism uses within the tourism opportunity area per year</li> <li>• Number of applications permitted for tourism uses within the tourism opportunity area per year</li> </ul>



## Island Planning Strategy: Section 10 Delivery, Monitoring and Review

E11 Ryde Tourism Opportunity Zones	<ul style="list-style-type: none"> <li>• Number of applications for compatible uses within the tourism opportunity zone per year</li> <li>• Number of applications permitted for compatible uses within the tourism opportunity zone per year</li> </ul>
<b>Section 9: Transport</b>	
T1 Supporting Sustainable Transport	<ul style="list-style-type: none"> <li>• Number of applications for new sustainable routes per year</li> <li>• Number of applications permitted for new sustainable routes per year</li> <li>• Metres of new sustainable routes per year</li> </ul>
T2 A Better Connected Island	<ul style="list-style-type: none"> <li>• Number of applications that contribute to the delivery of the key infrastructure improvements set out in the policy per year</li> <li>• Number of applications permitted that contribute to the delivery of the key infrastructure improvements set out in the policy per year</li> </ul>
T3 Cross-Solent Travel	<ul style="list-style-type: none"> <li>• Number of applications that improve cross-Solent terminals per year</li> <li>• Number of applications permitted that improve cross-Solent terminals per year</li> </ul>
T4 Supporting Our Railway Network	<ul style="list-style-type: none"> <li>• Number of applications that improve our railway network per year</li> <li>• Number of applications permitted that improve our railway network per year</li> </ul>
T5 Electric Vehicle Charging	<ul style="list-style-type: none"> <li>• Number of electric vehicle charging points introduced on the Island per year</li> </ul>
T6 Parking Provision in New Development	<ul style="list-style-type: none"> <li>• Number of applications refused per year due to inappropriate levels of parking provision</li> </ul>

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## Island Planning Strategy Appendix 1: List of large sites with planning permission

The sites within this Appendix benefit from planning permission however for the avoidance of doubt, are allocated for residential purposes in line with Policy H2 of the Island Planning Strategy.

**Appendix 1 Table 1: Summary table**

Regeneration Area	Homes permitted within the plan period
West Wight Regeneration Area	141
West Medina Regeneration Area	641
Newport Regeneration Area	31
East Medina Regeneration Area	421
Ryde Regeneration Area	832
The Bay Regeneration Area	69
<b>TOTAL NEW HOMES FROM LARGE SITES WITH PLANNING PERMISSION</b>	<b>2,135</b>

**Appendix 1 Table 2: Individual Regeneration Area tables**

West Wight Regeneration Area					
Settlement	Planning permission reference number	Address	Specific (App 2) or Generic (H3) requirements	Homes permitted	Homes within the plan period
Brighstone	P/00966/14, P/01449/18	Land adjacent Blanchards, Moortown Lane	Generic	55	<b>55</b>
Freshwater	21/00357/FUL	Land off Birch Close	Generic	44	<b>44</b>
Wellow	21/00684/FUL	Land at Lee Farm Main Road	Generic	16	<b>16</b>
Yarmouth	P/00402/18	West Bay Club, Halletts Shute	Generic	26	<b>26</b>
<b>TOTAL NEW HOMES FROM LARGE SITES WITH PLANNING PERMISSION</b>				141	<b>141</b>

West Medina Regeneration Area					
Settlement	Planning permission reference number	Address	Specific (App 2) or Generic (H3) requirements	Homes permitted	Homes within the plan period
Cowes	P/00496/16	Medina Yard	Specific	535	<b>535</b>
Gurnard	19/00080/FUL	Bucklers View, Worsley Road	Generic	12	<b>12</b>
Northwood	P/01262/16	Land rear of Harry Cheek Gardens and Wyatts Lane	Specific	28	<b>28</b>
Northwood	P/00823/18	Land to the rear of 391 Newport Road	Generic	66	<b>66</b>
<b>TOTAL NEW HOMES FROM LARGE SITES WITH PLANNING PERMISSION</b>				641	<b>641</b>

## Island Planning Strategy Appendix 1: List of large sites with planning permission

Newport Regeneration Area					
Settlement	Planning permission reference number	Address	Specific (App 2) or Generic (H3) requirements	Homes permitted	Homes within the plan period
Newport	P/00959/17, P/00986/18	1 Medina Food Services, Little London	Generic	20	<b>20</b>
Newport	P/01008/18	11-11D St James Street	Generic	11	<b>11</b>
<b>TOTAL NEW HOMES FROM LARGE SITES WITH PLANNING PERMISSION</b>				<b>31</b>	<b>31</b>

East Medina Regeneration Area					
Settlement	Planning permission reference number	Address	Specific (App 2) or Generic (H3) requirements	Homes permitted	Homes within the plan period
Arreton	20/01160/FUL	Branstone Farm Studies Centre, Hale Common	Generic	42	<b>42</b>
East Cowes	P/00102/14	Folly Works	Generic	99	<b>99</b>
East Cowes	P/01065/15	Land at Red Funnel	Specific	100	<b>100</b>
East Cowes	P/00941/16	Maresfield Road, Land west of Castle Street	Generic	53	<b>53</b>
East Cowes	P/00328/18	Off Hawthorn Meadow, Saunders Way	Generic	30	<b>30</b>
Rookley	20/02260/FUL	Part of Parcel 8530, Main Road	Generic	28	<b>28</b>
Wootton	P/00741/18	Palmers Farm, Brocks Copse Road	Specific	40	<b>40</b>
Wootton	21/01796/OUT	Land at and Rear of 69 And Part OS 8361 Station Road	Generic	29	<b>29</b>
<b>TOTAL NEW HOMES FROM LARGE SITES WITH PLANNING PERMISSION</b>				<b>421</b>	<b>421</b>

Ryde Regeneration Area					
Settlement	Planning permission reference number	Address	Specific (App 2) or Generic (H3) requirements	Homes permitted	Homes within the plan period
Ryde	P/01218/16	Rosemary Vineyard, Smallbrook Lane	Generic	140	140
Ryde	P/01456/14	South of Smallbrook Lane, Pennyfeathers Land	Generic	904	518
Ryde	P/00164/17	Land at Ryde House, Binstead Road	Generic	30	16
Ryde	P/00573/15, P/01127/16	Land at Former Harcourt Sands Holiday Park	Specific	128	128
Nettlestone	P/00496/18	Land between Nettlestone Hill and Seaview	Generic	17	17
Bembridge	P/00637/14	Sites at The Duver Marina and Bembridge Marina	Generic	13	13
<b>TOTAL NEW HOMES FROM LARGE SITES WITH PLANNING PERMISSION</b>				<b>1218</b>	<b>832</b>

## Island Planning Strategy Appendix 1: List of large sites with planning permission

<b>The Bay Regeneration Area</b>					
<b>Settlement</b>	<b>Planning permission reference number</b>	<b>Address</b>	<b>Specific (App 2) or Generic (H3) requirements</b>	<b>Homes permitted</b>	<b>Homes within the plan period</b>
Sandown	P/00216/18	Savoy Court, Victoria Road	Generic	12	12
Sandown	P/01052/18	23 Stonehaven residential care home, Carter Street	Generic	16	16
Sandown	20/00412/FUL	Belgrave Hotel, 14-16 Beachfield Road	Generic	10	10
Sandown	20/00455/FUL	Old Town Hall, Grafton Street	Specific	11	11
Shanklin	P/01393/17	Highmead and The Laurels, 3 Highfield Road	Generic	10	10
Ventnor	20/00091/FUL	Former Bus Depot, 22 Pier Street	Generic	10	10
<b>TOTAL NEW HOMES FROM LARGE SITES WITH PLANNING PERMISSION</b>				<b>69</b>	<b>69</b>

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## Island Planning Strategy Appendix 2: List of allocated sites

**Appendix 2 Table 1: Summary table**

Regeneration Area	Indicative yield
West Wight Regeneration Area	180
West Medina Regeneration Area	321
Newport Regeneration Area	1975
East Medina Regeneration Area	125
Ryde Regeneration Area	665
The Bay Regeneration Area	284
<b>TOTAL NEW HOMES FROM ALLOCATED SITES WITHOUT PLANNING PERMISSION</b>	<b>3,550</b>

**Appendix 2 Table 2: Individual Regeneration Area tables**

West Wight Regeneration Area				
Settlement	Housing Allocation Reference Number	Address	Specific (App 2) or Generic (H3) Policy requirement	Indicative Yield
Totland	HA002	Land and School buildings at Weston Primary School, Weston Road	Specific	10
Freshwater	HA005	Land to the east of Football Club, Camp Road	Specific	100
Freshwater	HA006	Heathfield Campsite, Heathfield Road	Specific	70
<b>TOTAL NEW HOMES FROM ALLOCATED SITES WITHOUT PLANNING PERMISSION</b>				<b>180</b>

West Medina Regeneration Area				
Settlement	Housing Allocation Reference Number	Address	Specific (App 2) or Generic (H3) Policy requirement	Indicative Yield
Cowes	HA018	Green Gate Industrial Estate, Thetis Road	Specific	25
Northwood	HA020	Former Somerton Reservoir, Newport Road	Specific	146
Northwood	HA022	Somerton Farm, Newport Road	Specific	130
Northwood	HA025	Land rear of 84 Wyatts Lane	Specific	20
<b>TOTAL NEW HOMES FROM ALLOCATED SITES WITHOUT PLANNING PERMISSION</b>				<b>321</b>

## Island Planning Strategy Appendix 2: List of allocated sites

<b>Newport Regeneration Area</b>				
<b>Settlement</b>	<b>Housing Allocation Reference Number</b>	<b>Address</b>	<b>Specific (App 2) or Generic (H3) Policy requirement</b>	<b>Indicative Yield</b>
Newport	HA031	Various land adjacent to and east of Carisbrooke College	Specific	175
Newport	HA032	Land at Horsebridge Hill & Acorn Farm	Specific	150
Newport	HA033	Land west of Sylvan Drive	Specific	225
Newport	HA036	Land at Noke Common	Specific	100
Newport	HA037	Former Library HQ, land adjacent St Marys Hospital	Specific	25
Newport	HA038	Land off Broadwood Lane	Specific	150
Newport	HA039	Former HMP site	See Policy KPS1	750
Newport	HA044	Newport Harbour	See Policy KPS2	250
Newport	HA110	Land at Moreys Timber Yard, Trafalgar Road	Specific	100
Newport	HA115	Former Polars Residential Home	Generic	50
<b>TOTAL NEW HOMES FROM ALLOCATED SITES WITHOUT PLANNING PERMISSION</b>				<b>1975</b>

<b>East Medina Regeneration Area</b>				
<b>Settlement</b>	<b>Housing Allocation Reference Number</b>	<b>Address</b>	<b>Specific (App 2) or Generic (H3) Policy requirement</b>	<b>Indicative Yield</b>
East Cowes	HA046	Land at Crossways	Generic	125
<b>TOTAL NEW HOMES FROM ALLOCATED SITES WITHOUT PLANNING PERMISSION</b>				<b>125</b>

<b>Ryde Regeneration Area</b>				
<b>Settlement</b>	<b>Housing Allocation Reference Number</b>	<b>Address</b>	<b>Specific (App 2) or Generic (H3) Policy requirement</b>	<b>Indicative Yield</b>
Ryde	HA055	Old Hosiden Besson site, Binstead Road	Generic	20
Ryde	HA060	Westridge Cross Dairy and land to the north of Bullen Road, Ryde	Specific	474
Ryde	HA116	Former St Marys Convent, High Street	Generic	25
Bembridge	HA064	Land north of Mill Road and east of High Street	Specific	80
Bembridge	HA065	Land east of Hillway Road and south of Steyne Road	Specific	66
<b>TOTAL NEW HOMES FROM ALLOCATED SITES WITHOUT PLANNING PERMISSION</b>				<b>665</b>

## Island Planning Strategy Appendix 2: List of allocated sites

<b>The Bay Regeneration Area</b>				
<b>Settlement</b>	<b>Housing Allocation Reference Number</b>	<b>Address</b>	<b>Specific (App 2) or Generic (H3) Policy requirement</b>	<b>Indicative Yield</b>
Shanklin	HA077	Winchester House, Sandown Road	Generic	20
Lake	HA078	Learning Centre, Berry Hill	Generic	30
Sandown	HA080	Former Sandham Middle School site	Specific	84
Shanklin	HA084	Former SPA Hotel, Shanklin Esplanade	Specific	50
Godshill	HA096	Land adjoining Scotland Farm and Tresslewood Care Village	Specific	100
<b>TOTAL NEW HOMES FROM ALLOCATED SITES WITHOUT PLANNING PERMISSION</b>				<b>284</b>

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### Island Planning Strategy Appendix 3: Site Specific Requirements

West Wight Regeneration Area		
Housing Allocation / Planning permission	Address	Site specific requirements
HA002	Land and School buildings at Weston Primary School, Weston Road, Totland Bay	<p>A mixed brownfield and greenfield site of approximately 0.8 hectares is allocated for residential use.</p> <p>The site is located on two levels, the lower level with the existing school building and the higher level with the outdoor space and parking area.</p> <p>The development should provide for at least 10 homes providing a mix of sizes and an affordable housing contribution in line with H5 &amp; H8.</p> <p>The level differences of the site should be incorporated into the design and layout, using the lower level for the accommodation and the higher level for parking and open space.</p> <p>Given the building is recorded on the HER and contributes to the character of the conservation area, every effort should be made to incorporate it within the development.</p> <p>If the school cannot be retained, it will need to be recorded prior to development and any new development should be of extremely high quality and design and make a positive contribution to the conservation area.</p> <p>Early discussions with the council's Planning Service and Archaeology &amp; Historic Environment Service is advised. An alternative community-led approach may be considered.</p>
HA005	Land to the east of Football Club, Camp Road, Freshwater	<p>A greenfield site of approximately 6 hectares is allocated at Camp Road, Freshwater to deliver a sustainable, high quality residential development which shall provide:</p> <ol style="list-style-type: none"> <li>At least 100 homes providing a mix of sizes and an affordable housing contribution in line with H5 &amp; H8 with a focus on affordable 1 and 2 bed accommodation;</li> <li>road improvements to Camp Road to improve vehicle and pedestrian intervisibility;</li> <li>off-site pedestrian pavement/walkway improvements;</li> <li>onsite walking and cycling routes with links to nearby routes; and</li> <li>a mix of onsite SANGs (f required), open and recreation space.</li> </ol> <p>Archaeological assessments may need to be undertaken by any potential applicant and early liaison with the council's Archaeology and Historic Environment Service is advised. Development and required infrastructure will be delivered on a phased basis in line with housing delivery.</p> <p>The developer will need to liaise closely with Southern Water to review SW's delivery of network reinforcement. Occupation of the development will need to be phased</p>

### Island Planning Strategy Appendix 3: Site Specific Requirements

		<p>and implemented to align with the delivery by Southern Water of any sewerage network reinforcement required to ensure that adequate wastewater network capacity is available to adequately drain the development</p> <p>Proposals will not be permitted where they would prevent a comprehensive approach to the development and infrastructure of the whole site. It is anticipated that the site will be comprehensively master planned.</p> <p><i>*Outline planning application 21/01552/OUT for residential development of 127 dwellings currently being determined</i></p>
<p><b>HA006</b></p>	<p>Heathfield Campsite, Heathfield Rd, Freshwater</p>	<p>A mixed greenfield and brownfield site of approximately 4.8 hectares is allocated at Heathfield Road, Freshwater to deliver a sustainable, high quality residential development which shall provide:</p> <ul style="list-style-type: none"> <li>a) At least 70 homes providing a mix of sizes and an affordable housing contribution in line with H5 &amp; H8 with a focus on affordable 1 and 2 bed accommodation;</li> <li>b) Improvements to vehicular and pedestrian access with specific consideration to ensuring pedestrian and cycle links between the site and neighbouring site with planning permission reference 21/00357/FUL and</li> <li>c) a mix of onsite open and recreation space;</li> </ul> <p>The layout and design of the development should where possible retain the existing trees, hedges and flower meadow. The meadow could form part of the SANGs, open and recreation space provision.</p> <p>Archaeological and biodiversity assessments may need to be undertaken by any potential applicant to record where appropriate and assess the relevant impacts and mitigation aspects.</p> <p>The developer will need to liaise closely with Southern Water to review SW's delivery of network reinforcement. Occupation of the development will need to be phased and implemented to align with the delivery by Southern Water of any sewerage network reinforcement required to ensure that adequate wastewater network capacity is available to adequately drain the development</p>

### Island Planning Strategy Appendix 3: Site Specific Requirements

West Medina Regeneration Area		
Housing Allocation / Planning permission	Address	Site specific requirements
HA018	Green Gate Industrial Estate, Thetis Road	<p>A brownfield site of approximately 0.15 hectares is allocated to deliver residential development of:</p> <ul style="list-style-type: none"> <li>a) approximately 25 units in a flatted scheme;</li> <li>b) design of any buildings to take account of planning permission P/00496/16 on the adjacent Medina Yard site;</li> <li>c) A site-specific flood risk assessment will be required because part of the site is within Flood Zone 3a and at risk from sources of flooding other than rivers and the sea;</li> <li>d) Development must seek opportunities to reduce overall level of flood risk at the site;</li> <li>e) Safe access and egress should be demonstrated in the 1 in 100 plus climate change event and raising of access routes must not impact on floodplain storage capacity;</li> <li>f) The western side of the site is located within Flood Zone 1 and development should be located on a sequential basis within this area;</li> <li>g) Building design should be resilient to flood risk</li> </ul> <p>The developer should take account of the Detailed Site Summary for HA018 within the Level 2 SFRA supporting the IPS.</p>
P/00496/16	Medina Yard, Cowes	<p>A brownfield site of approximately 5.8 hectares is allocated at the site known as Medina Yard, Cowes to deliver a sustainable, high-quality mixed-use development resilient to climate change which shall provide delivery of:</p> <ul style="list-style-type: none"> <li>a) At least 535 homes providing a mix of sizes and an affordable housing contribution in line with H5 &amp; H8;</li> <li>b) approximately 18600 sqm of non-residential floor space which should include an appropriate mix of: <ul style="list-style-type: none"> <li>i. Flexible retail, financial and professional services, food and drink floor space (Class E uses);</li> <li>ii. flexible office and other workspaces (Class E uses);</li> <li>iii. including at least 440 sqm of Marine Training accommodation;</li> <li>iv. approximately 14500 sqm of marine industrial space and storage (B2/B8 use);</li> <li>v. community use and museum floor space (Class E use); and</li> <li>vi. other uses as appropriate.</li> </ul> </li> <li>c) a mix of onsite SANGs, open and recreation space;</li> <li>d) new public realm works, including a piazza and accessible waterfront;</li> <li>e) hard and soft landscaping across the site with</li> </ul>



### Island Planning Strategy Appendix 3: Site Specific Requirements

		<p>pedestrian routes;</p> <p>f) reconstruction of the sea wall and new public slip way;</p> <p>g) on-site car parking and cycle provision;</p> <p>h) public transport, access and highway improvements as required as well as opportunities to enhance or create links to the existing sustainable transport network; and</p> <p>i) refurbishment of former J Samuel White offices and Hammerhead Crane.</p> <p>Development and required infrastructure will be delivered on a phased basis in line with housing delivery. It is anticipated that the site will be comprehensively master planned.</p> <p>Proposals should demonstrate that the level of retail and leisure uses will not have an unacceptable impact on the town centres of Cowes and East Cowes.</p>
<b>HA020</b>	Former Somerton Reservoir, Newport Road, Cowes	<p>A brownfield site of approximately 1.9 hectares is allocated at the Former Somerton Reservoir, Cowes, to deliver a sustainable, high quality residential development which shall provide delivery of:</p> <p>a) At least 146 homes* providing a mix of sizes and an affordable housing contribution in line H5 &amp; H8;</p> <p>b) onsite soft and hard landscaping;</p> <p>c) a mix of onsite open and recreation space including children’s play area to address local deficit;</p> <p>d) public transport and highway improvements as required; and</p> <p>e) proportionate contributions to improvements to off-site junctions identified in Tables 9.1 and 9.2, if required;</p> <p><i>*planning application P/00356/18 submitted for 146 dwellings has a resolution to grant permission.</i></p> <p>The developer will need to liaise closely with Southern Water to review SW’s delivery of network reinforcement. Occupation of the development will need to be phased and implemented to align with the delivery by Southern Water of any sewerage network reinforcement required to ensure that adequate wastewater network capacity is available to adequately drain the development</p>
<b>HA022</b>	Somerton Farm, Newport Road, Cowes	<p>A greenfield site of approximately 10.7 hectares is allocated at Somerton Farm, Cowes to deliver a sustainable, high-quality mixed-use development resilient to climate change which shall provide:</p> <p>a) At least 130 homes providing a mix of sizes and an affordable housing contribution in line with H5 &amp;</p>

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		<p>H8;</p> <p>b) Any necessary access improvements to allow ease of movement to and through the site;</p> <p>c) in conjunction with the adjacent employment allocation Policy EA3, a multi-user route to the nearby Cowes to Newport multi-user network;</p> <p>d) a mix of onsite, open and recreation space;</p> <p>e) landscape buffers to the ancient woodland (50m wherever possible unless it can be demonstrated smaller buffers will suffice), SINC and along the existing watercourse corridor; and</p> <p>f) if required, proportionate contributions to improvements to off-site junctions identified in Tables 9.1 and 9.2.</p> <p>Additional Class E employment uses may be appropriate within the farmyard buildings.</p> <p>The site has an area of mineral safeguarding to the west, appropriate investigation should be undertaken to establish whether the minerals can be utilised within the development or extracted as appropriate.</p> <p>Archaeological and biodiversity assessments will need to be undertaken by any potential applicant to record where appropriate and assess the relevant impacts and mitigation aspects.</p> <p>The developer will need to liaise closely with Southern Water to review SW's delivery of network reinforcement. Occupation of the development will need to be phased and implemented to align with the delivery by Southern Water of any sewerage network reinforcement required to ensure that adequate wastewater network capacity is available to adequately drain the development.</p> <p>The developer should take account of the Detailed Site Summary for HA022 within the Level 2 SFRA supporting the IPS.</p>
<p><b>HA025</b></p>	<p>Land rear of 84 Wyatts Lane, Northwood</p>	<p>A greenfield site of approximately 1.75 hectares is allocated at land to the rear of 84 Wyatts Lane, Cowes to deliver a sustainable, high quality residential development which shall provide:</p> <p>a) At least 20 homes providing a mix of sizes and an affordable housing contribution in line with H5 &amp; H8;</p> <p>b) public transport and access improvements as required;</p> <p>c) footpath and public rights of way links and improvements;</p> <p>d) protection of trees, SINC and biodiversity enhancements;</p>

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		<p>e) landscape buffers to safeguard the setting of the wider rural area and to the designations;</p> <p>f) safeguarded woodland areas with woodland walks;</p> <p>g) improved pedestrian connectivity/ footways to nearby school; and</p> <p>h) if required, proportionate contributions to improvements to off-site junctions identified in Tables 9.1 and 9.2.</p> <p>The site has two distinct areas for development the 'top' field and the field behind 84 Wyatts Lane. It is considered that residential development should be delivered in these two distinct areas only and that the undesignated wooded areas and track in between should be incorporated into the overarching scheme as natural open space and biodiversity enhancements.</p> <p>The southern sections developable area may be restricted by the necessity for woodland buffers and proximity to the school playing field.</p> <p>The track between the two areas may be needed for access but should be seen as a shared space taking account of and utilising the existing contours.</p> <p>Archaeological and biodiversity assessments may need to be undertaken by any potential applicant to record where appropriate and assess the relevant impacts and mitigation aspects.</p> <p>The developer will need to liaise closely with Southern Water to review SW's delivery of network reinforcement. Occupation of the development will need to be phased and implemented to align with the delivery by Southern Water of any sewerage network reinforcement required to ensure that adequate wastewater network capacity is available to adequately drain the development.</p>
<p><b>P/01262/16</b></p>	<p>Land rear of Harry Cheek Gardens, Northwood</p>	<p>A greenfield site of approximately 2.4 hectares is allocated at land to the west of Harry Cheek Gardens, Cowes to deliver a sustainable, high quality residential development which shall provide:</p> <p>a) At least 28 homes providing a mix of sizes and an affordable housing contribution in line with H5 &amp; H8;</p> <p>b) public transport, and access improvements as required;</p> <p>c) footpath and public rights of way links and improvements;</p> <p>d) protection of trees and provision of biodiversity enhancements;</p> <p>e) landscape buffers to the west to safeguard the setting of the wider rural area;</p> <p>f) a safeguarded open space/village green to the west;</p>

### Island Planning Strategy Appendix 3: Site Specific Requirements

		<p>and</p> <p>g) if required, proportionate contributions to improvements to off-site junctions identified in Tables 9.1 and 9.2, if required.</p> <p>Proposals should not prevent adjacent sites coming forward.</p>
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## Island Planning Strategy Appendix 3: Site Specific Requirements

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

### Island Planning Strategy Appendix 3: Site Specific Requirements

<p><b>HA032</b></p>	<p>Land at Horsebridge Hill</p>	<p>A greenfield site of approximately 10.8 hectares is allocated at Horsebridge Hill, Newport to deliver a sustainable, high-quality residential development which shall provide:</p> <ul style="list-style-type: none"> <li>a) At least 150 homes providing a mix of sizes and an affordable housing contribution in line with H5 &amp; H8;</li> <li>b) improved road network to allow ease of movement to and through the site and proportionate contributions to improvements to off-site junctions identified in Tables 9.1 and 9.2, if required;</li> <li>c) public transport and pedestrian improvements;</li> <li>d) multi-user links to the wider area;</li> <li>e) a mix of onsite or offsite SANG (if required), open and recreation space; and</li> <li>f) landscape buffers to the ancient woodland (50m wherever possible unless it can be demonstrated smaller buffers will suffice), SINC and along with the watercourse corridor.</li> </ul> <p>Archaeological and biodiversity assessments will need to be undertaken by any potential applicant to record where appropriate and assess the relevant impacts and mitigation aspects.</p> <p>Development and required infrastructure will be delivered on a phased basis in line with housing delivery.</p> <p>Proposals will not be permitted where they would prevent a comprehensive approach to the delivery of development and infrastructure across the whole site and the surrounding sites allocated for development. It is anticipated that the site will be comprehensively master planned.</p>
<p><b>HA033</b></p>	<p>Land west of Sylvan Drive</p>	<p>A greenfield site of approximately 10 hectares is allocated on land west of Sylvan Drive to deliver a sustainable high quality residential development that shall provide:</p> <ul style="list-style-type: none"> <li>a) at least 225 homes providing a mix of sizes and affordable housing provision in line with policies H5 &amp; H8;</li> <li>b) public transport, access and proportionate off-site highway improvements as required;</li> <li>c) retention of and enhancement of footpath and public rights of way links;</li> <li>d) a mix of onsite or offsite SANG (if required), open and recreation space including children's play area;</li> <li>e) landscape and biodiversity enhancements</li> </ul>



### Island Planning Strategy Appendix 3: Site Specific Requirements

		<p>including retention of TPO trees within and along boundary of the site;</p> <ul style="list-style-type: none"> <li>f) provision of suitable ecological buffer along the river corridor in the northern part of the site that partly lies within Flood Zone 3;</li> <li>g) A site specific Flood Risk Assessment will be required;</li> <li>h) Due to higher risk of surface water and fluvial flooding within the north of the site, development should be steered towards the south of the site;</li> <li>i) Safe access and egress should be demonstrated in the 1 in 100 plus climate change event and raising of access routes must not impact on floodplain storage capacity;</li> <li>j) The design of any SUDS schemes must take into account the seasonally high groundwater table and as such SuDS may need to be shallow and take up larger areas.</li> </ul> <p>Residential development should not be located in the river corridor and this area should be utilised in line with policy EV2 to provide an ecologically diverse buffer.</p> <p>The developer should take account of the Detailed Site Summary for HA033 within the Level 2 SFRA supporting the IPS.</p>
<p><b>HA036</b></p>	<p>Land at Noke Common</p>	<p>A mixed greenfield and brownfield site of approximately 8.5 hectares is allocated at Noke Common, Newport to deliver a sustainable, high quality residential development which shall provide:</p> <ul style="list-style-type: none"> <li>a) At least 100 homes providing a mix of sizes and an affordable housing contribution in line with H5 &amp; H8;</li> <li>b) public transport, access and proportionate off-site highway improvements as required;</li> <li>c) footpath and public rights of way links and improvements;</li> <li>d) a mix of onsite SANG (if required), open and recreation space; and</li> <li>e) landscaping and biodiversity enhancements to include appropriate buffers to woodland, retention of trees on site and provision of adequate ecological buffer zones on site boundaries.</li> </ul> <p>Development and required infrastructure will be delivered on a phased basis in line with housing delivery. Proposals will not be permitted where they would prevent a comprehensive approach to the delivery of development and infrastructure across the whole site and the</p>

### Island Planning Strategy Appendix 3: Site Specific Requirements

		<p>surrounding sites allocated for development. It is anticipated that the site will be comprehensively master planned.</p> <p>Part of the site benefits from planning permission P/00463/17 for 10 units (accessed via Hogan Road)</p>
<p><b>HA037</b></p>	<p>Former Library HQ, Land Adjacent St Mary's Hospital Parkhurst, Newport</p>	<p>A greenfield site of approximately 1 hectare is allocated at Land Former Library HQ and Land Adjacent St Mary's Hospital, Newport to deliver a sustainable, high quality residential development which shall provide:</p> <ul style="list-style-type: none"> <li>a) At least 25 homes providing a mix of sizes and an affordable housing contribution in line with H5 &amp; H8;</li> <li>b) public transport, access and proportionate off-site highway improvements as required; and</li> <li>c) footpath and public rights of way links and improvements;</li> </ul> <p>It is anticipated that the council will work the NHS to consider how a wider masterplan can offer comprehensive benefits across the site and adjacent NHS land. The site is directly adjacent to the Health Hub allocation (C4) and therefore the opportunity to share access across both sites should be explored.</p> <p>Proposals should not prevent adjacent sites coming forward.</p>
<p><b>HA038</b></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"> <li>a) At least 150 homes providing a mix of sizes and an affordable housing contribution in line with H5 &amp; H8;</li> <li>b) public transport, access and proportionate off-site highway improvements as required with particular consideration given to the access roads into the site off Gunville Road;</li> <li>c) footpath and public rights of way links and improvements;</li> <li>d) onsite drainage improvements;</li> <li>e) a mix of onsite, open and recreation space including children's play area; and</li> <li>f) landscaping and biodiversity enhancements.</li> </ul> <p>Archaeological and biodiversity assessments may need to be undertaken by any potential applicant to record where appropriate and assess the relevant impacts and mitigation aspects.</p> <p>Proposals should not prevent adjacent sites coming forward.</p>

### Island Planning Strategy Appendix 3: Site Specific Requirements

<b>HA039</b>	Former HMP Camphill, Newport	See Site Specific Policy KPS1
<b>HA044</b>	Newport Harbour	See Site Specific Policy KPS2
<b>HA110</b>	Land at Moreys, Trafalgar Road	<p>A brownfield site of approximately 1.6 hectares is allocated at Land at Moreys, Trafalgar Road, Newport to deliver high quality sustainable residential development which shall provide:</p> <ul style="list-style-type: none"> <li>a) At least 100 homes providing a mix of sizes and an affordable housing contribution in line with H5 &amp; H8;</li> <li>b) onsite parking and access improvements as required;</li> <li>c) an access road linking Trafalgar Road and Terrace Road; and</li> <li>d) a mix of onsite open and recreation space.</li> </ul>

<b>East Medina Regeneration Area</b>		
<b>Housing Allocation / Planning permission</b>	<b>Address</b>	<b>Site specific requirements</b>
<b>P/00741/18</b>	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> <ul style="list-style-type: none"> <li>a) At least 40 homes providing a mix of sizes and an affordable housing contribution in line with H5 &amp; H8;</li> <li>b) improved and safe access to and through the site for both pedestrians and vehicles;</li> <li>c) retention of existing woodland to centre of site; and</li> <li>d) landscape buffers and biodiversity enhancements to the north and west of the site.</li> </ul> <p>The site has an area of mineral safeguarding to the west, appropriate investigation should be undertaken to establish whether the minerals can be utilised within the development or extracted as appropriate.</p> <p>Archaeological assessments will need to be undertaken by any potential applicant and early liaison with the council's Archaeology and Historic Environment Service is advised.</p>
<b>P/01065/15</b>	Red Funnel, East Cowes	<p>A brownfield site of approximately 2.4 hectares is allocated at Land at Red Funnel and surrounds, East Cowes to deliver a sustainable, high quality mixed use development resilient to climate change and sympathetic to the character of the area and which shall provide delivery of:</p> <ul style="list-style-type: none"> <li>a) At least 100 homes providing a mix of sizes and an affordable housing contribution in line with H5 &amp; H8;</li> </ul>

### Island Planning Strategy Appendix 3: Site Specific Requirements

		<ul style="list-style-type: none"><li>b) tourist accommodation;</li><li>c) approximately 1850m<sup>2</sup> of non-residential floor space including retail, leisure, and commercial premises (use class E &amp; B1 and B2);</li><li>e) demolition of unused buildings;</li><li>f) terminal buildings with associated marshalling facilities;</li><li>g) public transport, access and highway improvements as required as well as opportunities to enhance or create links to the local sustainable transport network;</li><li>h) on-site parking and cycle provision;</li><li>i) enhanced public realm, open and recreation space;</li><li>j) pedestrian connectivity improvements;</li><li>k) appropriate landscaping and boundary treatment;</li><li>l) an appropriate level of public access to the waterfront;</li><li>m) an appropriate level of access to the waterfront and marine-related infrastructure, where it is required for existing and future marine and maritime-related businesses;</li><li>n) seawall and coastal defence improvements; and</li><li>o) any other measures that enhance East Cowes as a destination.</li></ul> <p>Development and required infrastructure will be delivered on a phased basis in line with housing delivery. Proposals should demonstrate that the level of retail and leisure uses will not have an unacceptable impact on the town centres of East Cowes and Cowes.</p>
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## Island Planning Strategy Appendix 3: Site Specific Requirements

Ryde Regeneration Area		
Housing Allocation / Planning permission	Address	Site specific requirements
<b>HA060</b>	Westridge Cross Dairy and land to the north of Bullen Road, Ryde	<p>A greenfield site of approximately 28 hectares is allocated at Westridge Cross Dairy, Ryde to deliver a sustainable, high quality predominately residential development resilient to climate change. The development shall provide:</p> <ul style="list-style-type: none"> <li>a) At least 474 homes* providing a mix of sizes and an affordable housing contribution in line with H5 &amp; H8;</li> <li>b) a mix of onsite SANGs, open and recreation space;</li> <li>c) community facilities well related and accessible to all,</li> <li>d) including a small convenience retail provision, if appropriate;</li> <li>e) opportunities for sustainable travel and lifestyles including a network of safe and convenient green routes and cycling links; and</li> <li>f) public transport and highway improvements as required.</li> </ul> <p>Development and required infrastructure will be delivered on a phased basis in line with housing delivery.</p> <p>Proposals will not be permitted where they would prevent a comprehensive approach to the delivery of development and infrastructure across the whole site. It is anticipated that the site will be comprehensively master planned in conjunction with the approved scheme currently under construction (19/01574/FUL).</p> <p>Relevant biodiversity and archaeological assessments will be required and early liaison with council's Planning Services is advised.</p> <p><i>*planning application submitted for 474 dwellings 20/01061/FUL with a resolution to grant permission</i></p>
<b>HA064</b>	Land north of Mill Road and east of High Street, Bembridge	<p>A greenfield site of approximately 6 hectares is allocated north of Mill Road and east of High Street, Bembridge to deliver a sustainable, high quality residential development resilient to climate change. The development shall provide:</p> <ul style="list-style-type: none"> <li>a) at least 80 homes providing a mix of sizes and affordable housing provision in line with H5 &amp; H8;</li> <li>b) a mix of onsite SANGs (if required), open and recreation space including consideration of allotments;</li> <li>c) landscape / ecological buffers to existing</li> </ul>

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		<p>hedgerows and protected trees, both of which are to be retained and inform any layout;</p> <ul style="list-style-type: none"> <li>d) ecological enhancements in south west of the site to provide connection to surrounding ecological network;</li> <li>e) public transport and highway improvements as required;</li> <li>f) off-site pedestrian pavement/walkway improvements;</li> <li>g) onsite walking and cycling routes with links to nearby routes;</li> <li>h) on-site flood storage / attenuation to provide betterment over greenfield run off rates</li> </ul> <p>The developer will need to liaise closely with Southern Water (SW) to review SW's delivery of network reinforcement. Occupation of the development will need to be phased and implemented to align with the delivery by Southern Water of any sewerage network reinforcement required to ensure that adequate wastewater network capacity is available to adequately drain the development.</p>
<p><b>HA065</b></p>	<p>Land east of Hillway Road and south of Steyne Road, Bembridge</p>	<p>A greenfield site of approximately 5 hectares is allocated east of Hillway Road and south of Steyne Road, Bembridge to deliver a sustainable, high quality residential development resilient to climate change. The development shall provide:</p> <ul style="list-style-type: none"> <li>a) at least 66 homes* providing a mix of sizes and affordable housing provision in line with H5 &amp; H8;</li> <li>b) a mix of onsite open and recreation space;</li> <li>c) landscape / ecological buffers to existing hedgerows and protected trees, both of which are to be retained and inform any layout;</li> <li>d) ecological enhancements to provide connection to surrounding ecological network;</li> <li>e) public transport and highway improvements as required;</li> <li>f) off-site pedestrian pavement/walkway improvements;</li> <li>g) onsite walking and cycling routes with links to nearby routes;</li> <li>h) on-site flood storage / attenuation to provide betterment over greenfield run off rates</li> </ul> <p>The developer will need to liaise closely with Southern Water (SW) to review SW's delivery of network</p>



### Island Planning Strategy Appendix 3: Site Specific Requirements

		<p>reinforcement. Occupation of the development will need to be phased and implemented to align with the delivery by Southern Water of any sewerage network reinforcement required to ensure that adequate wastewater network capacity is available to adequately drain the development.</p> <p><i>* Planning permission 20/00695/FUL granted for 9 units, planning application 21/01884/FUL currently being determined for 57 units</i></p>
<b>P/00573/15</b>	Land at Harcourt Sands, Ryde	<p>A brownfield site of approximately 11 hectares is allocated at Land at Harcourt Sands, Ryde to deliver a sustainable, high-quality mixed-use development resilient to climate change and sympathetic to the character of the area and which shall provide delivery of:</p> <p>a) At least 128 homes providing a mix of sizes and an affordable housing contribution in line with H5 &amp; H8;</p> <p>b) improvements to the tourism offer;</p> <p>c) on-site car parking;</p> <p>d) new vehicular access and works to existing accesses; and</p> <p>e) a mix of onsite open and recreation space as well as biodiversity enhancements.</p>

<b>The Bay Regeneration Area</b>		
<b>Housing Allocation / Planning permission</b>	<b>Address</b>	<b>Site specific requirements</b>
<b>HA080</b>	Former Sandham Middle School Site, Sandown	<p>A mixed brownfield and greenfield site of approximately 4 hectares is allocated at the Former Sandham Middle School, Sandown to deliver a sustainable, high-quality development that could be focused on providing a mix of cross-generational tenures including First Homes and Extra Care. The site could enable delivery of:</p> <p>a) At least 84 residential dwellings of mixed tenure and type that could include or wholly deliver:</p> <ul style="list-style-type: none"> <li>• First Homes;</li> <li>• extra care services for older people delivering a variety of sized units;</li> <li>• supported housing for vulnerable young people, including care leavers;</li> </ul> <p>b) a small community hub that could include community centre floorspace, a small library, café and a small-scale retail opportunity to serve local needs;</p> <p>c) a mix of onsite open and recreation space including exploration of the potential for allotments or a sports pitch;</p>

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		<p>d) sustainable drainage scheme; and</p> <p>e) proportionate contributions to improvements to off-site junctions identified in Tables 9.1 and 9.2, if required.</p> <p>The developer should take account of the Detailed Site Summary for HA080 within the Level 2 SFRA supporting the IPS.</p>
<b>20/00455/FUL</b>	Sandown Town Hall, Grafton Street, Sandown	<p>A brownfield site of approximately 0.15 hectares is allocated for residential use at Sandown Town Hall, Sandown to deliver a sustainable, high quality residential development which shall provide delivery of:</p> <p>a) At least 11 homes providing a mix of sizes and an affordable housing contribution in line with H5 &amp; H8;</p> <p>Given the building is listed building, any development and/or conversion must have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. Early discussions with the council's Planning Service is advised.</p>
<b>HA084</b>	Former SPA Hotel, Shanklin Esplanade	<p>A brownfield site of approximately 0.4 hectares is allocated at the Former SPA Hotel, Shanklin to deliver sustainable, high quality predominantly residential development resilient to climate change. The development shall provide:</p> <p>a) At least 50 homes providing a mix of sizes and affordable housing in line with H5 &amp; H8;</p> <p>b) Public transport and highway improvements as required;</p> <p>c) Contribution towards improvements to the seawall and coastal defences; and</p> <p>d) Re-provision of any public parking spaces lost through redevelopment</p> <p>The development should be of high quality design and reflect the character of the area, respecting the proximity of the buildings and uses adjacent to the site.</p> <p>If at the time of any planning application the car parking facility is still required, any public parking spaces that would be lost will be re-provided as part of any development proposal.</p> <p>Given the site location with the cliff behind it is anticipated that any parking would be to the rear of the site with the option of a multi-level solution. Consideration should be given to the ground floor frontage on the Esplanade to ensure appropriate activity and vitality.</p> <p>Relevant surveys will need to be undertaken and early discussion with the Planning Service is advised.</p>

### Island Planning Strategy Appendix 3: Site Specific Requirements

<b>HA096</b>	Land adjoining Scotland Farm and Tresslewood Care Village, Scotland Corner, Godshill	<p>A greenfield site of approximately 4.8 hectares is allocated at Land adjoining Scotland Farm, Godshill to deliver a sustainable, high quality residential development which shall provide:</p> <ul style="list-style-type: none"><li>a) At least 100 homes providing a mix of sizes and an affordable housing contribution in line with H5 &amp; H8;</li><li>b) pedestrian connections to Yarborough Close and along West Street;</li><li>c) Appropriate on or off site mitigation to enable the site to demonstrate nitrate neutrality.</li></ul> <p>Off-site contributions will be sought to provide a pavement/footpath along West Street to provide better and safer connections to the village centre.</p> <p>The site has an area of mineral safeguarding to the west, appropriate investigation should be undertaken to establish whether the minerals can be utilised within the development or extracted as appropriate.</p> <p><i>*Full planning application 22/00733/FUL for residential development of either 107 dwellings or 102 dwelling and doctors surgery currently being determined</i></p>
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## Island Planning Strategy Appendix 4: Indicative Housing Trajectory

Source of supply	Year 1	Year 2	Year 3	Year 4	Year 5	Years 6-10	Years 11-15	Total
Large sites with permission	265	151	112	259	211	712	425	2135
Allocated sites	187	342	376	327	243	1555	520	3550
Windfall	100	100	100	100	100	500	500	1500
<b>Total</b>	<b>552</b>	<b>593</b>	<b>588</b>	<b>686</b>	<b>554</b>	<b>2767</b>	<b>1445</b>	<b>7185</b>

Years 1-5 total	2973
5 year housing need based on IPS	2395
Difference	578
As a % buffer	24%

By settlement (excluding windfall)	Year 1	Year 2	Year 3	Year 4	Year 5	Years 6-10	Years 11-15	Total
Cowes (inc Gurnard & Northwood)	54	59	112	140	112	325	160	962
East Cowes	0	30	25	75	78	199	0	407
Newport	11	60	75	90	85	1165	520	2006
Ryde	113	107	107	137	140	452	265	1321
The Bay (Sandown, Shanklin & Lake)	101	63	29	0	0	50	0	243
Bembridge	0	36	37	20	0	66	0	159
Ventnor	10	0	0	0	0	0	0	10
West Wight (Freshwater & Totland)	30	55	45	59	25	10	0	224
Wootton	20	20	0	15	14	0	0	69
Arreton	42	0	0	0	0	0	0	42
Brightstone	35	20	0	0	0	0	0	55
Godshell	0	35	35	30	0	0	0	100
Nettlestone	0	0	10	7	0	0	0	17
Rookley	28	0	0	0	0	0	0	28
Wellow	8	8	0	0	0	0	0	16
Yarmouth	0	0	13	13	0	0	0	26

**TOTAL (EXCLUDING WINDFALL)    5685**

## Island Planning Strategy Appendix 5: Strategic Policies

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

- CC1 Climate Change
- AFF1 Affordable Housing
- INF1 Infrastructure
- EV1 Conserving and Enhancing Our Historic Environment
- EV2 Ecological Assets and Opportunities for Enhancement
- EV3 Recreation Impact on the Solent European Sites
- EV4 Water Quality Impact on Solent European Sites (Nitrates)
- EV11 Isle of Wight AONB
- EV13 Managing our Water Resources
- EV14 Managing Flood Risk in New Development
- EV16 Managing our Coast
- C1 High Quality Design for New Development
- C5 Facilitating Independent Living
- C10 Supporting Renewable Energy and Low Carbon Technologies
- C11 Net Zero Carbon and Lowering Energy Consumption in new development
- C12 Utility Infrastructure Requirements for New Development
- C13 Maintaining Key Utility Infrastructure
- G1 Our Approach Towards Sustainable Development and Growth
- G2 Priority Locations for Housing Development and Growth
- G3 Developer Contributions
- G4 Managing Viability
- H1 Planning for Housing Delivery
- H5 Delivering Affordable Housing
- H7 Rural and First Homes Exceptions Sites
- H8 Ensuring the Right Mix of Housing
- E1 Supporting and Growing Our Economy
- E2 Sustainable Economic Development
- E7 Supporting and Improving our Town Centres
- T2 A Better Connected Island



## Island Planning Strategy Appendix 6: List of Saved Policies

Island Plan Core Strategy Policy	To be saved?	To be updated/ replaced	Updated/ replaced with
SP1 Spatial Strategy	No	Yes	G1 Our Approach Towards Sustainable Development and Growth G2 Priority Locations for Housing Development and Growth
SP2 Housing	No	Yes	H1 Planning for Housing Delivery H2 Sites Allocated for Housing H3 Housing Allocations General Requirements
SP3 Economy	No	Yes	E1 Supporting and Growing Our Economy E2 Sustainable Economic Development E4 Supporting the Rural Economy
SP3(a) – Horsebridge Hill	No	Yes	H2 Sites Allocated for Housing C4 Health Hub at St Mary's Hospital
SP3(b) – Stag Lane	No	No	-
SP3(c) – East of Pan Lane	No	Yes	EA1 Employment Allocation at Pan Lane, Newport
SP3(d) – South of Nicholson Road	No	Yes	EA2 Employment Allocation at Nicholson Road, Ryde
SP4 Tourism	No	Yes	E8 Supporting High Quality Tourism
SP5 Environment	No	Yes	CC1 Climate Change EV2 Ecological Assets and Opportunities for Enhancement EV5 Trees, Woodlands and Hedgerows EV6 Providing and Protecting Green and Open Spaces
SP6 Renewables	No	Yes	C10 Supporting Renewable Energy and Low Carbon Technologies
SP7 Travel	No	Yes	T2 A Better Connected Island

## Island Planning Strategy Appendix 6: List of Saved Policies

Island Plan Core Strategy Policy	To be saved?	To be updated/ replaced	Updated/ replaced with
			T1 Supporting Sustainable Transport T6 Parking Provision in New Development
SP8 Waste	Yes	No	-
SP9 Minerals	Yes	No	-
MA1: Crockers Farm	Yes	No	-
MA2: Lavender Farm	Yes	No	-
MA3: Cheverton Farm Gravel Pit	Yes	No	-
MA4: Blackwater Quarry Western Extension	Yes	No	-
MA5: Cheverton Gravel Pit	Yes	No	-
MA6: Blackwater Quarry, Land at Great East Standen Farm	Yes	No	-
AAP1 Medina Valley	No	Yes	E5 Maintaining Employment Sites with Water Access EV10 Preserving Settlement Identity
AAP2 Ryde	No	Yes	E11 Ryde Tourism Opportunity Zones T4 Supporting Our Railway Network EV10 Preserving Settlement Identity EV15 Monkton Mead Catchment Area
AAP3 The Bay	No	Yes	E10 The Bay Tourism Opportunity Area T4 Supporting Our Railway Network
DM1 Sustainable Build Criteria for New Development	No	Yes	C11 Net Zero Carbon and Lowering Energy Consumption in New Development EV13 Managing Our Water Resources
DM2 Design Quality for New Development	No	Yes	C1 High Quality Design for New Development
DM3 Balanced Mix of Housing	No	Yes	H8 Ensuring the Right Mix of Housing

## Island Planning Strategy Appendix 6: List of Saved Policies

Island Plan Core Strategy Policy	To be saved?	To be updated/ replaced	Updated/ replaced with
DM4 Locally Affordable Housing	No	Yes	AFF1 Isle of Wight Affordable Housing H5 Delivering Affordable Housing H7 Rural and First Homes Exceptions Sites
DM5 Housing for Older People	No	Yes	C5 Facilitating Independent Living C6 Providing Annexe Accommodation
DM6 Gypsies, Travellers and Travelling Showpeople	No	Yes	H11 Planning for Gypsy, Traveller and Travelling Showpeople Provision
DM7 Social and Community Infrastructure	No	Yes	C14 Providing Social and Community Infrastructure
DM8 Economic Development	No	Yes	E1 Supporting and Growing Our Economy
DM9 Town Centres	No	Yes	E7 Supporting and Improving Our Town Centres E8 Supporting the Evening Economy
DM10 Rural Service Centres and the Wider Rural Area	No	Yes	E7 Supporting and Improving Our Town Centres E8 Supporting the Evening Economy
DM11 Historic and Built Environment	No	Yes	EV1 Conserving and Enhancing Our Historic Environment
DM12 Landscape, Seascape, Biodiversity and Geodiversity	No	Yes	CC1 Climate Change EV9 Protecting Our Landscapes and Seascapes
DM13 Green Infrastructure	No	Yes	EV2 Ecological Assets and Opportunities for Enhancement EV6 Providing and Protecting Green and Open Spaces EV7 Local Green Spaces
DM14 Flood Risk	No	Yes	EV14 Managing Flood Risk in New Development EV15 Monkton Mead Catchment Area EV18 Improving Resilience from Coastal Flooding and Coastal Risks

**Island Planning Strategy Appendix 6: List of Saved Policies**

DM15 Coastal Management	No	Yes	EV16 Managing Our Coast
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## Island Planning Strategy Appendix 6: List of Saved Policies

Island Plan Core Strategy Policy	To be saved?	To be updated/ replaced	Updated/ replaced with
			EV17 Facilitating Relocation from Coastal Change Management Areas
DM16 Renewables	No	Yes	C10 Supporting Renewable Energy and Low Carbon Technologies
DM17 Sustainable Travel	No	Yes	T2 A Better Connected Island T6 Parking Provision in New Development
DM18 Cross-Solent Travel	No	Yes	T3 Cross-Solent Transport
DM19 Waste	Yes	No	-
DM20 Minerals	Yes	No	-
DM21 Utility Infrastructure Requirements	No	Yes	INF1 Infrastructure C12 Utility Infrastructure Requirements for New Development
DM22 Developer Contributions	No	Yes	G3 Developer Contributions G4 Managing Viability

## Island Planning Strategy: Glossary

**Affordable housing** - The council will use the definition of affordable housing set out in policy AFF1 (in relation to discounts from market value) in conjunction with the NPPF definition, which currently is: housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:

a) Affordable housing for rent: meets all of the following conditions: (a) the rent is set in accordance with the Government's rent policy for Social Rent or Affordable Rent, or is at least 20% below local market rents (including service charges where applicable); (b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).

b) Starter homes: is as specified in Sections 2 and 3 of the Housing and Planning Act 2016 and any secondary legislation made under these sections. The definition of a starter home should reflect the meaning set out in statute and any such secondary legislation at the time of plan-preparation or decision-making. Where secondary legislation has the effect of limiting a household's eligibility to purchase a starter home to those with a particular maximum level of household income, those restrictions should be used.

c) Discounted market sales housing is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.

d) Other affordable routes to home ownership is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision, or refunded to Government or the relevant authority specified in the funding agreement.

**Ancient or veteran tree** - A tree which, because of its age, size and condition, is of exceptional biodiversity, cultural or heritage value. All ancient trees are veteran trees. Not all veteran trees are old enough to be ancient, but are old relative to other trees of the same species. Very few trees of any species reach the ancient life-stage.

**Ancient woodland** - An area that has been wooded continuously since at least 1600 AD. It includes ancient semi-natural woodland and plantations on ancient woodland sites (PAWS).

**Area of Outstanding Natural Beauty (AONB)** - Landscape of national importance, designated under the National Parks and Access to the Countryside Act 1949. The primary purpose of the AONB designation is to conserve and enhance the natural beauty of the landscape, with secondary aims to have consideration for the interests of those who live and work there and support the need for quiet enjoyment of the countryside.

**Archaeological interest** - There will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.

**Aspirational housing** - Housing that is attractive to "AB" households, i.e. professional workers and higher income groups. There is no particular type of housing that can be defined as aspirational as it can include all dwelling sizes and costs. Research has shown that such households are attracted by factors such as the physical environment of the area and the availability of good schools.

**BREEAM** - The environmental assessment method is a rating system for environmentally friendly design, developed by the government's Building Research Establishment. It includes assessing carbon dioxide emissions from the building once in use.



## Island Planning Strategy: Glossary

**Coastal change management area (CCMA)** - An area identified in plans as likely to be affected by physical change to the shoreline through erosion, coastal landslip, permanent inundation or coastal accretion.

**Combined Heat and Power (CHP)** - The simultaneous generation of usable heat and power (usually electricity) in a single process, thereby reducing wasted heat and putting to use that would normally be wasted to the atmosphere, rivers or seas. CHP is an efficient form of decentralised energy supply providing heating and electricity at the same time. CHP's overall fuel efficiency can be around 70-90% of the input fuel, depending on the heat-load; much better than most power stations which are only up to around 40-50% efficient.

**Community Infrastructure Levy** – The Community Infrastructure Levy (the levy) came into force in April 2010. It allows local authorities in England and Wales to raise funds from developers undertaking new building projects in their area. The money can be used to fund a wide range of infrastructure that is needed as a result of development.

**Community Right to Build Order** - An Order made by the local planning authority (under the Town and Country Planning Act 1990) that grants planning permission for a site-specific development proposal or classes of development.

**Competent person (to prepare site investigation information)** - A person with a recognised relevant qualification, sufficient experience in dealing with the type(s) of pollution or land instability, and membership of a relevant professional organisation.

**Conservation (for heritage policy)** - The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.

**Conservation Area** - An area designated by the Local Authority due to their special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.

**Deliverable** - To be considered deliverable, sites for housing should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years. Sites that are not major development, and sites with detailed planning permission, should be considered deliverable until permission expires, unless there is clear evidence that homes will not be delivered within five years (e.g. they are no longer viable, there is no longer a demand for the type of units or sites have long term phasing plans). Sites with outline planning permission, permission in principle, allocated in the development plan or identified on a brownfield register should only be considered deliverable where there is clear evidence that housing completions will begin on site within five years.

**Design code** - A set of illustrated design requirements that provide specific, detailed parameters for the physical development of a site or area. The graphic and written components of the code should build upon a design vision, such as a masterplan or other design and development framework for a site or area.

**Developable** - To be considered developable, sites should be in a suitable location for housing development with a reasonable prospect that they will be available and could be viably developed at the point envisaged.

**Designated heritage asset** - A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.

**Development plan** - Is defined in section 38 of the Planning and Compulsory Purchase Act 2004, and includes adopted local plans, neighbourhood plans that have been made and published spatial development strategies, together with any regional strategy policies that remain in force. Neighbourhood plans that have been approved at referendum are also part of the development plan, unless the local planning authority decides that the neighbourhood plan should not be made.

## Island Planning Strategy: Glossary

**Edge of centre** - For retail purposes, a location that is well connected to, and up to 300 metres from, the primary shopping area. For all other main town centre uses, a location within 300 metres of a town centre boundary. For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances

**Employment Land Study (ELS)** – This study provides evidence to inform local planning and development policy, particular regarding the provision of employment land and floorspace.

**Environmental impact assessment** - A procedure to be followed for certain types of project to ensure that decisions are made in full knowledge of any likely significant effects on the environment.

**First Homes** – a specific kind of discounted market sale housing that meet the definition of ‘affordable housing’ and on the Isle of Wight must be discounted by a minimum of 40% against market value (maximum price of £250,000), are sold to a person or persons meeting the First Homes eligibility criteria (see [www.gov.uk/guidance/first-homes](http://www.gov.uk/guidance/first-homes)) and on first sale, are secured in perpetuity.

**Geodiversity** - The range of rocks, minerals, fossils, soils and landforms.

**Gigawatt hours (GWh)** - A unit of energy representing one billion watt hours and is equivalent to one million kilowatt hours. Gigawatt hours are often used as a measure of the output of large electricity power stations.

**Green infrastructure** - A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

**Habitats site** - Any site which would be included within the definition at regulation 8 of the Conservation of Habitats and Species Regulations 2017 for the purpose of those regulations, including candidate Special Areas of Conservation, Sites of Community Importance, Special Areas of Conservation, Special Protection Areas and any relevant Marine Sites.

**Heritage asset** - A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing).

**Heritage coast** – In 1974 the North West coast of the Isle of Wight was recognised for its unspoilt natural beauty of soft cliffs, woodlands, farmland and creeks and was defined as the Hamstead Heritage Coast. The South West coast of unspoilt chalk cliffs and downs, chalk grasslands, sandstone cliffs and patchwork fields were defined as the Tennyson Heritage Coast

**Historic environment** - All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.

**Historic environment record** - Information services that seek to provide access to comprehensive and dynamic resources relating to the historic environment of a defined geographic area for public benefit and use.

**International, national and locally designated sites of importance for biodiversity** - All international sites (Special Areas of Conservation, Special Protection Areas, and Ramsar sites), national sites (Sites of Special Scientific Interest) and locally designated sites including Local Wildlife Sites.

**Local Development Order** - An Order made by a local planning authority (under the Town and Country Planning Act 1990) that grants planning permission for a specific development proposal or classes of development.

**Main town centre uses** - Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling

## Island Planning Strategy: Glossary

centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

**Major development** - For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m<sup>2</sup> or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

**Mineral Safeguarding Area** - An area designated by minerals planning authorities which covers known deposits of minerals which are desired to be kept safeguarded from unnecessary sterilisation by non-mineral development.

**Neighbourhood plan** - A plan prepared by a parish council or neighbourhood forum for a designated neighbourhood area. In law this is described as a neighbourhood development plan in the Planning and Compulsory Purchase Act 2004.

**Older people** - People over or approaching retirement age, including the active, newly-retired through to the very frail elderly; and whose housing needs can encompass accessible, adaptable general needs housing through to the full range of retirement and specialised housing for those with support or care needs.

**Open space** - All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.

**Out of centre** - A location which is not in or on the edge of a centre but not necessarily outside the urban area.

**Out of town** - A location out of centre that is outside the existing urban area.

**Policies Map** - An illustration on a base map, reproduced from or based upon a map base to a registered scale, of all the policies contained in development plan documents. It must be revised as each new development plan document is adopted and it should always reflect the up-to-date planning strategy in the area.

**Potable Water** - Water that is fit for drinking, being free from contamination and not containing a sufficient quantity of saline material to be regarded as a mineral water.

**Previously developed land** - Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.

**Primary shopping area** - Defined area where retail development is concentrated.

**Priority habitats and species** - Species and Habitats of Principal Importance included in the England Biodiversity List published by the Secretary of State under section 41 of the Natural Environment and Rural Communities Act 2006.

**Ramsar sites** - Wetlands of international importance, designated under the 1971 Ramsar Convention.

**Renewable and low carbon energy** - Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions

## Island Planning Strategy: Glossary

(compared to conventional use of fossil fuels).

**Rural exception sites** - Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. A proportion of market homes may be allowed on the site at the local planning authority's discretion, for example where essential to enable the delivery of affordable units without grant funding.

**Suitable Alternative Natural Greenspace (SANGs)** – Suitable Alternative Natural Greenspaces (SANGs) is land or existing open spaces that undergo enhancements designed to attract more visitors by providing an enjoyable natural environment for recreation as an alternative to The Solent & Southampton Water Special Protection Area (SPA).

**Self-build and custom-build housing** - Housing built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual. Such housing can be either market or affordable housing. A legal definition, for the purpose of applying the Self-build and Custom Housebuilding Act 2015 (as amended), is contained in section 1(A1) and (A2) of that Act.

**Setting of a heritage asset** - The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.

**Significance (for heritage policy)** - The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting. For World Heritage Sites, the cultural value described within each site's Statement of Outstanding Universal Value forms part of its significance.

**Special Areas of Conservation (SAC)** - Areas defined by regulation 3 of the Conservation of Habitats and Species Regulations 2017 which have been given special protection as important conservation sites.

**Special Protection Areas (SPA)** - Areas classified under regulation 15 of the Conservation of Habitats and Species Regulations 2017 which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds.

**Site investigation information** - Includes a risk assessment of land potentially affected by contamination, or ground stability and slope stability reports, as appropriate. All investigations of land potentially affected by contamination should be carried out in accordance with established procedures (such as BS10175 Investigation of Potentially Contaminated Sites – Code of Practice).

**Site of Importance for Nature Conservation (SINC)** - A series of non-statutory sites designated to seek to ensure, in the public interest, the conservation, maintenance and enhancement of species and habitats of substantive nature conservation value. SINCs should include all areas of substantive value, including both the most important and the most distinctive species, habitats, geological and geomorphological features within a national, regional and local context.

**Site of Special Scientific Interest (SSSI)** - Sites designated by Natural England under the Wildlife and Countryside Act 1981.

**Stepping stones** - Pockets of habitat that, while not necessarily connected, facilitate the movement of species across otherwise inhospitable landscapes.

**Strategic environmental assessment** - A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.

## Island Planning Strategy: Glossary

**Supplementary planning documents** -Documents which add further detail to the policies in the development plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.

**Town centre** - Area defined on the local authority's policies map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. References to town centres or centres apply to city centres, town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance. Unless they are identified as centres in the development plan, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres.

**Travel plan** - A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed.

**Wildlife corridor** - Areas of habitat connecting wildlife populations.

**Windfall sites** - Sites of under 10 units not specifically identified in the development plan.

**20 minute neighbourhood** - places that are designed so residents can meet their day-to-day needs within a 20 minute walk of their home; through access to safe walking and cycling routes, or by public transport

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