MONITORING REPORT

for the Isle of Wight Council's planning policies

2011 – 2012

ISLE of WIGHT COUNCIL

Executive Summary

The monitoring year of 2011/12 saw the Island Plan Core Strategy being adopted by the Isle of Wight Council and forming part of the development plan, against which planning decisions are made. However, this monitoring report focuses upon the saved policies of the UDP, as the core strategy was only in place for five working days of the monitoring year.

During 2011/12 there were continuing difficulties in the development sector, however the council determined 1703 planning applications – a slight increase on the previous year's figure (1692).

The completions of residential units on the Island for the year totalled 535, which is just above the average for the last five years and a further 217 dwellings were granted permission.

However, the slowing of delivery, due to the difficulties in the development sector, has resulted in a number of sites on the Island with planning permission for residential development, slowing down delivery or stopping completely.

These difficulties, particularly the lack of financing available within the development sector, contributed to the council's 5 year land supply being **3135** or **6.02** years at the end of the monitoring year.

Through the permissions that were granted, 405 jobs were created on the Island with a net gain in employment floorspace provision of 2,496m^2 and 2,550.2m^2 of retail floorspace.

Monitoring work shows that in relation to renewable energy, 39.656MW of installed capacity is installed or permitted, which is over a third of the core strategy's target (Policy SP6).

The council, as a mineral planning authority, has also monitored the supply of minerals and can demonstrate a seven-year landbank of sand and gravel.

£1,086,298 of developer contributions was spent by the council on a range of schemes across the Island.

The structure and content of this monitoring report will form the basis of future monitoring reports on Island Plan policies.

Contents Page

ISLE of WIGHT COUNCIL

1. Introduction

This Monitoring Report covers the period 1st April 2011 to 31st March 2012, during which time significant changes to the planning policy context on the Isle of Wight occurred. The Isle of Wight Council adopted the Island Plan Core Strategy in March 2012 and in the same month the National Planning Policy Framework (NPPF) was introduced by the Government. The core strategy replaced the saved policies of the Unitary Development Plan (UDP) and the NPPF replaced national planning policy guidance and statements.

The changes in the development plan (the documents against which planning applications are considered) means that this monitoring report uses a number of the core strategy monitoring targets and indicators, even though the vast majority of applications had been determined against saved UDP policies (as within the monitoring year there were five working days where the core strategy policies applied). Structuring the report in this way will help to establish a baseline for future monitoring of the core strategy.

As well as introducing the NPPF within the monitoring year, Government also removed the requirement for local planning authorities to submit an Annual Monitoring Report to the Secretary of State each year. However, the need to monitor to ensure effective local plan policies is important and will enable the council to plan, monitor, manage to ensure that is delivering the growth set out in the core strategy.

Whilst mainly monitoring the performance of the saved UDP policies, the structure of the monitoring report is based upon the 9 strategic policies of the core strategy and as a stepping stone between two very different policy contexts, it draws together the identified targets associated with the saved UDP policies and links them to the appropriate core strategy strategic policy

The core strategy identifies monitoring targets and indicators for each policy. This monitoring report will not assess each target and indicator this year because of the differences between the saved UDP policies and the core strategy, and to enable the council's registration and monitoring processes to align with the core strategy. Instead, a reduced number of indicators have been identified for use in this monitoring report.

Through monitoring the council will be able to understand whether its planning policies are contributing to meeting the objectives of the core strategy and contributing to meeting the council's wider corporate objectives.

The preparation of this monitoring report led to a number of issues around the practical gathering of information, or problems with the specific wording requirements of the Core Strategy targets being identified. Where these have occurred they are referred to in the relevant text and any changes to the wording of the targets and/or indicators are highlighted.

2. Planning performance

Relevant Core Strategy Objectives

Whilst all Core Strategy Objectives are relevant to the spatial strategy, the following is considered to be the most relevant.

1)	**To support sustainable and thriving communities that enable people to enjoy a quality of life without compromising the quality of the environment.**

Document Production

Within the monitoring year only one document, the core strategy, was listed within the Local Development Scheme as having key stages of production; these included examination and adoption. Both of these were achieved, with the Planning Inspectorate issuing its 'Report on the Examination into the Isle of Wight Council Core Strategy' on 14th December 2011.

The report found the core strategy sound, subject to some minor amendments and following the incorporation of the amendments into the document, the core strategy was adopted by the council on the 21st March 2012.

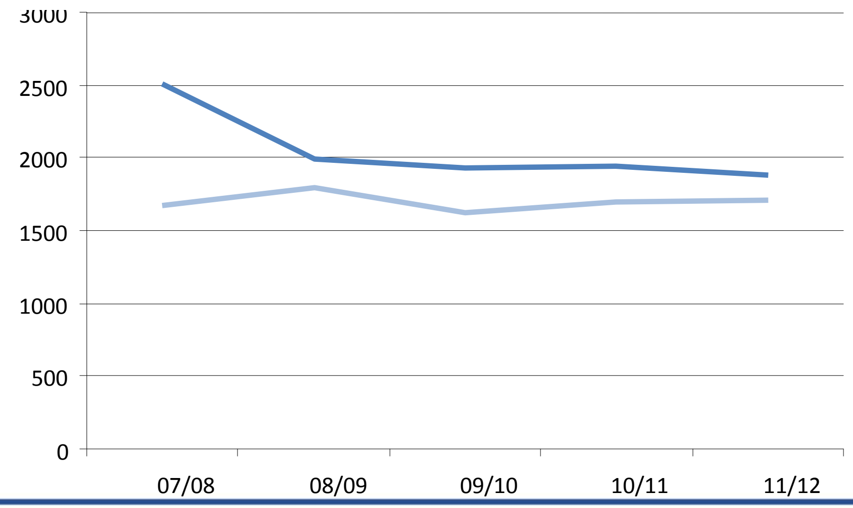
A full list of Island Plan Development Plan Documents and Supplementary Planning Documents, along with their timetable for production can be found in Appendix I.

Processing Planning Applications

Within the monitoring period the council, as the local planning authority (LPA), received 1767 planning applications, with 1703 being determined.

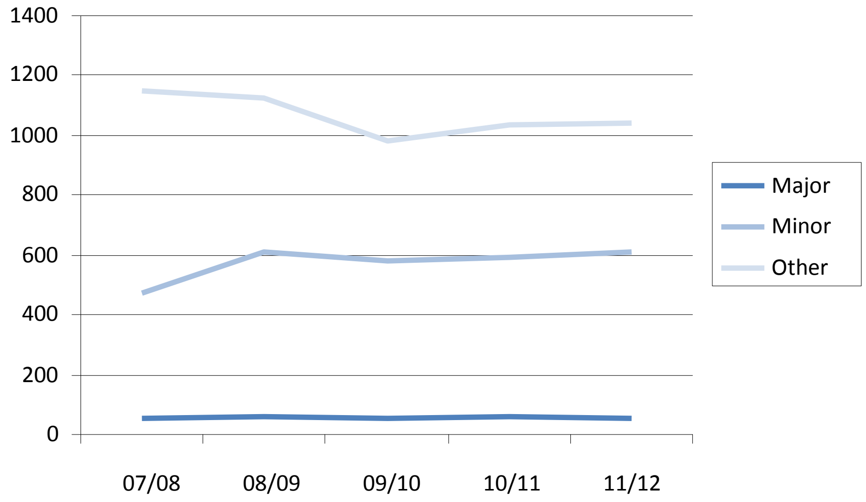
Graph 1 below shows the number of applications received in **dark blue** and the number of applications determined in **light blue**. Over the last five years the number of applications processed has decreased considerably, from a high of 2514 (in 07/08) to a low of 1885 (in 11/12) perhaps being indicative of the wider economic context. The average number of determined applications per year for the last five years is 1697.

Graph 1: Number of applications received and determined



The number of applications received shows a downward trend since 07/08, from a high of 2,514 in 07/08 to 1,885 in 11/12. Importantly, the gap between applications received and applications determined is reducing, particularly when seen against the performance in 07/08.

Graph 2: Number of determined applications received by type

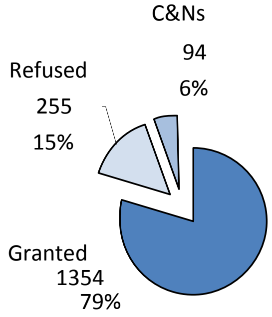


Graph 2 shows the number of processed applications split between major, minor and other applications[1] over the same period. It also indicates a relatively stable situation, with the trend over the last two of years being an increase in minor and other applications and a consistent level of majors.

[1] As set out in the CLG General Development Control Return PS2.

[2] Between April and June and a minimum of 5 major decisions.

The performance of planning authorities with regard to determining applications is assessed using two key indicators: the speed of decision making and the quality of the decision making. Whilst the quality of the decision making is somewhat subjective, the time it takes to make decisions is recorded and monitored throughout the year.



Graph 3: Determined applications by decision

A breakdown of decisions of the 1703 determined applications is shown in Graph 3. The reference C&Ns relates to Certificates of Lawful Development and Notifications. These are classified separately in this graph as the LPA does not issue a standard granted or refused decision notice for these applications.

There are national targets when it comes to the time spent determining planning applications, and they are:

- 60% of majors within 13 weeks
- 65% of minors within 8 weeks
- 80% of others within 8 weeks

The following table shows how the council has performed in relation to these targets over the last five years, and they show a strong performance as all bar two of them have been achieved (one of these failures was in 08/09 and the other missed the target by 1.58% in 10/11).

The figures in table 1 demonstrate that the LPA comfortably exceeded the timescales for determining applications. This level of performance is anticipated to continue.

Table 1: % of decisions determined within target periods

	60% of majors within 13 weeks	65% of minors within 8 weeks	80% of others within 8 weeks
07/08	64.81%	72.19%	92.78%
08/09	45.16%	66.07%	86.03%
09/10	70.27%	75.13%	90.33%
10/11	70.49%	67.62%	78.42%
11/12	67.27%	84.73%	88.35%

However, should the council's performance demonstrate a 'poor track record' in the speed of decision-making or the proportion of applications overturned on appeal, a clause in the draft Growth and Infrastructure Bill (published in October 2012) allows for the Planning Inspectorate (PINs) to potentially take over the decision-making function.

Recent consultation has suggested that a "poor track record" could be determined on two measures; one being if LPA's fail to determine less than 30% of major applications within 13 weeks over a two-year period, the other being if the LPA's proportion of major decisions overturned on appeal is greater than 20 per cent over two years.

Current DCLG figures show that the slowest LPA's for decision-making in determining major applications within 13 weeks range from 8%-17% and for processing minor applications within 8 weeks 17%-32%[2]. Currently the council comfortably exceeds these figures.

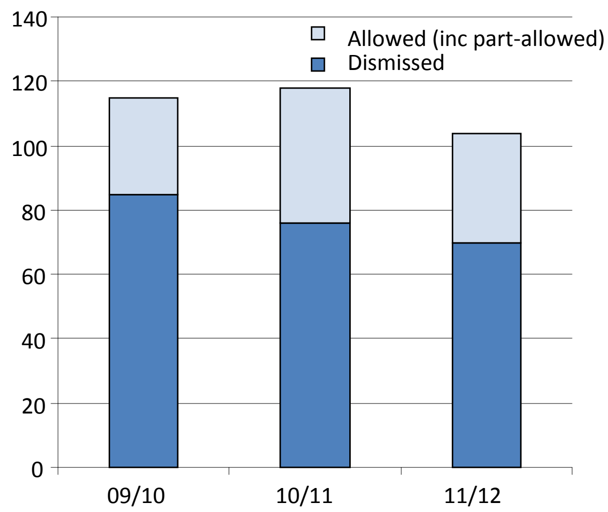
[2] Between April and June and a minimum of 5 major decisions.
www.planningresource.co.uk/go/performance_tables

Appeal performance

Within the monitoring year there were 106 appeals lodged against the decisions of the LPA.

Graph 4 below shows the number of decisions issued by the Planning Inspectorate over the last three years and whether they were allowed (including part-allowed) and dismissed.

Graph 4: Planning Inspectorate appeal decisions



The figures show a decrease in the number of determined appeals to 104 in 11/12. Of the appeals determined in 11/12, 70 (68%) were dismissed and 34 (33%) were allowed (including part-allowed)[3].

[3] The figures have been rounded and therefore do not equal 100%.

A further breakdown of the nature of determined appeals is set out in table 2.

Table 2: % of appeals by type of appeal

Refusal of planning permission[4]	98	88.5%
Non-determination	1	1%
Refusal of Lawful Development Certificate	4	3.9%
Enforcement Notice	7	6.7%
Conditions (direct appeal against conditions)	0	0%
Refusal of Advert Consent	0	0%

The council's performance is measured as the percentage of appeals allowed against refusal of planning permission, listed building consent and conservation area consent (i.e. excluding enforcement, advert, conditions, non-determination, lawful development certificate etc).

In 2011/2012 there were 92 decisions issued relating to appeals against the refusal of planning permission, listed building consent and conservation area consent. Of these, 29 were allowed or part allowed which equates to 31.5%. This is a marked improvement from 2010/2011 (when 36.5% of such appeals were allowed). The figure is slightly above the target maximum of 30% allowed but below the national average (for 2010/2011) of 32.8% allowed.

The number of enforcement notice appeals determined remained low for the second year in a row but the outcomes show that the council is still performing above the national average (which was 43% in 2010/11), with 57% of enforcement notices upheld at appeal.

[4] Including appeals following applications to vary/remove a condition.

Of the three appeals which followed committee decisions contrary to officer recommendation, two went on to be allowed.

There has been a rise in costs applications made against the council since the introduction of the ability to apply for costs in written representations planning appeals. Of the 7 applications for costs made against the council, 2 were awarded which represents an improvement on last year (in which 5 out of 12 applications were awarded).

Complaints

During the past five years the number of complaints about the council relating to planning matters that have been taken to the Local Government Ombudsman (LGO) following consideration under the corporate complaints procedure has reduced significantly.

Table 3: Number and type of complaints April 2007 - March 2012

	LGO Complaints	Not Progressed	Complaints upheld	Local Settlement	Maladmi-nistration
07/08	30	17	5	8	0
08/09	10	8	1	1	0
09/10	12	10	2	0	0
10/11	9	7	2	2	0
11/12	4	3	1	1	0

Within the above table the not progressed, complaints upheld and local settlement columns do not add up to the LGO complaints column in years 10/11 and 11/12. This is due to instances of complaints being upheld and resulting in a local settlement.

During 07/08 the council received a large number of complaints that were taken to the LGO. A significant proportion of these were closed by the LGO and no maladministration found. Of those remaining cases there were issues relating to the responsiveness of the council to handle the initial complaint and communicate with the complainant during the process of handling the case.

Since 07/08 the overall number of complaints escalated to the LGO has declined in number and the proportion of cases closed by the LGO with no maladministration or premature complaint has increased. Where the complaints have been upheld and local settlements paid out, in the majority of these cases they have been in compliance and enforcement.

Neighbourhood Planning

Within the monitoring year the council received three proposals for neighbourhood plan areas across the Island. All four have subsequently been designated, but not within the monitoring year of this report. The council is continuing discussions with a number of other communities with a view to the potential for designating other neighbourhood areas.

Duty to Co-operate

The Localism Act received Royal Assent on 15th November 2011 and introduced the 'duty to co-operate', within the 2012 Regulations[5] requiring information relating to the duty to be included within monitoring reports.

In the period from the 15th November 2011 until the end of the monitoring year (31st March 2012) the council, as the LPA, did not undertake any specific action in relation to the duty (due to the stages of document production in that period), other than the on-going commitments to sub-regional co-operation through participation in groups such as Partnership for Urban South Hampshire (PUSH), the Solent European Marine Sites (SEMS) project, the South East of England Aggregate Working Party (SEEAWP) and the South East Waste Planning Advisory Group (SEWPAG) and specific sub-regional projects such as the Solent Disturbance Mitigation Project.

Financial Contributions

Within the monitoring year the council negotiated s106 agreements worth approximately £689,000.

Within the same period the council received almost a million pounds in developer contributions (£999,797). In all £1,086,298 of developer contributions was spent by the council in 2011/12, with the main recipients being education projects (£602,683) and highways projects (£443,301). Further information on schemes and projects delivered by developer's financial contributions can be found in each section.

Planning Performance Key Facts/Issues:

- The Island Plan Core Strategy was **adopted** within the monitoring year.

- **1703** planning applications were determined during 11/12.

[5] The Town & Country Planning (Local Planning) (England) Regulations 2012

- **79%** of these were **granted** and **15% refused**.

- The LPA **exceeded all of its targets** for the time for determining planning applications.

- **104 determined appeals** within 11/12, with **68% dismissed** and **33% permitted**.

- Only **4** complaints were escalated to the LGO in 11/12 and of these **3** (**75%**) were not progressed.

- **4** neighbourhood areas were submitted in the monitoring year and then designated.

- **£1,086,298** of developer contributions was spent by the council in 2011/12.

3. Housing

Relevant Core Strategy Objectives

1)	**To support sustainable and thriving communities that enable people to enjoy a quality of life without compromising the quality of the environment.**
2)	**To ensure that all development supports the principles of sustainable development.**
3)	**To ensure that housing is provided to meet the needs of Island residents.**
4)	**To ensure that all development is designed to a high quality, creating buildings and a sense of place that reflects and enhances local character and distinctiveness.**

There is considerable demand for housing on the Island, and the ratio of house prices to income stands at 7.3 to 1.[6] As of December 2011, there were 68,392 domestic dwellings on the Island.[7]

Commuting, retirement and the high level of second home ownership allied to a lower than average wage in the south east, all contribute to the high house price to income ratio, which has the impact of increasing the demand for housing, reducing the availability of first time buyer accommodation and exacerbating the need for affordable housing for people on low incomes.

The Island continues to face the challenges posed by the recession and the changing global economy in the quest to deliver long term economic wellbeing for the Island and its community.

[6] Annual Survey of Hours and Earnings as a ratio of average house prices 2011/12.
[7] Isle of Wight Facts and Figures 2011/12.

The reduction in the availability of finance, both for house buyers and for developers, has led to a reduction in the amount of activity in the construction sector, both nationally and on the Island.

In light of these issues, the planning and delivery of an appropriate mix of housing will be critical to ensuring that the needs of Island residents are met and this action is confirmed as one of the key objectives of the Core Strategy.

The key areas that the Island needs to provide for are:

- To ensure that the right type of housing is delivered to meet population increase;
- To deliver affordable housing to meet the needs of Island residents, particularly given the affordability ratio;

- To deliver properties suitable to meet the needs of older people; and
- To deliver specialist accommodation needed by the community.

The Construction Sector on the Isle of Wight

Ongoing discussions with the construction sector have identified that changes to the delivery models of developers and construction companies, brought about by a toughening in economic conditions, have resulted in a reduction in the number of construction companies on the Island.

This is significant as delivery of housing on the Isle of Wight was historically based on a relatively large number of small and medium-scale local builders, delivering small and medium-scale sites.

Whilst the dynamic has changed over the last few years, with regional and national house builders delivering a number of larger housing sites on the Island, it is very important to the local housing market that local small and medium-scale developer/builders are present and able to deliver sites.

However, the opportunities for small and medium-sized Island builders are often limited by their lack of purchasing power for materials and not being cash-rich. This, particularly in the current economic climate, often leads to difficulties in securing the necessary bank support to secure funding at competitive rates.

Over the last five years delivery of large housing sites for the Island market has been primarily supplied by Barratt David Wilson.

The Island has found it difficult to attract new national and regional house builders due to the perceived distance from the mainland and the set up costs associated with developing new sites away from core business areas.

In light of this, the council will support market-led efforts to introduce local consortia or co-operative type models that enable local builders and developers to work together in the supply chain to secure better purchasing power, procurement and other benefits that arise from greater economies of scale and partnership working. The council will continue to work with the industry to explore how interventions in the market can be made in order to increase the diversity of available housing product.

Contingency Planning

The core strategy confirms in section 9.6 that the plan has a built in contingency, should housing delivery and supply fall below the cumulative and annual target by more than 20% over a three year period. If this were to occur the council will identify and allocate (through a review of the appropriate DPD’s) contingency areas for growth.

The figures identified in this monitoring report do not fall within the three year period for assessing contingency identified in the core strategy, as the core strategy was only adopted for seven days within the monitoring period. The first full year of core strategy monitoring will be the financial year 2012/2013, which will be reported in the next Monitoring Report.

Financial Contributions

Within the monitoring year the council negotiated contributions of £65,580 towards affordable housing from three different schemes.

Number of New Homes – SP2

Target	520 dwellings built per annum over the plan period

Indicator	Net annual dwellings provided		
Outcome	535 dwellings were provided		
Target met	Y	Trend	

This target applies to the saved UDP policies and the Core Strategy.

Trend information

The last five years completions have averaged 534 units per annum, and this is broken down in more detail in table 4 below.

Table 4: Completions by year 2007 - 2012 (March)

Year	Small	Large	Total
2007/08	263	340	603
2008/09	247	388	635
2009/10	177	263	440
2010/11	190	265	455
2011/12	203	332	535

The increase in completions on large sites in 2011/12 was due to the completion of the first new homes by David Wilson Homes at Victoria Walk at East Cowes and by Barratt Homes at Pan Meadows, Newport.

On these sites, to ensure that development cashflow is maintained, the main supply of homes completed on these sites has been affordable housing. This has been due to the need for the affordable housing to be completed within set time periods in order to ensure the receipt of funding from the Homes and Communities Agency.

Current Activity on Sites

Activity on small sites is slowing. Activity for the last five years shows an average completion on small sites of 216 units per year. The council is expecting this to reduce in the short term, due to the reduction in available lending and viability issues caused by economic conditions.

Completions on large sites have averaged 318 units per year over the past five years. Their dependence on the availability of mortgage funding for purchasers is restricting build out rates on large sites with planning permission.

There are a number of large sites across the Island, under a range of ownerships, where work has not yet commenced, or has technically commenced but then stopped. These are set out in table 5 and account for a significant number of new dwellings when compared to both the completions this year and the overall annual target.

Table 5: Example sites where permissions are not currently being delivered

Ref. No.	Application Type	Location	Commenced	No. of Units
P/01529/12	Renewal	Ryde	N	230
P/01459/12	Renewal	Ryde	N	20
P/01182/11	Renewal	Ryde	N	27
P/01021/11	Renewal	Newport	N	23
P/00290/11	Renewal	Newport	N	7
P/01675/10	Renewal	Shanklin	N	14
P/01343/09	Full	Newport	N	9
P/01060/09	Full	Shanklin	Y	42[8]
P/00486/09	Full	Newport	N	54
P/00870/03	Renewal	Newport	N	69
				495

The council will continue to engage in discussions with the owners/developers of the sites to understand the issues affecting the delivery of the sites and to establish whether there is any action the council can undertake to help facilitate their delivery.

Table 5 above is not exhaustive, but reflects a range of sites (in terms of size, location and type of units).

Development sites with planning permission for flats are experiencing most difficulties due to lending restrictions, and this is most evident in the Bay area of the Island, leading to development sites being mothballed.

Another factor in the supply side of housing delivery on the Island (and indeed elsewhere) is the slowing of the completion rate. This can be seen at a number of sites on the Island. For example, since 2006, 1100 units have been granted (outline) permission on two large sites in East Cowes. Since that time only 310 have been delivered, with the remaining 790 yet to be built.

Analysis of sites with permission shows that one developer, Barratt David Wilson, has consent for 46% of the total permissions granted on the Island. This still leaves over 50% of housing sites on the Island for small and medium or other construction companies to develop. The core strategy, adopted on 21st March 2012, has introduced policies that are in accordance with the National Planning Policy Framework and provides policies in order for sustainable development schemes to be brought forward that are suitable, available and achievable.

Five year land supply

The Housing Trajectory (of large and small sites) confirms the expected delivery of housing schemes as at 31st March 2012. Table 8 confirms that the 5 year land supply (+5%) total as at 31st March 2012 stood at 3135 or 6.03 years.

[8] Sheltered accommodation

Table 6: 5 year land supply summary figures as at April 2012

	11/12	12/13	13/14	14/15	15/16	16/17
Expected completions on identified small sites (5 year land supply)	150	150	150	150	100	70
Expected large site completions in Newport	62	92	85	158	123	52
Expected large site completions in Cowes & East Cowes	142	64	53	68	87	20
Expected large site completions in Ryde	38	43	33	12	12	12
Expected large site completions in the Bay	23	64	18	0	10	0
Expected large site completions in the West Wight	24	25	28	0	29	26
Expected large site completions in Rural Areas	46	10	10	15	25	22
Potential allocations within or immediately adjacent to the settlement boundary of KRA's/SRA's	0	10	117	363	479	320
Potential allocations within RSC's and the WRA	0	0	17	20	30	40
Deliverable Sites (first 5 years)	485	458	511	786	895	562

The LPA is working with developers, as part of pre-application discussions, to ensure that sites that conform to policy SP1 and that are suitable, available and deliverable are brought forward at the earliest possible opportunity to ensure that the council can continue to demonstrate a five year land supply.

Number of New Homes Key Facts/Issues:

- Completions in 2011/12 were **535**, just above the average for the last 5 years.
- **217** additional dwellings were granted permission in 2011/12.
- **82.2% (440)** of these were located in KRAs.
- **1** developer has consent for **46%** of the total permissions granted on the Island.
- There are a number of sites on the Island with planning permission for residential development where delivery has slowed or stopped, resulting in permitted dwellings not yet being built.
- The 5 year land supply total as at 31st March 2012 stood at **3135** or **6.03** years.

Location of New Homes – SP1, SP2

Target	**4,140 new dwellings permitted within or immediately adjacent to the settlement boundaries within the Key Regeneration Area (KRAs), Smaller Regeneration Areas (SRAs) over the plan period[9]**

Indicator	Number of new dwellings **permitted** and **completed** within or immediately adjacent to the settlement boundaries of the Key regeneration Areas per annum		
Outcome	165 units were **permitted** and 440 units were **completed** within or immediately adjacent to the settlement boundaries of the Key Regeneration Areas		
Target met	-	**Trend**	-

Indicator	Number of dwellings **permitted** and **completed** within or immediately adjacent to the settlement boundaries of the Smaller Regeneration Areas per annum		
Outcome	23 units were **permitted** and 29 units **completed** within or immediately adjacent to the settlement boundaries of the Smaller Regeneration Areas		
Target met	-	**Trend**	-

The key principle behind these targets is to ensure that the residential development that is permitted and built is provided in sustainable locations (based around a settlement hierarchy within Policy SP1).

[9] This relates to 'new' permissions, not the 520 figure for the plan period.

Policy SP2 sets out the following figures for provision for housing over the plan period:

- *3,200 existing permissions and a further:*
- *1,350 dwellings within the Medina Valley.*
- *2,100 dwellings within Ryde.*
- *370 dwellings within The Bay.*
- *240 dwellings within the West Wight.*
- *80 dwellings within Ventnor.*
- *980 through smaller-scale development at the Rural Service Centres and Wider Rural Area.*

The figures in tables 7 and 8 on the next page set out the completions in the monitoring period 1st April 2011-31st March 2012 for the Key Regeneration Areas (KRAs) and Smaller Regeneration Areas (SRAs). Whilst these were permitted prior to the adoption of the Core Strategy, it seems clear that the market was already focussing upon those areas.

There are already 3,200 permissions identified across the Island and it is from these that the most recent completions are developed. Looking forward the total number of new permissions that are required in the Key Regeneration and Smaller Regeneration areas total 4,140 (over the plan period) which considered as an annualised target it results a need for 276 new permissions for dwellings per year (on average).

Location of completions

The policy approach of the core strategy establishes that the majority of new development will be located on appropriate land within or immediately adjacent to the defined settlement boundaries of the KRAs, SRAs and Rural Service Centres (RSCs).The rest of the Island is collectively described as the Wider Rural Area (WRA).

Completions for the 2011/12 financial year by the settlement hierarchy set out in Policy SP1 were as follows:

Table 7: Completions by SP1 location and type of site 2011/2012

Area	Small	Large	Total	%
KRA's	141	299	440	82.2
SRA's	27	2	29	5.4
RSC's	26	13	39	7.3
WRA	9	18	27	5
Total	203	332	535	100[10]

Table 7 shows that in advance of the core strategy policies being applied completions were already occurring in the preferred locations, as demonstrated by 87.6% of completions being within the KRA and SRAs.

528 of the 535 completions were permitted prior to 1st April 2011 and therefore contribute to meeting the 3,200 existing permissions identified in policy SP2.

7 units were permitted and completed within the monitoring year, 5 in the Medina Valley and 2 in Rural Service Centres and Wider Rural Area.

The total figures for the KRAs and SRAs shown in table 7 are broken down in the following table.

[10] Due to rounding the figure totals 99.9%.

Table 8: Completions by SP1 location

<table>
<tr><th></th><th>Key Regeneration Areas</th><th>Total</th><th>%</th></tr>
<tr><td rowspan="3">Medina Valley</td><td>Newport</td><td>145</td><td rowspan="3">70%</td></tr>
<tr><td>Cowes</td><td>48</td></tr>
<tr><td>East Cowes</td><td>114</td></tr>
<tr><td>Ryde</td><td>Ryde</td><td>72</td><td>16%</td></tr>
<tr><td rowspan="3">The Bay</td><td>Sandown</td><td>15</td><td rowspan="3">14%</td></tr>
<tr><td>Shanklin</td><td>43</td></tr>
<tr><td>Lake</td><td>3</td></tr>
<tr><td></td><td>Totals</td><td>440</td><td></td></tr>
</table>

Smaller Regeneration Areas	Total	%
Ventnor	4	14%
West Wight	25	86%
Totals	29	

Permissions granted

217 additional dwellings were granted permission in 2011/12 and table 6 breaks this figure down by settlement type.

Table 9: Permissions granted by SP1 location 2011/12

Area	Small	Large	Total
KRA's	109	56	165
SRA's	23	0	23
RSC's	19	0	19
WRA	10	0	10
Totals	161	56	217

Table 9 above shows that of the 217 dwellings permitted, 183 were permitted within KRA and SRAs. This is considerably below the completion figures for the same areas, and the LPA will need to carefully monitor the number of permissions in these areas over the first years of the core strategy, to ensure that a 5 year land supply can be maintained.

There were no affordable housing units given permission during 2011/12. The majority of sites given permission during 2011/12 were small sites and as such fell below the thresholds for requiring affordable housing in the saved UDP Policy.

The reduction in the availability of bank lending for new developments has reduced the amount of development sites being brought forward and information from the construction industry confirms that the restriction in mortgage availability has led to a reduction in purchasers active in the market.

However, there are market intervention measures that the council is supporting, such as the award of *'Get Britain Building'* funding from the Homes and Communities Agency to David Wilson Homes for its site at Abbey Mews in Newport. This will continue to help ensure the supply of new homes into the marketplace.

In relation to new permissions for the monitoring period, table 10 shows the split between the settlements of the KRA's and the SRA's.

Table 10: new permissions granted by SP1 Location 2011/12

	Key Regeneration Areas	Total	%
Medina Valley	Newport	38	47%
	Cowes	34	
	East Cowes	5	
Ryde	Ryde	31	19%
The Bay	Sandown	26	34%
	Shanklin	29	
	Lake	2	
	Totals	165	

Smaller Regeneration Areas	Total	%
Ventnor	8	35%
West Wight	15	65%
Totals	23	

Target	**980 new permissions over the plan period within or immediately adjacent to the settlement boundaries within RSCs and the Wider Rural Area**		

Indicator	Number of dwellings **permitted** and **completed** within or immediately adjacent to the settlement boundaries within RSC's and the Number of dwellings built within the Wider Rural Area		
Outcome	29 dwellings **permitted** and 66 dwellings **completed** within or immediately adjacent to the settlement boundaries within RSC's and within the Wider Rural Area		
Target met	-	**Trend**	-

If the 980 figure from policy SP2 were to be considered as an annualised target it would result in a requirement of 65.3 new dwellings permitted per year

Within the monitoring year there were 66 completions either within or immediately adjacent to the settlement boundary of a RSC or within the WRA. This figure is broken down by settlement in the following tables.

As table 11 shows, Brading and Niton experienced the highest level of completions with 11 and 12 respectively, and there were three settlements (Rookley, St Helens and Yarmouth) that experienced no completions within the monitoring period.

Table 11: Completions within the Rural Service Centres and the wider rural area 2011/12

Rural Service Centres	Total	Rural Service Centres	Total
Arreton	3	Rookley	0
Bembridge	3	St Helens	0
Brading	11	Wootton	1
Brighstone	5	Wroxall	1
Godshill	3	Yarmouth	0
Niton	12	Total	39

Wider Rural Area	Total
WRA	27
Total	27

In terms of planning permissions granted within the monitoring year in these specific locations, there were 19 dwellings permitted in the Rural Service Centres and 10 dwellings within the Wider Rural Area, as shown in the following tables. This is considerably lower than the nominal 65.3 new dwellings per year that would be required.

Table12: Permissions granted in rural service centres and the wider rural area by type of site 2011/12

Rural Service Centres	Large Sites	Small Sites	Total
Arreton	0	0	0
Bembridge	0	11	11
Brading	0	0	0
Brighstone	0	2	2
Godshill	0	0	0
Niton	0	3	3
Rookley	0	0	0
St.Helens	0	1	1
Wootton	0	0	0
Wroxall	0	0	0
Yarmouth	0	2	2
Totals	0	19	19

Wider Rural Area	Large Sites	Small Sites	Total
WRA	0	10	10
Total	0	10	10

Location of New Homes Key Facts/Issues:

- 528 of the year's 535 completions were permitted prior to 1st April 2011
- Completions within the KRAs represented **82.2%** of all completions.
- Permissions within the KRAs represented **76%** of all permissions.
- Completions within the SRAs represented **5.4%** of all completions.
- Permissions within the SRAs represented **10.6%** of all permissions.
- In KRAs **Newport, Cowes and Ryde** experienced the highest levels of planning permissions with **38, 34 and 31 dwellings permitted** respectively.
- In RSCs **Brading and Niton** experienced the **highest level of** completions with **11 and 12** respectively.

Type of Development Land – SP2

Target	**At least 60% of housing development on brownfield land per annum for the first 5 years of the plan period**

Indicator	Amount of housing development built on brownfield land per annum		
Outcome	60% of completions in 2011/12 were on brownfield land		
Target met	Y	**Trend**	⟺

This target applies to the saved UDP policies and the Core Strategy. The core strategy confirms that the council will prioritise the redevelopment of previously developed (or brownfield) land where such land is available, suitable and viable for the development proposed (policy SP2).

Table 73: Completions by type of land 2011/12

Area	Brownfield	Greenfield	% Brownfield
KRA	247	193	56%
SRA	16	13	55%
RSC	34	5	87%
WRA	24	3	89%
Total	321	214	60%

In 2011/12 out of a total of 535 completions, 321 dwellings were on brownfield land. This was a reduction from the previous year, however it still realised a completion rate on brownfield land of 60%, as shown in the table above. The reduction in completions on brownfield land has been due the fact that 180 of the large site completions were delivered on 3 large greenfield sites namely, Pan Meadows, Victoria Walk, and Hawthorn Meadows. As well as a healthy level of completions on brownfield land there was also a significant percentage of permissions being granted on brownfield land. During 2011/12 the following permissions were granted:

Table 84: Permissions granted by type of land 2011/12

Area	Brownfield	Greenfield	% Brownfield
KRA	150	15	91%
SRA	20	3	87%
RSC	12	7	63%
WRA	7	3	70%
Total	189	28	87%

The high percentage of permissions granted on brownfield land shows that the Island had a readily available source of supply of brownfield land in 2011/12, but we are aware that this supply is declining.

Type of Development Land Key Facts/Issues:

- **60%** of completions were on brownfield land.
- **87%** of permissions were on brownfield land.
- KRAs saw the highest percentage of permissions on brownfield land with **91%**. [11]
- WRAs saw the highest percentage of completions on brownfield land with **89%**.

[11] This was in accordance with the definition of brownfield land (as set out firstly within PPS3 and then the NPPF) that excludes gardens.

Type and Size of New Homes – DM3

Target	Appropriate target by SHMA area		
Indicator	Number of dwellings permitted by number of bedrooms and type per annum		
Outcome	The Strategic Housing Market Assessment does not contain an assessment of the need for different sized accommodation in each of the key housing market areas on the Island		
Target met	-	Trend	-

It is important that the Island community is supplied with the size of dwellings required to meet its needs. Therefore this information is key to ensuring that constructive dialogue is held with developers of new housing to ensure that what is being proposed will meet the population's needs. The following information provides a breakdown of completions per bedroom size by KRA, SRA, RSC and WRA.

Table 95: Completions by bedroom size and SP1 location 2011/12

Bedroom numbers	1	2	3	4	5+
Newport	9	74	61	2	0
Cowes	1	26	15	4	1
East Cowes	0	71	39	4	0
Ryde	31	17	23	1	0
Sandown	1	2	12	0	0
Shanklin	7	22	13	1	0
Lake	0	2	1	0	0
Total	49	214	164	12	1

Bedroom numbers	1	2	3	4	5+
Ventnor	1	0	2	1	0
Freshwater	0	7	6	0	0
Totland	0	4	4	4	0
Total	1	11	12	5	0

Bedroom numbers	1	2	3	4	5+
Arreton		1	1	1	
Bembridge			3		
Brading		9	2		
Brighstone		2	3		
Godshill			1	2	
Niton	3	3	4	2	
Rookley					
St.Helens					
Wootton		1			
Wroxall			1		
Yarmouth					
Total	3	16	15	5	0

Bedroom numbers	1	2	3	4	5+
WRA	0	3	11	11	2

The following permissions were granted per bedroom size in 2011/12:

Table 106: Permissions granted by bedroom size and SP1 location 2011/12

Bedroom numbers	1	2	3	4	5+
KRA's	9	75	52	29	0
SRA's	0	6	10	7	0
RSC's	0	1	8	8	2
WRA	0	3	7	0	0
Total %	4%	40%	35%	20%	1%

The Strategic Housing Market Assessment does not contain an assessment of the need for different sized accommodation in each of the key housing market areas on the Island. Further work will be undertaken in the next year to assess how monitoring can be improved in this area.

The most recent information on Housing Needs was provided as part of the 2007-2012 Housing Strategy and those figures indicated a need to provide the following sizes of units:

Table 117: Housing Need by bedroom size

Bedroom numbers	1	2	3	4	5+
Total %	14%	38%	41%	5%	2%

In comparison with those figures the Island is not approving enough smaller accommodation units to meet local need and more work will have to be done with future developers to meet this identified shortfall. In the short term this might prove difficult to achieve as funding for the development of flats is severely limited by lending institutions.

Affordable Housing Completions

During the 2011/12 financial year 196 new build affordable housing units were completed, along with 8 units delivered through conversion and a purchase of 1 open market property. This exceeds the 2011/12 affordable housing target of 180 units[12]. The 205 were completed in the following areas:

Table 128: Affordable housing completions by SP1 location 2011/12

Bedroom numbers	1	2	3	4	5+
KRA's	35	93	61	5	1
SRA's	0	0	0	0	0
RSC's	0	5	5	0	0
WRA	0	0	0	0	0
Total %	17%	45%	30%	8%	0%

These tables suggest that the need and supply of 2 and 3 bed affordable properties is not matching up and this is an issue that the council will need to consider.

Type and Size of New Homes Key Facts/Issues:

- **2 bed** properties were the most permitted in 2011/12.
- **2 and 3 bed properties** accounted for **86%** of those completed in 2011/12.
- Only **3 5+ bed properties** were completed and **2** granted permission in this period.

[12] 2007-2012 Housing Strategy

Sustainability of New Homes – DM1

Target	**All new developments to result in no more that 105lpppd water consumption per household**		

Indicator	Number of developments with a water consumption per household of 105lpppd per annum		
Outcome	This was not recorded through the monitoring year		
Target met	-	**Trend**	-

This is one of a number of policy targets and indicators introduced through the Core Strategy, due to the requirement set out in policy DM1. As this represents an optional element of the Code for Sustainable Homes it is incorporated within national requirements. The new developments at Pan Meadows and Victoria Walk have been Island market leaders in the delivery of large scale renewables for the domestic market.

The homes at Pan Meadows will be heated by a Biomass Plant delivering hot water from a centralised boiler plant. The first phase of units at Victoria Walk are heated by solar thermal roofing panels and there may be the potential for the further units on site to use new available renewable sources, such as the recently installed biomass plant next to the Waitrose store.

Both of these schemes are being delivered to Code 4 of the Code for Sustainable Homes, which included restricting the water consumption to 105 litres per person per day.

New Developments

No major developments approved included the requirement to restrict the water consumption per household to 105lpppd per annum. Now that the Core Strategy is adopted there is the policy requirement for measures to restrict predicted internal potable water consumption (policy DM1).

Quality of New Homes Key Facts/Issues:

- None of the major developments granted permissions included the requirement to restrict water consumption.

- The recording of such information will need to improve in order to enable suitable monitoring in the next monitoring report.

Affordability of New Homes DM4

Target	**Deliver 35% of new dwellings as affordable housing units over the plan period**

Target	**70% of affordable housing to be social/affordable rented**

Target	**30% of affordable housing to be intermediate tenures**

Indicator	Number of affordable housing units delivered per annum		
Outcome	196 dwellings out of 535 completions or 37%		
Target met	Y	**Trend**	↑

Indicator	Number of social/affordable rented affordable housing units delivered		
Outcome	155 out of 205 = 76%		
Target met	Y	**Trend**	↑

Indicator	Number of intermediate tenures affordable housing units delivered		
Outcome	50 out of 205 = 24%		
Target met	N	**Trend**	↓

Affordable housing is defined within the NPPF as being social rented, affordable rented and intermediate housing, provided to eligible household whose needs are not met by the market.

Affordable housing is delivered through three main ways:

1. Conversion of existing accommodation into affordable housing
2. Purchase of existing open market housing as affordable housing
3. New build affordable housing

This resulted in a total 205 affordable housing dwellings being delivered, and of these:

- 8 units were delivered through conversion;
- 1 existing open market house; and
- 196 completed new dwellings

The total number of affordable housing units delivered over the last 5 years has been 736, which averages out at 147 dwellings per annum. The delivery of units at Pan Meadows has contributed to the third highest delivery of annual affordable housing units since the year 2000.

The Island needs to provide social/affordable rented units to meet the needs of those households who are on the housing waiting list and/or in temporary accommodation.

The delivery of a significant number of new dwellings at Hawthorn Meadows, Victoria Walk and Pan Meadows assisted the Safe and Secure Homes department in meeting their identified service needs.

Delivery of intermediate affordable housing helps first time buyers access the housing market through shared ownership and shared equity schemes. This a vital part of the supply chain in the current developer's marketplace through products such as *Firstbuy.*

It is considered that the reason for the lower than target provision of intermediate tenures is due to the historically low provision of this tenure, lack of awareness of the intermediate housing market and funding allocations to Registered Providers by the Homes & Communities Agency.

Affordability of New Homes Key Facts/Issues:

- The delivery of affordable housing is higher than target due to revenue funding for developers being available through Registered Providers.

- Whilst currently low, future provision may see an increase of delivery of intermediate tenures due to funding restrictions.

Housing for Older People – DM5

Target	**2050 units of accommodation suitable for older persons over the plan period**

Indicator	Number of housing units suitable for older persons delivered per annum		
Outcome	134 within the monitoring year		
Target met	-	**Trend**	

During the 2011/12 monitoring year 134 units of accommodation were completed that met the Lifetime Homes Standard (as a requirement of Code 4 (Code for Sustainable Homes) and 14 units were approved specifically for older people through a sheltered housing scheme.

If the target figure were to be annualised it would create an annual figure of 137 dwellings, which delivery in this monitoring year almost achieved. It is anticipated that as the policy requirement for major development to plan for the needs of older people is now in place this figure will increase.

The Island needs to ensure that it has accommodation to meet the needs of older persons. This will assist us in meeting the requirements of an increasingly ageing population, and also to reduce the amount of properties that require major adaptation over their lifetime in order to meet the changing needs of the occupier.

In order to measure this requirement the council has confirmed that accommodation for older people can be met in the following ways:

- The provision of units that meet the *Lifetime Homes Standard*; and
- The provision of specialist older person's accommodation such as extra care housing schemes (C3 Use Class) or sheltered housing schemes (provided that the occupancy arrangements are restricted to older people.

Housing for Older People Key Facts/Issues:

- Majority of the 134 units suitable for older persons delivered through the Pan Meadows development.
- Further work with developers will need to be undertaken to ensure that this target is met in future years.

Gypsies, Travellers and Travelling Showpeople – DM6

Target	Delivery of 27 pitches by 2021

Indicator	Number of pitches delivered per annum		
Outcome	None within the monitoring year.		
Target met	-	**Trend**	

The Island Plan confirms that the council will meet the identified need for Gypsy, Traveller and Travelling Showpeople pitches by allocating sufficient sites within the Area Action Plans and Delivery and Management DPDs.

Furthermore, the council will support proposals that are:

1. On appropriate land within or immediately adjacent to defined settlement boundaries;

2. Accessible to shops, schools and health facilities by public transport, on foot or by cycle; and

3. Served, or capable of being served, by adequate on-site services for mains water, power, drainage, sewage disposal and waste disposal facilities.

The council has not yet adopted any Area Action Plans or the Delivery and Management DPD[13] and therefore has not made allocations for Gypsies and Travellers to date.

No applications have been received for Gypsy or Traveller sites during the 2011/12 financial year.

Gypsies, Travellers and Travelling Showpeople Key Facts/Issues:

- There are **no** authorised gypsy and traveller sites on the Island.
- The LPA will be planning to meet the needs of Gypsies, Travellers and Travelling Showpeople through the allocation of sites in the AAPs.

[13] The timetable for the production of these documents is set out in the council's Local Development Scheme.

4. Economy & Tourism

Relevant Core Strategy Objectives

1)	**To support sustainable and thriving communities that enable people to enjoy a quality of life without compromising the quality of the environment.**
2)	**To ensure that all development supports the principles of sustainable development.**
3)	**To ensure that housing is provided to meet the needs of Island residents.**
6)	**To provide opportunities to diversity and strengthen the local economy and increasing the range of higher skilled jobs available.**
7)	**To support a diverse tourism offer on the Island, particularly focussing upon sustainable eco-tourism.**

The council aims to accommodate sustainable economic growth and regeneration by ensuring sustainable patterns of employment development, providing opportunities to diversify and strengthen the local economy and increasing the range of skilled jobs available[14].

Whilst, due to the economic climate, this may be difficult to achieve in the short term, the core strategy is looking to 2027 and therefore it supports opportunities for growth and employment provision as they arise and is not just limited to considering the short term context.

A number of economic issues were identified in the core strategy[15], which its policies are seeking to address. They are:

- The need to create jobs to address current unemployment and to push forward the economic regeneration of the Island.
- To maintain a diverse economy, where high quality tourism and supporting the expanding research and design and servicing of renewable energy technologies.
- To sustain a rural economy that brings benefits to the whole Island.
- To increase the skills of the Island's workforce to ensure the wider economic aspirations of the Island can be realised.

To contribute to achieving this policy SP3 includes a number of headline targets relating to economic development for the Island over the plan period. These are:

- circa 7,550 new jobs;
- At least 42 hectares of new economic development land; and
- No more than 75,159m^2 of net retail floorspace.

Over recent years the council has granted planning permission for a range of employment generating schemes, a number of which started to be

[14] See paragraphs 5.71-3 of the Island Plan Core Strategy
[15] Page 10

built such as the Island Technology Park at Whippingham, where the upfront infrastructure has been constructed and the plots are fully serviced (following funding from the Homes and Communities Agency), or became operational during this monitoring period, such as the large extension of the Sainsbury's store in Newport, which opened in March 2012 and provided an additional 1503m^2 of retail floorspace, a new car park deck and contributions towards junction improvements in the local area.

The core strategy builds in a level of contingency planning relating to a number of issues, and the provision of employment land is one of them. The monitoring reports over the forthcoming years will therefore play a critical role in understanding whether there will be the need to instigate any contingency planning in relation to employment land delivery and supply.

Jobs – SP3

Target	Creation of 7,550 new jobs over the plan period		
Indicator	Number of new jobs created by employment type per annum		
Outcome	405 jobs created		
Target met	-	Trend	-

Over the monitoring period there were 174 applications relating to economic activity, ranging from illuminated signs to changing of conditions and the provision of new floorspace.

It is believed that the granting of planning permissions has resulted in the potential for an additional 405 jobs on the Island, with 332 being full time and 73 part time. These figures are based on the expected job creation figures supplied by the applicants on planning application forms. Further employment opportunities may have been created, but were not included within the planning application information (for example where it was a speculative employment development without specific end-users identified).

Table 19 shows the breakdown of these 405 jobs by use class and full/part time and it highlights two trends: over a third of the full-time jobs were in B1 uses (which are generally classified as certain types of offices, research and development and light industry); and full time jobs in B2 uses (general industry) also accounted for a significant proportion (25.9%).

Table 139: Jobs by use class and type

A1	FT **32** PT **11**
A2	FT **1** PT **2**
A3[16]	FT **29** PT **28**
A4	FT **2** PT **2**
B1	FT **148** PT **2**
B2	FT **105** PT **13**
B8	FT **2** PT **3**
C1	FT **1** PT **3**
D1	FT **7** PT **2**
D2	FT **3** PT **4**
SG[17]	FT **2** PT **3**

The majority (38.4%) of the part time jobs were created in A3 uses (restaurants and cafes), which perhaps reflects the more flexible nature of shift work within these types of uses and the increasing prominence of the hospitality sector on the high street and its link to tourism .

The figure of 7,550 new jobs is over the plan period (to 2027), which equates to an annualised figure of 503. This year's outcome will act as a benchmark for the next monitoring year.

Jobs Key Facts/Issues:

- Permission was granted that supported the potential for an additional **405 jobs on the Island**.
- Of these **332 were full time** and **73 part time**.
- **36.5%** (148) of full time jobs were in B1 uses.
- Reference should be made in the officer written justification for each decision in regard to the number of jobs created and the employment (regardless of the Use Class) floorspace created or lost.

[16] This includes A5 uses.
[17] Sui Generis uses

Delivering Employment Land – SP1, SP3, SP3(a-d)

Target	**At least 42 hectares of employment development to be delivered within the Key Regeneration Areas of the Medina Valley and Ryde over the plan period**

Indicator	Amount of employment land delivered per annum per type		
Outcome	A net gain of less than 1 hectare (2,496m^2) of employment provision, based on planning permissions 2011/12		
Target met	-	**Trend**	-

These targets and indicator relate to the provision of B Class Uses over the plan period. The core strategy identifies that the following minimum level of provision should be planned for:

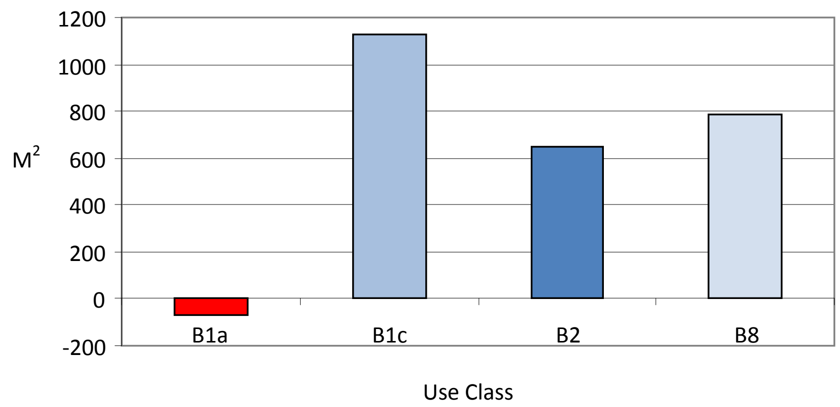
- At least 9 hectares of B1b, B1c and B2 uses;
- Around 13 hectares of B8 uses; and
- Around 20 hectares of B1a uses.

Four allocations for employment land are made in the Core Strategy, with three being in the Medina Valley and one in Ryde. These allocations, along with the intention to seek additional employment development elsewhere on the Island, for example the locally sustainable employment opportunities referred to in policy SP3's first paragraph, will contribute to delivering at least 42 hectares, as set out in SP3 and the breakdown of the B uses set out above.

Prior to these allocations being delivered, and in order to support economic-led regeneration across the Island, the council will continue to consider planning applications for B Class Uses on their merits against the jobs target and other policies of the Island Plan Core Strategy.

The breakdown of the B uses by hectare is not considered further in this monitoring report, as, until the allocations (or other large sites) are brought forward it is unlikely that a sufficiently large amount of land will come forward. This is on the basis that the amount of employment land monitored through permissions is measured by m^2 (a 1m^2 equals 0.0001 hectare).

Graph 5: Net permitted Employment Land 2011/12



The permissions granted in 2011/12 resulted in the net gain of 2,496m^2 (which is less than 1 hectare), which was underpinned by permissions for a gain of 1,126.3m^2 of B1c, of 784.2m^2 of B8 and of 652m^2 of B2 uses as shown in Graph 5 above. Only B1a experienced a net loss (of 66.5m^2, which is approximately a quarter of a tennis court), although there were applications permitted for the loss of B1c, B2 and B8 that are taken into account in the above figures.

When considering the changes to employment land provision spatially (as set out in the following table), as opposed to by B-use class (in Graph 5 above), the vast majority of the activity was experienced within KRAs and it is worth noting that this occurred under the saved UDP policies rather than SP1 of the Core Strategy. This would suggest that these are already the employment providers preferred locations.

Table20: Changes to employment land by SP1 location 2011/12

	Gained	Lost	Total
KRA	5,022.3m^2	3,357.5 m^2	1,664.8m^2
SRA	-	-	-
RSCs	800 m^2	-	800 m^2
WRA	31.2 m^2	-	31.2 m^2
Total	**5,853.5m^2**	**3,357.5 m^2**	2,496m^2

It is also interesting to note that there were no applications relating to a loss or gain of B-use class employment uses in either of the SRAs. Future monitoring will indicate whether the policies of the core strategy will be more successful in facilitating such development in these locations.

Within the SRAs, RSCs and the WRA there were no B Class uses lost (in planning terms through a change of use), although it is accepted that sites may have ceased operating in the period (but remain as B Class uses).

Delivering Employment Land Key Facts/Issues:

- There was a net gain of **2,496m^2** of employment provision.
- There were net gains for **B1c (1,126.3m^2), B8 (784.2m^2)** and **B2 (652m^2)**.
- Only B1a experienced a net loss of **66.5m^2**.
- There was **no** B Class uses **lost** in SRA, RSCs or the WRA in the monitoring year.

Protecting Employment Land – SP3, DM8

Target	**No net loss of employment sites of 1 hectare or above, where they are important to sustaining the local economy**		

Indicator	Number of employment sites of 1 hectare or above lost per annum		
Outcome	There were no employment sites of 1 hectare or above lost		
Target met	Y	**Trend**	-

No planning permissions were granted for the loss of employment sites of 1 hectare or above in the period 2011/12.

The largest area where permission was granted for a change of use away from a B use was 1,363m^2 at the then vacant Albany Building in East Cowes and the permission was for a change of use to a museum with ancillary office, storage and café. This was more than double the size of the next largest permitted change of use away from B Class uses (which was the loss of 634.5m2 of B1a at Victoria Barracks, also in East Cowes to be replaced by A3/4, B1 and D1 uses (which alone is expected to yield 25 full time jobs).

As set out in the previous section, 11 permissions were granted for the loss of B Class uses although there was a net gain (2,496m^2) in terms of floorspace provision.

The section relating to jobs (see page 27) also establishes that permission was granted for planning applications supporting the creation of the potential for an additional 405 jobs on the Island.

Of the 11 applications where the loss of B Class uses were permitted, at least 6 of them retained and introduced employment provision (including other Use Classes of 44 full time and 6 part time jobs) on the sites and 2, whilst incorporating an element of a loss actually provided a net gain in employment floorspace (both involved the loss of a small element of B1c offset with a greater net gain of B2).

Over half of these applications related to buildings that were vacant at the time of the application and only three of permissions granted for the loss of B Class uses involved the complete loss of that employment use to residential development.

Protecting Employment Land Key Facts/Issues:

- **No** planning permissions were granted for the loss of employment sites of 1 hectare or above in the period 2011/12.
- **11** permissions were granted for the loss of B Class uses although there was **a net gain (2,496m^2)** in terms of floorspace provision.
- At least 6 of these retained or created some form of employment provision on the site.
- Over half of these applications related to buildings that were **vacant** at the time of the application.
- Only 3 of the permissions granted for the loss of B Class uses involved the complete loss of that employment use to residential development.

Delivering retail floorspace, SP3, DM8

Target	75,159m^2 of net retail floorspace to be delivered over the plan period

Indicator	Amount of net retail floorspace delivered per annum		
Outcome	2,550.2m^2 net retail floorspace delivered		
Target met	-	Trend	-

Retail is defined by the A1 uses of the Use Class Order. There were four examples from the 20 permitted applications where information relating to the change in floorspace was not provided. From these four, two resulted in an unknown gain in A1 floorspace and two resulted in an unknown loss. Given this omission in information the figures quoted in this section refer to 'at least' before any floorspace figures.

Over the monitoring period the LPA granted 11 permissions for the loss of at least 811.3m^2 of A1 floorspace, which was an average of 73.7m^2 loss per application. This loss was mainly focussed around the larger retail areas of Ryde, Newport, Cowes and Sandown and Shanklin. The next section (Town Centres – DM9) looks in more detail at town centres and the impacts of policies relating to the Primary Retail Frontage.

Where an A1 use was lost, 5 were instances of the shop being vacant at the time of the application and 7 potentially created 14 full time and 7 part time jobs (either new or replacement). Only two applications were permitted that resulted in the loss of any form of employment provision, with the change of use being to residential (which resulted in the loss of 94m^2 of A1).

Conversely, 9 permissions were granted for the gain of at least 3,361.5 m^2 of retail floorspace (which gave an average of 373.5 m^2 of new floorspace per application).

This has resulted in a net gain of 2,550.2m^2 of retail floorspace within the monitoring period. This known provision has been shared between Newport, Ryde and Sandown, with Cowes also experiencing a gain but of an unknown level. If the overall target set out in SP3 of 75,159m^2 was annualised it gives a figure of 5,010.6m^2 and the net gain experienced this year is half of this, which is likely to be due to the current difficult trading conditions

Delivering retail floorspace Key Facts/Issues:

- **20** applications relating to the change of use of retail floorspace.
- **11** permissions were granted for the loss of at least **811.3m^2** of A1 floorspace. **9** permissions were granted for the gain of at least **3,361.5 m^2** of retail floorspace
- **5** of these were vacant at the time and 7 retained or created jobs on the premises.
- Only **2** applications were permitted for a change of use to residential.
- The amount of floorspace gained and or lost should be clearly recorded.
- The result has been a net gain of 2,550.2m^2 of retail floorspace within the monitoring period.

Town centres – DM9

Target	No net loss of A1 use within Primary Retail Frontage

Indicator	Number of A1 uses approved in Primary Retail Frontages		
Outcome	1 unit was approved		
Target met	N	Trend	-

Indicator	Number of A1 uses lost in Primary Retail Frontage		
Outcome	3 units were lost		
Target met	N	Trend	-

Records indicate that within the monitoring year there were four applications relating to A1 uses within the eight Primary Retail Frontages (PRFs) across the Island. Of these three related to the loss of an A1 unit within PRFs, with one being refused.

The two applications for a change of use from A1 within a PRF that were permitted in the monitoring period were both located Ryde and related to A1 units that were empty at the time. Significantly both were granted permission for uses that provide employment and are compatible with a high street location (A2 and Sui Generis).

Whilst the monitoring target is for no net loss, the relevant policy in the Core Strategy, DM9, does facilitate the loss of A1 units within PRF when it is demonstrated that 'either individually or cumulatively, the development would have no significant adverse impacts on the retail function, character and the viability of the town centre'.

Whilst this policy approach was not in place for much of the monitoring year, it replaced saved policy R5 (Retail-Only Frontages) of the UDP, which contained a broadly similar policy approach to the issue.

A survey of non-residential properties in and around the town centre boundaries (so including the PRFs) was undertaken for Cowes, East Cowes, Newport and Ryde in January 2012. The survey showed that within the PRFs of these 4 towns there were 441 A1 units, which gives a context for the 3 that were approved for change of use.

It is also worth noting that whilst permission is required for a change of use away from A1, no permission is required to change an A2, A3, A4 or A5 use to A1.

Town centres Key Facts/Issues:

- **4** applications relating to A1 within PRF were received in 2011/12.
- **1**, which was permitted, was for the **continuation** of an A1 use.
- **3** applications related to the **loss** of A1 units within PRFs.
- **Change of use** was permitted in **2** units of A1 within the PRF, but employment uses continued in the units.
- Only Ryde experienced change of use from A1 within the PRF.

Rural Service Centres & Wider Rural Area – DM10

Target	No net loss of A1 uses and public houses in the Rural Service Centres

Indicator	Number of A1 uses and public houses approved in Rural Service Centres		
Outcome	There were no A1 uses or public houses approved in RSCs		
Target met	Y	Trend	-

Indicator	Number of A1 uses and public houses lost in Rural Service Centres		
Outcome	The loss of 1 unit of A1 was permitted, although it changed use to A2 & B1		
Target met	Y	Trend	-

There was limited activity in applications relevant to this target within the monitoring year, which is not surprising considering the number and scale of Rural Service Centres (RSC) and the specific uses the target considers.

Looking first at the A1 element of the monitoring target, there was only one application for a change of use away from A1 of an empty unit, which was permitted. This was for a property in Bembridge and the provision of employment was continued, along with the unit contributing to the vitality of the High Street as a change of use to a mix of A2 and B1 was permitted.

There was one other application within an RSC relating to A1 uses, which was for a change of use *to* A1 to form additional floorspace (along with further residential accommodation), which was refused.

In relation to public houses, there were two applications within and nearby to RSCs within the monitoring year. One was for the loss of a public house, and whilst not within the RSC boundary, it is within proximity of the village and is worth highlighting in this monitoring report. The application was refused, in part, due to a lack of information to justify the loss of the (empty) public house.

In the terms of this monitoring report the loss of a public house refers to a change of use of the existing building or its demolition. It does not include public houses closing down and being vacant whilst their future is established.

Rural Service Centres & Wider Rural Area Key Facts/Issues:

- **2 applications** relating to the provision of A1 uses in RSCs.
- **1 was for the loss**, which was permitted and **1 for additional shop floorspace** (along with further residential accommodation), which was refused.
- Whilst there was a loss of a vacant A1 unit, it was a change of use to A2 & B1 which continued employment provision and contributed to the vitality of the High Street in the RSC.
- **2 applications** relating to public houses in and nearby to RSCs, with **1 for the loss** of a public house, which was refused.
- **1 application** was for the diversification of buildings associated with a public house to form tourism accommodation.

Tourism – SP4

Target	Improve and maintain the quality of existing tourism destinations by manage the number of bedspaces

Indicator	Number of tourism bed spaces consented per annum		
Outcome	Unknown		
Target met	-	Trend	-

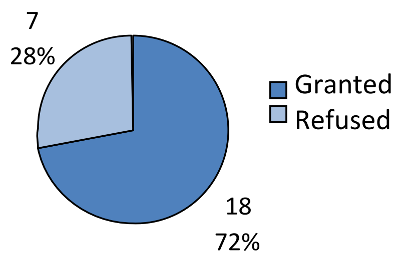
Indicator	Number of tourism bed spaces lost per annum		
Outcome	Unknown		
Target met	-	Trend	-

Policy SP4 sets out that the council will 'support sustainable growth in high quality tourism and proposals that increase the quality of the existing tourism destinations and accommodation across the Island'. Whilst a target of the policy is to improve and maintain the quality of existing tourism destinations and accommodation, a loss of bed spaces through redevelopment or conversion to other uses will be permitted where it can be demonstrated that the use is no longer viable and that the premises/site has been marketed for at least 12 months at an appropriate market price.

This policy approach is markedly different to that of the saved UDP policies relating to tourism[18] and it has become clear through the monitoring process that there are currently difficulties in capturing the necessary information to monitor the indicators set out for SP4. For instance, application forms did not always include the requested information (such as the loss of rooms from change of use or demolition or the number of jobs created/lost) required for the accurate monitoring of the policy.

A search of valid planning applications in the year 2011/12 indicates that 25 were received proposing the provision or loss tourism accommodation and supporting facilities (such as manager's accommodation, cafes and a laundry), with 17 permitted and 8 refused.

Graph 6: Applications relating to Tourism Accommodation 2011/12



Of the eight refused applications half would have resulted in the net loss of existing tourism accommodation. The majority (five or 62.5%) were applications from existing tourism accommodation owners, with two involving the removal of conditions restricting use to holiday accommodation.

The reasons for the refusals can be summarised as inappropriate impact of development (often when the proposal involved an increased amount of residential development) and a lack of justification for the loss of the tourism accommodation.

A much greater number of applications have been granted, allowing seven existing tourist accommodation providers the opportunity to

[18] T6 Permanent Accommodation Sites (other than hotels) and T10 The Use of New Tourist Accommodation for Permanent Residential Use.

develop and improve their offer and five new providers to expand the choice available to visitors.

A key issue for accommodation providers is the upgrading of existing stock (often large converted Victorian or Edwardian residential properties) to modern standards. This generally means improvements being made by increasing the room size and providing improved en-suite facilities. Often, due to a limited amount of space and the costs involved of extending, this can only be achieved by internal alterations and by increasing room sizes, invariably the number of rooms available at the premises is reduced.

It is clear that not all applications are being considered in a consistent manner when it comes to the issue of bed spaces. This is perhaps not surprising as to date there has not necessarily been the need to consider the issue. What is clear though is that when considering such applications in the future officers should record and use the number of bed spaces, instead of the range of rooms, bedrooms, units and bedroom wings that were referred to in either the application form or the officer's written justification for their decisions.

Because of this issue it is not possible through this monitoring report to accurately understand the change in bed space provision. It is expected that by addressing the issues raised above and through improved and standardised recording of bed spaces, next year's monitoring report will provide an accurate picture.

Tourism Key Facts/Issues:

- **25 applications** relating to tourist accommodation were received 2011/12.
- Of these **68%** were permitted.
- Over half (**9**) of those permitted were in Sandown and Shanklin.
- **5** related to the creation of new tourist accommodation facilities and were not related to existing providers such as hotels and holiday parks.
- It will be critical that the relevant information is provided on the planning application form and that officers refer to the bed space gained/lost in their written justification for the decision.

5. Environment

Relevant Core Strategy Objectives

1)	**To support sustainable and thriving communities that enable people to enjoy a quality of life without compromising the quality of the environment.**
2)	**To ensure that all development supports the principles of sustainable development.**
8)	**To protect, conserve and enhance the Island's natural, historic and built environments.**

The Island is well known for the quality of its natural and historic environment, with its landscapes and coastlines enjoying a high level of special designation and protection. Whilst this helps to give the Island its unique character, it also presents the challenge of protecting, conserving and enhancing the natural, historic and built environment, whilst at the same time facilitating regeneration and development.

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 a very high number of internationally, nationally and locally important nature conservation sites.

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 a number of key species, such as Red Squirrel, Dormouse, bat species, Glanville Fritillary butterfly, Field Cow Wheat, Early Gentian and Wood Calamint flourishing.

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 to be taken into account in the Island Plan.

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.

The Island's historic environment, which includes listed buildings, conservation areas and historic landscapes, provides a wealth of distinctive features, that either individually or collectively help to define their surrounding area. Such distinctive characteristics help create such a strong sense of place, which is valued by residents and visitors alike.

The following environment specific issues are identified in the Core Strategy:

- Managing the distribution of development in the most sustainable locations, bearing in mind the highly valued natural and historic environment;

- Provide houses, jobs, services and supporting infrastructure on the Island, whilst conserving and enhancing the natural environment

- A focus on quality design, with particular effort given to creating buildings and a sense of place that clearly reflect and enhance local character and distinctiveness; and

- Planning to avoid, mitigate and adapt to flood risk and coastal erosion and look to plan positively and identify opportunities to benefit local communities and businesses and adapt to coastal change.

Financial contributions

Over £50,000 of contributions were negotiated from planning applications within the year, including £17,000 at the former Dairy Crest site, Newport, towards the improvement and maintenance of public open space and £21,060 from the development of the former Grange Hall Hotel, Sandown, towards improvements to Battery Gardens.

Protecting the Natural Environment – SP5, DM12, DM13

Target	**No net loss of priority habitats and species (by type)**

Target	**The protection and enhancement of the Green Infrastructure Network over the plan period**

Target	**No net loss of open space provision (ha)**

Indicator	Number of applications decided contrary to statutory consultee advice – AONB Partnership		
Outcome	13 applications decided contrary to AONB Partnership advice.		
Target met	-	**Trend**	↑

Indicator	Amount of GI lost per annum		
Outcome	Currently unknown		
Target met	-	**Trend**	-

Indicator	Amount of GI gained per annum		
Outcome	Currently unknown		
Target met	-	**Trend**	-

Indicator	Area of new open space provided as part of residential development (ha) (Local)		
Outcome	Currently unknown		
Target met	-	**Trend**	-

The council are not able to report on the above targets and indicators for this year. The reasons for this are given below, together with actions in order to ensure monitoring and reporting can be carried out in subsequent years.

Whilst there have been no changes to the number of national BAP priority species (119) and the species which are locally distinctive (477) since 2008, there has been no monitoring mechanism in place to assess the net loss of priority habitat and species (the second target). The LPA is working with the County Ecologist and the local Biodiversity Action Group to establish a monitoring mechanism for this.

With regard to these policies, statutory advice is provided by the AONB Partnership and the council will liaise with the AONB Partnership to monitor this indicator as they currently collect these statistics for publication within their annual report.

The AONB Annual Review 2011/12 shows that 269 applications that were located either within or near to the AONB were determined and the Partnership raised objections to 47 of these. The outcomes of these applications were that 8 were withdrawn (17%), 26 were refused (55%) and 13 were permitted (28%). In the preceding year the Partnership objected to 53 applications and the figures for these were 11 withdrawn (21%), 29 refused (55%) and 13 permitted (25%)[19].

Therefore the 2011/12 figures represent a 3% increase in applications permitted against the advice of the AONB Partnership, although the actual number (13) remains the same.

---

[19] Due to rounding the figures total 101.

The LPA has reviewed the work undertaken as part of the (PPG17) Open Space Assessment and designations in order to calculate a baseline of GI across the Island.

The designations included in this assessment were:

- National Nature Reserves
- Ancient Woodland
- Forestry Commission land
- Ramsar
- SSSI
- SINC
- Historic Park or Gardens
- Local Nature Reserve

On checking this information it was found that there are gaps where known Open Space (such as school play areas) have not been included and other areas of newly created Open Space (such as Pan Country Park) are not included in the assessment of GI available on the Island.

However, it is known that the area covered by Sites of Importance for Nature Conservation (SINCs) has experienced a net increase of 16ha to 4,246ha, due to changes to existing SINC boundaries and three new SINCS.

Therefore in order to develop an accurate baseline, from which additional GI resources (or lost resources) can be calculated it is proposed that a review, in partnership with the County Ecologist, is undertaken using the basis of policy DM13 (and the wording contained within) to formulate an up-to-date map which can be collated through the monitoring reporting process.

While it is currently not possible to report on the GI indicators and targets, based on the current classification of GI (given the caveats stated above), the extent of GI on the Island is at least 17,269 hectares (this includes NNRs, ancient woodlands, Forestry Commission land, RAMSAR, SSSIs, SINCs, LNRs, Historic Parks and Gardens and Open Space).

Further environmental assessment work the council is carrying out

Following adoption of the Core Strategy the council have undertaken the following environmental projects to enable a better understanding of mitigation requirements associated with residential development and to serve as an evidence base for the Medina and Ryde AAPs;

- **An Assessment of the Recreational Impacts on the European Sites of the River Medina and Ryde Sands** (complete). The aim of this report is to recommend a selection of measures to mitigate against the disturbance caused to wintering birds by recreational users. The aim is to provide options that are transferable in their approach, that offer a range of cost/investment requirements and can be used to design short-term projects as well as longer term strategies.

- **The collation of bird use data from Ryde Sands SSSI** (complete). This project brought together into one database the available published survey information on the numbers and locations of selected winter birds feeding at low tide on Ryde Sands SSSI. This was then assessed to provide a better understanding of bird use of the Ryde Sands area and any trends which may be evident.

- **Baseline assessment work to inform the approach to Habitats Regulations mitigation and the financial contributions element of the GI SPD for housing development** (ongoing). The aim of this project is the identification and assessment of suitability of a suite of large, medium and small scale costed strategic infrastructure and potential mitigation projects.

Protecting the Natural Environment – Key Facts/Issues:

- Develop an up-to-date map of GI which can be built upon through the annual monitoring process.

- Where no appraisal (such as through the Heritage Coast designation, AONB Management Plan or other landscape assessment) exists, the Council will carry out an assessment so that by 2014 the Island's entire coastline will have a seascape appraisal.

- To take account of the outcomes from the Solent Disturbance and Mitigation Project, where appropriate, once it has been published and accepted by the council.

- Develop a framework to deliver the mitigation requirements of residential development, detailing the contributions – mitigation projects relationship.

Flood Risk & Coastal Protection – SP5, DM14, DM15

Target	**No new dwellings in flood risk zones 2, 3a and 3b**

Target	**No planning applications granted contrary to EA advice on flood defence grounds throughout plan period**

Indicator	Number of new dwellings in flood risk zones 2, 3a and 3b		
Outcome	1 (see explanatory text below)		
Target met	Y	**Trend**	↑

Indicator	Number of planning applications granted contrary to EA advice on flood defence grounds		
Outcome	None		
Target met	Y	**Trend**	↔

There was one new dwelling granted permission in a flood zone within the monitoring period. However, as this was a first floor flat and given the general direction of advice now being given by the Environment Agency (EA) in terms of the use of a 'safe haven' it seems legitimate to report this target as being met.

The EA has issued guidance on what applications it will comment upon and the level of detail that might be expected in any response. In relation to flood risk the EA now wish to be consulted upon the following types of applications:

- Development in Flood Zone 3 (excluding minor alterations, change of use within the same vulnerability class or to lower vulnerability class);
- Development in Flood Zone 2 (excluding minor alterations, change of use within the same vulnerability class or to lower vulnerability class)*;
- Development in Flood Zone 1 over 5 hectares*;
- Development on or within 15 metres of a flood defence; and
- Above ground reservoirs over 1 hectare in size.

* In these instances the EA may issue a standard response.

During the reporting period 2011-12 the EA have not made any objections on the grounds of flood risk in relation to any application. Therefore no applications were granted contrary to EA advice.

The number of new developments (by type) in areas where coastal protection is required will be reported once the council had identified Coastal Change Management Areas (CCMAs). The council's approach to CCMAs will be set out in the Flood Risk and Vulnerable Coastal Communities SPD. The CCMAs will be identified by drawing on evidence from the SMP and SFRA and, importantly, in partnership with relevant local communities, key stakeholders and statutory consultees.

The council provides advice on flood risk through the use of a Strategic Flood Risk Assessment. This is used as an evidence base in the development of DPDs (particularly where allocations are being made) and to support decisions on planning applications where flood risk is a consideration.

The council is the Lead Local Flood Authority for the Island and is responsible, under the Flood Risk Regulations 2009, for producing a

Preliminary Flood Risk Assessment (PFRA). The PFRA is to address flood risks from all sources other than those for which the EA is responsible (ie tidal and main river flooding). The council completed a PFRA in November 2011. The PFRA utilises existing information to undertake a review of the past and potential future consequences of flooding from local sources.

Following on from the PFRA, over the next year the council will work in partnership with the EA to deliver it's responsibilities as a Lead Local Flood Authority. This will include developing a local flood risk management strategy, the objectives of which will include:

- further development of the local flood risk database through recording future flood event information;
- refinement of the selected local flood risk areas;
- developing a detailed understanding of the flooding mechanisms in each flood risk area; and,
- once flooding mechanisms are understood identify mechanisms to manage flood risk.

Flood Risk & Coastal Protection – Key Facts/Issues:

- The council will need to keep under review the SFRA and in partnership with the EA determine when an update should be carried out.
- PFRA published (via EA website, see link here).
- Development of a Local Flood Risk Management Strategy will require involvement from a range of council departments.
- Once defined, CCMAs will be identified on the Proposals Map and will be accompanied by Development Management guidance in the Flood Risk and Vulnerable Coastal Communities SPD.
- The council will work in partnership with the EA and others to deliver new responsibilities, as set out under the Flood Risk Regulations 2009 and the Flood and Water Management Act 2010.
- The council will work in partnership with the EA to develop guidance on the use and content of flood warning and evacuation plans.

Conserving the Historic Environment – SP5

Target	No reduction in the number of Heritage Assets

Indicator	Number of Listed Buildings completely demolished		
Outcome	2 demolished curtilage listed structures		
Target met	-	Trend	-

In relation to the target of no reduction in the number of Heritage Assets, research for this monitoring report has shown that it is very difficult to accurately establish a total number of heritage assets for the Island. Identifying and monitoring the number of designated heritage assets is feasible but undertaking the same for the undesignated assets is more difficult.

The identification and recording of all undesignated heritage assets is a complex process. This indicator will therefore be discussed in the context of heritage assets and planning applications that affect them and in particular the loss of heritage assets as a result of planning approval being granted.

Certain assets such as locally listed buildings and structures can be monitored through existing processes. The majority of *undesignated* heritage assets are recorded on the Island's Historic Environment Record, which is a live database to provide an accurate record of the number and type of asset.

In relation to the specific indicator given above, from the 152 listed building consent applications determined in 2011/12, consent was granted for the complete demolition of two buildings[20].

These were both for curtilage listed structures (that is whilst they are deemed to be listed buildings they are not the principal listed building) of early twentieth century construction. They were in a very poor condition and of little special architectural and historic interest to warrant resisting their demolition.

In the context of the 2,502[21] listed buildings and structures on the Island (which only lists the principal listed buildings or structures and doesn't include curtilage listed structures) this represents the loss of only 0.08% of the Island's listed buildings and structures. It is worth noting that if the overall figure (2,502) were to include all the curtilage listed structures, the percentage of permitted loss would be even lower.

To fully understand the wider picture in relation to conserving the historic environment, a number of other indicators are used although it should be noted that these often fall outside the scope the control of the LPA. [22]

During 2011/12 a single listed building was removed from the statutory list because of the degree of alteration that had occurred since it was first listed. The building is still present but its special architectural and historic

[20] These figures also include reference to any known unauthorised demolition that didn't receive a formal listed building consent application.
[21] As at 31st March 2012
[22] English Heritage manages and decides upon the national lists for buildings, parks and scheduled ancient monuments.

interest were considered to have been harmed to the extent that English Heritage considered it no longer warranted inclusion on the list.

Within the monitoring year there were no additions or losses in relation to the number of buildings, structures or parks/gardens on the Local List. Whilst a number of nominations for inclusion were received, the council is undertaking a review of the Local List process to ensure that robust and clear mechanisms are in place when nominations are received and considered.

There were, however, five either reviewed or newly designated conservation areas[23], bringing the total number of conservation areas on the Island to 34 at 31st March 2012.

The condition of the Island's heritage assets is important to our understanding of its welfare and the application of both local and national planning policies and legislation. Whilst there are some difficulties, as outlined earlier, in relation to assessing condition there are a couple of sources of information available.

English Heritage prepares an annual At Risk Register, which for the Island in 2011/12 identified that the following were at risk:

- 6 Buildings / Structures (grade I & II*)
- 5 Scheduled Monuments
- 1 Registered Park / Garden
- 5 Conservation Areas

[23] Ryde, Ryde St Johns and Shanklin were reviewed and Bembridge and Sandown were newly designated

The number of buildings/structures has increased from the previous year from 4 to 6, and this was in part due to churches being included on the register for the first time. Norris Castle and the Holy Trinity and St Boniface churches were the added buildings, but it is a positive to note that the grade I listed Golden Hill Fort has been removed after a number of years on the register. The number of scheduled monuments and registered parks and gardens remains the same but there have been a reduction from 6 to 5 conservation areas considered to be at risk, following the review of Ryde St Johns conservation area.

There have been some positive outcomes but recognition is given to the need to further reduce the number of assets at risk. Therefore the LPA will continue be doing everything it reasonably can to achieve this aim, which will principally mean working with the owners in an attempt to improve their condition, or to work with others to encourage them to undertake work to reduce the risk to conservation areas.

The National Planning Policy Framework (NPPF) requires that local planning authorities should set out a '*positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats*'. The NPPF sets considerations for the development of local plan policy that will enable the delivery of sustainable development and it is sustainable development that is the golden thread running throughout local plan making and decision taking. This is articulated in paragraph 2 of the NPPF which states that, *'one of the core dimensions of sustainable development is the protection and enhancement of the historic environment'.*

The preparation of the three Area Action Plans and the Delivery & Management DPD provides the council, as the local planning authority, the opportunity to further take into account the approaches set out in the NPPF at the local level.

Conserving the Historic Environment – Key Facts/Issues:

- Permission was granted for the demolition of **2** curtilage listed structures, which represents **0.08%** of the Island's listed buildings (not including other curtilage listed structures).

- Ryde St Johns conservation area removed from English Heritage's at risk register.

- **5** conservation areas were reviewed or newly designated within the monitoring year.

6. Renewables

Relevant Core Strategy Objectives

1)	**To support sustainable and thriving communities that enable people to enjoy a quality of life without compromising the quality of the environment.**
2)	**To ensure that all development supports the principles of sustainable development.**
9)	**To provide renewable sources of energy that contribute to the Island being self-sufficient in electricity production.**

Eco Island, the Island's Sustainable Community Strategy, has the ambition for the Island to be self-sufficient in the generation of renewable electricity by 2020. The approach taken in Core Strategy policies SP6 and DM16 is to facilitate achieving this target.

To achieve self-sufficiency it has been calculated that around 100MW of renewable electricity generated on-shore will be required. As set out in Policy SP6, the council believes this renewable energy target can be met through the following potential minimum contributions from a range of proven technologies:

- At least 22.5MW from wind
- At least 15MW from photovoltaics (PV)
- At least 7.4MW from waste
- At least 6MW from biomass
- Around 50MW from smaller scale and domestic installations, permitted but un-built schemes and schemes using imported fuel.

Changes to the General Permitted Development Order in 2008 meant that not all domestic scale renewable energy schemes require planning permission. Further changes were also introduced in 2012, extending permitted development rights to solar PV installations on non-domestic buildings and ground-mounted systems (up to $9m^2$) These positive changes were introduced to encourage generation and make the process as simple as possible, but it does mean that there is likely to be a considerable number of installations brought forward without needing planning permission and therefore these will not necessarily be identified through our monitoring work.

In putting together this monitoring report we have therefore referred to our own records of schemes which have been granted planning consent and Ofgem records of systems which are registered and eligible for feed-in tariffs (FiTs), which are available online.

It is likely that some schemes appear in both records which may lead to double counting. To avoid this, our figure for total installed capacity includes the Ofgem FiT total but then excludes all systems lower than 50kW granted planning permission (except those installed prior to April

2010). Whilst not perfect, this is likely to give us the most accurate figure for installed capacity for this report. Future reports will be less likely to have to allow for the same issue as without the need for planning permission the opportunity for double counting will be minimised. The information used in this section was collected and discussed with the council's Low Carbon Projects Officer.

Following the work undertaken to collect and collate the information given in this section, it is suggested a couple of minor wording changes to the Core Strategy monitoring targets and indicators be made in the monitoring report. These changes in the targets and indicators are shown on page 49, with deletions shown as ~~strikethrough~~ and additions as <u>underlined</u>. The changes will only be used in future monitoring reports, rather than republishing the Core Strategy.

Renewables – SP6, DM16

Target	**At least 100MW installed capacity of renewable electricity production on the Island by 2020**

Target	**Provision of domestic and medium-scale and large-scale schemes**

Indicator	Amount of installed capacity (MW) of renewable electricity ~~delivered~~ generation per annum per type		
Outcome	Estimated total renewable electricity capacity on the Island of 39.656MW		
Target met	-	**Trend**	-

Indicator	Number of schemes approved per annum		
Outcome	29 installations permitted 2011/12		
Target met	-	**Trend**	-

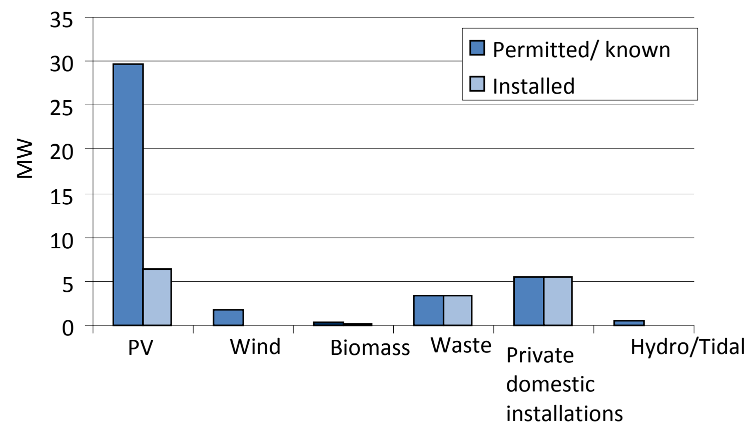
Our records indicate that to date installations with the predicted capacity of 35.352MW have been granted planning permission by the council. This has been calculated in liaison with Building Control officers and reviewing planning permissions. Of this figure, schemes that are operational are known to have 9.83MW installed capacity, which represents 27.8% of permitted schemes on the Island and equates to almost a year and half of the annualised target (6.6MW per year over the plan period).

It is likely that the renewable energy schemes that don't require planning permission will only contribute a small percentage to the overall target. However, they should be included, as far as is possible, to reflect progress towards the Eco Island target. We therefore estimate that the total renewable electricity capacity on the Island is 39.656MW, of which 15.225MW (38.4%) is operational (which equates to almost two and a half years of the annualised target).

The monitoring of planning permissions will continue to be undertaken and the outcomes will be shared with the council's Low Carbon Projects Officer and collated with other sources of information.

At present the operational status of a handful of installations is unknown, therefore the actual installed and operational capacity of renewable electricity on the Island could actually be higher than the identified figure although this is not likely to be by a significant amount. The LPA will write to the landowners where the operational status is unknown, in order to establish and update the figures for the next monitoring report.

Graph 7: Permitted and Installed Renewable Electricity by Type



Graph 8 breaks the permitted schemes down by type and identifies the permitted and installed capacity. It clearly shows that photovoltaic (or PV) schemes are the main contributor to renewable electricity generation, indeed it accounts for 73.7% of the renewable electricity generation, on the Island.

However, whilst PV has the most permitted capacity only 21.4% (6.371MW) of that is known to be installed and operational.

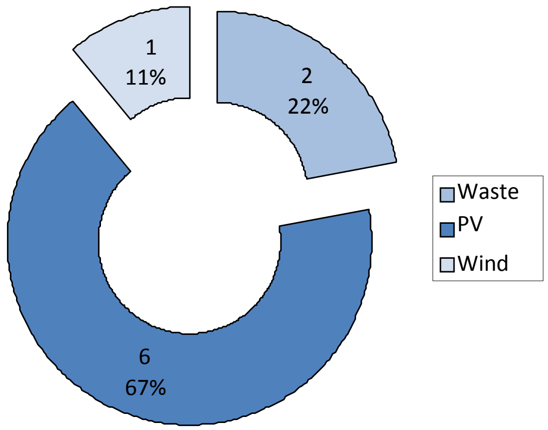
For the other types, both waste-related schemes (landfill gas at Lynnbottom and the municipal waste gasification facility at Forest Road) and the private domestic installations (PV and small wind turbines) have been completely installed. Almost a third (31.8%) of the permitted capacity for biomass is installed and interestingly, only 1% of the permitted capacity for renewable electricity generated by wind power has been installed (albeit that is only 1% of 1.865MW).

The Core Strategy identifies indicative thresholds for identifying the scale of renewable energy schemes:

- Domestic = up to 50KW of electricity or 45KW of heat.
- Medium = up to 1MW.
- Large = 1MW and above.

Of the known and permitted schemes 9 are considered to be 'large' and are broken down by type in graph 9; 7 were 'medium' and the rest were 'small'. The chart opposite breaks down the large schemes by type. These large schemes contribute 32.6MW, or 82.2% of the known and permitted installed capacity on the Island.

Graph 8: Permitted and Installed Renewable Electricity by Type for 'large' schemes



The council permitted 29 applications relating to the provision of renewable energy over the monitoring period and of these 28 (97%) were for PV installations, with 1 for a domestic-scale wind turbine. There was a relatively even spread across the Island of these installations, although as shown in the table below three general postcode locations (PO30, PO36 and PO38), have the highest share, which could be due to the large areas these particular post codes cover.

Table21: Permissions by post code area

Postcode	Permissions
PO30	8
PO31	2
PO32	1
PO33	2
PO35	1
PO36	5
PO37	1
PO38	5
PO40	2
PO41	2

Looking at the performance of a number of authorities in Hampshire[24] in relation to renewable energy, it is clear that the council is performing well as a high number of those authorities recorded no or a single figure number of permissions for renewable energy installations. Many authorities however, also recognise the difficulty in

[24] Basingstoke & Dean, Eastleigh, East Hampshire, Fareham, Gosport, Hart, Havant, New Forest, Portsmouth, Rushmoor, Southampton and Test Valley.

accurately monitoring this information due to certain installations not requiring planning permission.

FiTs, a government incentive mechanism to deliver renewable energy projects, are to be altered in August 2012 with a reduced financial incentive over a shorter period of time. It is anticipated that this may reduce the number of schemes being brought forward, and may reduce the likelihood of not yet commenced or operational schemes with planning permission being developed.

In order to understand whether we are granting sufficient permissions to achieve the 100MW target it is critically important that the information relating to expected installed capacity is collected by the case officer when determining an application and recorded in the written justification report.

The council keeps a rolling table of permitted renewable schemes and schemes that qualify for FiTs but don't require planning permission. The situation at the end of this monitoring period is set out in the following table, along with the potential minimum contributions by renewable energy type set out in the core strategy.

The following table shows that all bar one of the potential minimum contributions are yet to be exceeded. What is clear is that the known capacity for PV is almost more than double the potential minimum contribution identified in the core strategy. The council will continue to monitor the known capacity of renewable energy installations on the Island.

Table 22: Comparison of minimum contribution against known capacity permitted

Technology	CS potential minimum contributions (MW)	Known Capacity (MW)
Wind	>22.5	1.8647
Photovoltaics	>15	28.12353
Waste	>7.4	3.3
Biomass	>6	0.44
Domestic	50	5.427
Other	-	0.5004
Total	100.9[25]	39.656[26]

If the next monitoring report (2012/13) indicates an increasing distortion between the potential minimum contributions by type identified in the core strategy and the actual known capacities being permitted/delivered then the council will consider a review of the potential minimum contribution identified for wind in the core strategy. Such a review will also be informed by an analysis of the difference between the permitted capacity of renewable electricity generated by wind power and the actual installed capacity and commenced/completed permissions.

It is clear that we are well on the way towards meeting our target of 100MW and self-sufficiency in renewable electricity, as nearly 40% of the target (39.656MW) is already known or permitted. However, in light of proposed changes to the FiT and the known difficulties in measuring renewable electricity production, the council will need to ensure that it is not complacent over the delivery of renewable energy installations to meet the Core Strategy targets.

[25] Not 100% due to rounding
[26] Rounded to 3 decimal places

Renewables Key Facts/Issues:

- **39.656MW** of installed capacity is known or permitted, which is over a third of the plan's target.

- **38.9%** or **15.225MW** of this is known to be operational.

- Large schemes account for **32.6MW** or **82.2%** of the known and permitted installed capacity.

- PV contributes **73.7%** of the permitted renewable electricity capacity on the Island, and of the permitted PV capacity **6.371MW (21.4%)** of capacity is known to be operational.

- **29** applications for renewable energy were granted planning permission 2011/12.

7. Travel

Relevant Core Strategy Objectives

1)	**To support sustainable and thriving communities that enable people to enjoy a quality of life without compromising the quality of the environment.**
2)	**To ensure that all development supports the principles of sustainable development.**
9)	**To support sustainable and thriving communities that enable people to enjoy a quality of life, without compromising the quality of the environment.**

The Island has an 826km (513 mile) road network and an 827km (514 mile) network of public rights of way providing urban links and foot and cycle access to the countryside.

The location of the Island's main towns dictates the layout of our local road network which radiates from Newport at the centre of the Island, to the other main settlements most of which are located on the coast.

The Island is linked to the mainland through the three key access points - Southampton, Portsmouth and Lymington. The Island's economy is dependent on these links for the import and export of goods and people. There are known to be capacity issues at some ferry ports at peak times in the summer.

For those people for whom the private car is not available, public transport provides an essential service. The availability of public transport is important not only for Island residents, but also to visitors.

It is considered that compared to other rural areas the Island has a comparatively good bus service. Services here are bolstered by summer tourist use and at a time of recession where 77% of English local authorities have made, or are considering cutbacks to local bus services, the council has been able to secure an agreement with the local bus company to retain bus coverage at 2010 levels.

The 2011 Census shows that 46.4% of households on the Island own 1 car or van. This is the 14th highest recorded in England and Wales and is above the figures recorded nationally (42.2%) and for the south east area (41.7%). However this is not the full picture and the numbers of households owning multiple vehicles is generally lower on the Island than elsewhere. Out of the 347 Census areas the Island is ranked 248 for 2 or more vehicles, 206 for 3 or more and 200 for 4 or more.

The 2011 Census, travel to work information had not been released at the time of publication of this report (Dec 2012) but the previous Census (2001) showed that 53% of journeys on the Island were less than 5km (3 miles) long, yet more than half of the Island's working population travel to work by car (54.2%). An update of this travel information will be included in the 2011 Census information, to be released early in 2013.

Island Transport Plan

Local transport policy is established through the Core Strategy and Local Transport Plan (LTP). The current LTP, known locally as the Island Transport Plan (ITP) is the third LTP for the Island. The first two covered the years 2001-06 and 2006-11. The current plan was adopted by the council in June 2010 and covers the years 2011 – 2036 to tie in with the local PFI roads maintenance project.

The Island Transport Plan (ITP) sets out the transport vision for the Island, the six goals and mechanism by which transport schemes will be prioritised.

The transport vision is "To improve and maintain our highway assets, enhancing accessibility and safety to support a thriving economy, improve quality of life and enhance and conserve the local environment".

The transport goals are:

- Improve and maintain our highway assets.
- Increase accessibility.
- Improve road safety and health.
- Support economic growth.
- Improve quality of life.
- Maintain and enhance the local environment.

Future schemes will be delivered in partnership with our roads maintenance PFI partner – Island Roads.

Improving our local roads

The condition of the highway network is our major transport challenge. Even with the additional maintenance funding secured via our first two LTPs, we have been unable to address the backlog of repairs which have arisen from years of underinvestment in our roads. The council have therefore developed a Highway Maintenance Private Finance Initiative (PFI).

The PFI is a 25 year partnership between the council and Island Roads who will now be responsible for the design, reconstruction and maintenance of our entire highway network through the PFI project from 'fence to fence'. This will not only include our roads, structures, footways and cycleways but also street lighting, grass verges, drainage and street furniture.

The PFI project will bring about much needed highway improvements and in addition**,** the council will seek to ensure that the contract will make the most of the major economic, employment and training benefits and opportunities this will bring to the Island.

Our PFI 'Outline Business Case' was approved by the Department for Transport in February 2010, the contact was signed in September 2012 and it is anticipated that delivery on the ground will commence in April 2013. The PFI will be the primary delivery vehicle for delivering the maintenance element of the LTP

Improving local sustainable transport

In May 2012 the council was successful in achieving £3.95m funding from Government from the Local Sustainable Transport Fund (LSTF), to which the council is adding a further £1.5m, making a total of £5.45m.

The main aim of the project is to upgrade, improve and promote our sustainable transport network in order to support growth in the Island's green tourism market and increase options to travel by sustainable means.

To be delivered over the next three years, the project will include the provision of transport hubs and easily-accessible live travel information to help visitors and local people plan their journeys. The project will help bring additional funding to deliver the LTP strategy and as well as information and publicity the project will also improve walking and cycling routes.

Monitoring our performance

The government required that second round of Local Transport Plans (LTP2) should include a range of transport targets and that Councils should regularly monitor their performance against these. The Island's LTP included 21 targets, some of which were mandatory and some locally agreed.

When considering the third LTPs the government removed the need to include targets, or the need for the plan to be formally assessed by them. Instead it placed the responsibility on local authorities to be accountable to their communities for the quality of their transport strategies and for ensuring the effective delivery of schemes and initiatives.

Section 109 of the Transport Act 2000 placed a duty on local authorities to keep their Local Transport Plans (LTPs) under review and make amendments when and if they consider they are necessary. The council considers that monitoring our progress is therefore essential if we are to ensure the effective delivery of schemes and make sure that our plans are up-to-date and relevant.

We have therefore taken the opportunity to consider the indicators used previously within the LTP2 and identify those key indicators which will support the ITP, Island Plan Core Strategy and the roads maintenance Private Finance Initiative (PFI)

The table included in Appendix II of this report is based on the targets previously included in the LTP2 and shows how we are reporting on each of the particular indicators.

The approach taken in the Core Strategy is to reduce reliance on the car by locating development and putting in place infrastructure improvements to as to help reduce car use and increase travel choice. We have included transport targets in this plan so as to help illustrate how successful we are in achieving these aims.

Financial Contributions

Developers contributed significant sums to highways work through the monitoring year and the council continued to negotiate for the best possible contributions, such as £241,000 from Sainsbury's towards improvements to the Hunnycross junction and £248,357 from development at the former Dairycrest site, Westminster Lane towards improvements in Newport.

Within the monitoring year the council received £213,756.13 towards highways improvement, with the most sizeable of them coming from Sainsbury's and the development to the south side of Petticoat Lane in Newport.

10 contributions totalling £433,423 were spent across the Island within the year. A breakdown of the figures show that significant amounts were £46,698 from the development at Kingston, East Cowes was spent on bus service provision; £241,000 from Sainsbury's in Newport towards improvements to the Hunnycross junction and £32,000 from Tesco at Ryde towards bus service provision.

Workplace and school travel plans – SP7

Target	100% of major applications submitted with either a workplace, retail or school travel plan

Indicator	Number of major applications submitted with either a workplace, retail or school travel plan		
Outcome	2011/12 saw a decrease in the number of travel plans approved from 9 in the previous year to 5		
Target met	N	Trend	↓

This target relates to the Core Strategy.

The council recognises that peak time traffic is predominately generated by travel to work and school. The 2001 Census showed that travel to work accounts for over half of everyday journeys (54.2%), yet we know that on average 52.8% of journeys to work on the Island are less than 5km (3 miles).

The council has sought to increase travel choice on the journey to school through the development of school travel plans and prior to schools reorganisation every school on the Island had an adopted travel plan in place.

Developing a school travel plan enables pupils parents, staff, governors and local communities to work together to see what they can do to reduce reliance on the car, by increasing walking, cycling travel by public transport and car sharing.

The development of workplace travel plans as part of development proposals can help to reduce the impact of car use by increasing opportunities to car share, travel by public transport, walk and cycle instead.

The council has sought the development of travel plans through the planning process. Table 23 sets out how many plans and of what type have been approved over the last three years.

Table 143: School Travel Plans approved by year 2009 - 2012

Year	Workplace	School	Total
2009/10	3	3	6
2010/11	1	8	9
2011/12	-	5	5
Total	4	16	20

Workplace and school travel plans Key Facts/Issues:

- Travel plans can help improve transport choice and reduce car use.
- **A total of 20 travel plans have been approved since 2009/10.**
- A number of schools have submitted travel plans as part of the planning process associated with the schools reorganisation and others to update and monitor existing plans. 8 school travel plans were approved in 2010/11.
- **5** school Travel Plans were approved in 2011/12.
- As part of the Core Strategy the council is refreshing its approach to travel plans and is in the process of updating its guidance for schools and workplace travel plans.

Junction improvements – SP7, AAP1

Target	Completion of junction improvements in the Medina Valley		
Indicator	Number of junction improvements completed in line with Newport Traffic Model		
Outcome	No junction improvements as identified within the Core Strategy have been completed		
Target met	-	Trend	

This target and indicator relates to the Core Strategy.

Traffic congestion has been growing in Newport over recent years. A Traffic Model for Newport was commissioned by the Council to help understand how traffic movements around the town were being affected and in particular the important Coppins Bridge roundabout and surrounding roads.

The model has helped quantify traffic flows and problems of traffic congestion at peak times. The council recognises that even with improvements to travel by sustainable means - walking, cycling and public transport, traffic congestion in Newport will get worse unless measures are taken to increase the capacity in the local road network.

The modelling work has identified the junctions that will need improving and these are set out in policy SP7.

A range of more minor improvements to the network were also identified through this work and the programme of implementation of these is ongoing.

Some improvements were carried out at in 2012 at the intersection of Hunnycross Way and Hunnyhill as a result of funding arising from an extension to the Sainsbury's supermarket which has helped ease traffic flows in this area. Furthermore, road widening has occurred at St George's Way which forms part of the programme of junction improvements.

The precise form of the improvements will be established through the detailed design stage and the results of this will form part of the Medina Valley Area Action Plan.

The council will seek funding for the improvements through developer contributions as part of the planning process and is also examining the possibility of securing government funding through the emerging Local Transport Body. Table 24 shows 24 hour traffic flows recorded in the area over the last three years:

Table 154: 24hr traffic flows in sample areas in Newport 2008 - 2011

Year	Blackwater Road	Fairlee Road	High Street	Medina Way	Staplers Road	St Georges Way
2008		18400				
2009	18400	19600		25800	11800	14600
2010	17200			26000		
2011			8000		11760	

These figures give an indication of the numbers of vehicles using these main access roads. Although not exhaustive they show that the numbers of has remained very much the same over the last four years.

Junction improvements Key Facts/Issues:

- The layout of the Island's roads means that roads into Newport and on Coppins Bridge are the most heavily used on the Island.

- SP7 recognises that even with improvements to sustainable travel, without interventions congestion will get worse.

Bus passenger journeys – DM17

Target	To achieve a 12.1% increase in bus passenger journeys based on 2003/4 levels

Indicator	Number of passenger journeys on local buses.		
Outcome	The figure for numbers travelling by bus on the Island in 2011/12 is 22.4% higher than figures recorded in 2003/04		
Target met	Y	Trend	⬆

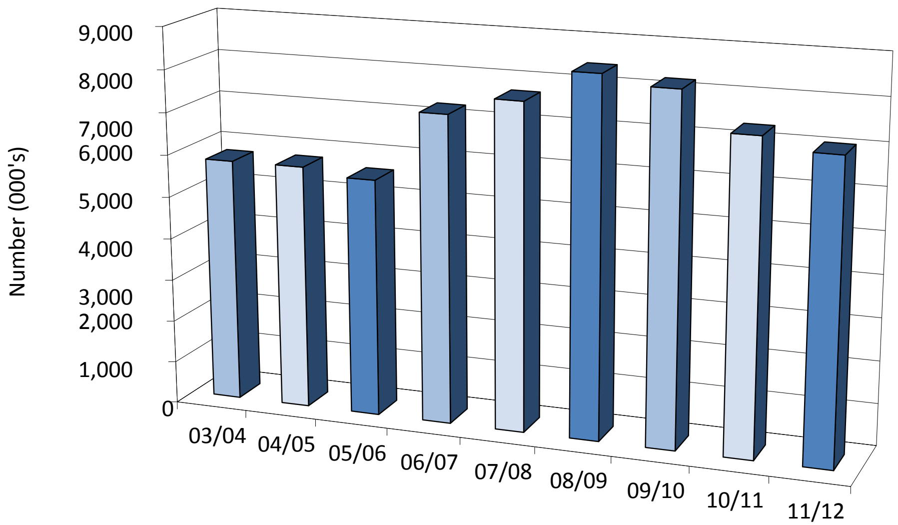
This target and indicator relates to both the Core Strategy and the Island Transport Plan.

Whilst it might not necessarily be the common perception, for a rural area the Island has an extensive and well used bus network.

Southern Vectis was acquired by the Go Ahead Group in July 2005 and April 2006 saw the creation of a new network based on core routes with Newport, the Island's capital, at the hub. The Island's bus service has the capacity to cater for everyday journeys as well as seasonal tourist use. The core services are augmented by council subsidised services, school buses and community buses.

The introduction of new vehicles and improvements to facilities, frequency of services on key routes, coupled with the introduction nationally of free travel for those aged 60 and over, has helped generate additional journeys by bus.

The combined result of these improvements meant that the target set in the second LTP (2006-11) was quickly exceeded and a more ambitious target set.



Graph 9: Bus Passenger Journeys

During recent years the number of people travelling by bus on the Island peaked in 2008/09 at 8.452million. This figure which was counter to patronage figures recorded elsewhere nationally was following a general upward trend - most likely as a result of free and unrestricted travel by bus for those of pensionable age and a locally agreed discount travel for scholars in full time education.

Community bus scheme

The council has teamed up with local community groups and local bus operator Southern Vectis to help set up and operate 8 community bus routes at locations across the Island.

Established in April 2011 and operated at locations in the West Wight, Cowes, East Cowes, Newport to Ventnor via Chillerton, Newport to Shanklin, between Lake and Shanklin and Yaverland to Lake, the community bus scheme gives local communities the opportunity to provide a valued local service by running what are socially desirable but non-commercially viable bus services in their area.

At a time when bus routes are being lost nationally, this scheme has helped to maintain current levels of service by providing some extra routes and filling in the gaps around the commercial services.

Graph 10 shows that the numbers travelling by bus has fallen slightly since that time but at 7.069m is still at a higher level than those recorded for the years 2003-06.

Bus passenger journeys Key Facts/Issues:

- For a rural area the Island has a good and well used and bus network.

- The bus network radiates out from Newport with interchange made at Newport Bus Station.

- The number of passengers travelling by bus is generally increasing, although they have fallen slightly since its peak in **2008/09 (8.452m)** to **7.069m** passengers journeys in **2011/12**.

- The frequency on key bus routes is **10 minutes or less** during the day.

- The community bus service received two National Municipal Journal Awards 2012 and was shortlisted in the 2012 National Transport Awards

Train passenger journeys – DM17

Target	**To achieve a 20% increase in train passenger journeys based on 1999/2000 levels**

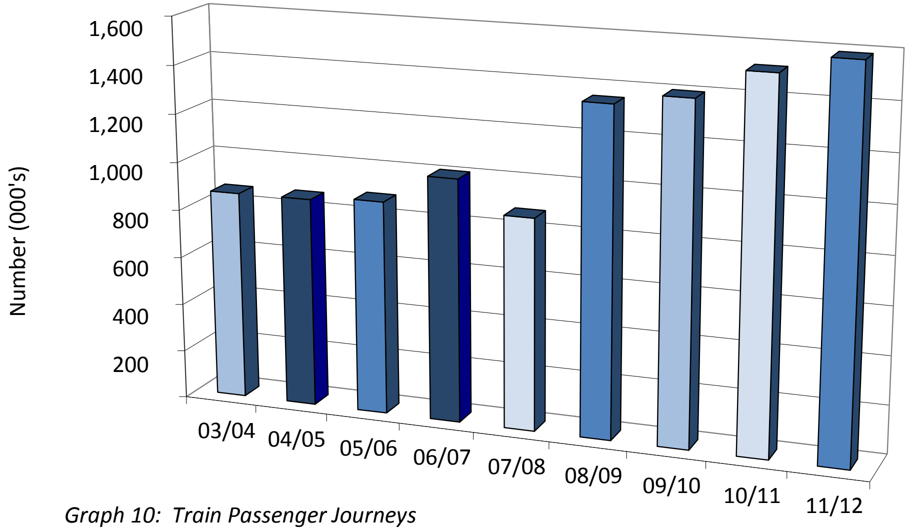
Indicator	Number of recorded journeys by train		
Outcome	There has been a 106% increase in local journeys undertaken by train compared to 1990/2000 base		
Target met	Y	**Trend**	↑

This target and indicator relates to both the Core Strategy and the Island Transport Plan.

The council recognises the important contribution that rail can have in providing an alternative to the car. Although only comparatively short at 8 miles, the Island's railway line nevertheless plays an important role by offering a traffic free connection between the fast ferry service to Portsmouth and the Hovercraft to Southsea at Ryde, with Ryde St Johns Station and the park and ride facility, Brading and the coastal resort towns of Sandown and Shanklin.

The route which operates using modified 1938 ex-London Underground rolling stock is one of the most reliable and punctual services in the country.

The patronage on the line has increased from 867,000 in 2003/04 to 1.519m in 2011/12. The graph below illustrates the figures from 2003/4 to 2011/12.



Graph 10: Train Passenger Journeys

Train passenger journeys Key Facts/Issues:

- The Island Line railway is 8 miles long, connecting the cross-Solent service at Ryde Pier to Ryde, Brading, Sandown, Lake and Shanklin and is operated as a franchise as part of South West Trains.
- The numbers travelling by train continues to increase and for 11/12 was **1.519m passengers per annum**, which is an **increase of 4%** over the previous year.
- Running annually at over **99%** punctuality, the railway is one of the most reliable and punctual in the country.

Journeys undertaken by bicycle – DM17

Target	To triple the number of cycling trips compare to 2000 base

Indicator	Number of cycle trips recorded on the Island, compared to the year 2000		
Outcome	There were 196,524 recorded cycle trips in 2011, which represents a 123% increase on the 2000 baseline		
Target met	Y	**Trend**	↑

This target and indicator relates to both the Core Strategy and the Island Transport Plan.

Everyday journeys on the Island are generally shorter than elsewhere, making travel by bicycle a realistic and healthy alternative to travel by car.

The numbers cycling is influenced by a broad range of factors including, the weather, the economic situation and the cost of fuel. Studies undertaken recently by the RAC and others have indicated that nationally about a third of drivers have cut down on the number of car journeys they make as a result of the increased cost of motoring.

The Island's compact size, number of cycleways and extensive rights of way network make it ideal for cycling and the council is working with a range of partners including SUSTRANS to increase the numbers travelling by bicycle, for leisure, everyday journeys and commuting purposes.

Ongoing investment in the existing cycle network, improved signing and creation of new routes such as Cowes Esplanade, a signed cross–Newport route linking the Cowes to Newport and Newport to Sandown routes (National Cycle Network NCN23) has helped improve the local cycling infrastructure.

The council has installed automatic cycle counters on its 3 key off road cycle routes, Newport to Cowes, Newport to Sandown and Yarmouth to Freshwater. These counters record the use of these routes 24 hours a day and the information gathered gives us a very useful picture of cycle use on the Island.

Table 25 shows the figures recorded by automatic counters on the key routes over the last four years.

Table 165: Cycle figures recorded on routes 2008 - 2011

Year	Cowes - Newport	Newport - Sandown	Freshwater - Yarmouth	Total
2008	77,225	43,799	38,277	159,301
2009	80,294	48,785	47,842	176,921
2010	84,139	39,077	21,258[27]	144,474
2011	101,527	50,855	44,142	196,524

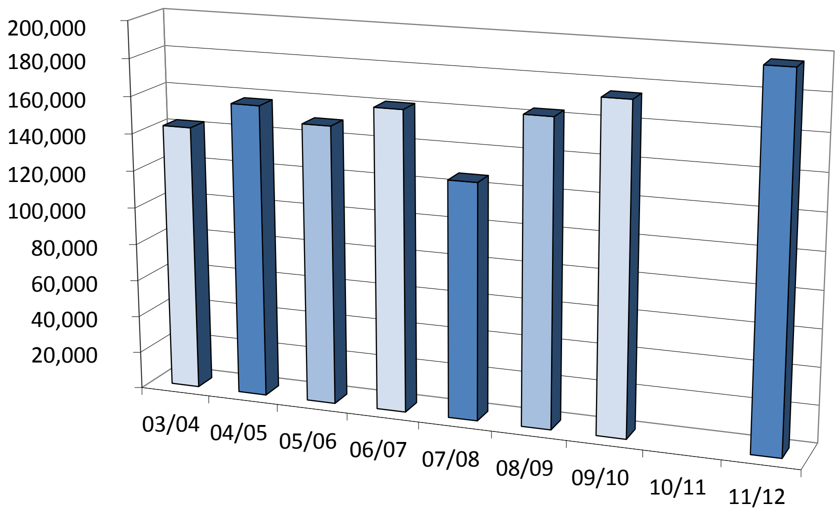
The numbers cycling has continued to increase over recent years and now stands at a total of 196,524. The figures recorded for the Cowes to Newport route are showing a particularly noticeable increase over recent years, 77,225 journeys in (2008) compared to 101,368 (2011) – an increase of 31%. The increase last year alone was 22%. This could be

[27] Counter out of action for part of year

attributed to a number of factors including the increasing cost of fuel, recent improvements to the route and establishment of the Vestas research facility located right alongside the cycle route, on Stag Lane.

Graph 12 illustrates the total cycle trip figures (excluding the floating bridge). Problems associated with the counter on the Yarmouth to Freshwater route meant that the numbers recorded using that route was below that expected. This in turn had an impact on the total figure. The graph below shows a general upward trend.

Graph 11: Total cycle trip figures 03/04 - 11/12



Journeys undertaken by bicycle Key Facts/Issues:

- There is an **827km (517 mile)** network of public rights of way, linking towns and villages and giving access to the countryside. Many are available for cycling and are popular for recreation and transport purposes.
- The Island's main off road cycle routes are part of the SUSTRANS National Cycle Network (Newport, Cowes and Sandown NCN23 and Ryde to Newport and Yarmouth to Freshwater NCN22.
- The numbers using the cycle routes has continued to increase and there was a **37% increase** in numbers recorded on all routes since 2003.
- The Newport to Cowes route is the most popular cycle route and is used by commuters and other cyclists. The automatic counter shows that this route is used across the day, throughout the year.
- The numbers using the Newport to Cowes route has increased by **31% over the last 3 years**.
- The numbers using the Newport to Sandown route has gone from 43,799 in 2008 to **50,855 in 2011**. An increase of 16%.
- The numbers using the Yarmouth to Freshwater route has also seen a steady increase. It peaked in 2009 at 47,642 and was slightly lower i**n 2011 (44,142**) .

Access to Newport – DM17

Target	Increase by 5% the number of households able to access Newport within 30 minutes by walking, cycling or public transport

Indicator	Access to Newport		
Outcome	The 11/12 figure of 86.1% represents a decrease of 2.4% on the preceding year		
Target met	N	Trend	↓

This target and indicator relates to both the Core Strategy and the Island Transport Plan.

The Island is predominantly rural in nature with two relatively small urban settlements (Newport and Ryde) and 6 town settlements located primarily on the coast.

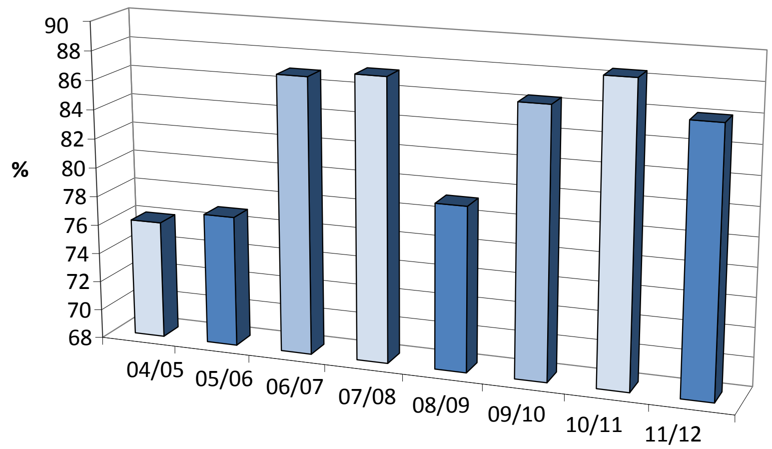
The 2001 census and 2008 State of Rural Wight report (2008) indicated that 70% of the Island's population currently live in the urban / town areas whilst some 40,000 (30%) live in villages and rural areas. It is hoped that more up to date 2011 Census information will be made available, early in 2013.

As with many similar areas the availability and access to services varies dramatically between urban and rural areas, with most key services available in urban areas with fewer facilities available in villages and hamlets.

The lack of locally based services increases the pressure on and demand for good transport links. In those locations where public transport is not so good or non existent the car is essential.

The Island has a limited rail network and for many bus travel is the only essential feasible form of public transport. Policy SP1 of the Core Strategy will in line with its overriding approach to economic led regeneration and allow easy access by sustainable means support development on appropriate land within or adjacent to the settlement boundaries as defined in the plan.

The council measures accessibility using a computer software tool called Accession, which can be used to generate digital maps of destinations and time distance and cost of travelling, subject to data availability, by various means of transport.



Graph 12: Accessibility to Newport

The council has used Accession software to map accessibility to Newport and the figures show (see graph 14) that the number of households able to access Newport within 30 minutes, by walking, cycling or public transport has decreased slightly last year (2011/12) - 86.1% compared to 88.5% in 2010/11.

Access to Newport Key Facts/Issues:

- The **11/12 figure of 86.1%** represents a decrease of 2.4% on the preceding year.

- The highest figure for accessibility recorded was 87.4% in 2007/08 and the average of the surveys undertaken since 2004/05 is **83.47%**.

- Policy SP1 is helping to ensure that accessibility levels are improved and maintained by focussing new development to those locations which are close to or within existing settlements.

Air Quality

Target	**Number of designated Air Quality Management Areas to remain 0 over the plan period**		

Indicator	Number of Air Quality Management Areas designated		
Outcome	There were no AQMAs designated in 2011/12		
Target met	Y	**Trend**	⟺

It is recognised that transport can be a significant cause of air and noise pollution. The environment Act 1995 requires local authorities to assess local air quality using a set of government standards and to produce Air Quality Action Plans where problems are identified.

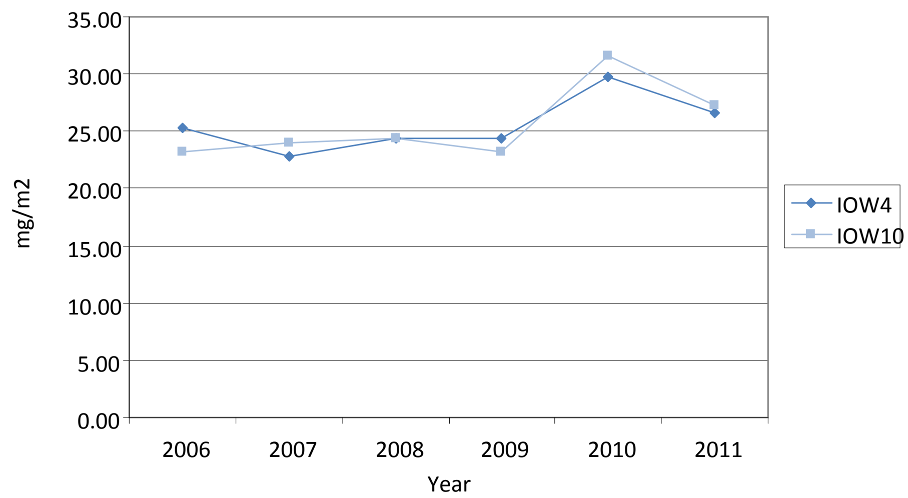
The layout, limited nature, physical environment and amount of traffic carried make some of the Island's road network liable to higher than desirable levels of air pollution. Regular monitoring has identified two such areas on the Island both of which are located on heavily trafficked routes where the physical conditions, such as the location of buildings, high hedges and other physical forms tend to trap the pollution. These are at Lake and Fairlee Road, Newport on the approach to the busy Coppins Bridge gyratory.

The detailed Air Quality Assessment Report 2012 concluded that there is unlikely to be exceedences of the air quality standard for nitrogen dioxide in these areas, and therefore no need to progress to a detailed assessment or designate an Air Quality Management Area. However the situation will be kept under review and ongoing liaison between environmental health and planning will help indentify any new potentially polluting developments through the planning process. Any air quality assessments deemed necessary will be asked for at the planning stage.

The graph below illustrates trends in annual mean nitrogen dioxide concentrations measured at monitoring sites at Fairlee Road, Newport (IOW4) and Lake Hill, Lake (IOW 10).

The figures recorded for 2011 show a slight increase over 2009. The figures recorded for 2010 however were above those previously recorded and investigations into the "spike" were inconclusive. The council continued monitoring NO2 at both sites and the figures recorded for 2011 were more in line with those recorded in 2009 and before. The 2011 report concluded therefore that there was no need to proceed to a detailed assessment.

Graph 13: Air Quality corrected annual averages



Air Quality management Key Facts/Issues:

- The shape of the Island, position of the River Medina and location of settlements dictates the road layout which radiate out from Newport with Coppins Bridge gyratory at the centre.

- The number of vehicles travelling through Newport can have an impact on local air quality, particularly at peak times.

- The Air Quality Assessment Report (2012) shows that the figures recorded for 2011 shows a slight increase in NO_2 concentrations compared to the years 2009 and before.

- The 2010 values were unusually high, for no apparent reason.

- The NO_2 concentrations in 2011 were nevertheless slightly higher than they were prior to 2010.

Traffic growth

Target	Restrict traffic growth by 2.3% per annum		

Indicator	Number of vehicles as recorded on key transport routes		
Outcome	The increase in traffic growth last year was 1.7%		
Target met	Y	Trend	↑

The Island is unique in many ways. Unlike locations elsewhere we are not on the way to anywhere else, which means that all of the traffic movements on the Island are generated locally. The car represents for many an easy and convenient option and is often chosen even for the shortest journey without any consideration for alternative transport methods.

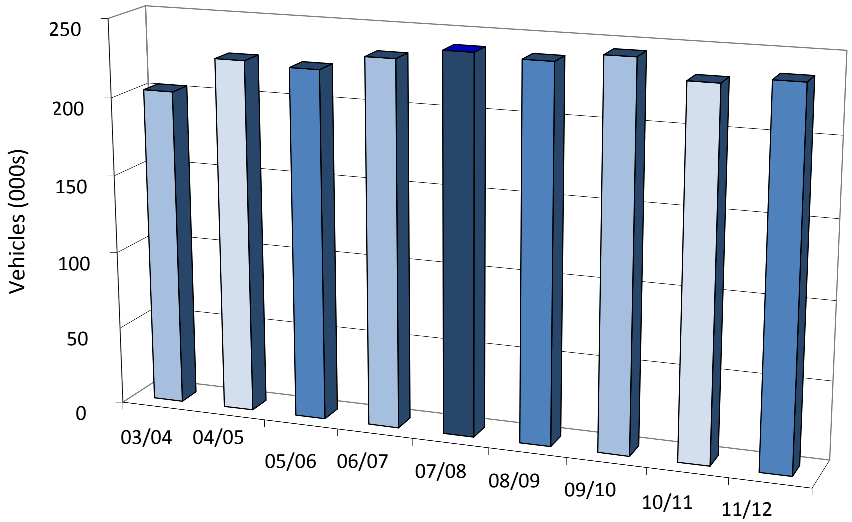
Improving travel choice is a fundamental factor in whether people choose to use a car or something else. Journey distances are relatively short on the Island and by enhancing travel information, our public transport options, cycleway infrastructure, pedestrian facilities and our rights of way network we can promote sustainable travel as a realistic and favourable option over the car.

A number of factors can have a real and direct influence on car use; these include the availability of a vehicle, the cost of fuel and attractiveness of the alternatives.

Improvements to, or provision of, local transport infrastructure routes, signing and promotion can help encourage travel by means other than the car. The recent improvement resurfacing and signage of the Cowes to Newport cycle route and construction of the cross town route linking it to the Newport to Sandown route has no doubt been instrumental in the increase of numbers of cyclists in that area.

The improvement to public transport - waiting facilities, vehicles, timetables and cost of travel can also help encourage travel by public transport. The number of journeys undertaken by public transport in 2011/12 stands at 8.6million a slight drop from last year (10/11).

Graph 14: Number Of Vehicles



Restricting traffic growth Key Facts/Issues:

- The 2001 census showed that, on average, **52.8%** of journeys to work on the Island are less than 5km (3 miles) long.

- More than half of the Island’s working population travel to work by car (**54.2%**).

- Traffic congestion can occur in Newport at peak times with implications in terms of air quality.

Ferry passenger journeys – SP7, DM18

Target	To achieve a 10.6% increase in ferry passenger journeys based on 2004 levels

Indicator	Number of ferry passenger journeys		
Outcome	Last year saw a 1.7% decrease on 2003/04 levels		
Target met	N	Trend	↑

This target and indicator relates to both the Core Strategy and the Local Transport Plan.

The Island relies on cross-Solent transport connections for the movement of nearly all imported and exported goods and personal travel, and it is a major factor in the socio-economic development and economic prosperity of the Island.

The Island is almost unique in Britain, in that surrounded by water entry to the Local Authority via such a limited number of transport routes gives a visible indicator of the economic health and popularity of the Island. The number, location and cost of cross-Solent travel are therefore a very important element of living, working and visiting the Island.

This fact was recognised in LTP2 which included cross Solent ferry patronage as one of the 21 targets. The council will continue to monitor this information in partnership with the operator.

The last few years has seen continued investment in cross-Solent routes and infrastructure. The replacement of the wooden planks on Ryde pier, completed in March 2011, improvements to pier head passenger waiting facilities completed in 2011, work towards improving passenger boarding at Lymington completed in March 2012 and upgrading of on-line ticket purchasing systems has helped improve cross-Solent travel.

The numbers of passengers crossing the Solent is influenced by a number of factors, including the general economic situation, cost and time of travel, the numbers travelling to work (on both sides of the Solent) weather and number of tourists, local construction projects, festivals and events.

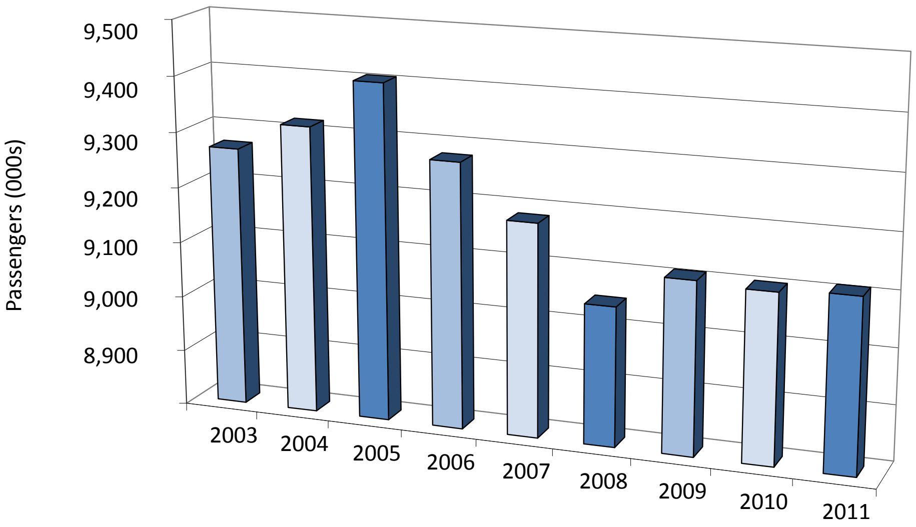
The numbers travelling has fluctuated over recent years and although the total number of foot passengers crossing the Solent was up in 2011 by comparison to the year before 9,112,000 (2011) compared to 9,105,000 (2010), this is less than the recent peak figure of 9,407,000 in 2005.

Freight journeys

Although not included as a target in the Core Strategy, the numbers of cross Solent freight journeys is nevertheless a good barometer of Island business activity and the local economy. With the exception of 1993 when numbers fell slightly, the trend has been upwards year on year since 1982.

The numbers recorded in 2011 showed an increase of 8701 vehicles over the previous year (2.9%). This represents an 18.27% increase over the figure recorded in 2001.

Graph 15: Cross Solent Passengers 2003 - 2011



Ferry passenger journeys Key Facts/Issues:

- The Island has links to the mainland by **5 key entry points**.
- The numbers travelling peaked in 2005 at 9,407m and now stands at **9,112m**.
- The number of people using the services totalled **9.112m in 2011** an increase of 7,000 over the previous year 2010.

8. Waste

Relevant Core Strategy Objectives

1)	**To support sustainable and thriving communities that enable people to enjoy a quality of life without compromising the quality of the environment.**
2)	**To ensure that all development supports the principles of sustainable development.**
11)	**To manage the Island's waste in a sustainable and environmentally sensitive manner.**

The council is the sole Waste Authority for Island, and being an Island does affect our opportunities for treating waste. The Solent is a significant factor when considering both the movement of waste between authorities for treatment (such as bulking prior to processing) and the sharing in the investment of waste infrastructure. This severance is a consideration on how waste is and will be treated in the future.

The adoption of the core strategy early in 2012 saw new local policy on waste come into force (SP8 & DM19). However, unlike other reporting areas, waste remains relatively unchanged in terms of policy approach, as set out in the NPPF[28].

While other council strategies and plans will determine how waste will be managed in the future, it is the role of the core strategy and supporting DPDs to provide a range of site options that provide sufficient flexibility to accommodate a range of waste management practices, of different scales, in a variety of locations.

[28] NPPF page 1, footnote 5 'The Waste Planning Policy Statement will remain in place until the National Waste Management Plan is Published.'

The following waste specific issues have been identified in the core strategy:

- Ensuring that there is adequate landfill capacity over the short-term, whilst planning to increase diversion from landfill in the medium to longer term; and

- Planning to provide adequate provision for as yet unidentified waste technologies.

In terms of waste management there are two main areas detailed in the core strategy being the capacity requirements for:

- recycling, composting and recovery and treatment, and

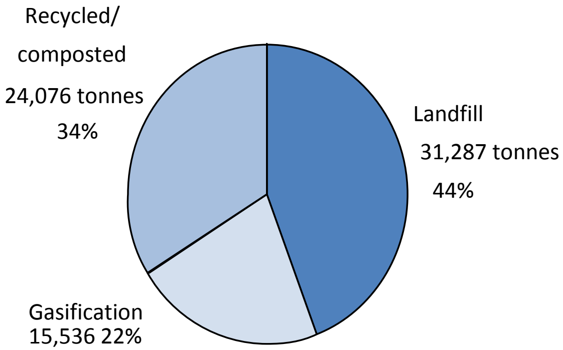
- provision of future landfill capacity.

Each of these is discussed in turn below.

Capacity requirements for recycling, composting and recovery and treatment

The current integrated waste management contract with Island Waste Services is due to expire in October 2015. This contract provides kerbside collection of recyclables, food and residual waste, operation of the Household Waste Recycling Centres, operation of composting activities and the management of the disposal of residual waste via landfill and through a separate arrangement with the gasification plant. Consequently the council are reviewing municipal waste management on the Island and will evaluate potential options for collection and treatment against a set of defined criteria. This process will lead to an outline business case document recommending options to cabinet for the future management of waste.

Graph 16: Management of Local Authority Collected Waste – Isle of Wight 2011/12[29]



[29] Defra annual waste statistics, http://www.defra.gov.uk/statistics/files/2011-12-ANNUNAL-publication-LA-level_WITHOUTLINKS.xls

As part of the outline business case, a procurement route will be recommended. An additional significant decision will be whether treatment of residual waste should be on or off-Island. The council has an aspiration to be self-sufficient in the management of waste arising on the Island.

Provision of future landfill capacity

The Island has only one operational, non-inert landfill site, at Standen Heath, which accepts a wide range of non-hazardous wastes (including municipal and commercial). Unlike other waste management treatments, landfill should be viewed as a limited and finite waste destination. It is currently expected to last beyond 2020; landfill void surveys are being frequently reviewed and updated.

The authority has recognised the possibility of a potential need for future landfill requirements and as such has allocated land through the core strategy period that may be utilised in case of this requirement. This landfill capacity would accommodate a maximum of 770,000 m^3 of net void space capacity to 2027.

The Waste Contract Procurement Team is currently undertaking analysis of waste generation data, to determine when the allocated void space will be required and when a planning application would be required to facilitate this. It is anticipated that this information will be available to inform next year's monitoring report.

Waste – SP8, DM19

Target	**To deliver up to 9.7 hectares by 2027 of a range of waste management treatments, diverting waste from landfill, so that zero non-essential waste to landfill is achieved by 2015**		

Indicator	Number of hectares of consented waste development per annum by: Capacity, and; Treatment/facility		
Outcome	There were no significant new waste management facilities that could be recorded as part of this monitoring report		
Target met	-	**Trend**	-

The council's waste contractor is the main provider for waste management and associated facilities for municipal waste on the Island. Because of the timing it is unlikely that any significant application for waste management (in terms of either hectares or capacity) will be submitted prior to any new waste contract. Such contract and any new contractor will determine the nature of provision of waste management. This does not prejudice the ability of other parties or individuals seeking planning permission for waste management facilities, submitting proposals.

Interrogating the current monitoring system for planning consents, only 2 waste related applications were granted permission for the period 01/04/2011 – 31/03/2012. Due to the nature of these permissions (minor development[30] and certificate of lawful development[31]) neither resulted in significant new waste management facilities that could be recorded as part of this monitoring report.

Waste Key Facts/Issues:

- The existing waste contract comes to an end (October 2015) and facilities require replacement / upgrade.
- There are complexities surrounding allocating waste sites for facilities that are to be decided in a future procurement process.
- There are limited recycling facilities available for commercial waste.
- The council will need a co-ordinated approach with the council's waste contract management team during handover between existing and new contract to allow continuation of waste services and adequate and timely provision of sites appropriate for waste management use.
- Waste management allocations are primarily expected to be made through the three (Medina, Ryde, and the Bay) Area Action Plans and the Delivery & Management DPD.

[30] P/01577/11 land off Briddlesford Road, Waste transfer facility and associated building
[31] P/01318/11 Tapnell Farm, Newport Road, Yarmouth, LDC for retention of restoration works

9. Minerals

Relevant Core Strategy Objectives

1)	**To support sustainable and thriving communities that enable people to enjoy a quality of life without compromising the quality of the environment.**
2)	**To ensure that all development supports the principles of sustainable development.**
12)	**To manage the Island's mineral supply in a sustainable and environmentally sensitive manner.**

Development on the Island is dependent on a supply of minerals, such as sand and gravel. These resources, by the nature of being deposits in the ground, can only be extracted where they are found. Whilst the Island is fortunate to have deposits that could be extracted, there are other considerations that will limit the available supply and there are inherent tensions in the performance of certain core strategy policies with providing an adequate supply of indigenous land-won minerals on the Island.

The mineral policies of the core strategy seek to balance these tensions by taking a considered approach to winning resources in areas that have potentially conflicting designations. This is exemplified by the six mineral sites that have been allocated in the core strategy, which have been tested against a number of criteria, to identify the most sustainable sites in terms of minimising impacts but still enabling the economic potential of identified deposits to be won.

As the indigenous supply is extracted it is likely that the remaining potential deposits will increasingly be located in the more constrained locations. The limitations on potential future supply will in turn place increasing importance on the Island's ability to both import minerals through the Island's aggregate wharves and make use of recycled materials and efficient use of materials reliant on minerals.

The following mineral specific issues are identified in the Core Strategy:

- Ensuring that there is the appropriate supply of land-won aggregates to serve the expected development on the Island; and

- To ensure that there is the ability to move aggregates to and from the Island using the River Medina.

To help address these issues the core strategy made six allocations for mineral extraction, identified Mineral Safeguarding Areas (MSAs) and safeguarded the strategic wharves (as shown on the Proposals Map).

Mineral monitoring

The Island is a Mineral Planning Authority and as such reports to an Aggregate Working Party on the annual performance of the minerals sector on the Island. This reporting is based on a calendar year (rather than the financial year of this Monitoring Report) and therefore certain reporting figures, particularly tonnages, are recorded over a different time period from that of the planning permission related figures.

The following targets relate directly to core strategy policy SP9 Minerals and are reported in this annual report. As they relate to production and supply (as opposed to the more plan-led indicators associated with permissions) they will in future years be reported in a Local Aggregate Assessment (LAA), which will form a separate part of the monitoring report.

The NPPF requires Mineral Planning Authorities (MPAs), to plan for a steady and adequate supply of aggregates in a number of ways, including annual production of a LAA, which will include reporting on the targets below. The first LAA for the Isle of Wight will be produced by April 2013 and will form part of the annual monitoring report from 2013 onwards.

The Marine Management Organisation has confirmed that the next area for marine planning will be the South Coast, which includes the Island. This is likely to lead to a better understanding of the future provision of marine aggregates to the Island, which in turn will influence the future extraction of land-won aggregates on the Island.

The council's Highway PFI Project may place significant demands on Island land-won aggregates, but what these will be are not yet known. Therefore the council in its role as an MPA will liaise with the PFI provider to gain a better understanding of requirements, what role Island sources might have to play in meeting these demands, and therefore how best to manage this against the ongoing mineral requirements of the Island.

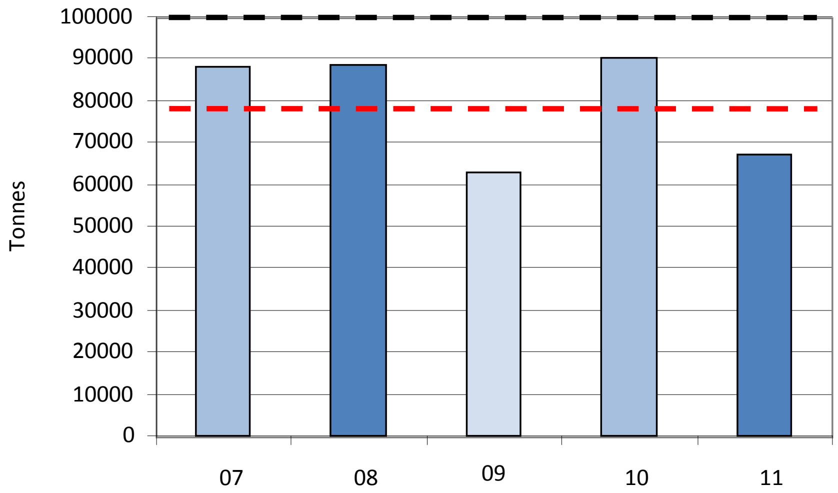
Minerals – SP9, DM20

Target	**To secure a continued supply of aggregate to the Island over the plan period**		
Target	**Producing 0.1mtpa of recycled and secondary minerals by 2016**		
Indicator	Amount of indigenous land-won aggregate produced per annum (sand & gravel)		
Outcome	67,303 tonnes of indigenous land-won aggregate produced per annum		
Target met	**N**	**Trend**	↓

This indicator applies to the saved UDP policies and the Core Strategy.

This target was not met and the decreasing trend (based on a comparison to sand and gravel sales in previous years[32] and the average for that period being 79,332 tonnes per annum, as shown in Graph 19) reflects the current reduced demand being some way below both planned (100,000 tonnes per annum), average and previous year sales.

The black hashed line on Graph 19 shows the annual target, with the red hashed line showing the average over the last five years.



Graph 17: Aggregate Supply on the Isle of Wight

It is expected that once the local economy and physical development associated with such growth, starts to recover from this low point, aggregate demand and sales will increase. There is the potential demand from the council's Highways PFI Project to skew future aggregate production figures, but the aggregate requirements of this project that may be met indigenously are currently unknown.

[32] Isle of Wight Sales of land-won Sand & Gravel - Source Aggregate Working Party Aggregate Monitoring Survey

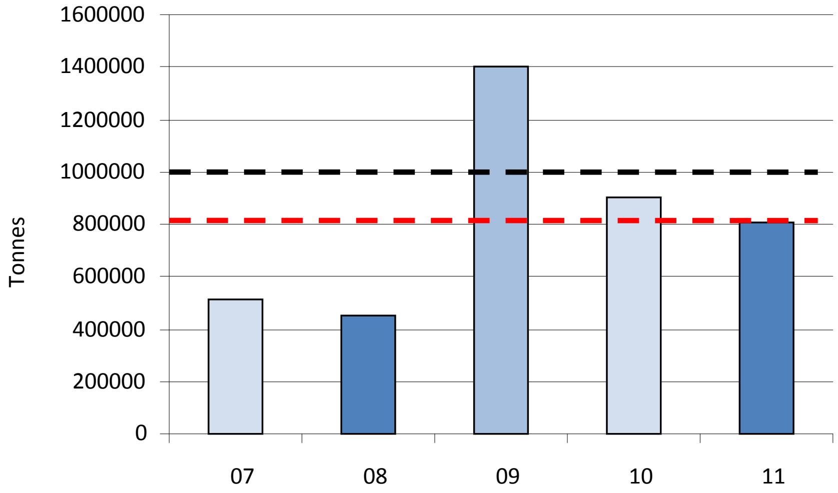
Indicator	Maintenance of a 7 year land bank (tonnes of permitted sand and gravel) per annum		
Outcome	Permitted reserves for sand & gravel as at 31st December 2011 807,000 tonnes (+ 799,902 of unspecified type, therefore not considered here), which is in excess of the 7 year landbank indicator of 700,000 tonnes		
Target met	Y	Trend	

This indicator applies to the saved UDP policies and the Core Strategy.

With suppressed sales of Island won aggregate as detailed in the previous indicator, it is to be expected that the Island's permitted reserves remain in excess of the 7 year landbank indicator. However, it is likely within the next 2 to 5 year period that permitted reserves will fall below the 7 years worth of permitted reserves indicator. In which case the council will need to engage with the mineral industry on the Island in order to bring forward some of the mineral sites allocated in the core strategy for this purpose.

Again this is likely to be dependent upon increased demand from the local economy and the Highways PFI project. If neither of these increases demand and sand & gravel sales may continue to be below the planned demand, then existing reserves will be prolonged and the 7 year land bank indicator may not be exceeded.

The black hashed line on the graph 20 shows the annual target, with the red hashed line showing the average over the last five years.



Graph 18: 7 Year Land Bank in Tonnes

Indicator	The amount (per tonne) of recycled and secondary minerals produced per annum		
Outcome	Sales in 2011 were 17,179 tonnes		
Target met	-	Trend	

The target for this indicator is producing 100,000 tonnes per annum of recycled and secondary minerals by 2016. While the reported figure is some way short of this, a number of factors should be considered in order to put this into context. Obviously the production of recycled and secondary aggregate is entirely dependent on the availability of materials to be processed for aggregate use, which in itself is primarily dependent upon redevelopment. With larger brownfield sites, particularly where there is an element of demolition and/or refurbishment needed to generate such source material, and given the current low level of economic activity and development, considering the sales reported (both when compared to the previous year of 26,082, and as a percentage of total aggregate sales being 25.5%) it is reasonable to conclude there is little change.

The council will need to consider the 2016 target for recycled and secondary minerals and based on both future performance and trend look to either take a more active approach to the encouragement and production of such materials, or review the target seeking guidance from the South East England Aggregate Working Party (through revisions to future LAAs).

When reviewing the current monitoring system for planning consents, there have been no mineral related permissions for the monitoring period.

There are a number of other core strategy mineral indicators, mainly relating to the Island's Mineral Safeguarding Areas, which due to previous monitoring mechanisms, have not made it possible to report on. These include:

- Number of permissions for the winning of indigenous minerals not allocated or within an identified MSA per annum;
- Number of permissions per annum for the winning of indigenous minerals allocated or within an identified MSA; and
- Number of applications for non-mineral development permitted within MSAs per annum

We will look to address the need to report on these by reviewing how we collect and manage information at the submission stage of an application.

Minerals Key Facts/Issues:

- Current levels of aggregate extraction on the Island are **significantly below** the core strategy target of 0.1mtpa.
- There is **currently a demonstrable 7 year landbank of sand and gravel**.
- The council has produced **guidance on MSAs** and non-mineral related development.
- The Council will produce a Local Aggregate Assessment next year that will then be used to inform future planning monitoring reports. This will include an assessment of all supply options (including marine dredged, secondary and recycled sources).
- Marine-won aggregates are increasingly playing a significant role in the supply of aggregates to the Island. This emphasises the importance of planning policy to protect aggregate wharves.

Appendix I – Local Development Scheme timetable and document production

Document title	Stage	Timetable	Stage reached
Core Strategy	Adoption March 2012		Adopted March 2012
Medina Valley Area Action Plan	Preparation (regulation 18)	Ongoing, until April 2013	Preparation
	Pre-Submission (regulation 19)	August / September 2013	
	Submission (regulation 22)	December 2013 / January 2014	
	Examination Hearings	April 2014	
	Receipt of Inspector's binding report	July 2014	
	Adoption and publication	August/September 2014	
Ryde Area Action Plan	Preparation (regulation 18)	January – October 2013	Not yet commenced
	Pre-Submission (regulation 19)	February/March 2014	
	Submission (regulation 22)	June/July 2014	
	Examination Hearings	October 2014	
	Receipt of Inspector's binding report	January 2015	
	Adoption and publication	February/March 2015	
The Bay Area Action Plan	Preparation (regulation 18)	August 2013 – April 2014	Not yet commenced
	Pre-Submission (regulation 19)	August/September 2014	

Document title	Stage	Timetable	Stage reached
	Submission (regulation 22)	December 2014/January 2015	
	Examination Hearings	April 2015	
	Receipt of Inspector's binding report	July 2015	
	Adoption and publication	August/September 2015	
Delivery & Management DPD	Preparation (regulation 18)	January – July 2014	Not yet commenced
	Pre-Submission (regulation 19)	November/December 2014	
	Submission (regulation 22)	March/April 2015	
	Examination Period	July 2015	
	Receipt of Inspector's binding report	October 2015	
	Adoption and publication	November/December 2015	
Green Infrastructure Strategy and Mitigation SPD	No stages set out in LDS	No timetable set out in LDS	Commenced
Design Principles SPD	No stages set out in LDS	No timetable set out in LDS	Not yet commenced
Parking Standards SPD	No stages set out in LDS	No timetable set out in LDS	Commenced
Flood and Vulnerable Communities SPD	No stages set out in LDS	No timetable set out in LDS	Not yet commenced

Appendix II – Indicators covered by this monitoring report or the Island Transport Plan

CS - Core Strategy
ITP - Island Transport Plan.
NI - National indicator (number)
N/A – no longer required

Indicator	Reported in?	Commentary
Workplace and school Travel Plans	CS	New target - Included in the Core Strategy in support of policy SP7. This information will be monitored through the planning process and monitored accordingly.
Junction improvements	CS	New target – to support Core Strategy (SP7) we will monitor this information through the planning process.
Bus passenger journeys	CS & ITP	Originally included as a mandatory Best Value indicator (BV102) in LTP2 this National Indicator (NI 177) is included in the Core Strategy to support DM17. To be monitored in partnership with the operator
Satisfaction with local bus services	Deleted	Previously identified as a Best Value Indicator (BV104) and mandatory target in LTP2 it is considered that this is an operational issue, largely outside the influence of the council and is no longer retained as a target.
Bus punctuality	ITP	Included as a local target in LTP2, the council will continue to monitor this National indicator (NI 178).
Train patronage	CS & ITP	Established as a target in LTP2. This information will support SP7 and will be monitored in partnership with the local train operator.
Train punctuality	ITP	Established as a target in LTP2. The council will continue to monitor this information in partnership with the local train operator.
Train reliability	ITP	Established as a target in LTP2. The council will continue to monitor this information in partnership with the local train operator.
Ferry passenger journeys	CS & ITP	Established as a target in LTP2 and included in the CS top support. DM18. Will be monitored in partnership with the cross Solent transport operators.
Journeys by bicycle	CS & ITP	Included as a mandatory target in LTP2 and retained to support DM17. The council will continue to monitor

		this information using figures from automatic counters.
Pedestrian crossings with facilities for disabled	N/A	Originally included as a Local target in LTP2. The refurbishment of pedestrian crossings on the Island roads will be carried out to a very high standard under the PFI contract. It is not considered necessary to continue monitoring this issue.
Access to Newport	CS & ITP	Originally included as a target in LTP2. Used to support DM17 the council will continue to monitor this information.
Numbers Killed Seriously injured (KSI)	ITP	Originally included as a target in LTP2. The council will continue to monitor this National Indicator (NI 147) in partnership with Hampshire and IOW Police.
Child KSI	ITP	Originally included as a target in LTP2. The council will continue to monitor this National Indicator (NI48) in partnership with Hampshire and IOW Police.
Slight casualties	ITP	Originally included as a target in LTP2 The council will continue to monitor this information in partnership with Hampshire and IOW Police..
Cycle safety training	ITP	Originally included as a target in LTP2. The council will continue to monitor this and report it through the ITP.
Air quality	CS & ITP	Included as a target in LTP2. The council will continue to monitor this information as required under the Environment Act 1995.
Mode share of journeys to school	ITP	Originally included as a target in LTP2 and collected through local surveys, this National Indicator (NI 198) is now collected nationally.
Change in area wide mileage.	ITP & CS	Originally included as a target in LTP2. The council will continue to collect this information in partnership with the PFI provider.
Principal road condition	ITP	Originally included as a mandatory target BV96) in LTP2. The council is looking to monitor this information in partnership with the PFI provider
Non principal road condition	ITP	Originally included as a mandatory target in LTP2 (BV97a). The council is looking to monitor this information in partnership with the PFI provider.
Condition of footways	ITP	Originally included as a mandatory target in LTP2 (BV187) The council is looking to monitor this information in partnership with the PFI provider.
Value for money.	N/A	Originally included as a target in LTP2. The indicator was difficult to assess in a meaningful way. Delivery through the PFI contract will help ensure best possible VFM.