

DRAFT ISLAND PLANNING STRATEGY DEVELOPMENT PLAN



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With a clear Corporate Plan and a number of key strategic documents, including an emerging Regeneration Strategy, the Isle of Wight Council is putting in place a suite of documents that allow us to respond to the challenges we face as an Island and be pro-active in identifying opportunities and solutions. Once it has been adopted the Island Planning Strategy will play an integral role in contributing to realising the vision the council has for the Island and facilitating growth.

We need to respond to these challenges to ensure that sustainable development benefits as many people as possible. We have a growing and increasingly ageing population and whilst the majority of our communities enjoy a high quality of life, deprivation is evident in some areas. Making new housing affordable is a key challenge, and ensuring people have access to services and jobs, particularly in our rural areas, remains a priority. Yet, we have a rich, diverse and distinctive landscape, with communities of different sizes where people enjoy living and spending their leisure time.

Through the Island Planning Strategy we want to make sure that the right scale and type of development takes place in the right locations at the right time. The policies proposed in this draft strategy will help make better places, where people want to live, work and play. It will help facilitate new jobs, new homes to meet the needs of our residents, new infrastructure and protect and enhance our special environments.

Through the process of preparing this draft strategy and the Regeneration Strategy we have strengthened existing and developed new relationships with communities as well as businesses and other stakeholders. This has enabled us to produce a document that we think reflects the needs and aspirations of communities as well as the priorities of the Isle of Wight Council, and that stands the best chance of being successful through the independent public examination process.

The Island Planning Strategy must be prepared in accordance with national planning policy, but be sensitive to locally identified needs and priorities. This draft strategy document builds on the work undertaken by the Planning department since 2012 and the area engagement undertaken by the Regeneration team.

The draft Island Planning Strategy has been published for consultation - and we want to hear your views! The feedback we receive at this stage in the process will shape the strategy as we move forward into the more formal stages. So please do take this opportunity to let us know your thoughts.

By working together, being innovative and being creative means that we can achieve sustainable development on the Isle of Wight that respects our historic and natural environment, provides the atmosphere for job creation and meet the needs of our communities.

Councillor Barry Abraham

Portfolio Holder for Planning and Housing, Isle of Wight Council



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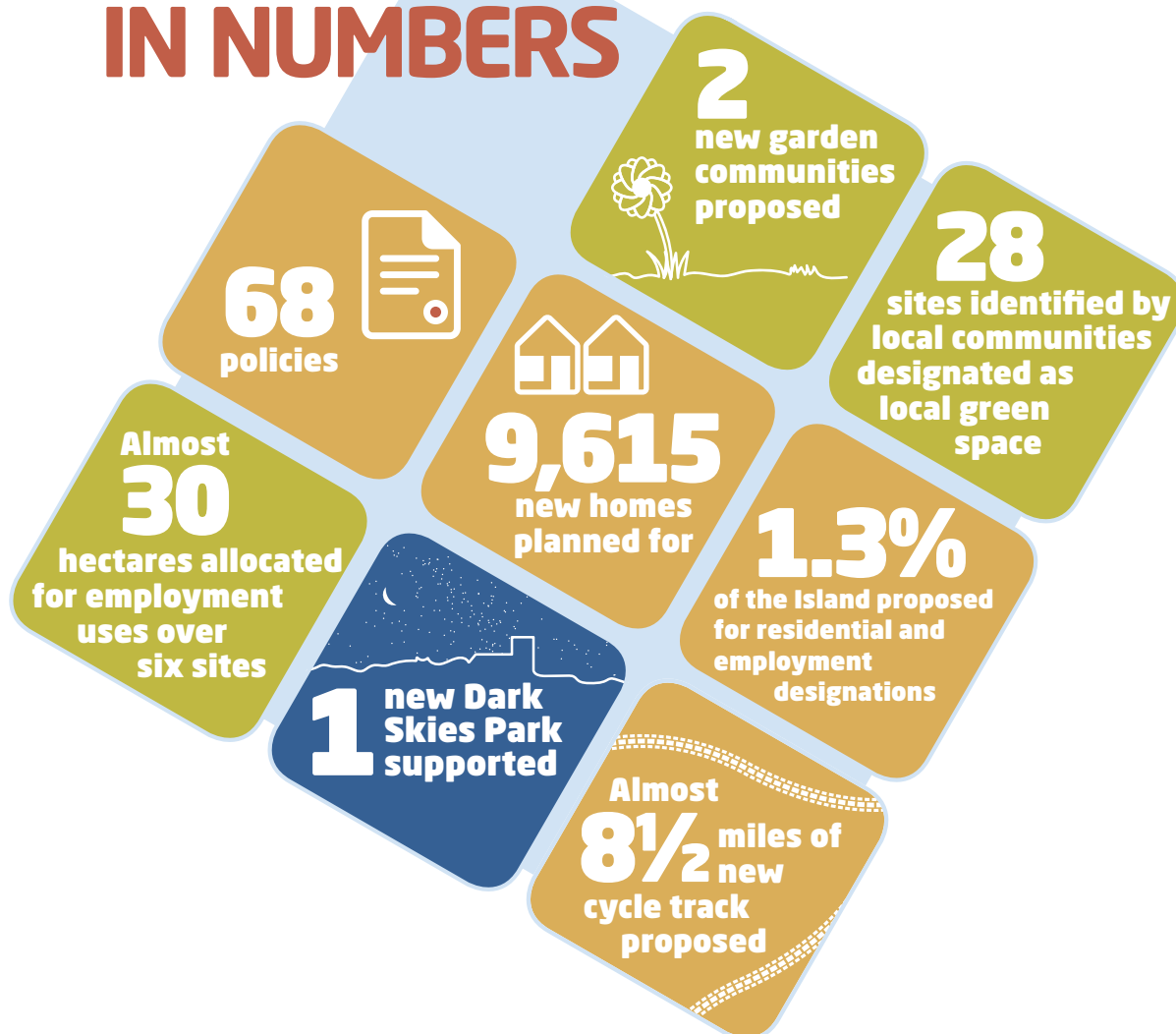
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THE ISLAND PLANNING STRATEGY IN NUMBERS



1.1 The purpose of the planning system is to contribute to the achievement of sustainable development. There are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:

- a social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and
- an environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.
- an economic role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the

1 Introduction

right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;

- 1.2 On the Isle of Wight balancing these three roles is often challenging due to the unique set of circumstances we experience. The Isle of Wight Council is setting a clear vision for the future of the Island through its Regeneration Strategy, and the Island Planning Strategy will be the document that sets out in land use terms how the council will achieve its vision.

The Local Plan

- 1.3 To ensure that its planning policies are up-to-date, the council undertook a review of the Island Plan Core Strategy, which was adopted in 2012. This review, combined with the work undertaken on draft area action plans (for the Medina Valley, Ryde and The Bay), has resulted in this document, the draft Island Planning Strategy, which is being published for public consultation. Once it has been through the formal consultation, examination and adoption process, the draft Island Planning Strategy will replace the current Island Plan Core Strategy document and form the main part of the council's local plan.

- 1.4 The local plan is the name for the portfolio of planning document that together provide the framework for managing development and addressing key land use issues on the Isle of Wight. Once the individual documents are adopted they will be used to guide investment decisions and determine planning applications.

- 1.5 The local plan for the Isle of Wight will be made up of the following documents:

- **The Island Planning Strategy** – sets the overall strategic direction for the Local Plan and includes strategic policies, allocations for a range of land uses and development management policies.
- **Planning for New Garden Communities** – this will set out the council's criteria for assessing suitable sites for up to two new garden communities settlement, and then allocate land for such uses including specific policies to shape its development.
- **Gypsy, Traveller and Travelling Showpeople Allocations** - in line with national policy this will allocate specific sites to meet the evidenced requirements of the gypsy, traveller and travelling showpeople communities.
- **The Island Planning Strategy Waste and Minerals** – will deal with waste and minerals issues on the Island. Following the adoption of the Island Planning Strategy, the Island Plan Core Strategy policies relating to Waste and Minerals will be saved until they are replaced by the Island Planning Strategy Waste and Minerals document.

- 1.6 The local plan (the Island Planning Strategy), along with relevant neighbourhood development plans form a collection of plans and policies that are collectively known as the development plan. All planning applications will be determined in accordance with the development plan, unless material considerations indicate otherwise.

Sustainability Appraisal / Strategic Environmental Assessment and Habitats Regulation Assessment

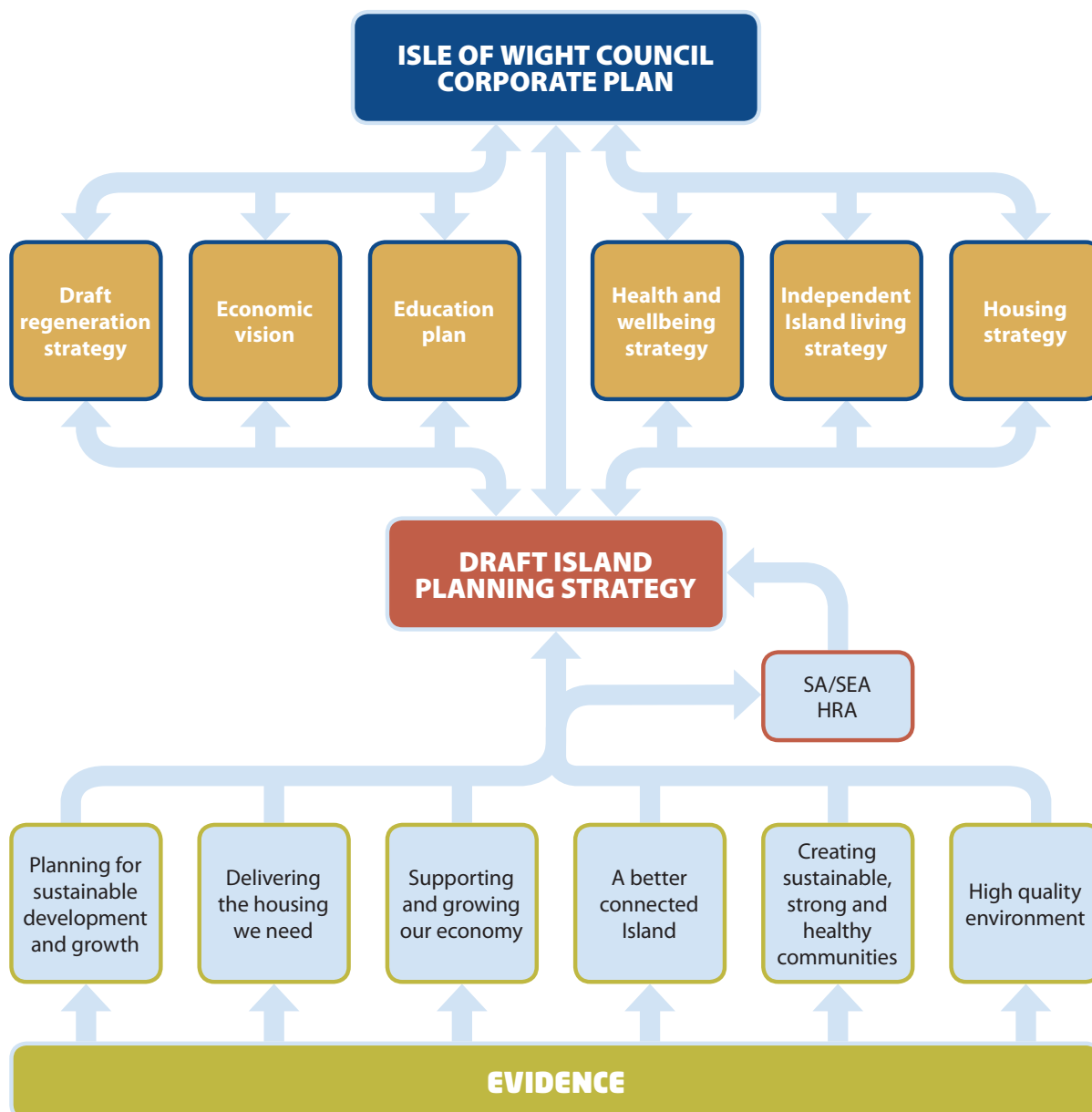
- 1.7 The draft Island Planning Strategy has been informed by a sustainability appraisal (SA), which incorporates the requirements for a strategic environmental assessment (SEA). The SA/SEA is an effective way to ensure that sustainable development principles are taken into account during the plan making process. By assessing plan policies against a broad range of SA objectives, the appraisal process exposes strengths and weaknesses of a policy, which can help to develop recommendations for its improvement. As well as helping to enhance the policy, the appraisal process also provides a basis for discussion between stakeholders around a shared set of

objectives.

- 1.8** A habitats regulation assessment (HRA) has screened whether the draft policies of the Island Planning Strategy are likely to have significant effects upon European sites of nature conservation interest. Several policies were screened as requiring appropriate assessment, primarily due to potential in-combination impacts, and measures to mitigate these were recommended. The HRA is an iterative process and the development of this plan has taken into account the findings of the HRA and the recommended mitigation measures.

Background documents and other plans and strategies

- 1.9** This draft Island Planning Strategy is accompanied by a draft policies map and a number of background evidence base documents. It has been prepared to positively shape development and to give a clear policy framework that provides clarity and certainty for residents, developers and planning officers. A number of documents have been prepared to inform and evidence the content of the draft Island Planning Strategy.
- 1.10** The draft Island Planning Strategy has also taken into account a range of other strategies and plans, and will contribute to achieving them, particularly:
- Draft Regeneration Strategy (published for consultation July 2018, IWC)
 - A vision to increase Economic & Social Wellbeing of the Isle of Wight (2018, IOW Chamber of Commerce, supported by IWC)
 - Health and Wellbeing Strategy
 - Local Care Plan
 - Delivering Better Education action plan
 - Emerging Housing Strategy (IWC)
 - Island Independent Living Strategy (2017, IWC)
 - Economic Development Action Plan 2015-2018 (2015, IWC)
 - Island Transport Plan (2011-38)
- 1.11** Following any amendments that are made to the draft Island Planning Strategy as a consequence of the public consultation, the draft strategy will be subject to an equalities impact assessment. This will evaluate the potential impacts of individual policies and the plan as a whole on socio-economic and equality issues.



Duty to Cooperate

- 1.12** A duty to cooperate was introduced by the Localism Act (2011) and requires the council, when preparing its local plan, to cooperate with certain other bodies. This includes neighbouring authorities where a particular issue, such as the provision of infrastructure or housing, could have a significant effect on the preparation of the local plans for both authorities. It also requires the council to have regard to the work of a number of statutory bodies that have been prescribed by the Government, such as the Environment Agency, Historic England, Marine Management Organisation (MMO) and the local enterprise partnership.
- 1.13** The council is part of a number of sub-regional partnerships, which help it discharge this duty. For example, the council is a member of the Partnership for Urban South Hampshire (PUSH) which has prepared a Spatial Position Statement 2016. The evidence work undertaken to inform the statement established that the Isle of Wight operates as a standalone housing market area and a functional economic market area. It is also an active member of the Solent Local Enterprise Partnership. To discharge its duties as a responsible authority for the management of the European sites that straddle the Solent, the council is member of the Bird Aware Solent and other

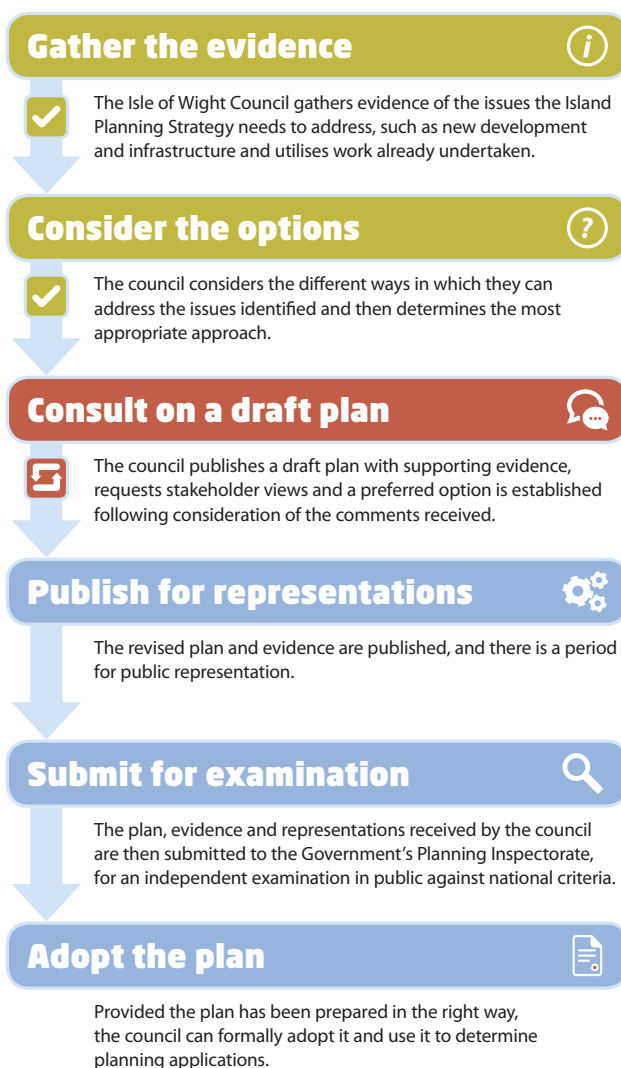
partnerships.

- 1.14** Being an Island, a key issue under the duty to cooperate is cross-Solent infrastructure, be it transport or utilities, and providers have been engaged through the preparation of this Island Planning Strategy document particularly in relation to the preparation of the Infrastructure Delivery Plan.

This Consultation and Next Stages

- 1.15** There is considerable flexibility open to local planning authorities in how they carry out the initial stages of plan production, provided they comply with the specific requirements in [regulation 18 of the Town and Country Planning \(Local Planning\) \(England\) Regulations 2012](#), ('the Local Plan Regulations') on consultation, and with the commitments in their Statement of Community Involvement.
- 1.16** Because of the work already undertaken on a range of issues since the adoption of the Island Plan Core Strategy in 2012, the council considers it expedient to prepare a draft plan to fulfil its regulation 18 consultation requirements.

THE ISLAND PLANNING STRATEGY PROCESS



1 Introduction

- 1.17** This consultation will notify people of the subject of the draft Island Planning Strategy and provides them with the opportunity to comment on what the council is proposing and what they consider the draft Island Planning Strategy should contain.
- 1.18** The public consultation will run from **Friday 30 November 2018** until **midday Monday 28 January 2019**. The consultation period will run for eight weeks (longer than the statutory requirement of six weeks), to take into account the Christmas period. Representations received after this date may not be taken into account. In the interests of sustainability and managing resources comments should be submitted electronically, preferably through the council's online consultation website at <http://iow-consult.objective.co.uk/portal>. Alternatively comments can be submitted via email to Policy.Consultation@IOW.GOV.UK or posted to Planning Policy, Planning Services, Seaclose Office, Fairlee Road, Newport, Isle of Wight, PO30 2QS.
- 1.19** The next stages and programmed timetable for the production of this strategy are set out in the council's Local Development Scheme, which is available [online](#). There will be further opportunity for public engagement through a period for representation on the proposed submission Island Planning Strategy, prior to the strategy and accompanying representations being considered by an independent Planning Inspector and undergoing an examination in public.

Using the Island Planning Strategy

- 1.20** When considering any aspect of the Island Planning Strategy it is necessary to consider the whole document. **The policies of the Island Planning Strategy should not be read in isolation.** All the policies apply where relevant, regardless of whether a specific cross-reference has been made.
- 1.21** It is anticipated that the Island Planning Strategy will be adopted in 2019/20, and with a 15 year time horizon the plan period for the Island Planning Strategy will be **2019/20-2033/34**.
- 1.22** In line with national policy, the council is committed to undertaking a review of the Island Planning Strategy at least once every five years. The first review will be completed within five years of the adoption of the Island Planning Strategy, and will take into account any changing circumstances affecting the area and any changes to national policy. A key issue for any review process will be understanding whether the Island's objectively assessed housing needs has changed significantly. If significant changes do occur, this may trigger the need for a review earlier than the end of the five year period.

The Island

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

Housing

- 2.9** There has been a shortfall in delivery against the identified objectively assessed need figure on the Island during the life of the Island Plan Core Strategy (adopted March 2012). Monitoring indicates that there seems to be a ceiling when it comes to the delivery of housing, as it has averaged around the 400 dwellings per year mark over this period and this might indicate a saturation point for the Island's housing market.

2 The Island and the issues we face

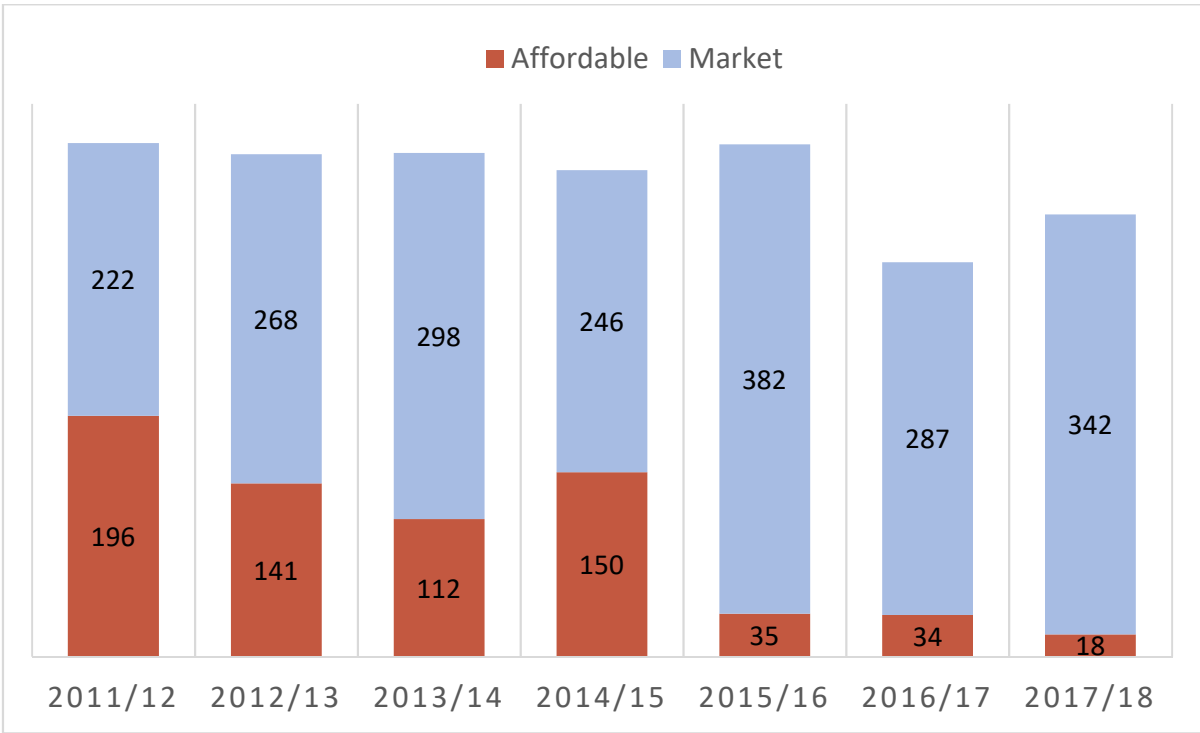


Figure 2.1 Housing Completions since the adoption of the Island Plan Core Strategy

2.10 There are many issues that have contributed to this situation, and these are identified as being:

- Lack of construction skills
- Extra cost of importing materials and skills
- Lack of confidence due to a period where development was not generally supported
- Unrealistic land values
- Lower returns on investment
- High house price to income ratio
- Lack of, or slow delivery of permissions
- Limited appropriate land (over half the Island is designated AONB)
- A small standalone housing market area that is very sensitive to changes in supply/demand

2.11 To proactively seek to improve delivery, the council are planning a number of interventions. An ambitious Regeneration Strategy has been published for consultation, which recognises the positive impacts housing delivery and wider growth can bring. The council itself is moving to establish a housing delivery company that will use public sector assets as pump primers. It is exploring accelerating delivery by using modular construction methods.

2.12 By reviewing its planning policies the council wishes to give the clearest possible direction on what is expected of new development and provide an appropriate framework that recognises the importance of the delivery of housing.

2.13 Despite the range of interventions that are planned and will be implemented, it is difficult to see how delivery can match the objectively assessed housing requirement identified using the

Government's methodology (which increases the figure from 525 to 641 per year) *and* deliver the shortfall of delivery of the current Core Strategy.

- 2.14** The Isle of Wight is recognised as a standalone housing market area by neighbouring authorities in the Partnership for Urban South Hampshire. Monitoring of housing completions since the adoption of the Island Plan Core Strategy in 2012 shows that the number of dwellings built hasn't met our objectively assessed housing need figure. It is difficult to establish whether this is a cause or an outcome of the challenges within the Island's housing market. This lack of delivery has exacerbated a number of issues.
- 2.15** Changes to housing policy, national planning policy, lack of available larger sites with permission and the building out of commitments have all contributed to the decrease in delivery of affordable housing. However, in recent years this delivery has reached crisis levels with just 8.4% of the required number delivered in 2015/16 and 10.6% delivered in 2016/17. At the time of writing, there are 1800 households on the housing register. With 300 to 400 re-lets per year, it is clear that there is a greater need than is being met within the current housing stock.
- 2.16** A lack of supply to meet our challenging demographics has affected many groups within the local community and there is an increasing proportion of the local community who find that they are unable to purchase a home for the first time. Property prices, although cheaper than many areas of the South East remain unaffordable for many local households. The ratio of house prices to earnings on the Island in May 2018, according to Zoopla, is 9.59, based on an average house price of £249,494 and the average Island salary being £26,000 per year. ONS figures show that the national average in 2017 was 7.91, with the south east average being 9.79 for the same period. This makes home ownership difficult for a large proportion of working age Islanders.
- 2.17** Over the last 15 years, there has been a 70% increase on the Island's affordability ratio, indicating that in longer terms affordability has worsened across the whole market. In contrast both Portsmouth and Southampton are more affordable in median and lower quartile terms than the Isle of Wight.
- 2.18** Rents to income ratios are also challenging on the Island, based on the assumption that a household should spend no more than 30% of their income on housing.
- 2.19** Lack of affordability contributes to overcrowding, and across the Island 3% of households are classified as overcrowded with the greatest number of such households being located in Ryde.
- 2.20** There are also issues with ensuring the supply of market housing is delivering what we need to meet our aspirations. Due to generally lower wages on the Island and lower levels of performance in areas such as education and health provision, it has been difficult to attract professionals such as doctors and dentists. This is also true for those at management levels. By improving the housing stock and offering the right types of accommodation in locations that will attract such professionals, we can contribute to improving the situation.
- 2.21** We need to reverse the situation where professionals and higher income groups are choosing not to move to the Island. Introducing their professional skills and spending power will support the provision of, and improvement to, services and improve the prosperity of the Island. However, in order to encourage residents to move into and stay on the Island we need to improve the supply of aspirational housing. This will not only involve providing sites for larger and/or higher specification dwellings, but will also require enhancements to the environmental quality of the area and the provision of good quality services.

Economy

- 2.22** The Isle of Wight's economy has performed reasonably strongly in recent years, including growth in a number of specialist higher value sectors particularly where the Island benefits from the presence of leading international businesses. However, it faces a number of challenges as productivity levels are generally below the mainland, with lower wage levels, challenges in terms

2 The Island and the issues we face

of educational attainment and skills levels, many employment opportunities are seasonal and there is an over reliance on the public sector as a key supplier of job opportunities.

- 2.23** The population of the Isle of Wight has been increasing, mainly amongst older age groups. The Island also struggles to retain people in younger age groups and in addition the economically active working age population is marginally smaller, as a proportionately of the total population. Forecasts indicate these population shifts are set to continue leading to a contraction of the working-age population, a trend which is being observed in most developed countries. Overall, as an Island economy, the labour market is relatively self-contained with most residents working locally and limited numbers of inbound and outbound mainland commuters.
- 2.24** Physical separation of the Island from the UK mainland is reported to have a negative effect on the Island's economy in a number of ways, not least through the 'Island premium' which represents the additional cost of conducting business on and with the Isle of Wight. This premium not only encapsulates higher transportation costs, but also the limited opportunities for optimal economies of scale, due to reduced competition and the size of the market.
- 2.25** In 2016 the largest sectors, by employment, were health & social work (18.4%), wholesale & retail (16.3%), food & accommodation (12.2%), manufacturing (9.2%), education (9.2%) and administration (7.1%). The local economy remains to be largely characterised by lower value undertakings, with higher-value sectors such as communication, information technology and financial services being less well represented. The Island does also have a number of opportunities which it can look to exploit in improving its overall economy. It is home to some world class businesses such as Gurit, MHI Vestas, BAE Systems and GKN which have all contributed to the Island's reputation as a centre of excellence for composite technologies and advanced manufacturing, especially in the marine and maritime sectors. The opening of Centre of Excellence for Composites, Advanced Manufacturing and Marine (CECMM) in September 2017 allows young Islanders to develop the relevant skills and educational qualifications to grow the skills base required by these world class organisations.
- 2.26** While the legacy of maritime engineering is strong, there are a number of other key sectors that support the economic engine of the Island. Tourism and all its associated industries account for 20% of the GVA and with an ever-aging population, the care industry is growing rapidly.
- 2.27** The Island also benefits from an entrepreneurial culture with micro businesses (with five or fewer employees) accounting for 85% of local business. Excellent quality of life, good broadband connectivity and easy access to London and the South East means more people are choosing to live on the Island and locate their enterprise here or commute back to the City.
- 2.28** The overall value of the local economy in 2016 - gross value added (GVA), measured in £ per capita, equalled £2.7Bn, which is between 66% and 72% of the Island's near neighbours in Southampton and Portsmouth. Average earnings for individuals working on the Island are low at a level that is 80% of those across the South East and crossing the Solent is perceived as a barrier to the economic growth and regeneration of the Island.
- 2.29** The Island's employment base has grown over recent years, increasing at a similar rate to the South East. Employment growth has been driven by a variety of sectors including those that the Island has traditionally been strong in (e.g. accommodation and food services) and others which it is less known for (e.g. real estate). Overall workforce productivity is lower in comparison to the mainland and could be improved in the future.
- 2.30** Latest economic forecasts from Oxford Economics indicate that employment on the Isle of Wight is expected to increase by 4,600 jobs between 2015 and 2036, a growth rate of nearly 8% which is broadly similar to the LEP average. Most growth is anticipated in health and social care, admin and support services, construction and recreation, reflecting both the ageing population trend and tourism sectors. More traditional sectors such as manufacturing and agriculture are expected to decline in overall terms.

- 2.31** One note of caution needs to be observed with regards to previous economic forecasts. The localised performance of certain higher-value sub-sectors, largely in manufacturing have driven higher levels of employment performance particularly in the aerospace and composites sub-sectors. By comparison other sectors most notably construction have not performed well, with performance largely driven by wider macro-economic issues.

Transport

- 2.32** The Island is unique within the UK in having all of its mainland links provided by private sector companies, with no public service obligation and/or no community-based service level agreement. The Island is linked to the mainland by six cross-Solent routes, three of which carry both vehicles and foot passengers and three operate only for foot passengers. In 2016, approximately 2.4m passengers used ferry services to access the Island, generating an estimated £296m contribution to the local economy. 5.5% of Island residents in employment rely on ferries for daily commuting to the mainland to jobs in London, Portsmouth, Southampton and the surrounds. Conversely only an estimated 3.7% of Island jobs are filled by mainland residents who commute to the Island.
- 2.33** Another unique issue faced by the Island is that unlike every other English local authority area, we do not share land boundaries with other authorities and therefore the Island is not driven through as part of a longer, onward journey. This means that we are not influenced or burdened by through traffic. Instead, the Island experiences seasonal variations due to tourism-related traffic, especially in the summer months.
- 2.34** The location of our major settlements - with Cowes to the north, Ryde to the north-east, Sandown/Shanklin/ Ventnor to the south-east and Freshwater to the west – means that our road network resembles the spokes on a wheel, with Newport at its “hub” joined by spokes to each settlement and each settlement in turn linked to one another by the rim – which in our case is often a coastal road.
- 2.35** The layout and location of our road network brings a range of challenges, particularly at Newport – where all roads meet - and on the coast where some sections of road, such as the Military Road on the south-west coast, are under threat from land instability and increasingly from climate change and resulting rise in sea level.

People

- 2.36** Whilst the Island has long been one of the UK’s most popular holiday destinations for people of all ages, the local residential population is heavily skewed towards those over 65. Those of working age are often in seasonal, low paid jobs and there is a brain-drain of young educated people. Due in part to its popularity as a retirement location, the population of the Island shows an ageing demographic profile with significant levels of chronic disease. The average age on the Isle of Wight is 44.5 years. This puts us in the oldest 20% of local authority areas nationally and significantly older than the average age in local authority areas within our sub-region. This places additional demand and therefore costs on local public services. Demographic characteristics have a fundamental influence on the social and economic development of an area. The age distribution of residents has implications for long-term economic activity rates and spending power (with a younger profile) or current and future social care resourcing (with an older or aging population).
- 2.37** The Isle of Wight’s resident population over the decade between 2005 and 2015 expanded from 137,200 to 139,400 people. The increase was driven by an expansion in the number of residents aged 65 and over (30,500 to 37,000 residents). During the same period the population of residents aged 0-15 and working age (residents aged 16-64) population decreased. The Island’s current population (26.5% residents aged 65 and over) is proportionally older than the Solent LEP area and England average (20.1% and 17.7% residents aged 65 and over respectively).
- 2.38** The Office of National Statistics (ONS) projects that between 2016 and 2036 this pattern will continue. The population aged over 65 is forecast to increase by 44.1% over the time period,

2 The Island and the issues we face

equivalent to an additional 16,600 people. This trend is in line with the Solent LEP and England, which are forecast to expand at a faster rate than the Island (47.9% and 48.5% respectively). The working age population on the Island is forecast to continue to decline by a further 4,200 residents; while the number of residents aged 0-15 is expected to remain steady at 22,900 people in 2036.

- 2.39** There is a net outflow of age 15 to 29 year olds as young people leave for higher education and others for employment and career opportunities, and a net inflow at age 30 and above as people return to raise their families or older people retire here. The increase in migration in the older age groups (65 to 79 in particular) is becoming more marked over time, with more than three times as many arriving on the Island in 2016 than in 2012.
- 2.40** Locally, child poverty levels are in line with national figures with one in five (20.7%) of all children on the Isle of Wight classed as being in relative poverty (21.2% of under 16's). This is higher than the South East of England figure and is an increase of 585 children on 2013 numbers.
- 2.41** The Joint Strategic Needs Assessment (JSNA) identifies that just over a quarter, 26.1% of Island residents, are aged 65 years old or over. Further research informs us that 1.4% of Island residents aged 65 years or over, has been diagnosed with dementia. The national average is 0.7%. By 2030 4,232 individuals on the Isle of Wight will have dementia. This will equate to just under 9% of the population aged 65 years or over and 45.5% of the population aged 85 years old and over.
- 2.42** The Isle of Wight Council permanently admitted 21.2% more people aged 65 years or over into residential and nursing care compared to comparable authorities; and 11.3% more than the national average. We believe that the lack of suitable alternative accommodation is one of the reasons behind these statistics.
- 2.43** Public Health report that 80% of hospital bed days at St Mary's Hospital are used by patients over the age of 65; and 50% of bed days are used by patients over 80 years old. Increasing the provision of Independent Island living, which could include the provision of housing with around the clock care and support will enable people to return to the comfort of their home to convalesce.

Environment

- 2.44** The Isle of Wight has a distinct environment with a wide variety of natural, rural, built and historic landscapes and features. The Island has a range of nationally and locally important heritage assets. There are sites of internationally important geology and the Island is home to a rich variety of important habitats and species, with 70% of the Island protected by UK or European designations. The Island includes countryside and coastline with significant nature conservation interest. Our chalk grasslands, maritime cliff slopes and estuaries are particularly important, not only in a local context, but also on a regional, national and international scale.
- 2.45** These designations and the quality environment they protect are a positive, but it does limit the locations that can be considered for new development and therefore shapes settlement patterns and character. It means that proposals for new development need to pay particular attention to the requirement for protecting the integrity of European designated sites. This is being achieved through the Bird Aware Solent project, whereby a developer contribution is sought for relevant scheme. This in turn, does have an impact on development viability.
- 2.46** The Island is a special place and is valued by those who live and visit here. The quality and attractiveness of its natural and built environment, and the historic nature of these, is a major factor when considering why people choose to live here. It is also one of the prime reasons why people visit the Island, thereby directly contributing to our local economy and employment.
- 2.47** The physical setting of the Island, with its constantly evolving coastline and changes being experienced as a result of climate change, present a combination of risks that are being addressed, from a land-use planning perspective, through the Island Planning Strategy.

- 2.48** While much of the Island can be considered stable in terms of land movement, there are localised areas, extensively along the south coast of the Island, that are susceptible to ground movement. This is due to a combination of the Island's geology, coastal processes, rainfall and human influence. Similarly, the majority of the Island is free from flood risk associated with the sea or watercourses, but again due to a combination of geomorphology, geology and weather events, there are areas at increased risk of flooding from these sources.
- 2.49** Parts of the Island have a long history of flooding and coastal erosion, pre-dating human influence. Many settlements on the Island have evolved from small-scale beginnings on sites located in areas vulnerable to flooding and erosion, such as by the coast or an estuary. This historic settlement pattern is now faced with the new challenges of rising sea levels and increased storm and rainfall events.
- 2.50** The balance between protecting our environment and allowing development that benefits the Island and its economy is a fundamental issue for the Island, as the two are intrinsically linked. Both the environment and the economy are sensitive to each other and changes in approach to one may have significant implications (both positive and negative) on the other.

Vision

- 3.1** The Isle of Wight Council, through its Corporate Plan 2017 to 2020, has set a clear vision for the Island. To ensure consistency throughout the council's key plans and strategies this vision is shared with the council's draft Regeneration Strategy and this document, the draft Island Planning Strategy. This shared vision

“Is for the Isle of Wight to be an inspiring place in which to grow up, work, live and visit”

- 3.2** The draft Island Planning Strategy has been prepared as a key document that sets out how, in spatial terms, and through the planning system, the council will use land-use planning to contribute to achieving its draft Regeneration Strategy and Corporate Plan.

Objectives

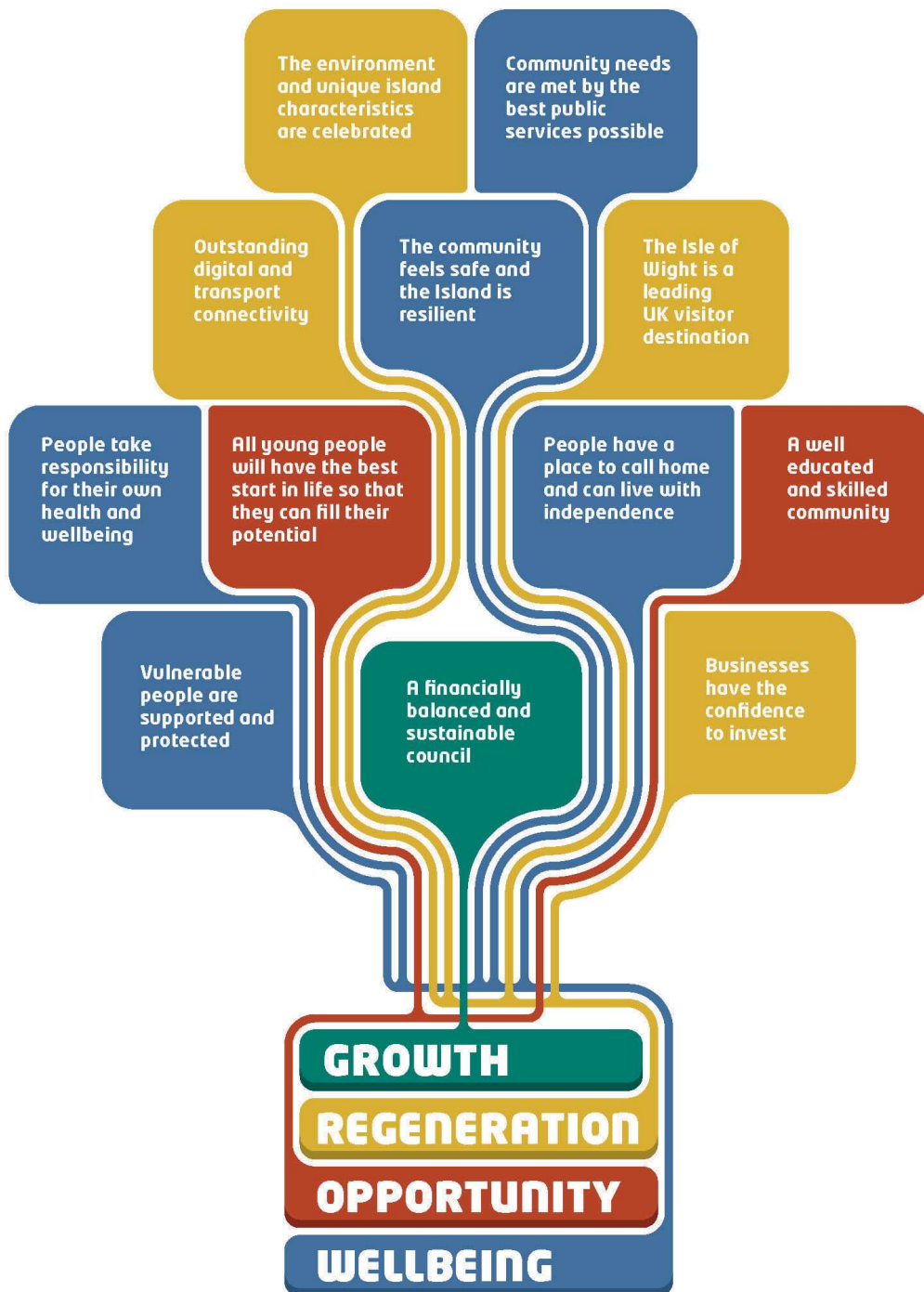
- 3.3** The council's Corporate Plan also underpins the vision with the desired outcomes to be achieved, and these are set out in the graphic on the following page.

- 3.4** The GROW objective of a financially balanced and sustainable council is clearly important to the council and Island's residents. Significant work is being undertaken on this issue, and one element of this is the draft Regeneration Strategy with its wider remit is contributing to achieving this. Due to its importance this issue has been considered through the SA/SEA process but it is not considered necessary for it to be included within a land-use plan.

- 3.5** Therefore, and to ensure a clear consistency of narrative between the Corporate Plan and the Island Planning Strategy, the other eleven outcomes have been identified as relevant to land-use planning and therefore form the objectives and priorities for this document:

1. **The environment and unique island characteristics are celebrated**
2. **Outstanding digital and transport connectivity**
3. **The Isle of Wight is a leading UK visitor destination**
4. **Businesses have the confidence to invest**
5. **All young people will have the best start in life so that they can fill their potential**
6. **A well-educated and skilled community**
7. **Community needs are met by the best public services possible**
8. **The community feels safe and the Island is resilient**
9. **People take responsibility for their own health and wellbeing**
10. **People have a place to call home and can live with independence**
11. **Vulnerable people are supported and protected**

- 3.6** The vision and these objectives, which constitute strategic priorities for the purpose of this document, provide the framework within which the policies of the draft Island Planning Strategy have been developed. As a local planning authority and a council, we cannot achieve these objectives on our own and will be developing new partnerships and relationships, nurturing existing ones and when we can't deliver something, enabling or facilitating others to do so.

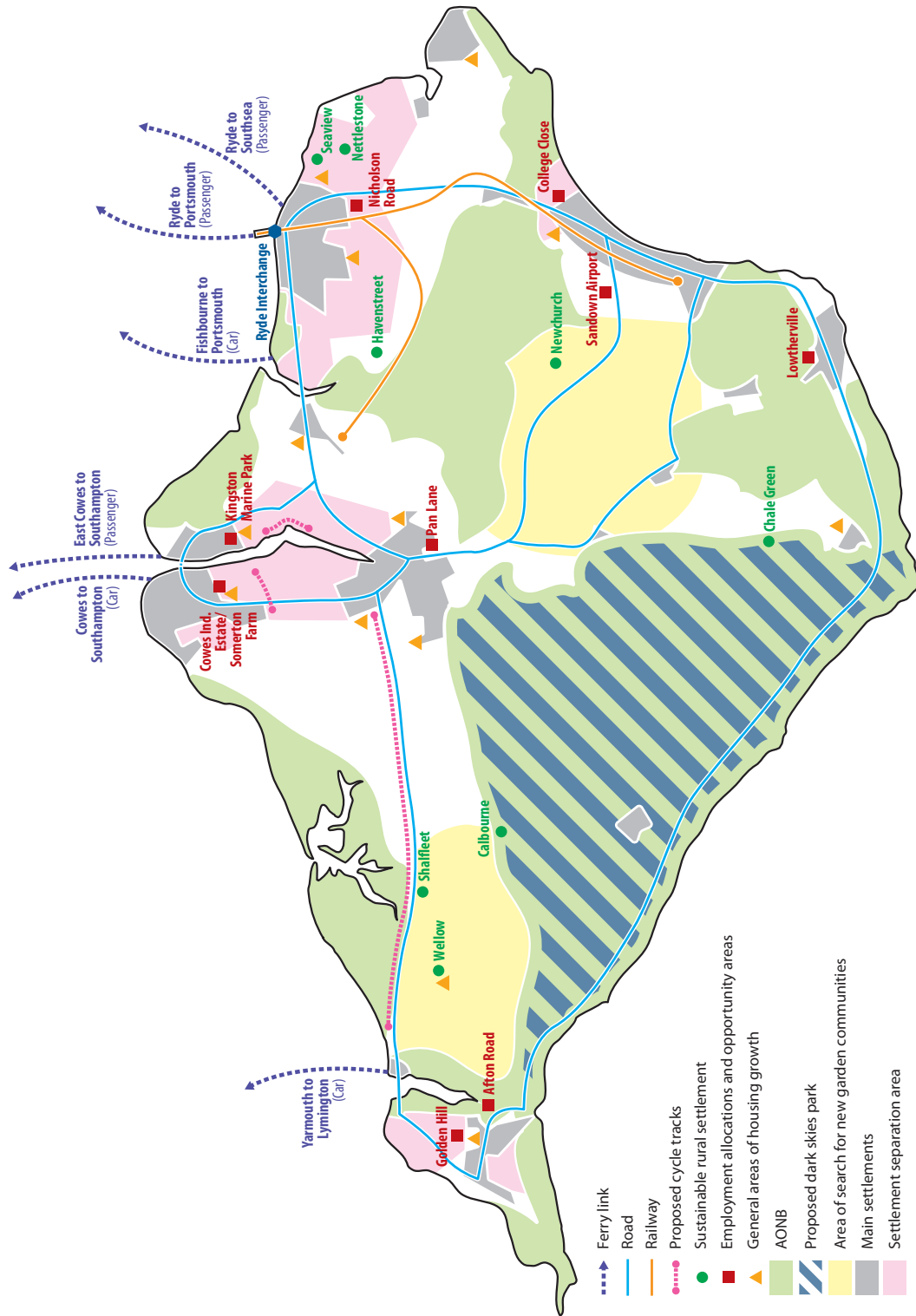


3.7 To provide clarity on achieving these objectives, and in line with national policy, the council has identified which policies of the Island Planning Strategy are strategic. Where the policies are considered strategic they are identified as such following the supporting text, and all policies are linked to the objectives and strategic priorities.

3 Vision, Key Diagram, Area Statements and Area Diagrams

Key Diagram

3.8 The key diagram is a simple interpretation of the key approaches set out in the Island Planning Strategy. It shows areas of development opportunity and restraint, and key pressures and linkages in the surrounding area.



Area Statements and Diagrams

3.9 Isle of Wight is a diverse island, and it is often challenging to reflect the many differences in documents such as this. The draft Regeneration Strategy recognises this and identifies five areas with broadly similar populations and characteristics across the Island, and these are:

- **West Wight** mainly rural but with Yarmouth and Freshwater as hub settlements
- **West Medina** Cowes, Gurnard and Northwood and settlements in and to the West of Newport
- **East Medina** East Cowes and settlements in and to the East of Newport
- **Ryde** and its wider immediate area including villages such as Bembridge, St. Helens, Seaview and Brading
- **The Bay** Sandown, Shanklin and Lake but also the smaller settlement of Ventnor and adjacent villages

3.10 This draft plan also uses these geographies, and this will enable the council to be clearer about how it expects each area to grow over the plan period. It also confirms the council's commitment to area-based regeneration and the ongoing conversations the council is having with residents.

3.11 The role of Newport as the Island's commercial, business and civic hub and the range of development opportunities in and around the county town affords it special attention as a distinct area overlaying the southern ends of both West and East Medina. Therefore, for the purposes of this document a sixth area is described:

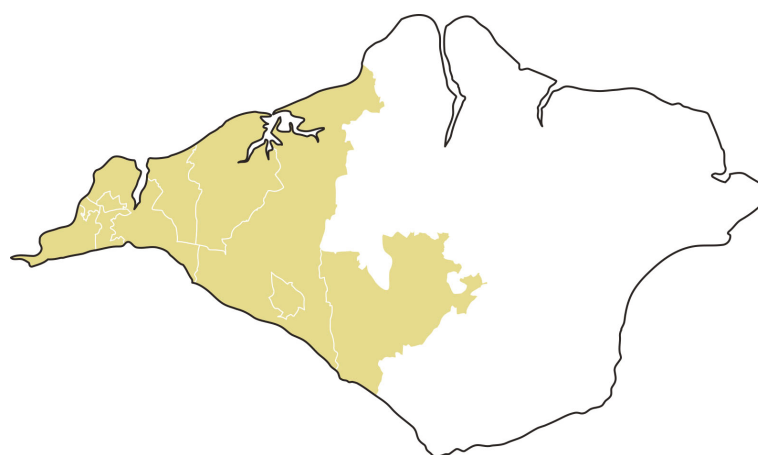
- **Newport** the area broadly following the parish of Newport and Carisbrooke

3.12 The draft IPS contains strategic island-wide policies and approaches but also includes policy-based approaches based upon these areas, to ensure consistency and continuity between the two strategies. Area Statements set out what the council expects each area to look like by 2035 (the end of the plan period), and will be what the planning policies of the council seek to contribute to achieving.

3.13 Further information about each area can be found in the council's draft Regeneration Strategy.

West Wight Regeneration Area Statement

3.14 The Wight We Want survey responses told us that in the West Wight people want more transport links, along with better healthcare facilities and better protection for the natural environment. Negatives also included the quality of secondary education, affordable housing and employment opportunities



3.15 Taking this into account, and thinking about the evidence we have and the development planned for the area, we think the following is an appropriate statement for the West Wight Regeneration Area:

“To see the West Wight's environmental assets celebrated and appropriately protected and the housing and employment needs of residents are met”

3.16 By 2035 the West Wight Regeneration Area will have grown in a sustainable and managed way.

3 Vision, Key Diagram, Area Statements and Area Diagrams

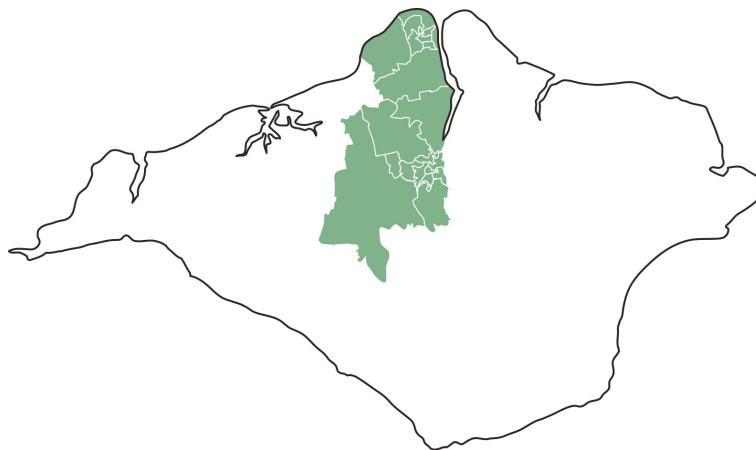
- New housing that contributes to meeting local requirements will be delivered in a way that respects the existing settlement pattern and roles of settlements. This will help to ease the affordability issues faced in the area, and contribute to younger people being able to stay in the West Wight.
- 3.17** The West Wight's natural environment continues to be a prized asset for residents and tourists, and will continue to be protected by locating development away from the most sensitive places. New development will respect the surrounding environment and will enhance it wherever possible.
- 3.18** Opportunities to improve the employment offer in the West Wight will have been taken through the provision of employment uses in mixed use schemes in Freshwater and the support of rural diversification schemes. Tourism that recognises the importance of the natural and historic environments will continue to play a key role.
- 3.19** By 2035 a new sustainably located settlement will have started to provide housing and employment opportunities for a range of people.
- 3.20** New development will benefit from the best possible access to digital networks, and this connectivity will provide opportunities for home working and the growth of rural businesses.
- 3.21** **Freshwater** (along with **Totland** and **Colwell**) will continue to be the largest settlement in the area, with a number of allocations for residential development and support for expanded employment development. Freshwater's role as the main convenience shopping offer in the West Wight will continue, with support being given to strengthening the high street and retail offer.
- 3.22** The town of **Yarmouth** is heavily constrained by flooding issues, so there is no planned for growth over the plan period. Opportunities that arise for the re-development of brownfield sites will be taken when they arise.
- 3.23** **Thorley** will experience small-scale managed growth that reflects the current settlement pattern.
- 3.24** There will be planned for growth in **Wellow** that will contribute to the sustainability of the settlement, especially by achieving the delivery of affordable housing. Development will be located to create a central point around the Millenium Green, and not extending the linear form of the settlement. The introduction of the West Wight - Newport cycle track will provide leisure, commuter and tourism opportunities to the benefit of the community.
- 3.25** In **Shalfleet** existing permissions and a well-integrated allocation will have been delivered, growing the village to the west, providing a range of market and affordable housing options. Improvements linking this area to the main road will have been made, enabling easy access to bus services for pedestrians.
- 3.26** The settlement of **Calbourne** will experience small-scale managed growth that provides both market and affordable homes. This incremental increase will deliver high quality design and help sustain the services and community activities the village currently benefits from.
- 3.27** **Brighstone** will continue to provide facilities and services for the surrounding area and smaller settlements. Opportunities for development on previously developed land will be taken, and small-scale high quality growth in line with the neighbourhood plan will have been delivered.
- 3.28** Sustainable transport links will be improved through a cycletrack linking the West Wight to Newport, which will provide a high quality, safe and sustainable commuter, leisure and tourism facility. Provision of new employment opportunities in the West Wight will also reduce the need to travel.
- 3.29** The area around Compton, including the Military Road, will have been managed as a Coastal Management Zone. Ongoing work will have established whether the strategic road network can be maintained and if not, alternatives have been explored and impacts understood.
- 3.30** The council will have worked with the relevant agencies to explore how the risk of coastal flooding will be reduced, particularly in Yarmouth, with new development contributing improvements

wherever possible.

- 3.31** The cycle track between the West Wight and Newport will have been completed, providing an excellent commuter and recreational facility that enables people to move sustainably and safely between the two towns.

West Medina Regeneration Area Statement

- 3.32** The Wight We Want survey responses told us that in the West Medina people are less happy with the lack of affordable property and employment opportunities. People like the beaches, countryside, local walks and the waterfront.



- 3.33** Taking this into account, and thinking about the evidence we have and the development planned for the area, we think the following is an appropriate statement for the West Medina Regeneration Area.

"To see the homes delivered in the Medina Valley as close to where they are required as possible and employment opportunities making the most of the River Medina as a working river"

- 3.34** By 2035 the West Medina Regeneration Area will continue to have a strong sense of community and identity within its settlements, where people are able to make choices about where they live in relation to where they work.
- 3.35** **Cowes**, by 2035, will continue to be a prominent gateway to the Island, offering a world-class sailing experience. Residential development will help to support this and, by delivering the right types and tenures, affordability issues will be addressed. New employment floorspace has been provided, that improves the offer for existing and new businesses looking to find new locations. New links to the Cowes - Newport cycle track will have made it even easier for people to move between the settlements on foot and bicycle.
- 3.36** The village of **Northwood** will experience planned-for growth that will respect the settlement pattern and maintain its identity. It will deliver high quality design and a mix of market and affordable houses. These will help sustain the services and community activities the village currently has and benefits from.
- 3.37** Within **Gurnard** the most sensitive parts of the Jordan Valley are protected, with planned for small-scale residential development being delivered. Areas subject to coastal changes are being appropriately managed.
- 3.38** New childcare places are provided to ensure that increasing demand is met, and that all are given the opportunity to start well.
- 3.39** The River Medina continues to be a working river, and its ecological integrity is preserved.
- 3.40** The council will have worked with the relevant agencies to explore how the risk of coastal flooding will be reduced, with new development contributing improvements wherever possible.

Newport Regeneration Area Statement

- 3.41** The Wight We Want survey responses told us that in the Newport area people want more transport

3 Vision, Key Diagram, Area Statements and Area Diagrams

options and employment opportunities. People are less happy with the lack of available employment and affordable property.

- 3.42** On the positive side, people like the central locations and the closeness to the town and shops, but with access to green spaces and the countryside.

"Newport maintains its role as the focal point for retail and employment provision, and opportunities to improve the public realm and movement of people have been fully explored and taken and have helped foster a strong sense of identity. Planned for growth will positively contribute to its surrounding area, and come forward in a comprehensive manner "

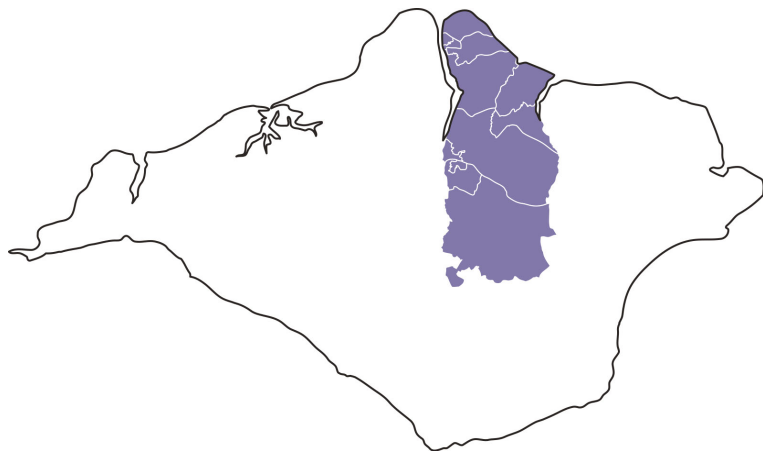


- 3.43** By 2035 Newport will be served by an improved highway network, which will improve the journey time across the town. Improvements will also be made to the sustainable transport network, particularly a new Newport - West Wight cycle track, along with the completion of the link to East Cowes.
- 3.44** New residential development will have been brought forward, mainly located in the northern Newport Arc - Horsebridge Hill area and land between Staplers and Fairlee, the Gunville area and by regenerating the Newport Harbour area.
- 3.45** These developments will have been brought forward in a co-ordinated manner, with the council and the various landowners/ developers working together to ensure that the required infrastructure has been properly identified and brought forward in a timely fashion.
- 3.46** The council will have funded a number of highways improvements in Newport, and developer contributions will have funded further improvements. A bridge over the River Medina will have been investigated.
- 3.47** A locality hub will have been provided and, if required, a location for a blue light hub will have been identified and the facility delivered.

East Medina Regeneration Area Statement

The Wight We Want survey responses told us that in the East Medina people are less satisfied with employment opportunities, leisure facilities for young people and affordable properties. Natural features such as the beaches, the countryside, green spaces and the seafront are all popular too.

- 3.48** Taking this into account, and thinking about the evidence we have and the development planned for the area, we think the following is an appropriate



3 Vision, Key Diagram, Area Statements and Area Diagrams

statement for the East Medina Regeneration Area.

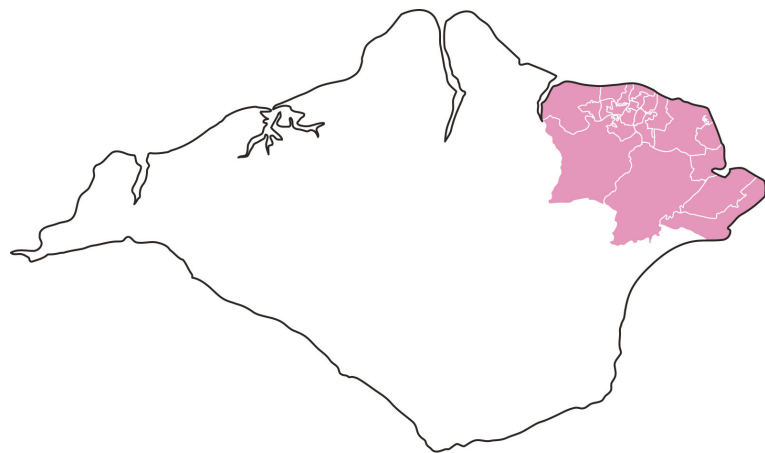
"To see the homes delivered in the Medina Valley as close to where they are required as possible and employment opportunities making the most of the River Medina as a working river"

- 3.49** By 2035 improvements in **East Cowes** have been made to the marshalling yard area, along with limited mixed-use development, resulting in better traffic management and wider public realm improvements. Existing permissions have been completed, improving the leisure and tourism offer. Residential development at Crossways has delivered a logical extension to the town on its southern edge.
- 3.50** The settlement at **Wootton** has grown sustainably to the west and north-west, with a mix of market and affordable homes being delivered to meet local needs and aspirations. These will contribute to the ongoing vitality and viability of the settlement. Accessibility will be improved with better rail and sustainable transport connections.
- 3.51** In **Arreton** there is no planned development but the existing commitments will have been delivered, and through its role as a rural service centre further development may have occurred that contributed to meeting local needs.
- 3.52** **Rookley** will experience phased small-scale growth over the plan period, with improvements made to pedestrian legibility and access from Niton Road to Main Road.
- 3.53** There will have been a small level of planned for development in **Merstone** that will take advantage of the opportunities presented by previously developed land.
- 3.54** A new settlement will have been explored across a wide area that includes Medina East and The Bay, and following an allocation will be delivering housing and employment opportunities for a wide range of people. Sustainable transport routes will make it well connected and accessible.
- 3.55** The cycle track between East Cowes and Newport will have been completed, enabling people to move sustainably between the two towns.
- 3.56** The council will have worked with the relevant agencies to explore how the risk of coastal flooding will be reduced, with new development contributing improvements wherever possible.
- 3.57** New childcare and primary school places are provided to ensure that increasing demand is met, and that all are given the opportunity to start well.

Ryde Regeneration Area Statement

3.58 The Wight We Want survey responses told us that in the Ryde area people want to see more transport options and employment opportunities. We also know that people are less happy with the quality of secondary education in the area, also the lack of affordable housing and employment opportunities.

3.59 Taking this into account, and thinking about the evidence we have and the development planned for the area, we think the following is an appropriate statement for the Ryde Regeneration Area.



3 Vision, Key Diagram, Area Statements and Area Diagrams

“To see the wider Ryde area as a vibrant gateway to the Island, where the health, well-being and economy of Ryde is supported and enhanced to the benefit of residents, local businesses and visitors and the settlement pattern and identity is respected and preserved”

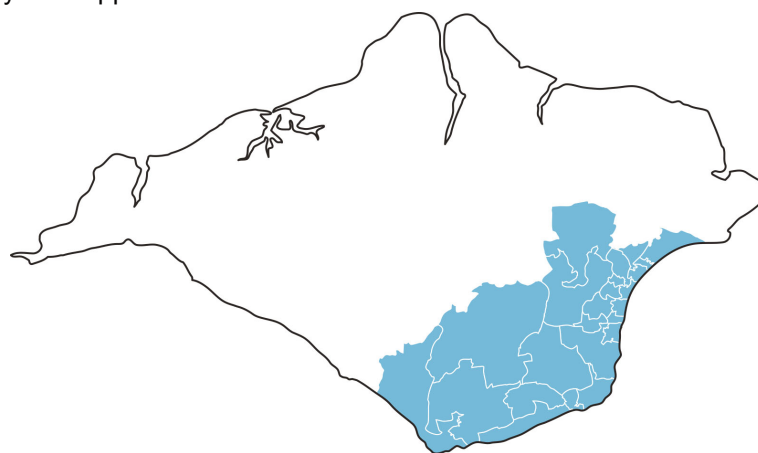
- 3.60** By 2035 Ryde will have maintained its role of most populous town on the Island, and it along with the settlements of Bembridge, Binstead, Brading, Fishbourne, Havenstreet, Nettlestone, Seaview and St Helens have maintained their character and identity while contributing to the regeneration and growth of the area.
- 3.61** Housing demand will have been met through the re-use of previously developed land where it is available and on new allocations in the most suitable greenfield sites in and around the main settlements. By providing the right size and type of properties the affordability issues faced in the area will have significantly improved. Opportunities to deliver this on brownfield land and through conversion of existing empty buildings will have been fully explored and taken wherever possible.
- 3.62** In **Ryde** town expansion will have happened to the east, where a number of sites are being brought forward in a co-ordinated fashion and where the accompanying infrastructure is well planned and delivered in a timely manner.
- 3.63** The Nicholson Road industrial estate will have expanded, and will provide increased employment opportunities and community uses close to residential areas which will reduce the need to travel and broaden the base of the economy by attracting higher value sectors.
- 3.64** Ryde’s already vibrant town centre will have further improved, and enhancements to public spaces will have increased the town’s attractiveness as a destination and gateway town to the Island. Local independent retailers continue to have a very strong presence on the high street, which is complemented by improvements to the tourism offer in the Esplanade and beach area. A new integrated public transport interchange and public realm improvements in Ryde have acted as a catalyst for wider improvements to the Esplanade, and has improved the visitor experience. Accessibility and connectivity will have improved as a result of the interchange and strategic highways enhancements, making movement to, from and within Ryde easier.
- 3.65** The important network of green corridors through Ryde will have been protected and enhanced, to improve the network of green infrastructure and supporting biodiversity.
- 3.66** The impacts of flooding from new development have been minimised, particularly in relation to Monkton Mead and wherever possible opportunities to improve surface water management and resilience to incidences of flooding will be taken.
- 3.67** Improvements to the road network at critical areas have been made, which improves the existing situation and ensures as a minimum it is not made any worse. The council has worked with partners to ensure the delivery of highways improvements in eastern Ryde, to ensure that development can come forward in this area.
- 3.68** **Havenstreet** will have experienced small-scale sustainable growth, which will help deliver safety improvements to the local road network and the opportunities to improve public transport links have been explored and taken if available. This incremental increase will deliver high quality design and help sustain the services and community activities the village currently benefits from.
- 3.69** The chance to grow the settlements of **Seaview and Nettlestone** in a sustainable way that reflects and respects the existing character has been taken and, when they present themselves, opportunities on previously developed land have been realised.
- 3.70** **St Helens** will have experienced a level of co-ordinated residential growth, where landowners have worked together to bring sites forward in a coherent and complementary manner. These sites will be located in close proximity to the existing heart of a vibrant, community in order to provide a sustainable extension that is well related to the existing services.

3 Vision, Key Diagram, Area Statements and Area Diagrams

- 3.71** By 2035 **Bembridge** will have grown at a sustainable rate, recognising the neighbourhood development plan, with high quality development that meets the needs of the existing community by delivering both market and affordable housing.
- 3.72** The settlement of **Brading** has benefitted from planned growth that recognises and supports the services and facilities within the town and can utilise the railway connections the town benefits from. The key tourism and educational offer of the Roman villa is thriving, having introduced new access and parking arrangements funded by small-scale development.
- 3.73** New childcare and primary school places are provided to ensure that increasing demand is met, and that all are given the opportunity to start well.

The Bay Regeneration Area Statement

- 3.74** The Wight We Want survey responses told us that in the Bay people want to see the regeneration of Sandown, particularly empty buildings and hotels and improved tourism. People felt they had good access to health care, but secondary education is not thought highly of and the lack of affordable property and employment opportunities were raised.
- 3.75** Taking this into account, and thinking about the evidence we have and the development planned for the area, we think the following is an appropriate statement for the Bay Regeneration Area.



“To provide a modern tourist offer, where existing and new businesses are supported and residential development is provided to meet the requirements of the community and links from the town to the surrounding countryside are improved”

- 3.76** By 2035 the settlement of **Chale Green** will have experienced small-scale planned incremental growth, that has provided a mixture of market and affordable properties that has contributed to meeting local requirements. This has helped to sustain local and surrounding services.
- 3.77** **Niton** will have benefitted from managed growth, where developments are well designed and have been brought forward in a coherent and phased manner. Improvements to pedestrian footways have been brought forward and local services and facilities are supported in a thriving community.
- 3.78** Small-scale high quality residential development in **Whitwell** has maintained the strong sense of community, and has provided community facilities, which may have incorporated play space.
- 3.79** In **Godshill** local green space identified as being important to the community has been designated and protected. Residential development has been completed in a joined up manner, delivering housing to meet needs and aspirations. Improvements have been made to pedestrian connections through the village, particularly around the school.
- 3.80** Opportunities for redeveloping previously developed sites within **Ventnor** have been taken. Allocated sites have delivered an appropriate housing mix and improved community facilities, and employment supporting uses have been developed to support the local economy.
- 3.81** The settlement of **Wroxall** has seen redundant brownfield sites in the heart of the village brought back into use. Further residential development has occurred to the north-west of the settlement,

3 Vision, Key Diagram, Area Statements and Area Diagrams

helping to meet local housing requirements and sustaining local facilities.

- 3.82 Apse Heath** has benefitted from small-scale growth that will help sustain the settlement.
- 3.83** Growth to the east of **Winford** has delivered a range of market and affordable dwellings, improving choice and affordability. The provision of community facilities, and potentially a convenience retail store, has improved the settlement's sustainability.
- 3.84** In **Newchurch** small-scale managed growth has provided a mix of high quality housing that has contributed to meeting local needs and choices. Improvements have been made to pedestrian facilities and improvements to public transport have been fully explored and taken wherever possible.
- 3.85** Employment and tourism in **Sandown** and **Shanklin** has been supported, and further employment land has provided new opportunities. Housing, delivering local requirements, has been built and sustainable transport methods are supported.
- 3.86** A new settlement will have been explored across a wide area that includes Medina East and The Bay, and following an allocation will be delivering housing and employment opportunities for a wide range of people based on garden village principles. Sustainable transport routes will make it well connected and accessible.
- 3.87** A number of junctions will have been improved, ensuring that the current situation will not generally be made worse.
- 3.88** New childcare places are provided to ensure that increasing demand is met, and that all are given the opportunity to start well.
- 3.89** Community healthcare facilities are provided through a well-located locality hub.

- 4.1** Ensuring that all development on the Island is sustainable and delivers what we want, where we want it, is crucially important to everyone on the Isle of Wight. This 'family' of policies is designed to give clear direction over how the council intends to achieve this. At the strategic level, 'Our Approach Towards Sustainable Development and Growth' is complemented by the nationally established 'Presumption in Favour of Sustainable Development' which gives a clear commitment to sustainable development. What this means in spatial terms is set out in 'Priority Locations for Development and Growth'. There is also a responsibility to ensuring that development is viable and can delivery what is required by the policies of this plan, and the approach is explained in 'Developer Contributions' and 'Managing Viability'. If we grant planning permission we want to see it delivered. Our powers are limited on this front, but 'Ensuring Planning Permissions are Delivered' provides a clear message to the development community over what the council expects.

Our Approach Towards Sustainable Development and Growth

PSDG 1

Our Approach Towards Sustainable Development and Growth

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

The council will seek to meet its objectively assessed housing need over the plan period, which will be brought forward primarily through allocated sites. The allocations will provide a range of sites of differing scales and delivery rates, with a focus on smaller and medium sized developments. These will be complemented by a large-scale allocation at Camp Hill and proposed new settlements in the south-east and west of the Island.

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

It is recognised that people will still choose to travel and to help facilitate this improvement to the existing road network, particularly in Newport are planned and a bridge across the River Medina is being investigated. The provision of a multi-user route between the West Wight and Newport and the completion of the East Cowes to Newport multi-user route will help facilitate more journeys by sustainable modes of transport.

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

Our high quality environment is an asset that will be protected and celebrated, by locating development away from the most sensitive and important features and areas. If it is required appropriate mitigation should be provided.

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

4 Planning for Sustainable Development and Growth

consultation and engagement.

- 4.3 The policies of the plan, either individually or as a whole, will contribute to achieving this, and the spatial elements of the approach set out in the above policy are summarised on the Key Diagram.

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

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

Presumption in Favour of Sustainable Development

PSDG 2

Presumption in Favour of Sustainable Development

Planning applications that accord with the policies in the Island Planning Strategy (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

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

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

- 4.4 Planning plays a major role in enabling sustainable development, which is the central pillar of the National Planning Policy Framework (NPPF). This is development that meets the needs of the present without compromising the ability of future generations to meet their own needs. The presumption in favour of sustainable development is a standard policy that all local plans are expected to have.

- 4.5 The Government expects the planning system to actively encourage growth, giving local people the opportunity to shape communities whilst providing sufficient housing to meet local need and

4 Planning for Sustainable Development and Growth

supporting economic activity. This approach is entirely consistent with the council's vision and aspirations for the Island. In this context, it is important that the planning system does everything possible to support economic growth and sustainable development.

- 4.6 The policy confirms that the council will take a positive approach that reflects the presumption in favour of sustainable development, as set out in the NPPF. The draft Island Planning Strategy, when read as a whole, includes policies that provide an interpretation of what sustainable development means for the Isle of Wight. This includes policies that indicate where development would be restricted, for example relating to protected sites, designated heritage assets and locations at risk of flooding or coastal erosion.
- 4.7 Where there are no policies in the draft Island Planning Strategy relevant to an application, or relevant policies are out of date at the time of making the decision, the council will grant permission unless material considerations indicate otherwise.
- 4.8 The council seeks to use officer time as efficiently as possible and will work proactively with applicants to find solutions. However, if it is considered that solutions cannot be achieved through negotiation it will refuse applications.
- 4.9 The council will also engage positively with statutory consultees and infrastructure providers to identify ways to support the delivery of sustainable development. To support this process, applications should be accompanied by appropriate supporting information to enable a positive and timely determination. This will be greatly assisted where applicants actively engage in pre-application discussions with the local community, the council and other consultees.

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Priority Locations for Development and Growth

PSDG 3

Priority Locations for Development and Growth

Primary Settlements: Cowes, East Cowes, Newport, The Bay (Sandown, Lake and Shanklin) and Ryde.

Secondary Settlements: The West Wight (Freshwater and Totland) and Ventnor.

Rural Service Centres: Arreton, Bembridge, Brading, Brighstone, Godshill, Niton, Rookley, St Helens, Wootton, Wroxall and Yarmouth.

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

Proposals for non-allocated sites will be expected to:

1. Be located within or immediately adjacent the settlement boundaries of the Primary Settlements, Secondary Settlements and Rural Service Centres (as shown on the Policies Map).
2. Clearly contribute to meeting the Island's objectively assessed housing need, economic aspirations or achieving Island-wide regeneration aspirations when they are located outside of, or not immediately adjacent to the settlement boundaries.
3. Make as much use as possible of previously developed land.
4. Deliver all policy requirements of the Island Planning Strategy.

Outside defined settlement boundaries proposals for infill development will be supported in accordance with DHWN5 - Maximising Infill Opportunities.

- 4.10** This approach is about ensuring the right level of development takes place in the right places. The policy seeks to direct new development to settlements that are already considered sustainable (where there are services, facilities, homes and jobs, and where there are the most sustainable modes of transport), or settlements where planned growth will enable them to become more sustainable.
- 4.11** The settlements identified as Primary Settlements, Secondary Settlements and Rural Service Centres all have settlement boundaries, and development located within or immediately adjacent these will be prioritised. Amendments have been made to some of the current settlement boundaries, and these can be viewed on the draft Policies Map
- 4.12** The council considers, for a potential development site to be immediately adjacent to the settlement boundary there must be a part of the red line touching the boundary, unless it is the opposite site of a highway, where it will still be considered to be immediately adjacent. The council is unlikely to consider a site as being immediately adjacent to the settlement boundary if the buildings would be distant from the line itself, for example; where intervening land was used for open space or access.
- 4.13** Whether a potential development site is immediately adjacent a settlement boundary is the first test in establishing the suitability of a site, in principle, for development. Once this principle is established more detailed issues covered by other policies in the Island Planning Strategy such as design, density and potential impact on the surrounding area are considered. If, on the planning balance, the development proposal is unacceptable in relation to these detailed issues it will be

refused.

- 4.14** The council has proposed allocating sites for housing, employment and mixed-use schemes. Through this plan-led approach we have identified the sites we know are available. By growing our settlements in such a way we can manage, and these proposed allocations provide certainty to all. However, the policy approach allows for non-allocated sites to be considered as this will help the council meet national planning requirements and ensure that there is a continuous and deliverable pipeline of developments to meet our housing needs and choices.
- 4.15** Sustainable Rural Settlements will not have settlement boundaries, as the council wishes to improve their sustainability through carefully managed growth rather than through speculative development.
- 4.16** Proposals for residential development on non-allocated sites should demonstrate how they contribute to meeting the Island's objectively assessed housing needs. It is important that such proposals provide the right type, size and tenure of housing to contribute to meeting the identified requirements of the area.
- 4.17** This can be identified through a variety of sources, particularly the most recent versions of Housing Needs Assessment and local Housing Needs Surveys. Evidence can also be supplied by the applicant, which could look at localised issues that wouldn't be picked up in Housing Needs Assessment and local Housing Needs Surveys.
- 4.18** The council recognises that the provision of 'aspirational' housing is important to the future of the Island, to improve it's ability to attract professional workers and higher income groups. There is no particular type of housing that can be defined as aspirational as it can include all dwelling sizes and costs, but we know that such households are attracted by factors such as the physical environment of the area and the availability of good schools. The council will support in principle proposals that bring forward such a housing offer.
- 4.19** It is recognised by the local planning authority, particularly in light of appeal decisions, it is reasonable to expect that development proposals providing housing that meets the identified housing requirements that market housing will also be provided.
- 4.20** The council also wishes to use land effectively and development proposals should make as much use as possible of previously developed land. The council will use the definition of previously developed land set out in the glossary of this document, unless the definition is updated at a national level.
- 4.21** Where non-allocated sites are proposed they should deliver all the policy requirements of the plan.

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Developer Contributions

PSDG 4

Developer Contributions

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

The council will support development proposals where the necessary related infrastructure to make the development acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind, has been secured.

In line with the policies of this plan and any relevant supplementary planning documents, the council will seek provision of the following infrastructure where necessary:

1. Affordable Housing
2. Highway infrastructure, including the provision of sustainable transport routes/ facilities for alternative forms of transport to the motor car. Where relevant, contributions or provision shall relate to projects that have been identified through the Council's Infrastructure Delivery Plan and detailed junction design work related to it.
3. Ecological/ environmental mitigation and/ or compensation including, but not restricted to, the Solent Special Protection Area (SPA) Solent Recreation Mitigation Strategy.
4. Provision of educational infrastructure. This requirement currently only applies to housing developments of 10 dwellings or more.
5. Open space, SANGs, cultural, public realm provision, community and sports infrastructure/ facilities.

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

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

4.23 New development can place additional burdens on existing infrastructure or create a requirement for wholly new infrastructure. Therefore, developments will be expected to provide or contribute towards the provision of the infrastructure needed to support growth on the Island, as required by the relevant policies within the draft Island Planning Strategy.

4.24 While the council will expect developers to provide the infrastructure required to deliver sustainable development, an open book viability assessment of a development should be provided in circumstances where the requirements of the policies within the plan may not be met. The assessment should outline why each requirement cannot be met in full. The council will publish this information and expect developers to meet the council's full costs for evaluating the open book viability assessment.

4 Planning for Sustainable Development and Growth

- 4.25** The types of contribution (either financial or actual) that may be required for development may vary, depending on the location of the proposed development.
- 4.26** It should be noted that in accordance with Bird Aware Solent guidance, housing developments within a 5.6km radius of the Solent and Southampton Waters Special Protection Area should provide the relevant contribution towards mitigating the recreational impact of additional housing on the designated site, unless suitable alternative mitigation is provided in agreement with Natural England.
- 4.27** The council currently collects developer contributions through planning obligations such as section 106 agreements and section 278 highways agreements. The Government are considering their approach towards planning obligations and community infrastructure levy (CIL) at the national level, and it is likely that the approach will change. Because of this, and because the council is keen to explore all mechanisms to ensure the delivery of infrastructure arising from new development, the council will continually review the most appropriate mechanism for collecting developer contributions and will consider whether CIL should be introduced.

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Managing Viability

PSDG 5

Managing Viability

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

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

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

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

- 4.28** The price of purchasing land will have a significant impact on development viability. Through the policies of this plan the council is clear about what development will be expected to deliver, and it is entirely reasonable to expect that those buying and selling land will take into account the requirements of this plan when valuing land. However, it is also recognised that it may not always be possible to deliver the full requirements of the plan, for a number of reasons.
- 4.29** The council are fully committed to ensuring the delivery of housing and supports the delivery of development proposals that meet the requirements of this plan. Whilst it will consider alternative approaches, should a scheme be clearly evidenced as not being viable, and the proposals to overcome this issue dilute the plan requirements to such an extent the proposal is unacceptable, it will be refused.
- 4.30** It is recognised that the assessment of viability on a site-by-site basis can cause uncertainty and delay, increasing land prices and undermine the delivery of this plan and the council's objectives. There are inherent difficulties in the assessment of viability at the application stage given input uncertainty and the sensitivity of viability appraisals to small changes in assumptions. There is also a risk that site-specific viability testing is used as a device to reduce planning requirements and enhance commercial returns, even where genuine barriers to delivery do not exist.
- 4.31** To avoid these issues, it is expected that the testing of viability of a specific scheme should only be necessary where there are clear barriers to delivery that would make the delivery of obligations unviable. This will speed up the planning process and increase certainty for applicants and planning authorities, whilst supporting the implementation of planning policies and the delivery of sustainable development.
- 4.32** The council has undertaken a whole plan viability assessment for the development envisaged over the plan period. The assessment was undertaken in 2018 and therefore, land values and development costs are based on the rates available at that time. The viability assessment provides a high-level assessment that allows the council to set realistic requirements for developer contributions and expectations for infrastructure. These will form the basis of negotiations with developers and landowners.

- 4.33** If an applicant wishes to make the case that viability should be considered on a site-specific basis, they should provide clear evidence of the specific issues that would prevent delivery, in line with relevant policies of this plan. Such issues should be raised through the council's pre-application advice service, prior to the submission of an application.
- 4.34** Where it is accepted that viability of a specific site should be considered as part of an application, the council will determine the weight to be given to a viability assessment alongside other material considerations, in order to ensure that the development remains acceptable in planning terms.

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Ensuring Planning Permissions are Delivered

PSDG 6

Ensuring Planning Permissions are Delivered

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

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

For all major development proposals the council will consider:

1. The track record of the applicant and/or agent of delivering previous similar schemes.
2. Imposing a condition requiring development must begin within a timescale shorter than the relevant default period.
3. How it might work with developers to ensure the delivery of the site.

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

4 Planning for Sustainable Development and Growth

- 4.35** There are over 2,000 homes consented across the Island which are yet to be commenced. The council's monitoring reports identify an under delivery of housing against its objectively assessed requirement. It is therefore considered necessary to have a policy in place to strongly encourage the implementation of permissions to resist 'land-banking'. The council wants to discourage proposals where the failure to implement previous permissions suggests that there is no intention to build, or where there are insurmountable barriers to delivery on the site.
- 4.36** When considering further applications following the expiry, or impending expiry of planning permission for housing developments, it will be necessary for evidence to be submitted demonstrating the reason why the consent has not been implemented within the three years of the conditions of the permission.
- 4.37** Where planning permission is granted, the council expects to see development starting as soon as possible. The NPPF defines that for a site to be considered deliverable, they should be available now. If a site has not come forward in a three year period it must be questioned whether it is deliverable. An exception to this may be if the delay in delivery has been down to a civil matter or consenting regime outside of the applicant's control, which at the time of the re-submission has been resolved.
- 4.38** A further consent, if granted would have a shorter time period to expedite the development. If it does not commence within this period permission should not be granted further, unless circumstance change.
- 4.39** When considering the track record of the applicant and/or agent the council will look at similar schemes they have submitted and/ or gained consent for particularly in the Island. This is not about deterring new entrants to the housing market, but about understanding whether an applicant and/ or agent's track record of strong or poor delivery may be relevant.
- 4.40** To help ensure that proposals for development are implemented in a timely manner, the council will consider imposing a planning condition providing that development must begin within a timescale shorter than the relevant default period, where this would expedite the development without threatening its deliverability or viability.
- 4.41** The council will look to work with developers in a pro-active and positive manner to facilitate and support the delivery of permitted development sites, especially where they are allocated. This could range from help with unlocking infrastructure challenges through to innovative approaches such as land swap deals, and could be provided by a range of council departments.
- 4.42** To ensure stalled sites are built out, once all other reasonable avenues for the delivery of sites have been explored the council will actively use its compulsory purchase powers to intervene to support the delivery of the site.

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

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

- 5.1** The policies in this section are designed to facilitate and support the delivery of the housing that is needed on the Island. To provide certainty to residents and the development sector land is allocated for housing, and the expectations of each allocated site are clearly set out (**'Sites Allocated for Housing', 'Housing Allocations General Requirements'**). As well as identifying sites in existing settlements, two new settlements are proposed and general locations identified (**'Planning for New Garden Communities'**). Significant further work will be undertaken to establish the precise location and exactly what will be required. Clear direction is now also given relating to maximising infill opportunities, moving the debate away from whether there is a need to providing in principle support subject to design considerations (**'Maximising Infill Opportunities'**).
- 5.2** Ensuring the delivery of housing that is affordable for Island residents is critical, and this task isn't made any easier by recent changes in Government policy limiting when financial contributions towards affordable housing can be sought. The council has set out its requirements for such provision in policy **'Delivering Affordable Housing'**, and this approach is further supported by rural exception sites being delivered (**'Rural Exceptions Sites'**).
- 5.3** The types and tenures of housing are really important on the Island too, so the policy **'Ensuring the Right Mix of Housing'** establishes the requirements, and alternative methods of delivery through self and custom build can contribute to achieving this (**'Self and Custom Build'**). As required, the provision of sites for gypsy, traveller and travelling showpeople is covered through **'Planning for Gypsy, Traveller and Travelling Showpeople Provision'**.

Delivering the Housing We Need

DHWN 1

Planning for Housing Delivery

The council is planning for a sustainable housing supply of 9,615 net additional dwellings over the plan period (2020-35), which averages 641 dwellings per year. To ensure that the development sector can deliver and the housing market can accommodate this level of development, the council will plan for a stepped approach over the plan period, based on the following minimum annual requirements:

540 dwellings per year 2020/21 - 2022/23 (3 years) 1620

600 dwellings per year 2023/24 - 2025/26 (3 years) 1800

675 dwellings per year 2026/27 - 2028/29 (3 years) 2025

690 dwellings per year 2029/30 - 2031/32 (3 years) 2070

700 dwellings per year 2032/33 - 2034/35 (3 years) 2100

To achieve the above the council will therefore:

1. Allocate sites to deliver housing.
2. Bring forward two new garden communities.
3. Support sustainable development proposals that contribute to meeting our objectively assessed housing requirements.

- 5.4** This policy seeks to facilitate and provide certainty for housing delivery across the island by

5 Delivering the Housing We Need

setting out how it will be undertaken. It sets out the overarching housing delivery approach with more detailed policies contained elsewhere in the Island Planning Strategy.

- 5.5** The council has calculated its objectively assessed housing need figure using the nationally prescribed standard methodology and the 2016 national household projections. This figure was tested through the sustainability appraisal process and reflects the council's ambitions for well-managed growth.
- 5.6** A key part of the council's delivery strategy is to 'step' this requirement over the plan period, to enable a range of planning and non-planning interventions to come into effect that will facilitate this uplift and to ensure that the Island's development sector and housing market can deliver and accommodate this increase over the historic delivery rates.
- 5.7** National policy requires local authorities to apply a further buffer on their objectively assessed housing need figure. The standard buffer is five percent, but if a local authority experiences a significant under delivery over a period of time this buffer is increased to 20 percent. The level of buffer to be applied to the overall housing figure set out in this plan will be determined annually through the council's five year supply calculations.
- 5.8** Because of the stepped approach the 5-year housing land supply will be calculated on the basis of the relevant requirement for the period in accordance with the above. Subject to any review of the Island Planning Strategy, any shortfall in delivery from the start of the plan period will be addressed by applying the 'Liverpool Approach', with the shortfall being delivered over the remaining years of the Plan period. This is necessary to ensure that the Island Planning Strategy's policies for a significant uplift in the supply of housing in the 5-year period following adoption, as part of the council's wider sustainable, long term growth strategy, are not undermined by the setting of unrealistic housing targets in the short term.
- 5.9** The housing delivery of the Island Planning Strategy is set out in the trajectory below. The allocations in the plan have primarily been identified through the council's call for sites that informed the strategic housing land availability assessment and Brownfield Land Register. As part of this process sites have been scrutinised by a panel consisting of development industry professionals and council officers and members.
- 5.10** All the proposed allocations are considered to be deliverable during the plan period. The trajectory set out below is not a phasing policy and is not designed to artificially (and unnecessarily) delay the commencement of sites. It does, however, take into account the potential lead-in times for new housing sites.
- 5.11** To ensure that the allocations come forward and are delivered in a timely manner to meet the objectively assessed housing needs and maintain a five year land supply of deliverable sites, the council will actively work with landowners and developers to establish the likely phasing and delivery of sites. Whilst allocating sites is not sufficient in itself to guarantee delivery, the council considers that the mix of size and location of the proposed allocations will assist with a smooth and consistent trajectory and that there is a suitable range and depth of appropriate sites.
- 5.12** In accordance with 'Sites Allocated for Housing', sites proposed for allocation are listed in 1'Appendix 1 List of Allocated Sites'. Policy 'Housing Allocations General Requirements' details the requirements for allocations with no specific site constraint/feature or requirement, and 2'Appendix 2 Site Specific Requirements for Allocated Sites' sets out the specific policy requirements for other allocated sites.
- 5.13** 'Windfall' sites that are not allocated for housing development can still come forward, and an allowance for such sites has been factored into the council's housing supply. Some of these may have been identified as suitable in the council's strategic housing land availability assessment (SHLAA) but may need further information or further assessment to understand on-site aspects or delivery. Applicants should seek pre-application advice in these instances.

Regeneration Area	2019/20 Year 1	2020/21 Year 2	2021/22 Year 3	2022/23 Year 4	2023/24 Year 5	2024/25-28/29 Years 6-10	2029/30-33/34 Years 11-15	Total
West Wight	15	30	35	75	90	192	115	557
West Medina	0	0	86	177	170	263	282	978
Newport	0	6	56	78	230	1675	1650	3695
East Medina	0	33	30	45	115	171	60	454
Ryde	15	45	185	170	275	643	26	1358
The Bay	0	11	68	209	187	324	40	839
Allocation Total	30	125	460	754	1067	3268	2172	7876
New Garden Communities							300	300
Windfall Sites	100	100	100	100	100	500	500	1500
TOTAL	130	225	560	854	1167	3768	2972	9676

Table 5.1 Island Planning Strategy Housing Trajectory

- 5.14** Where a site is not allocated and not identified as suitable in the SHLAA, proposals may still be acceptable subject to the policies within Island Planning Strategy. Pre-application advice should be sought in these instances in particular where sites are for major development schemes. Applications should be submitted with all relevant details and having undertaken any relevant studies or investigations.
- 5.15** In regards to the broad areas of search, policy DHWN4 sets out the criteria for two new garden communities. The council intends to undertake a separate call for sites for proposed land to be considered for a new settlement and will commence work on a separate development plan document specifically on this aspect. This will require an update to the Local Development Scheme.
- 5.16** Any application for housing development within a settlement boundary will be considered acceptable in principal subject to relevant policies within the development plan and any other material considerations.
- 5.17** The council will be able to monitor the outcomes of the policy through the following two annual reports:
1. The annual monitoring report. This will record permissions granted as well as developments under construction; and
 2. The five year land supply report. This will set out what sites are considered to be suitable and deliverable in a five year period.

5 Delivering the Housing We Need

- 5.18** With any planning process it is necessary to include a degree of flexibility to allow for unexpected events such as significant increases in demand or delay in sites coming forward. The plan contains several forms of flexibility to allow for this. Firstly, there is an allowance for additional windfall consents, which provides a source of likely additional dwellings should demand exceed the capacity of the allocations. Secondly, the capacity of the sites has been calculated based on a conservative density estimate.
- 5.19** **The council recognises that the housing target set out in the policy is not a floor or a ceiling. Therefore, meeting the annual requirement set out in the policy (or evidence base documents) will not in itself be a reason for refusing a planning application. Decisions will be taken on their merits and taking into account local circumstances, including longer term housing needs and affordability in an area.**
- 5.20** It is important that the council is able to act to make sure allocated and consented land is available. The allocations as set out in policy 'Sites Allocated for Housing' have been assessed for achievability and suitability and it is anticipated that these sites will come forward in a timely manner. The council will work with landowners, developers and other relevant stakeholders to monitor the achievement of these allocations and any associated trajectory and will act to bring sites forward if necessary.

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Sites Allocated for Housing

DHWN 2

Sites Allocated for Housing

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

1. The generic allocation requirements set out in Policy DHWN3; and
2. The specific allocation requirements set out in Appendix 2, where relevant; and
3. All other relevant policy requirements set out in this plan.

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

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

- 5.21** To contribute to meeting its objectively assessed housing need the council has allocated a mix of larger and smaller development sites which are on previously developed land, greenfield land or a mix of both.
- 5.22** This policy seeks to facilitate delivery of housing across the Island by setting out those sites that are suitable for residential and other development. The allocation of these sites should provide certainty for developers and other stakeholders to bring development proposals forward across the Plan period thereby increasing the rate of housing delivery.
- 5.23** Most sites have been submitted and assessed through the strategic housing land availability assessment and are assessed as suitable, available and achievable at some point in the plan period. It is therefore hoped that by allocating a range of sites that they will come forward and be delivered in a way that helps meet the objectively assessed housing need figure.
- 5.24** Each allocated site has been considered individually. Only sites with specific and in some cases unique characteristics or specific policy features due to their size or location are subject to more detailed requirements.
- 5.25** Where a proposal is for an allocated site, applicants are expected to refer specifically to Policies DHWN2, DHWN3 and Appendices 1 and 2, and submit applications taking into account the relevant policy requirements as well as incorporating any other Island Planning Strategy requirements where applicable.
- 5.26** No timeline has been provided within the policy for the allocations, but it is expected that delivery will be phased and take into account any nearby proposals where relevant.
- 5.27** Sites should be started and completed within the timeframe of any planning permission. In exceptional circumstances and subject to the consideration of any newly arising material planning considerations and valid reasons for sites not coming forward in a timely manner, planning permission may be granted for those major sites committed to residential development that currently have planning consent.

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

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

Housing Allocations General Requirements

DHWN 3

Housing Allocations General Requirements

All sites allocated for residential or housing-led mixed use development will deliver sustainable, high quality design, taking account of the context, setting, character and local vernacular in accordance with the relevant policies of this plan, and provide:

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

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

9. An affordable housing contribution in line with DHWN6.
10. Onsite play and open space or contribution towards a nearby facility as required.
11. Any Suitable Alternative Natural Greenspace as required.
12. A contribution, if required, towards children's services facilities.
13. Proportionate contributions to improvements to off-site junctions identified in Tables 7.1 and 7.2, if required.

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

- 5.28** This policy seeks to ensure those sites that have been allocated in policy 'Sites Allocated for Housing' are delivered as sustainable high quality developments that provide housing and other aspects to meet the needs across the Island.

5 Delivering the Housing We Need

Policy requirements

- 5.29** The requirements as set out have been developed through consultation with officers and specialists including evidence documents and are considered appropriate. Some requirements have been clarified below.
- 5.30** Each allocated site has been considered individually.
- 5.31** Where a site is subject to 'Generic Allocated Sites' requirements, this policy seeks to specifically facilitate delivery of generic sites by setting out criteria based approach to what is expected on-site. Applicants will be expected to submit applications taking into account the above policy requirements as well as incorporating any other Plan requirements where relevant.
- 5.32** Where a proposed allocation is subject to site specific requirements they are identified in 1'Appendix 1 List of Allocated Sites', with the specific requirements being set out in 2'Appendix 2 Site Specific Requirements for Allocated Sites'. Specific policy requirements are identified where:
1. A site is large and has the potential to develop a number of houses and other aspects;
 2. There may be more than one landowner and a more specific approach is required to ensure the site is delivered in a comprehensive manner;
 3. There is a feature, constraint and/or unique characteristics that require a specific policy approach.
- 5.33** Any application submitted will be determined against the above policy, the development plan as a whole and any other material considerations. The council's approach towards developer contributions and viability are set out in policies 'Developer Contributions' and 'Managing Viability' respectively.
- 5.34** Applicants will be expected to undertake appropriate surveys and/or site investigations as required taking account of the site's specific characteristics. These will be expected to be undertaken in advance of, and submitted with an application. Appropriate liaison with council officers and specialists is expected where relevant.

Provision of suitable alternative natural green space (SANGs) for larger sites

- 5.35** In partnership with Natural England and others it has been determined that development could have an in-combination likely significant effect on the nearby protected sites.
- 5.36** The impacts are highest from developments within 5.6km of the SPA. It is therefore essential that mitigation is secured to make such developments permissible. As such larger sites (75 or more dwellings) will be expected to deliver SANGs in line with the requirement set out in policy 'Protecting and Providing Green and Open Spaces' (HQE5).

Phased delivery

- 5.37** In some cases there will be two or more sites in close proximity. This is unlikely to have a significant impact on viability of sites in the larger main towns of Newport and Ryde. It may have an impact in the smaller towns or villages if sites were to be developed at the same time. Consequently, where two or more sites are located adjacent or in close proximity, the council will expect that sites will be phased so as not to prejudice the delivery of the adjacent or nearby sites.
- 5.38** In the case where sites are 'close' together, the policy requires development to be phased to ensure sites remain viable and can come forward in a timely manner. 'Close' for the purpose of this policy and the towns and villages this may affect, is defined as adjacent to, or up to and within one mile.

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

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

Planning for New Garden Communities

DHWN 4

Planning for New Garden Communities

New garden communities will be vibrant, healthy and sustainable and based on the following principles:

1. Be a holistically planned and liveable community set around green open space that provides a mix of residential, employment and other services.
2. Collectively deliver approximately 2,000 new dwellings with an appropriate mix of tenure, sizes and types.
3. Development that enhances the natural environment, providing a comprehensive green infrastructure network and net biodiversity gains, and that uses zero-carbon and energy-positive technology to ensure climate resilience.
4. Strong cultural, recreational and shopping facilities at an appropriate scale in a walkable, vibrant, sociable community.
5. Integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport.
6. Champion strong high quality design using materials sympathetic to the local vernacular, local skills and labour.
7. Meet the policy requirements of this plan, unless viability and/ or lack of critical mass demonstrate this is not possible.
8. Avoid nationally protected landscapes and biodiversity designations, flood zones 2 and 3 and grade 1 or 2 agricultural land.

In order to achieve a vibrant, healthy and sustainable new garden community, a comprehensive master planning process will be undertaken and underpinned by public and stakeholder consultation. The masterplan will determine how the area should develop over time by setting a vision, framework and design guidance explaining how it will be achieved and should provide integrated and deliverable solutions to any challenges.

- 5.39** The policy seeks to provide the framework for locating two new garden settlements on the Island. It sets out the general parameters including locational aspects, what principles should be

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considered when identifying or considering land for the new settlement as well as the type and scale of the development.

Planning Framework

- 5.40** Strategic planning for new large-scale developments can reduce costs, promote efficiency and reduce conflict, while protecting the environment and promoting development in the right places. However, creating new places inevitably involves a wide range of stakeholders, statutory agencies, and partners across the public, private and voluntary sectors who are responsible for the wide variety of necessary infrastructure, utilities and services needed to make places function. By incorporating a policy for a new settlement in the Island Planning Strategy and setting out the need for a separate DPD for allocation will, it is hoped give those relevant private and public bodies and stakeholders some certainty when considering their forward plans.
- 5.41** It is likely that a new community will be brought forward under a number of landowners, who in turn may, at some point, each have different agreements with developers. Where unified land ownership is not with the local authority, alignment of the vision and the timescale for realising added value is of the utmost importance and will be addressed at the earliest possible time. Whilst it is recognised that this may introduce particular challenges, especially in circumstances where not all parties may be willing or financially able to commit to working with each other, there is the importance of collaborating to agree comprehensive solutions. Consequently, the council will be advocating formal agreements between relevant landowners.
- 5.42** The council will explore appropriate long term delivery vehicles to ensure the success of the new community. This may include utilising a dedicated delivery team or development corporation. Success is likely to require a resource commitment from both the local authority and the developer and is often considered the most constructive approach. Both aligned and working towards a shared vision, while respecting and protecting the formal democratic decision-making process. The team must share the common goal of bringing forward the new community in the most sustainable way.
- 5.43** The challenge for the new community will be getting the right level of upfront investment. If infrastructure is not delivered on time, numerous opportunities will be missed. Timely infrastructure delivery is important in influencing the way that people live – for example by ensuring that good public transport is in place. The DPD will include an Infrastructure Delivery Plan setting out phased infrastructure with the build out of new homes.

The vision and associated masterplanning

- 5.44** The vision is to create vibrant, healthy and sustainable new communities. It will be important to establish an ambitious vision and set of principles for the new community early on recognising that the vision established for the new community should be a shared commitment which has been formed following engagement with the existing local community, other delivery partners and stakeholders. Design Codes and Quality Charters can be useful tools in expressing the vision.
- 5.45** Any masterplan should embed the principles of highest placemaking and environmental standards. Such principles should be based on a holistically planned new settlement which enhances the natural environment and offers high-quality affordable housing and locally accessible work in beautiful, healthy and sociable communities. A means for local voices to be heard should be incorporated, and ensure long-term stewardship underpins the process from the outset. The final output should enable the creation of genuinely affordable, inclusive, high quality and climate resilient new community with the highest environmental standards.
- 5.46** The council will work in partnership with all organisations who share its vision for new communities. This includes, parish councils, national and local voluntary organisations, faith, community groups and other statutory services including schools, police, fire and rescue and health.

Viability

5.47 The viability of the principle of a new settlement has been tested through this plan process and it is clear that it is dependent on realistic land values as a starting point. It is appreciated that any landowner will expect a realistic return from putting their land forward. However, it must also be understood that if a new community is to be sustainable and offer realistic infrastructure, facilities and be based on Garden City principles that any return of land values must be appropriate and not beyond what the new community can sustain.

The process

5.48 To ensure an appropriate location is provided for the new settlement, the council will undertake the following process:

1. A separate and specific call for sites within the next 12 months.
 - This will purposely be for land for consideration for the new garden community.
 - Whilst it is always preferred to work with one landowner to ensure timely delivery, where there is more than one landowner the council will consider proposals where there are willing landowners that will work together comprehensively. This could take the form of a formal or land equalisation agreement for example.
 - All sites put forward must demonstrate how they can comply and deliver the above policy requirements over a prescribed period and help meet the council's objectively assessed housing needs.
2. All submitted sites will be assessed by the council using a standardised methodology, undergo peer review or be assessed independently.
3. A subsequent and specific Development Plan Document (DPD) will be produced in relation to the new settlement. This DPD will be subject to:
 - An issues and options consultation, where realistic options are put forward for wider consultation
 - A preferred options consultation where the preferred site or sites are set out and how they achieve the policy requirements set out above
 - The proposed submission document with the site or sites proposed as allocations with specific policy requirements.

5.49 The DPD will include an infrastructure delivery plan setting out the phased infrastructure required to facilitate the build out of new homes.

5.50 The proposed new settlement or settlements will be based on a fully engaged masterplan that set out how the criteria and or policy requirements set out above can be delivered in a timely manner with appropriately phased infrastructure. Any proposals will require proportionate community engagement, evidence, studies and investigations as appropriate including Environmental Impact Assessment and Habitat Regulation Assessment. Details on delivery mechanisms may also be required.

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

- The environment and unique island characteristics are celebrated
- Outstanding digital and transport connectivity
- Businesses have the confidence to invest
- A well-educated and skilled community
- People have a place to call home and can live with independence
- Vulnerable people are supported and protected

Maximising Infill Opportunities

DHWN 5

Maximising Infill Opportunities

Housing outside and not immediately adjacent the settlement boundaries will be supported where it would be infilling a small gap in a row of houses, or an otherwise built-up frontage.

Development proposals will need to demonstrate that:

1. They would not unduly damage the amenity of neighbouring properties and the prevailing character of the surrounding area.
2. The layout would respect the density/ size of surrounding plots.

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

5.51 There will be circumstances across the Island where existing settlements and villages could accommodate additional housing without having an impact on the character of the area, despite these locations not having settlement boundaries.

In smaller housing areas it can help support the sustainability of the settlement to allow for small increases within the existing build up area. As such it is considered appropriate to see these areas bought forward for housing, providing they do not impact on the spatial characteristic of the area.

The nature of these developments are generally between one to three units and as such can present good opportunities for self-build or smaller local builders.

5.52 Infill sites are a small gap in an otherwise substantially built-up frontage Vacant 'backland' sites in established residential areas may be appropriate for development provided it would not harm the character and quality of the local environment. Such sites should have a proper means of access, adequate parking and not have a detrimental effect on the amenities of adjoining residential properties in terms of loss of light, loss of privacy or disturbance.

5.53 Any proposal for infill development, must respect the character of properties in the immediate

area in terms of height, scale, mass, design, appearance and materials.

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

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

Delivering Affordable Housing

DHWN 6

Delivering Affordable Housing

To contribute to meeting the Island's housing needs, the council will support proposals that provide at least 35% affordable housing.

Development proposals for a net gain of 10 or more dwellings will provide this on-site or, in exceptional circumstances, through financial contributions or by a combination of the two.

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

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

An informed tenure split of affordable housing, based on the most up to date Housing Needs Assessment but should seek to deliver a target mix of 70% of affordable housing for rent and 30% starter homes, discounted market sales or other affordable routes to home ownership.

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

- 5.54** The council has a key role in facilitating the delivery of affordable housing on the Island, where there is a real need for such housing and there have been problems in achieving its delivery. This policy enshrines the requirements for affordable housing within new development, and forms part of a council-wide package of measures designed to improve the delivery of affordable housing especially where it is needed the most.
- 5.55** The planning practice guidance describes affordable housing need as being an estimate of “the number of households and projected households who lack their own housing or live in unsuitable housing and who cannot afford to meet their housing needs in the market”.⁽¹⁾ Affordable housing need within the council’s 2018 Housing Needs Assessment (HNA) falls within two areas: current need (those on the Housing Register), newly-arising need; this being split into newly forming households and existing housing holds failing into need.
- 5.56** The council recognises that national policy expects affordable housing to be delivered on-site. However, due to the lack of delivery of affordable housing on the Island over a sustained period of time, the council considers that in exceptional circumstances a more flexible approach towards the delivery of affordable housing is required. Such an approach reflects the challenges of viability

1 PPG paragraph 2a-022.

5 Delivering the Housing We Need

for development on the Island, the changes towards government subsidy for affordable housing and the needs of Island residents that are not currently being met.

- 5.57** The council's Housing Needs Assessment identifies that an annual figure of 242 dwellings per annum should be provided to meet the affordable housing need, based on an overall housing need of 641 dwellings per year ⁽²⁾. The council's annual monitoring report 2017/18 identified that 18 affordable housing units were delivered. For 2016/17 it was 34 and 35 in the monitoring year 2015/16.
- 5.58** The projections cover the period from 2016 - 2034; 2016 is chosen as it is the latest date for which population estimates have been published by the ONS.
- 5.59** Due to the above identified under delivery of affordable housing the council need to ensure that schemes that can provide for or contribute to this target do so.
- 5.60** Having due regard to the above under supply it is considered reasonable to require a contribution towards the delivery of affordable housing to be provided with AONBs, which fall within the definition of rural areas, in accordance with the council's Affordable Housing Supplementary Planning Document.
- 5.61** In rural communities across the Island houses prices are often outside of the financial achievability of young people living within them, with family members. As a result people could be forced to leave the villages/ communities they have grown up in to find accommodation that they can afford. This can impact on the community spirit but also the age range of residents. Development of more affordable houses within an exception site in these areas can help to sustain the community and allow people to have greater choice in where they live.
- 5.62** The HNA has broken down the Island's housing requirements to the sub-Island level, based on the areas identified by the Regeneration Team (and referred to the Area Statements section). These are set out in the table below:

	Objectively Assessed Need (2016-2034)	Objectively assessed need (per annum)
The Bay	3,615	201
Medina Valley	3,950	219
Medina Valley East	1,384	77
Medina Valley West	2,566	143
Ryde	2,740	152
West Wight	1,225	68
Total	11,533	641

Table 5.2 Objectively Assessed Housing Need by Regeneration Area

- 5.63** The HNA identifies that there is a requirement for a range of tenure types within different areas of the Island. This should be used in determining any planning application for residential development to ensure the mix of general market housing and affordable housing contributes to meeting this need.
- 5.64** The mix in tenure types shall be appropriate for the local area in which the site is located. The mixed should be in line with the most up-to-date information available, include the council's HNA.

2 Housing Needs Assessment Final Report, Isle of Wight April 2018 (GL Hearn) page 83

The below table should be used as a starting point:

Size	Market	Intermediate	Affordable
1 bedroom	5%	25%	30%
2 bedroom	35%	45%	40%
3 bedroom	40%	25%	25%
4+ bedroom	20%	5%	5%

Table 5.3

- 5.65** In line with the requirements of the NPPF the target mix of affordable housing scheme should include for a minimum of 10% for affordable home ownership, unless the scheme would be providing an alternative route of delivery and tenure agreed, in line with an identified need.
- 5.66** The council will welcome proposals which can deliver more than the 35% target as set out in the policy.
- 5.67** Rural exceptions sites can be a way of delivering for the need within an area, where there is no defined settlement boundary. It is acknowledged by the council that there may be a requirement for some open market houses within these sites to assist with the delivery costs, however any private market housing should only constitute a small amount of the overall development.
- 5.68** The council will consider proposals which seek to bring forward innovative ways of delivering affordable housing and a mix of tenures including affordable rented, social rented and low-cost home ownership.
- 5.69** If a developer is unable to provide the required 35% affordable housing provision on-site the council will require an open-book assessment of the development viability to demonstrate what level of affordable housing is viable for the site. Where an open-book viability assessment is required, this will be funded by the developer and made available to the public, as it would form a key part of the determination process. The cost of assessing any viability assessment will be borne by the developer.

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

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

Rural Exceptions Sites

DHWN 7

Rural Exceptions Sites

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

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

- 5.70** There has been a lack of delivery of affordable housing on the Island in recent years (see the council's annual monitoring reports and HNA). To help reverse this trend the council needs to think differently about how it can facilitate opportunities for affordable housing to be delivered.
- 5.71** Ideally rural exception sites will provide 100% affordable housing. However, it is recognised that with reduced public subsidy and the need for affordable homes on the Island there needs to be a pragmatic level of flexibility in order to provide the housing needed on the Island. Therefore, the principle of allowing a small number of market homes on rural exception sites is accepted.
- 5.72** The council does not wish to be prescriptive and set a maximum percentage for market housing in a rural exceptions policy. Instead it is considered more appropriate that the number of market homes will be determined by the site specific circumstances, and any proposals will need to provide justification for the number of market houses proposed. This should take the form of a detailed open book financial appraisal, and the cost of assessing any viability assessment will be borne by the developer.
- 5.73** Rural exception sites are defined in national planning policy (see NPPF glossary). Key elements of this definition are that they are **small sites** used for affordable housing **in perpetuity** where sites would **not normally be used for housing**.
- 5.74** For the purposes of this policy the council considers small sites to be sites with a net gain of up to 20 dwellings in total (including market housing). In circumstances where there is a significant local need and lack of supply of affordable housing, this figure could be increased. Where this is proposed the council strongly advocates the use of its pre-application advice service, to ensure that all parties are clear about the issues at the earliest possible point in the process.
- 5.75** All affordable housing in rural exception sites will be in perpetuity, and the council will secure the first and future occupation of the affordable homes to those who meet the council's local connection criteria.
- 5.76** Rural exception sites can be considered on sites that would not normally be used for housing. The council will therefore consider sites that do not comply with the spatial approach of the plan.
- 5.77** Proposals for rural exception sites will be determined on a case-by-case basis, however the council will not compromise over the design quality of any proposed rural exception site, and that it should be appropriate in scale, character and appearance.

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

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

Ensuring the Right Mix of Housing

DHWN 8

Ensuring the Right Mix of Housing

All proposals for residential development should demonstrate how they provide an appropriate mix of housing types, sizes and tenures that contribute to meeting identified needs and market demand.

Development proposals for 10 or more dwellings should deliver the percentage splits for housing types, sizes and tenures of the council's Housing Needs Assessment (or most up-to-date equivalent), and demonstrate how any relevant housing needs surveys have been taken into account.

- 5.78** The policy approach is designed to ensure that the reality of local housing markets are reflected and the risks of creating imbalanced communities and unviable developments are avoided. The council wants to provide better access to housing and is particularly aware of the need for two and three bedroom properties that are affordable to Island residents.
- 5.79** In providing housing to create and maintain sustainable communities, it is important that a wide choice of housing types and sizes are delivered during the plan period to meet community needs. It will not be possible to match house types exactly to population statistics as individuals and families choose to live in particular types of accommodation. But the aim for the Council is to supply the right mix of dwellings to meet the general needs of the Island.
- 5.80** The need for affordable housing of different sizes will vary by area (at a more localised level) and over time. When considering the mix of homes to be provided within specific development schemes, applicants should base their approach on the information in the council's Housing Needs Assessment, together with details of households currently on the Housing Register in the local area and the stock and turnover of existing properties.
- 5.81** In applying the identified housing mix to individual development sites, regard should be had to the nature of the development site and character of the area, and to up-to-date evidence of need as well as the existing mix and turnover of properties at the local level.
- 5.82** The 2018 Housing Needs Assessment identifies the following percentage splits:

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	1 bed	2 bed	3 bed	4 bed
Affordable rented housing	30%	40%	25%	5%
Low-cost home ownership housing	25%	45%	25%	5%
Market housing	5%	35%	40%	20%

Table 5.4

- 5.83** When looking at affordable rented housing the strategic conclusions of the HNA recognise the role which delivery of larger family homes can play in releasing supply of smaller properties for other households; together with the limited flexibility which one-bed properties offer to changing household circumstances which feed through into higher turnover and management issues and the issue of single people under 35 years old only being eligible to claim benefits for a room in a shared house.
- 5.84** The provision of affordable home ownership should be more explicitly focused on delivering smaller family housing for younger households.
- 5.85** In the market sector, a balance of dwellings is suggested that takes account of both the demand for homes and the changing demographic profile.
- 5.86** When considering different housing types, the council will use the Ministry of Housing, Communities and Local Government [definitions of general housing terms](#).
- 5.87** In applying the recommended housing mix to individual development sites, regard should be had to the nature of the development site and character of the area, and to up-to-date evidence of need as well as the existing mix and turnover of properties at the local level.

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

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

Self and Custom Build

DHWN 9

Self and Custom Build

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

These plots should be serviced and plot sizes should meet a range of requirements.

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

- 5.88** The council considers that self and custom build dwellings can have a positive impact on the island's housing supply and economy, by diversifying and speeding up the delivery of housing and supporting local development industry and related supply chains. The requirements of this policy will also contribute to the council achieving national requirements relating to self and custom build dwellings.
- 5.89** The policy requirements will be applied to all proposals that result in a net gain of 25 and above dwellings.

Services

- 5.90** The council considers a serviced plot to be a parcel of land with legal access to a public highway and at least water, foul and surface drainage and electricity supply available at the plot boundary⁽³⁾. Further to this the council recognises the benefits of plots also being sold with, telecommunications services, and gas (or district heating) where available. It is anticipated that the cost of servicing a plot will be reflected in the plot value.
- 5.91** To help delivery the council recognises that the servicing of plots may be carried out in phases, with key services required for plot sale and construction (water, electricity and access) being provided before services required for occupation (such as sewerage, telecommunications and gas). Notwithstanding this, the council's preferred approach is for all services to be provided up front.
- 5.92** Where plots are not proposed to be serviced for sale, applicants should demonstrate to the council's satisfaction that legal access and servicing will be possible for potential plot purchasers, before planning permission is granted.

Plot sizes

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

3 . In accordance with the definition set out in the Housing and Planning Act 2016 (9)(4)

5 Delivering the Housing We Need

Needs Assessment, local housing needs surveys and information from specialist self-build websites can be used.

Design

5.95 By their very nature self and custom build housing will provide design variety. Where development proposals would result in ten or more self and custom build plots being made available the council will require a design code to be agreed. This will enable all parties to be satisfied that development will be of sufficient quality.

5.96 Design codes may cover issues such as:

- Plot form – plot size and plot width
- Building forms – bulk, massing, height
- Building orientation – orientation towards the sun, position on plot, overlooking, natural surveillance
- Density – site coverage, dwellings per hectare, plot ratios, higher or lower density nodes
- Developable footprint – maximum proportion of plot that may be developed; parameters of dwelling position on plot
- Building lines – frontage continuity, roof-line parameters, set backs, boundary treatment
- Building types – detached, semi-detached, terraced / town houses, flats
- Street network – urban grain – street and building pattern and connectivity
- Views and vistas – relationship to heritage assets, topography, corridors and backdrops
- Soft landscape – standards, species planted, biodiversity, lawns and verges, planters
- Building frontage – active frontage, frequency of building features such as windows and entrances, architectural styles, features, proportions, materials, colours, balconies, porches
- Townscape features – eave lines, rooflines, chimneys, corner treatments, focal points, advertising
- Street trees – species, numbers, placements
- Parking standards – on-street and off-street, on-plot parking, courtyard parking, treatments, overlooking, lighting
- Waste facilities – refuse and recycling bin storage, composting
- Infrastructure – community energy facilities such as combined heat

5.97 The council uses the definition given in the Housing and Planning Act 2015. This states that self-build and custom house building are defined as:

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

5.99 This definition is significant as it underlines the importance of the role that the future occupier

takes. Where a developer delivers speculative units [notwithstanding a purchaser could make various choices during the construction phase (e.g. kitchen and bathrooms)] for profit, this is outside the definition. If the future occupier is involved in the full planning process it is recognisable as within the definition of self or custom build. The council, as the local planning authority, does not consider that a dwelling built by developers, or industry professionals, on land that they own (either wholly or in part) with the stated intent of being for rent, a second home or for holiday use, falls within the definition given above.

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

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

Planning for Gypsy, Traveller and Travelling Showpeople Provision

DHWN 10

Planning for Gypsy, Traveller and Travelling Showpeople Provision

The council will allocate sites for transit and permanent pitches for Gypsy or Traveller use or plots for Travelling Showpeople in a development plan document, based on assessed needs.

Development proposals for such uses will be supported where they:

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

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

- 5.100** The council wishes to see homes for the travelling community in sustainable locations that are appropriate for such a use, and accessible to facilities and services in order to help support the everyday needs of residents on the site. The above policy establishes that the council will prepare a development plan document to allocate sites for Gypsy, Traveller and Travelling Showpeople requirements, in line with national policy. Prior to the document being adopted, the above policy will be used to assess any applications received.
- 5.101** The policy is criteria based in order to clearly assess any proposals that may come forward. The provision of pitches/plots within settlements is appropriate in principle, as for other forms of housing. Outside of settlement boundaries proposals may be appropriate subject to the criteria contained within this policy and other policies within the Island Planning Strategy.
- 5.102** Whilst, sites for Gypsies and Travellers pitches generally should follow similar locational criteria to the selection of housing sites for the settled community, there are specific aspects of Gypsies and Travellers cultural traditions and preferences which need specific consideration, such as the preference for living in a caravan or working from home and the need to provide space suitable for both sustained periods of settled living whilst also facilitating a nomadic lifestyle. These factors need to be borne in mind when assessing sites.

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

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

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

6 Supporting and Growing Our Economy

- 6.1** Job creation and economic growth are fundamental to a strong Isle of Wight. The right planning policies can contribute to creating the right environment for the market and other agencies to job creation and economic growth. 'Supporting and Growing Our Economy' sets out the overall direction, and this is supported by a series of allocations to give certainty and support to the market that land is available to support job creation. The wider regeneration conversation is not just about job creation, it is also about ensuring the Isle of Wight has the right skills to support development growth and the right digital infrastructure, and 'Upskilling the Island' and 'Future Proofing Digital Infrastructure' embeds the provision of these elements into the planning process.
- 6.2** There are a range of other elements that make up a strong and resilient economy, and there is policy recognition and support for these. 'Supporting the Rural Economy' and 'Maintaining Employment Sites with Water Access' provide planning approaches for these specialised areas of our economy. [Supporting and Improving Our Town Centres](#) addresses the retail element of our economy and the function it plays, along with 'Supporting the Evening Economy'. The other key component is tourism, and there is a suite of policies dedicated to supporting a high quality tourism offer; [Supporting High Quality Tourism](#), [The Bay Tourism Opportunity Area](#) and 'Ryde Tourism Opportunity Zones'.

Supporting and Growing Our Economy

SGOE 1

Supporting and Growing Our Economy

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

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

1. 2.8 hectares at Pan Lane, Newport for B1 and B2 uses
2. 14.7 hectares at Nicholson Road, Ryde for B1, B2, B8 and community uses
3. 1.9 hectares at Somerton Farm, Cowes for B1, B2 and B8 uses
4. 6.2 hectares at Kingston Marine Park, East Cowes for B1, B2 and B8 uses
5. 0.7 hectares at Lowtherville, Ventnor for B1 and B8 uses
6. 2.9 hectares at Sandown Airport, Sandown for B1, B2 and B8 uses

The council will also support the principle of intensification and/ or expansion of existing employment uses in the following employment opportunity areas (as shown on the Policies Map):

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

- 6.3** The aim of the Island Planning Strategy is to promote a sustainable, diverse economic base that delivers skilled jobs to benefit the population. The Island Planning Strategy also aims to provide the certainty to attract investment and new business while promoting the upskilling of the Island's population and a reduction in unemployment. The council will work with partners to ensure that the right uses, jobs, infrastructure and investment can take place in the right locations in order to support the economy.
- 6.4** To do so, the council proposes to allocate 29.2 hectares of land for employment uses, which will

support a range of private and public sector employment uses, generate jobs and wellbeing for the population. The council will support the provision of the infrastructure required to deliver development, informed through the findings of the infrastructure delivery plan.

- 6.5** As well as formal allocations, there are also areas that the council considers have the potential to intensify existing uses and/ or bring forward more employment creating opportunities. The council will work with landowners to understand the opportunities these sites may provide and how they will be realised.
- 6.6** The council will seek to locate employment development within or adjacent to the defined settlement boundaries and will where possible prioritise the re-use of brownfield land. The council will also support sustainable growth of existing employment sites, including rural sites, the re-use of redundant rural buildings and sites and well-designed suitably justified new rural employment development subject to the requirements of the 'Supporting the Rural Economy' policy.
- 6.7** Following the evidence contained within the ELS, the council will allocate strategic employment land within the Island Planning Strategy in order to deliver a range of sites that can meet the needs of the local economy while supporting the regeneration of the Island's key towns.

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

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

Employment Allocation at Pan Lane, Newport

EA 1

Employment Allocation Land to the east of Pan Lane

The east of Pan Lane site is allocated to deliver a range of B1 and B2 uses suitable to a mixed-use scheme. The site is brownfield and extends to an area of approximately 3 hectares. Development proposals should:

- a. Provide the internal infrastructure of the site from the Pan Meadows spine road.
- b. Integrate the new employment provision with the existing, to ensure a coherent provision of employment uses.
- c. Minimise impact on existing properties by ensuring the most compatible uses are suitably located and to provide appropriate landscape buffering between new development and existing residential properties.
- d. Retain the southern end of the site to be used to provide the bridleway link (being delivered through the wider Pan Meadows development) and a suitable buffer between new development and the new country park.
- e. Maintain the hedgerow along Pan Lane on the western edge of the site.

- 6.8** The site east of Pan Lane is an allocation that was previously made in the Island Plan Core Strategy. Even though it is a small site it plays an important role in contributing to the wider development of the Pan Meadows area, which includes a significant level of residential

6 Supporting and Growing Our Economy

development. The residential and road infrastructure elements of the scheme are being built out and the allocation of the employment element completes the overall scheme. The majority of the allocated site is council-owned, with the northern part of the site under separate ownership and providing existing employment uses.

- 6.9** Whilst the final type and mix of provision will be determined at the planning application stage, it is expected that B1a and B1b will form the majority of the provision. The nature of employment uses should be compatible with being located in a mixed-use area close to residential units, both in terms of the built form and scale. In general, it is expected that small units will be appropriate, potentially in the form of either individual units or as some form of managed workspace(s).
- 6.10** The established employment on the north of the site is a garage. The council will continue to work with the landowner to ensure that the new employment provision on the rest of the site is integrated to ensure a coherent allocation.
- 6.11** It is expected that a detailed scheme will be designed to minimise disturbance (both visual and noise) and impact on amenity to existing properties and that this will be achieved by ensuring that the most compatible uses are located nearer to the existing residential properties. Furthermore, appropriate landscape buffering between the new development and the existing residential properties will be provided.
- 6.12** At the southern edge of the site is the route of an existing bridleway (N40) that will link with a new footpath that will run along the edge of the Pan Meadows development and the country park. This area will be safeguarded for the retention of the bridleway and to provide an appropriate buffer between the employment site and the country park.
- 6.13** The site has a well-established hedgerow on its western edge and the council wishes to see this retained, particularly as it forms the external boundary of the site that fronts onto a public highway.

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

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

Employment Allocation at Nicholson Road, Ryde

EA 2

Employment Allocation at Nicholson Road, Ryde

The site is allocated to deliver a mix of B1, B2 and B8 uses, with a variety of building sizes, along with potential supporting uses that would benefit the local population, such as health centres or creches. The site is greenfield and extends to an area of approximately 14.6 hectares. Development proposals should:

1. Provide access to the site from Nicholson Road and examine the suitability of a secondary access point onto the existing road network or through wider infrastructure improvements.
2. Develop the site in a phased approach, to be agreed through the planning application process.
3. Minimise impact on existing properties by ensuring the most compatible uses are suitably located and to provide appropriate landscape buffering between new development and existing residential properties.
4. Maintain the existing rights of way network on the site and examine the possibility of improving footpath R52a, in line with the Rights of Way Improvement Plan.
5. Retain and utilise existing hedgerows and field boundaries wherever possible, especially those that form the external boundary of the site.
6. Avoid both direct and indirect adverse effects upon the integrity of protected habitats and species and, if necessary, provide appropriate mitigation measures.

- 6.14** The allocation extends to an area of 14.7 hectares, is under council ownership and directly adjacent to the existing successful small scale Ryde Business Park, which houses small and medium-size units. The land was previously allocated as an employment site in the Island Plan.
- 6.15** The council wishes to build on the success of Ryde Business Park and extend the range of employment uses while investigating the potential for community facilities with good links to nearby housing and the highway network. The site is under council ownership and, in light of the identified social deprivation in the area and need for the provision of further employment land, the council will promote the site via the Regeneration Strategy.
- 6.16** Access to the site, and the main road within it, will be provided by extending Nicholson Road. Whilst the council does not believe that further improvements to the junction of Nicholson Road and Great Preston Road are required, further work will be undertaken to ensure that the junction complies with the relevant safety requirements. Proposals for the site should investigate whether further highway capacity could be achieved via alternative accesses to highway network and future infrastructure projects.
- 6.17** The development will be designed to provide the most efficient use of the land, with the majority of the employment provision located in the upper sections of the site. A phased approach to the delivery of the site will help to ensure a steady supply of employment land and facilities to meet demand from a range of employers.
- 6.18** It is expected that a detailed scheme will be designed to minimise disturbance (both visual and noise) and impact on amenity to existing properties and that this will be achieved by ensuring that the most compatible uses are located nearer to the existing residential properties. Furthermore, appropriate landscape buffering between the new development and the existing residential properties will be provided.
- 6.19** A footpath (R55) runs across the site along its northern edge and a bridleway (R54) along the length of its western edge. R55 provides east/west access from the urban edge of Ryde into the wider rights of way network and the countryside beyond. The council will expect the retention of

6 Supporting and Growing Our Economy

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

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

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

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

Employment Allocation at Somerton Farm, Cowes

EA 3

Employment Allocation at Somerton Farm, Cowes

The site is allocated to deliver small to medium scale employment uses within the B1, B2 and B8 uses. The site is greenfield and extends to an area of approximately 1.9 hectares. Development proposals should:

1. Provide a mix of small to medium scale employment uses.
2. Provide access to the site from Newport Road, either via the existing Somerton Business Park or a purpose built site access. Pedestrian connections will also be required.
3. Allow space for a multi-use route to allow connection between the Newport to Cowes cycle route and the employment uses centred around Newport Road.
4. Complement the existing employment uses to the north, while having regard to the housing allocation on land to the south and within the control of Somerton Farm.
5. Integrate the mix of uses with existing, to ensure that the site integrates into the wider context of the area. Employment uses should be compatible with the immediate surroundings and not conflict with town centre uses.
6. Minimise impact on existing and future properties by ensuring the most compatible uses are suitably located.
7. Retain existing trees and hedgerows to form landscape buffers and complement the character of the surrounding area.
8. Avoid both direct and indirect adverse effects upon the integrity of designated sites and, if necessary, provide appropriate mitigation measures.

- 6.21** The site at Somerton Farm is in private ownership and extends to an area of 1.9 hectares and located immediately south of the existing Somerton Business Park. The land is greenfield and in agricultural use. The land is visible from Newport Road and surrounded by a mix of trees and well established hedgerows. Land further south is the subject of a housing allocation that has

been assessed through the council's SHLAA process.

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

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

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

Employment Allocation at Kingston Marine Park, East Cowes

EA 4

Employment Allocation at Kingston, East Cowes

The site at Kingston benefits from planning permission for a marine business park comprising B1, B2 & B8 uses. The site has recently become council owned and extends to an area of 6.2 hectares. Development proposals should:

1. Provide suitable access from Saunders Way.
2. Develop the site in a phased approach.
3. Provide a range of uses types and building sizes to promote small, medium and large scale employment uses, allowing flexibility for potential expansion of businesses.
4. Minimise impacts on existing uses and surrounding landscape through the use of landscape buffers and planting and suitably locating compatible uses.
5. Retain existing hedgerows that form the boundaries of the site that contribute to screening the development and protect biodiversity.
6. Avoid both direct and indirect adverse effects upon the integrity of designated sites and, if necessary, provide appropriate mitigation measures.

6 Supporting and Growing Our Economy

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

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

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

Employment Allocation at Lowtherville, Ventnor

EA 5

Employment Allocation at Lowtherville, Ventnor

The site at Lowtherville is allocated to deliver a mixed use development to include housing and low impact employment uses within the B1, B2 and B8 uses. The site is brownfield and extends to an area of approximately 0.7 hectares, and redevelopment would require demolition of existing buildings, site clearance and re-profiling of levels. Development proposals should:

1. Provide access to the site from Lowtherville Road with improvements to onsite access arrangements and may require off-site improvements. Pedestrian connections will also be required.
2. Integrate the mix of uses with existing, to ensure that the site integrates into the wider context of the area. Employment uses should be compatible with the immediate surroundings and not conflict with town centre uses.
3. Minimise impact on existing properties by ensuring the most compatible uses are suitably located and to provide appropriate landscape buffering between new development and existing residential properties.
4. Undertake an assessment of previous uses and potential contaminated land and implement a full remediation strategy that is compliant with the relevant non-planning consenting regimes.
5. Avoid indirect adverse effects upon the integrity of designated sites and, if necessary, provide appropriate mitigation measures.

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

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

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

Employment Allocation at Sandown Airport, Sandown

EA 6

Employment Allocation at Sandown Airport, Sandown

The site at Sandown Airport benefits from existing links to the current uses at the site, which include general industrial and the airport use. The site would be suitable for B1 and B2 uses, potentially through the use of large scale hanger style buildings. Due to access issues, storage and distribution uses should be avoided. The site is part greenfield and part brownfield and extends to an area of 2.99 hectares. Development proposals should:

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

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

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

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

Sustainable Economic Development

SGOE 2

Sustainable Economic Development

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

Proposals for economic development will be supported where they:

- i. Deliver the strategic employment allocations.
- ii. Allow for the intensification and/ or expansion of existing industrial estates or employment sites.
- iii. Result in the re-use of previously developed land and/ or buildings, including agricultural buildings.

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

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

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

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

6.41 The need to protect existing viable employment sites is an important issue for the Island's economy. In recent years, there has been a loss of traditional employment uses on sites throughout the Island as a result of conversion of premises to higher value uses such as retail, trade counters etc. This has led to the loss of employment units, raised land values and placed increased pressure for speculative development away from employment hubs. Therefore, unless a suitable justification has been demonstrated, the council will seek to retain existing employment sites above a site area of 0.1 hectares.

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

- The layout of the site, existing uses and occupancy rates, including length of any periods of vacancy

6 Supporting and Growing Our Economy

- The current level of accessibility to the site
 - The quality of existing buildings and infrastructure together with details of recent upkeep
 - Efforts to market the site including means of attracting different employment uses
 - Options for re-use that include refurbishment, sub-division and redevelopment
 - An assessment of costs for refurbishment or redevelopment for employment uses
 - The manner that a non-employment use of the site would impact on the viability of other uses within the vicinity of the site
- 6.43** The council will publish this information and expect developers to meet the council's full costs for evaluating the open book viability assessment.
- 6.44** Where justified and in accordance with the other policies within the Island Planning Strategy, the council will support mixed-use development of employment land, through the provision of options such as work/ live units or a mix of employment and non-employment uses. In addition, there are examples of employment uses located within town centre or residential areas, where sustainable redevelopment of sites would result in wider regeneration benefits, through releasing land and neighbouring land for additional housing and/ or infrastructure. In such circumstances, the council will support the loss of employment land where it would not outweigh the regeneration benefits for the site. In such circumstances, proposals should consider whether a mix of low impact employment uses could be incorporated with housing in order to provide a sustainable form of development.
- 6.45** Where the development of employment land is provided as part of a mixed use scheme, the sites will be phased to ensure that the overall strategy for economic led regeneration will be achieved and where this includes town centre locations this will be promoted where this makes a positive contribution to the character of the town, and does not reduce the provision of retail floorspace.
- 6.46** The council will consider proposals for employment land that includes an element of enabling development. This is in recognition of the history of delivery of economic development on the Island and is considered an appropriate mechanism to enable employment land to be delivered. The provision of enabling development would not necessarily be required on the site of the employment and an open-book viability assessment would need to be undertaken by the developer to demonstrate why enabling development is required and to justify the level of enabling development proposed.

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

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

Upskilling the Island

SGOE 3

Upskilling the Island

The council will support development proposals that:

1. Improves workforce skills and employability.
2. Promotes and supports skills and employment in existing employment clusters, especially within the construction, digital, high tech, renewable and marine sectors.

An Employment and Skills Plan will be required for the construction stage where development proposals would result in a net gain of 25+ dwellings or 1,000+ m² of non-residential floor space.

- 6.47** Enhancing the ability of Island residents to access jobs and training on the Island will promote better economic performance, reduce social exclusion, poverty and reliance on benefits, improve health and reduce longer distance in-commuting.
- 6.48** An Employment and Skills Plan (ESP) can provide an opportunity for young people and adults to up-skill through Apprenticeships, become work ready through Traineeships and provide work experience opportunities for schools and college age young people through work placements and site visits.
- 6.49** ESPs also provide opportunities for contractors to be involved in providing young people and adults with relevant industry careers guidance and help them to consider the wide range of opportunities in the construction sector. They also carry the wider benefit of driving economic growth by providing jobs to local residents in need of more permanent employment. They also provide a platform to up-skill existing members of the construction workforce be they employees of the contractor or sub contracted employees.
- 6.50** This planning policy approach will be complemented by similar approaches in other areas, such as procurement.
- 6.51** An ESP will be required for the construction phase when development proposals would result in a net gain of 25+ dwellings or 1,000+ m² of non-residential floor space. The measurement for non-residential floor space will be based on the gross external area of the development, and will also incorporate land used for car parking.
- 6.52** The expectation is that the ESP will relate to the construction phase of the development. However, it is recognised that some developments may have scope for generating employment opportunities after the build is complete include retail, leisure and office developments, and the requirement for an ESP has been established, and the council will work with applicants to agree the bespoke scope of the ESP for each development.
- 6.53** The council will monitor the number of ESPs being created to understand whether they are coming forward in sufficient numbers. The Island Futures Team will be responsible for facilitating the ESPs and importantly monitoring them to ensure all the measures and requirements are implemented.
- 6.54** If monitoring indicates that the ESP is not being implemented in accordance with the planning permission and/or legal agreement, the council will consider appropriate enforcement action.

6 Supporting and Growing Our Economy

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

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

Supporting the Rural Economy

SGOE 4

Supporting the Rural Economy

To ensure a strong rural economy the council will support proposals for:

1. Farm diversification, where farming remains the principle land use.
2. The intensification/ expansion of existing rural industrial estates or employment sites.
3. The conversion of existing redundant buildings to employment uses where this expansion/ change of use would not impact on the rural character of the area.
4. The reuse of historic redundant farm buildings, which are no longer suitable for modern day farm practises, for agricultural workers dwellings where evidence is provided to demonstrate that there is a need/ requirement for such a dwelling on site.

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

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

6.55 The importance of the rural economy to the Island's identity is widely recognised, and through it's planning policies the council wants to support a prosperous rural economy. By providing more explicit support for the growth of rural enterprise it can become more sustainable and viable for rural business to expand and for farm workers to live closer to the areas in which they work.

6.56 Evidence demonstrates that 85.5% ⁽⁴⁾of jobs in industry across the Island are classified as micro enterprise⁽⁵⁾. There is an acknowledgement that with advances in communications technology small business operators do not need to travel to existing Island centres to run their businesses. As a result the council considers that in some circumstances it would be more sustainable for people to work closer to where they live.

6.57 The council acknowledges that across the Island there are some farms which contain historic stone farm building, which are under used or empty because they are not suitable for modern farming practises. These buildings can be better utilised by being converted to housing which is more affordable to agricultural workers or bases for rural business that need to be located in the countryside. Developments of this nature would also preserve these types of buildings, which are important to the history of farming and the countryside, but are often lost or poorly maintained as they do not provide any economic gain in a struggling industry.

6.58 The council wish to support the re-use of existing buildings, or sensitively designed new buildings,

4 Inter Departmental Business Register (ONS)

5 Micro is defined as 0 to 9 employees

for employment, providing that proposals are of an appropriate scale and design for the character of the rural location. Proposals for the conversion of existing building will need to be supported by ecology studies, which identify that there would be no impact on any protected species such as bats, which may be roosting in the buildings.

- 6.59** Consideration should be given to the accessibility of any proposed new employment sites by sustainable modes of transport and therefore where possible development should be located adjacent to existing rural industrial estates or employment sites.
- 6.60** The council acknowledge that in some circumstances the location of a site would be essential to the nature of the use/operations proposed, which would limit the ability to utilise existing sites or buildings. In these instances proposals should be supported with evidence to demonstrate a functional need to be located on a specific site, that they would contribute to the growth of the rural economy and are of an appropriate scale for the requirements of the operation. Ownership in isolation will not be considered as a reasonable justification as to why a site is acceptable or an alternative more sustainable site is not.
- 6.61** It is also recognised that for many years, farm holdings have been diversifying with uses such as farm shops, cafes, visitor attractions and tourism accommodation. This has helped to support many agricultural businesses. It is essential that for schemes for farm diversification that agriculture remains the primary land use on site and any changes would not impact on the ability of this function.
- 6.62** It will be expected that proposals which seek to diversify the farming enterprise should where possible prioritise the re-use of existing buildings. In instances where new buildings can be justified they should related well to the existing buildings on the farm, and designed, laid out and of a scale that respects the character of the farm and the surrounding landscape, especially when located within the AONB.
- 6.63** The council will not support schemes to convert ‘at cost’ barns or more modern structures which do not add to the rural or historic character of the area, other than in exceptional circumstances where there would be a significant benefit to the rural economy.
- 6.64** Applications for dwellings which would be over and above the requirement of an agricultural worker or extensions which would increase the value of the property over that which would be attainable by an agricultural worker will not be supported.
- 6.65** If applications for agricultural workers dwellings are supported they will include conditions resisting occupation of the dwelling for this purpose and remove permitted development rights to extend and alter the building, both to ensure the size of the unit remains appropriate and to protect the character of the building itself and the wider rural area.

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

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

Maintaining Employment Sites with Water Access

SGOE 5

Maintaining Employment Sites with Water Access

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

To the north of this line

1. Loss of existing employment sites will in principle be resisted and will require evidence to support the loss of such a site to other uses. Such evidence should include demonstration of no net loss of employment use;
2. Proposals for new employment sites requiring waterfront access will in principle be supported.

To the south of this line

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

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

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

Table 6.1

- 6.72** The assessment of whether a site has water access in all states of tide (and thus the tidal access cut off point) has been made through the council's Employment Sites with Waterfront Access Project (2013). It has been based on whether the site maintains water access (i.e. there is no intertidal area between the site and the River Medina) rather than any structures that project from it into the water (such as a pontoon).
- 6.73** It is important to note that whilst sites have been identified as accessible through the project, the owners/ operators may consider that for the purposes of their operation the site is not accessible by water at all states of tide.
- 6.74** Evidence to support the loss of an employment site with water access to an alternative use should include market testing for the demand for such sites by the marine and maritime sectors and a sequential demonstration for the most appropriate site of the proposed use, based upon the Waterfront Sites Register (as set out in the Maritime Future: Solent Waterfront Sites Final Report), updated with relevant information from the commercial property market.
- 6.75** It developed a vision for the area to guide new investments and development opportunities. The aim of the document was to attract new investment to provide the opportunities, facilities and attractions that both local people and visitors could enjoy. Investment would enable the growth of local businesses and the attraction of new businesses.
- 6.76** The strategy also identified five zones associated with the Medina Estuary and went on to describe the zones and highlight their key opportunities. The updated work (2013 employment sites with waterfront access) carried out by the council verifies the zones identified in this strategy as still being relevant and applicable. Thus where a development proposal is made that is compatible with the zones identified in the Cowes waterfront strategy, they will be supported in principle.
- 6.77** The Medina Valley has a number of interests that will need careful consideration by development proposals, where relevant, including potential impacts upon sites designated for nature conservation and the Harbour Authorities and the Marine Maritime Organisation where the physical scope of any proposal crosses into their jurisdiction.

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

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

Future Proofing Digital Infrastructure

SGOE 6

Future Proofing Digital Infrastructure

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

The council will expect development proposals to:

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

- 6.78** The council wishes to see speeds of up to 1GB available across the Island, which is significantly higher than the basic standard of 30 Mbps being sought by the government. The council recognises the benefits of having the best possible digital infrastructure in place. It can positively impact on peoples' live/ work behaviours; create the right conditions to facilitate growth and make public services more accessible to more people.
- 6.79** By ensuring that the best possible infrastructure is in place people and businesses will have choices around technologies and providers. It can also open a wide range of possibilities including education provision, health care, energy management, digital entrepreneurialship and a positive impact of the retention and attraction of certain age groups on the Island.
- 6.80** It is recognised that not all areas currently benefit from the infrastructure to support speeds of up to 1GB. However a current lack of infrastructure should not prevent the installation of technologies, either as part of the provider's infrastructure roll-out, or from the terminal chamber to the access point on the host property. To achieve the best possible speeds the council will expect the installation of full fibre networks, rather than copper-based networks.
- 6.81** The policy requirements will be applied to all development proposals for residential, employment and retail uses. It is also recognised that due to the potential impacts on the historic fabric of providing appropriate access points etc, proposals relating to listed buildings may need to be considered on their merits.
- 6.82** Consideration must be given to the likely timing of infrastructure provision. As such, development may need to be phased either spatially or in time to ensure the provision of infrastructure in a timely manner. Conditions or a planning obligation may be used to secure this phasing arrangement.
- 6.83** The council will monitor the number of permissions granted where digital infrastructure provision will be required. It is expected that the providers monitor digital infrastructure coverage and speeds and the council may request this information, if required, when considering the effectiveness of this policy.

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

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

Supporting and Improving Our Town Centres

SGOE 7

Supporting and Improving Our Town Centres

The council will support proposals that contribute to the diversity, choice, vitality and viability of town centres. Proposals for new retail development will be expected to be located within Town Centre Boundaries (as shown on the Policies Map).

For Newport Town Centre, new retail development should firstly be located in the Primary Shopping Area (as shown on the Policies Map), before Town Centre, edge-of-centre and then out-of-centre sites are considered. Any proposal for retail development which falls outside of the identified Primary Shopping Area or town centre boundaries will be assessed on a sequential basis as outlined in national policy.

Applications for retail development resulting in new retail floor space, or changes of use and variations of condition to remove or amend restriction on how units operate in practice, outside of the Town Centre Boundaries must be submitted with a retail impact assessment based on the following local floorspace thresholds:

1. 750m² gross for Newport;
2. 500m² gross for Ryde and Cowes; and
3. 350m² gross for Sandown, Shanklin, Ventnor, Freshwater and East Cowes.

Applications for out of town retail and commercial developments shall contribute to enhancing links to the existing centres and improving the quality of the public realm within them, to encourage linked trips and ensure that trade is not diverted from these areas.

Applications which result in the loss of A class uses on the ground floor within the Primary Shopping Area of Newport and the Town Centre Boundaries will be refused, unless it can be demonstrated that the viability and vitality of the centre will not be adversely affected.

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

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

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

6.84 Town centres are recognised as being at the heart of communities, and the council wants to

6 Supporting and Growing Our Economy

promote new retail development in the right locations that do not prejudice the vitality and viability of town centres.

- 6.85** In line with the NPPF, development should be located within the town centre boundaries, before edge of centre and out of centres site are considered.
- 6.86** An edge of centre site is considered to be one which is well connected and up to 300 metres of the primary shopping area and town centre boundaries. An out of centre site is considered to be one which is not in or on the edge of a centre, but not necessarily outside the urban area.
- 6.87** If proposals are submitted for out of centre retail developments the council will expect to receive supporting information that demonstrates how they will encourage and facilitate linked trips to the nearest town centre, and potentially provide a contribution towards public realm enhancements in the town.
- 6.88** The council has defined a network and hierarchy of centres across the Island, and the main retail town centres of the Island are considered to be:

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

Table 6.2 Main retail town centres of the Island

- 6.89** These centres play differing roles in the Island retail market and the council wish to build on the existing individuality of centres and extend the 'dwell time' and spend of visitors/ residents visiting the town and in turn the vitality and viability of the centre. With this in mind it is noted that of the 'main town centres' Newport contains a higher number of national retailers of general goods/ clothes and bulky goods, while Cowes, although containing national retailers is more focused around sailing, specialist retail and leisure. Ryde contains more independent retailers and Sandown, Shanklin and Ventnor reflect the tourism market.
- 6.90** By acknowledging the differences between the centres, as outline above, they do not compete with each other and can therefore be successful in their own offer. It is therefore important to understand the strengths of a centre to ensure that development complements and enhances its specific role in the community it serves. The Retail Study includes town centre health checks, which should be given due considered when looking at development within them.
- 6.91** There is very limited demand for national retail operators seeking a further presence in Newport and Ryde, the policy therefore seeks to encourage smaller scale retailers back into the town centre, providing wider customer choice.
- 6.92** Evidence indicates that there is a reasonable level of demand for retailers in Cowes. Based on published national retailers requirement data, it appears to currently be the most attractive town centre for new retailers to locate on the Island.
- 6.93** The council are not currently proposing to allocate land for the purpose of retail but would support applications which demonstrate that they are sequentially preferable and would allow for the

expansion of the retail offer, without impacting on the town centre(s). Consideration will be given to changes of use in existing centres to provide greater diversity and extend the economic activity.

- 6.94** To enhance the town centre offer the council will support applications for schemes that would enhance the appearance of existing buildings within the centre, with consideration being given to an increase in soft landscaping and a removal of large areas of ground level car parking.
- 6.95** The council will welcome bold proposals, such as the demolition and regeneration of sites such as the multi-storey car park on South Street, Newport, which would allow for a more legible pedestrian flow and public realm enhancements.
- 6.96** Applications for main town centre uses will need to be supported by a sequential assessment (in line with national policy) and impact assessments (in line with the thresholds outline above) if outside of Town Centre Boundaries and the Primary Shopping Area.
- 6.97** If an application would result in a negative/ adverse impact on the viability or vitality of a town centre it will be refused.
- 6.98** In considering whether something would have an adverse impact consideration should be given to the Town Centre Health Checks and the trading information contained within the Retail Study.

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

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

Supporting the Evening Economy

SGOE 8

Supporting the Evening Economy

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

- 6.99** The council wishes to improve the evening offer in the town centres across the Island. This will support their ongoing vitality and viability, by diversifying the offer and encouraging people to visit town centres at different times of day and for different reasons.
- 6.100** The council has sought to improve the viability and vitality of smaller centres by removing 'retail only frontages' to allow for a mix of uses in town centres, extending the potential activities times and improving vitality.
- 6.101** Together with this change the council will support schemes which seek to increase the footfall into the centres in the evenings (between 17:00 and 20:00), which is noted to be a time of the day which has seen an increase in footfall within town centres nationally, thought to be due to an increase in eating out⁽⁶⁾.

6 [www.spring-board.info](https://www.spring-board.info/updates/article/Retailer-Trading-Hours-Blog) (https://www.spring-board.info/updates/article/Retailer-Trading-Hours-Blog)

6 Supporting and Growing Our Economy

- 6.102** It is recognised that the benefits of a functioning evening economy can only be realised when the management of it is coherent across a number of consenting regimes. Critical to the success of this approach will be to ensure that the evening offer is one where people safe, welcomed and measures to minimise and manage antisocial behaviours have been implemented. The quality of the public realm will also play a fundamental role in achieving this.

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

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

Supporting High Quality Tourism

SGOE 9

Supporting High Quality Tourism

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

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

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

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

- 6.103** The council wishes to see the Island be a leading UK visitor destination, and to achieve this it will be important to have the right planning policies in place to support achieving this. By doing so the Island will benefit from improved economic prosperity by increasing the proportion of high end/ high value visitors to the Island over the whole year. This will require an increase in the overall quality of the tourism offer in terms of accommodation, eating out opportunities, events, attractions and related leisure activities.
- 6.104** The Island caters for a wide range of different visitor markets and therefore it is important that a diverse range of types and quality of accommodation, attractions and facilities can be provided to satisfy the range of market demands and maintain its place as a popular UK visitor destination.
- 6.105** Within the Core Tourist Accommodation Areas the council will resist the loss of tourist accommodation as the areas are in prime locations. By clearly setting out this approach the council is seeking to prevent the speculative purchasing of tourist accommodation stock and attempts to redevelop for residential purposes.

- 6.106** The tourism sector has evolved in recent years. Customer's expectations for accommodation have increased and there has been a change towards more flexible tourism accommodation products such as 'air bnb.' It is therefore accepted that the retention of traditional tourist accommodation and destinations, however desirable, is not always possible. The Island does comprise examples of poor quality hotel stock and other forms of accommodation and these products can harm the tourism economy through deterring repeat visits and degrading the appearance of the Island. Poorly located tourism accommodation is unlikely to be able to generate suitable levels of demand to maintain a sustainable business.

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

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

The Bay Tourism Opportunity Area

SGOE 10

Tourism Opportunity Area

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

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

- 6.107** The Culver Parade area is already a focal point for large scale visitor attractions, such as Isle of Wight Zoo, Dinosaur Isle and Browns Family Golf. The area represents the only seafront location within Sandown that can accommodate tourism development that has the ability to contribute significantly to the Bay's regeneration. It is considered that there is significant potential to enhance and extend the existing tourism offer in the area of land between Fort Street and land at the Isle of Wight Zoo.
- 6.108** The council does not intend to be prescriptive over the kind of development that could improve the tourism offer. Specific proposals could come forward individually, or as part of a wider scheme. They could exclusively relate to tourism accommodation and/or destinations, and could include enabling development where this can be appropriately justified.
- 6.109** Development proposals to improve the tourism offer do not necessarily need to be large-scale built development. It could be in the form of a series of small-scale interventions and activities, and the refurbishment of existing buildings and attractions. The type of uses envisaged would be largely open in character with minimal built development and would complement and enhance the character of the site and surrounding area, but creating new reasons to visit Sandown. Opportunities to improve and highlight connectivity between the town centre and the Tourism Opportunity Area will be supported.
- 6.110** Whilst the council and its partner organisations can play a crucial role in creating the right environment for proposals to come forward, it is for the market to determine what will improve the tourism offer and whether it will be viable. Because of this the council will not be prescriptive over what uses should come forward within the Tourism Opportunity Area. However, it expects

6 Supporting and Growing Our Economy

to see uses that improve and enhance existing tourism facilities and widen their range to include activities such as (but not limited to) those that relate to outdoor recreation/attractions, education, heritage, nature conservation and use of the lake. This could include low-impact holiday accommodation and proposals that create a year-round operation/ destination, subject to appropriate flood risk assessments.

6.111 It is considered that the Culver Parade area could support the wider tourism-led regeneration of the Sandown area by generating reasons to visit Sandown and increasing footfall along the seafront. This would benefit existing visitors and would provide business for hotels, restaurants and existing attractions.

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

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

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

Ryde Tourism Opportunity Zones

SGOE 11

Ryde Tourism Opportunity Zones

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

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

6.113 The council does not intend to be prescriptive over the kind of development that could improve the opportunity zones. Specific proposals could come forward individually, or as part of a wider scheme. However, in order to guide any development proposals the general aspirations for each of the zones are set out below. The different zones identified in the policy are shown on the draft Policies Map. Whilst the term development is used, it is not necessarily expected that this will be

in the form of large scale buildings but it could be small-scale improvements that are standalone and self (or community) funded projects.

- 6.114** Ryde Old Town (area RT1(1)) is an area where there are improvements made to the shopping and visitor experience. Improvements could be made in a range of different ways, but are likely to involve enhancing the existing heritage assets of the town and the existing public realm. It is also likely that the introduction of new public realm would contribute to meeting local aspirations. It is not necessarily expected the proposals and schemes would need to be grandiose or extensive in nature, and could focus on discreet areas or serve to link separate sections of the area.
- 6.115** RT1(2) is the Town Square, where there is the aspiration for it to become an increasingly important focal point for the community. Improvements here could be, or be linked to, improvements in facilities that would benefit residents and visitors. It is considered that the area would also benefit from co-ordinated improvements in the public realm, where a clear and distinctive palate of materials could be used drawing on the town's heritage. A link from this area to Eastern Gardens and the Esplanade beyond, the Pier and Union Street is also an aspiration.
- 6.116** The Town Beach (RT1(3) on the Policies Map) is an area where the community-led aspiration is for it to be restored to its former use and glory. By doing so it is expected that the beach would provide a 'short-visit' facility where visitors benefit from being in close proximity to improved links to the town's retail offer.
- 6.117** RT1(4) is known as the Waterfront, which broadly includes the current harbour area along with car parking and the ice rink. The aspiration for the area is to see it develop a mix of tourism, leisure and retail offers. Key to the success of such an area will be the maximisation of its visual outlook, both to and from the area.
- 6.118** Within the Gardens area (RT1(5)) there is the aspiration to create a vibrant and attractive environment that, through a green corridor, links the Western and Eastern Gardens and beyond, the town to the beach. It is envisaged that achieving this will offer a higher end visitor experience.
- 6.119** The beach area, which is split into several zones, is a significant asset to the town that could be utilised even more to the benefit of the town. It is the aspirate that each zone of the beach could be dedicated to specific uses or users covering a Family Beach (RT1(6)), a BBQ Zone (RT1(7)), a Sports Beach (RT1(8)) and a Leisure Beach (RT1(9)). It is not anticipated that all improvements that could contribute to achieving this aspiration will need planning permission, and as already outlined that not all proposals will be 'big' schemes requiring significant levels of development.
- 6.120** The final area is identified as Ecology (RT1(10)), which reflects Ryde Sand's international designations and importance for overwintering birds. A key aspiration in this area is to manage the interface between humans and wildlife and to ensure that recreational impacts are avoided, and where required mitigated. Part of the approach will be raising the awareness of the significance of the area and the important role it plays.

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

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

7 A Better Connected Island

- 7.1 As an Island we have a greater choice over our future plans and our transport policy should therefore have a direct and positive influence on the lives of people who both live and work on the Island, and those who visit here. 'A Better Connected Island' policy provides the strategic over, and identifies the strategic locations for improvements to the Island's transport network. To support travel choice and provide alternate means of travel to the private car, a policy 'Supporting Sustainable Transport' is included. The importance of 'Cross-Solent Transport' is recognised, along with the need for 'Supporting Our Railway Network'. Ensuring the right infrastructure for electric vehicles is set out in 'Electric Vehicle Charging Points', and the council's approach towards 'Parking Provision in New Development' is also established in policy.

A Better Connected Island

BCI 1

A Better Connected Island

The council will support proposals that increase travel choice, provide alternative means of travel to the car and help reduce the impact on air quality and climate change. It will work with partners, agencies and developers to ensure that the transport network on the Island supports the level of growth planned for and is sufficiently robust.

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

- Provision of a new shared path route between Newport and the West Wight
- Completion of the shared path between Newport and East Cowes
- Improvements to the shared path route between Newport and Sandown
- Provision of new sections of shared path between Newport and Ryde
- Provision of a Park and Ride Scheme on Fairlee Road, Newport
- Key road junctions in Newport, Ryde and The Bay (as set out in Table 7.1)

Contributions towards junctions set out in Table 7.2 may be sought.

Proposals that prejudice the implementation of these schemes will not be permitted.

The feasibility of a road bridge across the River Medina will be investigated, to understand whether it would contribute to a package of measures to alleviate traffic on Coppins Bridge.

The council recognises the risk of the future loss or truncation of the Military Road. It will work with partners and landowners to understand the impacts of such an event on the surrounding transport network, settlements and area, and by doing so establish the principles of a preferred approach to be set out in the Local Transport Plan.

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

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

- 7.2** The council is charged with promoting sustainable transport and it is recognised that high quality connections by road, rail, bus, walking and cycling are all vital to the Island's future economic prosperity and social inclusiveness. These connections provide access to education, employment, business, retail and leisure opportunities.
- 7.3** Through its strategic approach set out in Planning for Sustainable Development and Growth, the council is steering development towards locations that are or can be made sustainable. Furthermore, by widening the transport choices available and promoting alternatives to the private motor car, the council can actively and positively influence people's travel behaviours.
- 7.4** The council wishes to see the expansion of the shared path network on the Island, which generally utilises the former railway network. Key schemes are identified in the policy, and development proposals that meet the tests in relation to developer contributions will be expected to provide a financial contribution to the introduction, improvement and completion of these shared path routes as appropriate. These schemes have been costed and are included in the council's infrastructure delivery work.
- 7.5** A planned intervention to have a positive impact on the transport network and air quality is the provision of a park and ride scheme on Fairlee Road, Newport. This is expected to come forward as part of a large-scale allocation to the north-east of Newport. The exact location and number of spaces will be determined in partnership with the developer and the relevant public transport service providers through the detailed planning application process.
- 7.6** The council's transport evidence base identifies a number of interventions to the existing road network that support the delivery of the development planned for in the Island Planning Strategy. These interventions have been identified to mitigate the impact of new development and associated levels of traffic and, wherever possible, bring forward improvements to the existing network.
- 7.7** The council has secured grant investment from the government towards improving infrastructure in Newport, and by making such improvements unlocking development potential. This, along with other sources of investment secured by the council, has been put towards delivering the improvements identified within and around Newport. By taking such action the council is proactively delivering up-front improvements to the strategic infrastructure network, and by doing so reduce the costs to the developers and facilitating them delivering the homes and development we need in a timely fashion.
- 7.8** The council will continue to seek funding opportunities to support the upfront delivery of infrastructure for other locations. Where funding has not been secured for the key schemes identified in the policy, and development proposals that meet the tests in relation to developer contributions will be expected to provide a financial contribution to improving the strategic road network. These schemes have been costed and are included in the council's infrastructure delivery work, and contributions will be taken and spent in line with legislation.
- 7.9** The specific key road junctions in Newport, Ryde and the Bay are set out in the following table. More information can be found in the background 'explainer' document.

Area	Specific location
Newport	St Mary's Roundabout
	Coppins Bridge Gyrotory
	Hunnyhill/ Hunnycross Way
	St Georges Way
	Fairlee Road

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

Table 7.1 Key road junctions identified for improvement

- 7.10** These interventions are important to achieving the vision, objectives and requirements of the Island Planning Strategy. As such any development proposals that prejudice the implementation of these schemes will not be permitted. The council will enter into discussions with developers where such situations arise, to understand whether an alternative intervention can be taken that would result in better outcome.
- 7.11** Modelling shows that the package of interventions proposed for Coppins Bridge would have a positive impact, relative to the additional level of traffic likely to be generated by the planned level of growth. However, the council is keen to understand whether a road bridge across the River Medina makes a meaningful difference to traffic impacts in and around Newport. The Island Planning Strategy is not making provision for a bridge, but because of the strategic nature of the issue and potential impacts it is identifying it as a piece of infrastructure worthy of further investigation. Should further evidence demonstrate that there are positive impacts on the surrounding road network and that there would be no significant adverse impacts on European designated sites, then a proposal could be supported by the local planning authority.
- 7.12** There are also a number of further junctions identified in the evidence base, where it is indicated that further modelling and assessment would be beneficial and these are set out in the following table. The council will take this into consideration when determining applications in the vicinity of these junctions.

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

Table 7.2 Further junctions where contributions may be sought

- 7.13 The Military Road runs along the south-west coast of the Island and as well as directly linking the settlements of Freshwater and Niton, it is a popular tourist route. However, the coastline in this area has a history of instability and is constantly changing. Parts of the road have already been stabilised and/ or realigned, and an enquiry into diverting the road inland at Afton Down in the 1980s concluded that permission should not be granted. Because of the history, the ongoing instability issues and the aspirations of the National Trust, who own the majority of the land in this area, it is considered appropriate to investigate this issue once again to be able to provide a clear direction.
- 7.14 The council is committed to work in partnership to identify the short, medium and long term risks to the Military Road including issues and potential benefits from its loss; a feasibility study into the future of the route in the short, medium and long term; alternative routes and a thorough understanding of the social, economic and environmental context. This approach will also engage with local communities. Due to the highways implications of any closures or changes to the route, it is considered that the Local Transport Plan will be the appropriate document to cover these issues.

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

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

Supporting Sustainable Transport

BCI 2

Supporting Sustainable Transport

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

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

- a. Create sustainable routes between urban and rural areas;
- b. retain former railway line routes for future sustainable transport use where relevant;
- c. assist the provision of new cycle routes as part of the national and/or local cycle network, or contribute to the improvement of the existing network; and
- d. provide safer routes to schools.

- 7.15 The policy will help to ensure that there is the widest possible range of sustainable transport choices available to Island residents. In turn this will have positive impacts on health and wellbeing, safety and minimising the number of journeys undertaken in private motor cars.
- 7.16 The Island already has an excellent network of footpaths and bridleways but the council is always keen to explore opportunities which improve this provision. Therefore, proposals that create sustainable routes between urban and rural areas that can be adopted as a public footpath or bridleway will be strongly encouraged and supported.
- 7.17 The Island's network of former railway lines provides an excellent opportunity for multi-user bridleways, and a number of routes have successfully been used for this purpose. Any proposals for land that covers disused former railway lines as a minimum should not prejudice their return to use and will be expected to commit the land to be available for such a use.
- 7.18 The council's approach to development is to locate it in the most sustainable locations. This primarily means within or on the edge of existing settlements. The creation of sustainable routes between urban and rural areas is important, as it will enhance the character of development and enable residents to access the countryside for commuting, recreation and leisure.
- 7.19 Residential development proposals should provide information showing how they relate to schools and how the proposal will make it easier for pupils to walk, scooter and cycle to school safely. Such an approach can also have a positive impact of the health and wellbeing of school age children.

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

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

Cross-Solent Transport

BCI 3**Cross-Solent Transport**

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

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

1. Lead to optimisation and efficient use of the existing terminals, particularly in relation to peak level demand.
2. Lead to, or contribute towards, mitigating the traffic impact of any increase in vehicle movements.

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

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

- 7.20** The importance of the Island's cross-Solent links is recognised, and the policy approach seeks to support the optimal and efficient use of existing cross-Solent passenger and vehicular terminals.
- 7.21** Over the life of the Island Planning Strategy, there may be proposals to improve these facilities that may involve changes to the current configurations. Whilst the terminal operators already have a number of permitted development rights to enable them to address issues without requiring planning permission within their current boundaries, more significant proposals may require permission.
- 7.22** Any proposals that require planning permission will be expected to demonstrate how they optimise the operators current facility and how the proposal will ensure the most efficient use of what are generally confined sites. It should be demonstrated how the proposals have considered alternative approaches to increasing the efficiency that would not necessary have to be land-use related. The council will consider proposals for such development in line with the other policies of the Island Planning Strategy and have regard to environmental health issues that may occur as a result of the proposals.
- 7.23** It is recognised that proposals for new terminals may relate to road or rail as well as ferries, and because of this may be part of wider proposals for a tunnel or a bridge. Regardless of the transport mode any new terminal may support the council will require clear evidence of their environmental and economic benefits to the immediate local area and the wider Island.

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

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

Supporting Our Railway Network

BCI 4

Supporting Our Railway Network

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

1. Maintaining and/or improving the timetabled link between Ryde Pier Head and Shanklin.
2. Improving connections with, and access to and from, existing settlements.
3. Providing a safe, convenient service which is accessible to all users including those with mobility issues.
4. Promoting and encouraging the use of the route.
5. Improving real time transport information for users, locally at stations and via other means.
6. Improving the connections and timetable flexibility by providing an appropriately located passing loop or other improvements.
7. Improve connections with the Isle of Wight Steam Railway and maximise the opportunity to achieve steam-hauled access into Ryde.
8. Retain current and former railway routes for future sustainable transport purposes where this would allow for the future extension of the line or support the development of other related transport improvements.

7.24 The railway line on the Island plays an important role in connecting people and providing an alternative transport option to the private motor car. The council supports the ongoing provision of the continued network, and is keen to understand whether there are realistic opportunities to expand the network.

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

- 7.26 The predominately single line configuration and location of the passing loop at Sandown means that it is only possible to run trains at 20 and 40 minute intervals, with the result that good connections with Wightlink Catamaran at the Pier Head are limited to when the Catamaran runs every 30 minutes. The council will therefore support moves which will see the creation of a passing loop at Brading. This however would allow trains to pass nearer the middle of the line which would allow the operation of “clock face” (30 minute) frequency.
- 7.27 The council recognises the benefits of working closely with the Isle of Wight Steam Railway and, if possible, physically connecting the two lines at Ryde St Johns Station. Such a connection would help support efforts to get steam trains back into Ryde, thereby extending this popular tourist attraction into the town. It is clear however that a considerable amount of work and expense would be required to get steam back to Ryde Esplanade, including lowering the track in the tunnel. A more straight forward and possibly cheaper option would be to modify the track layout and station infrastructure at Ryde St Johns Station; this would negate works to the tunnel and would provide a stop in the town.
- 7.28 It is considered that the opportunity may exist to extend the line beyond the current alignment in the future and the council will resist the loss of current and disused railway land where this could prejudice the best use of or extension to the line.

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Electric Vehicle Charging Points

BCI 5

Electric Vehicle Charging Points

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

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

- 7.29 Electric vehicle ownership and use has increased significantly on the Isle of Wight in recent years, but still only represents a small percentage of the vehicles on the Island's roads. By ensuring that the right infrastructure is in place, the council can help make electric vehicle usage become more widespread and by doing so benefit the environment.
- 7.30 Where proposals are for the installation of charging points and associated infrastructure particular consideration will be given to their impact on the streetscene, especially in conservation areas.

7 A Better Connected Island

Furthermore, their location should not prevent ease of movement for pedestrians or create ‘street clutter’.

- 7.31 The council wishes to see charging infrastructure provided as widely as possible, as it supports the use of electric vehicles. Adequate provision is considered to be at least five per cent of the proposed parking spaces, although this should be seen as an absolute minimum. The council will welcome deliverable proposals that incorporate the highest possible level of provision.
- 7.32 Active spaces are fully wired and connected, ready to use, points at parking spaces and this is the council’s preferred approach. Passive provision requires the necessary underlying infrastructure (e.g. capacity in the connection to the local electricity distribution network and electricity distribution board, as well as cabling to parking spaces) to enable simple installation and activation of a charge point at a future date.
- 7.33 In residential developments, developers should ensure that suitable power supplies are available as near as possible to the parking area, so that any relevant charging equipment can be fitted without requiring large amounts of new wiring.

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

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Parking Provision in New Development

BCI 6

Parking Provision in New Development

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

- 7.34 The council recognises the importance of parking provision in new development, as it can affect design, the amenity of occupiers and users, the amenity of neighbours and the efficient and safe use of the highway. The amount of parking provided can influence people’s transport choices. The council wishes to avoid an over-provision of car parking, which can lead to unattractive, car dominated environments that are unsafe for non-car users particularly the young, the elderly and those with restricted mobility, but recognises that an under-provision of car parking can lead to unsuitable or unsafe on-street parking and is argued, may affect the vitality and viability of some centres.
- 7.35 A balanced approach to parking provision, when used as part of a package of measures, can promote sustainable transport choices and provide attractive and safe environments whilst ensuring that sufficient parking is provided to meet local needs.
- 7.36 The council has adopted a supplementary planning document to set out its expectations in relation to parking provision in new development. The supplementary planning document will be the basis for any negotiations over provision, but gives the council a flexible approach that can be updated more easily.

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8 Creating Sustainable, Strong and Healthy Communities

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

High Quality Design For New Development

CSSHC 1

High Quality Design for New Development

Development proposals will be expected to:

1. Provide an attractive, functional, accessible, legible, safe and adaptable built environment, with the incorporation of soft landscaping to provide a sense of place.
2. Optimise the potential of the site but have regards to existing constraints, such as adjacent buildings, topography, views, water courses, hedgerows, trees, wildlife corridors or other features which significantly contribute to the character of the area.
3. Respect the character of the area, particularly in Conservation Areas and the AONB.
4. Incorporate appropriate amenity/ living space relative to the nature of accommodation being proposed.
5. Protect the living conditions of existing and resultant residents, by ensuring appropriate outlook and natural light is maintained/ provided. Basement accommodation where limited natural light or outlook would be available to habitable rooms will not be supported.
6. Respect the diverse character and appearance of an area through their layout and design, especially in larger scale housing developments.
7. Incorporate areas of green infrastructure within housing developments to encourage healthy and active lifestyles.
8. Preserve the integrity of traditional shop front or building detailing.
9. Ensure advertisement respect the amenity of the area, with appropriate levels of illumination to avoid unacceptable levels of light pollution, especially in conservation areas.

- 8.4 There is a requirement for the local planning authority to support sustainable development. Good

design is considered to be a key element to achieving this. Many of the towns and villages on the island have an existing strong sense of place and it is important that any new development within these respects this, working with the existing character and constraints to enhance the identity of the communities living, working and visiting, for the lifetime of the development.

- 8.5** The council wishes to move away from larger scale housing development that comprise buildings which have a generic external appearance, poor layouts and road networks that do not respect the varied and organic characteristics of towns and villages across the Island.
- 8.6** In areas where available, community-led landscape character assessments and characterisation studies should be used.
- 8.7** The council will refuse applications for poor design that fail to take the opportunities available for improving the character and quality of an area.
- 8.8** In line with national policy the council will support proposals with outstanding or innovative designs which promote high quality sustainability, so long as they fit in with the overall form and layout of their surroundings. It is also considered essential that environments are created that are accessible and legible to all generations.
- 8.9** The council have not set out specific space standards for residential development in respect of room sizes and amenity space, as it is considered that this should relate to and respect the character of the area in which the development is located and the nature of the proposals. For example; housing with three bedrooms or above would be considered suitable for families and should therefore have provision for usable outdoor space for amenity and such things as clothes drying. Dwellings with a lesser number of bedrooms may not require the same amount of 'garden' space.
- 8.10** It is considered that open space plays a vital role due to its importance to health and wellbeing. Development should therefore provide open space to maximise opportunities for physical activity, visual amenity and biodiversity enhancements. The council will encourage nature conservation and biodiversity enhancements. The Town and Country Planning Association and The Wildlife Trust's *Planning for a Healthy Environment - Good Practice Guidance for Green Infrastructure and Biodiversity (2012)* has a wide range of best practice design options for biodiversity.
- 8.11** A habitable room for the purpose of applying this policy is defined as a room used or intended to be used for living, sleeping, cooking or eating purposes, excluding bathrooms, circulation spaces etc.
- 8.12** Schemes should consider the features which are prevalent in the area, whether this be window proportions, detailing, materials or scale or in the case of a householder application; the existing property itself and demonstrate how the design of the proposed scheme has taken these into account.
- 8.13** Buildings should be designed to be adaptable to the needs for future users or residents, to ensure that the most viable use could be sought for the building with changes circumstances and occupants can stay in their homes longer, as mobility needs change and allowing for 'right sizing'. Consideration should be given to documents such as Building for Life⁽⁷⁾.
- 8.14** Hard and soft landscaping is critical to the high quality design of any development. Landscape design needs to be an integral part of design development from the outset. Landscaping should also be used, where possible to provide biodiversity enhancements to an area providing a dual function. Applications should clearly outline how these areas will be maintained to ensure that they provide the same level of amenity in perpetuity.
- 8.15** A number of the town centres across the Island contain a number of listed buildings or are within conservation areas. In acknowledgement of this the council wish to preserve the character of

7 Birkbeck D and Kruczkowski S (2015) *Building for life 12: The sign of a good place to live*

these areas and historic shop fronts. It is therefore essential that the size, design and illumination of advertisements respect the form of the shop fronts, the general character of the building and wider street scene. Light spillage can be a significant problem, changing the character of our town centres if multiple shops have highly illuminated advertisements. It is therefore considered necessary for this to be appropriately controlled to ensure the character of areas are protected.

- 8.16** Any external lighting of advertisements should be down lighting and of a warm white light, to reduce light pollution and protect the visual amenity of town centres and street scenes. Within Conservation Areas the preference will be for projecting signs to be hung from traditional wrought iron brackets as opposed to projecting straight out from the fascia.
- 8.17** Early engagement through pre-application discussions is encouraged in order to positively respond to constraints and opportunities sites present. Applications will need to demonstrate that the submission has taken into consideration the local vernacular, include key design features, materials and proportions, where they are important to the character of the area and its sense of place.
- 8.18** Design and Access Statements are only required for certain types of development. However, they can be a useful tool to assist in explaining the design development of a scheme and how it has responded to the local context.

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- All young people will have the best start in life so that they can fill their potential
- The community feels safe and the Island is resilient

Improving Our Public Realm

CSSHC 2

Improving Our Public Realm

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

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

- 8.19** Good quality design of the public realm and the provision of green infrastructure is an essential component to the environmental aspect of sustainable development and ensuring healthy and safe communities.

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

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- Businesses have the confidence to invest
- The community feels safe and the Island is resilient
- People take responsibility for their own health and wellbeing

Improving Our Health and Wellbeing

CSSHC 3

Improving Our Health and Wellbeing

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

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

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

8 Creating Sustainable, Strong and Healthy Communities

- 8.22** The Isle of Wight's Health and Wellbeing Board has produced a strategy that takes a life course approach of 'start well, live well, age well'. Its vision for health and wellbeing is for an Island where "People live healthy and independent lives, supported by thriving and connected communities with timely and easy access to high-quality and integrated public services when they need them". The Island Planning Strategy can contribute to achieving this through land use policies.
- 8.23** The provision of open space, sports and recreation facilities in new development should be based on the most up to date standards provided by the council. Alternative provision would be considered when sufficient information is provided by the applicant.
- 8.24** The built environment can reduce issues associated with ageing and mobility by enabling social interaction and connecting people with places and other people. The provision of accessible open spaces and walkable neighbourhoods can also encourage and facilitate increased physical activity amongst the elderly. It is crucial that these spaces and routes are safe and well-maintained.
- 8.25** Safe, legible, age and mobility friendly environments should ensure that issues such as, but not limited to, the following are addressed:
- Public footpaths are well-lit and evenly surfaced
 - The transition between changing ground levels are gradual
 - The provision of railings where steps are unavoidable
 - Accessible public transport links, such as bus stops within walking distance from people's homes, are also crucial in maintaining independence
 - The ability to rest between key places (for example between a bus stop and a library), although this doesn't necessarily need to be through 'traditional' public benches
- 8.26** Health Impact Assessment (HIA) ensures that the effects of development on both health and health inequalities are considered and addressed during the planning process. Land use planning and development can shape a wide range of social, environmental and economic factors that have an impact on human health and wellbeing. Ensuring these issues are considered at the planning and design stage can improve both the physical and mental health of the population and contribute to reducing health inequalities.
- 8.27** The HIA could be submitted to the council as a stand-alone assessment or as a part of part an existing supporting document such as an Equality Impact Assessment or Design and Access Statement. The exact format is not prescribed, providing that it considers the appropriate issues, although a template HIA will be available on the council's website.

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

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

Health Hub at St Mary's Hospital

CSSHC 4

Health Hub at St Mary's Hospital

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

1. The alignment of the estate with the future clinical strategy.
2. Health-care and care-related employment.
3. A step-down (or sub-acute) facility, if required.
4. Extra care village incorporating dementia care, assisted living complex, independent living lodges.
5. A justified level of residential development that includes key worker, affordable and open market housing.

The council will work with the relevant partners to develop a masterplan for this part of the hospital estate and surrounding land under the council's ownership.

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

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

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

Facilitating Independent Living

CSSHC 5

Facilitating Independent Living

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

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

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

- 8.33** The Island has an ageing population and a high percentage of people with mobility problems, which in turn is placing increased demands on services. Through its policies the council wants to ensure that future development contributes to creating environments that are accessible to all generations (and associated health issues) and by doing so improve residents' health and wellbeing.
- 8.34** The council aims to help people to maintain and improve their wellbeing and to live as independently as possible. We recognise that Independent Island Living, which is the name given to extra care housing by the council, provides an important alternative for those who rely on care and support and would otherwise be placed in residential care if suitable accommodation were not available.
- 8.35** There are many ways of providing adaptable buildings, and the council does not wish to be prescriptive or stifle innovation on how to . However, the council recognises the benefits of meeting the Lifetime Homes Standards and expects developments to ensure that design maximises utility, independence and quality of life, whilst not compromising other design issues such as aesthetics or cost effectiveness.
- 8.36** Inclusive design should aim to give the widest range of people, including those with physical and/ or sensory impairments, older people and children, convenient and independent access into and around the built environment (externally and internally) and also equal access to services.

Particular attention should be given to circulation within the home and external routes to transport infrastructure. Pathways, hallways, stairways and access to floors above, doorways and spaces to approach and reach essential facilities and controls in the home should be taken into consideration.

- 8.37** Providing adaptable buildings has many benefits, not just for the occupants but also for the council and other service providers. Being adaptable means that a building can be simply adapted to meet people's changing needs over time or to suit the needs of different users. Any subsequent adaptations should be more cost-effective because the original design accommodates their future provision from the outset.
- 8.38** Non-apparent integral design features should be integrated ready to assist adaptation. For example, a building could be designed to allow a member of the household, or a visitor, to live, sleep and bath solely on the entrance level for a short period, or to benefit from step-free access to upper floor facilities. Where a household that has a family member with a temporary or permanent disability or a progressive condition that is making movement around the home or between floors difficult this could make a real difference.

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

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

Providing Annexe Accommodation

CSSHC 6

Providing Annexe Accommodation

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

1. The footprint and scale of the annexe would be subservient to the main dwelling.
2. The annexe would be occupied by dependent relatives of the occupants of the main dwelling, or their carer.
3. At all times, the annexe would be retained within the same ownership as the main dwelling and would not result in the sub-division of the curtilage of the main dwelling.

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

- 8.39** Providing a residential annexe to an existing dwelling can help families to provide the

independence and support that relatives need. Annexes can allow a more flexible way of living while reducing the need for further dwellings or external healthcare. Annexed accommodation can also result in increasing the supply of existing housing, by freeing up properties.

- 8.40** To allow genuine support to be provided, or a suitable level of independence being achieved, it is preferable if a proposed annex is connected to the main dwelling with the ability to be absorbed in to the dwelling if necessary in the future. Thus, annex accommodation and the related main dwelling should be, or have the potential to be connected by an internal link or otherwise have a close relationship with shared facilities and space where possible.
- 8.41** The council will not support annexes that would be unduly large, given the potential to impact on the appearance of the surrounding area and to create an economic burden. This could create pressure to sever an annex and main dwelling and result in a new dwelling with poor means of access, a lack of suitable amenity space and a poor relationship with the main dwelling. Therefore, annexes should be subservient to the main dwelling.

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

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

Delivering Locality Hubs

CSSHC 7

Delivering Locality Hubs

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

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

- 8.42** The council wishes to see the delivery of integrated locality hubs. A locality hub brings together health and wellbeing services in fit-for-purpose buildings, bringing services closer to local communities. They significantly improve the patient/ customer experience and maintain a good service provision both in quality (retaining NHS community services) and capacity (increasing the size of the GP practice to accommodate the demand and size of the current patients' list).
- 8.43** While the principle of the locality hubs are supported, the final proposals for these locations will still need to demonstrate compliance with the other relevant policies of the Island Planning Strategy. It is anticipated that providing safe and legible access to both pedestrians and all forms of vehicles will be important to the success of both schemes, and if required information submitted as part of a planning application will need to demonstrate how this is achieved.

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

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

Facilitating a Blue Light Hub

CSSHC 8

Facilitating a Blue Light Hub

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

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

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

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

Renewable Energy and Low Carbon Technologies

CSSHC 9

Supporting Renewable Energy and Low Carbon Technologies

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

To support achieving this the council will support proposals for:

1. Domestic and medium scale, localised provision across the Island.
2. Large-scale, grid-connected renewable energy schemes in appropriate locations where there is appropriate grid capacity and/ or storage.
3. Large-scale heat projects where it can be demonstrated that there is benefit to the Island and/ or help to reduce the carbon emissions from existing housing and commercial buildings.
4. The provision of infrastructure for the connection of projects to electricity and heat networks (including, but not limited to sub-stations and heating mains).
5. Smart grid infrastructure.
6. Energy storage systems, such as battery storage and hydrogen production facilities.
7. Energy centres for the provision of heat and/ or power to local communities.

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

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

- 8.46** This policy provides a framework for appropriate renewable energy and low carbon technologies to facilitate opportunities to achieve the ambition of becoming self-sufficient in renewable electricity production. In short, this means generating enough electricity from renewable sources on the Island to meet our annual electricity consumption.
- 8.47** The policy provides flexibility to meet future energy demands and incorporate new generation systems as advances are made to technologies and new ones are designed. In doing this, the policy provides a strategy for increased energy security and resilience; thereby reducing the need for reinforcement of grid infrastructure, addressing future global energy supply constraints and developing the energy system for future needs. Not only this, it also provides opportunities for inward investment and jobs and for the Island community to benefit from the energy spend by having a more localised energy system.
- 8.48** The policy also seeks to facilitate a continuation in the year on year carbon dioxide emissions reduction that is required nationally. This acknowledges that there has been a decrease and that this is in part due to the switch in the fuel mix for electricity generation from coal and gas to

renewables.

- 8.49** The policy also supports associated infrastructure relating to renewable energy and low carbon technologies and community level schemes. Where schemes require a fuel source, for example, wood fuel and waste, the council expects the source to be from Island resources and able to be provided on a long-term basis. Where this is not possible, evidence will be required to demonstrate why and provide information on where the renewable fuel sources originate.
- 8.50** Proposals intending to use waste as a fuel source will need to comply with other areas of the Island Planning Strategy and also consider the current and relevant adopted waste policy. Proposals should demonstrate how the proposal supports and does not undermine the waste hierarchy.
- 8.51** The council has estimated that the target to be self-sufficient in renewable electricity production across the Island requires an installed capacity in the region of 220-300MW. This is based on the Island's annual consumption of approximately 537 GWh (gigawatt hours) (2016 figures).
- 8.52** Proposals that contribute to the installed capacity target will be supported where they comply with other policies within the Island Planning Strategy. Proposals should include commentary on the environmental and economic benefits of the scheme. This supporting information should be commensurate to the scale of the proposal and could for example include reference to community benefits, local supply chains, job creation, and the sustainability of Island businesses. Supporting information should demonstrate and set out how the energy generated will be distributed to nearby development, the grid or to storage. Applications should also demonstrate the degree to which the proposal will facilitate other projects especially low carbon projects or be part of a whole system approach. For example, a solar farm with battery storage that could feed charging points/heating at a nearby development.
- 8.53** Planning can provide opportunities for, and encourage energy development which will produce waste heat, to be located close to existing or potential users of the heat. Planning can also help provide the new customers for the heat by encouraging development which could make use of the heat.
- 8.54** Where proposals are outside of settlement boundaries consideration will be given to the technology and associated infrastructure on the visual impact and character of the area as well as local amenity. It is important that new renewable energy and low carbon technologies proposals do not result in unacceptable impacts on the area by virtue of the technology or as a result of the infrastructure needing to store energy or to connect to the grid. Furthermore, they must not cause unacceptable harm to the area's nature conservation interests or heritage assets.
- 8.55** Applicants will be expected to undertake appropriate surveys and/ or site investigations as required taking account of site specific characteristics in relation to the technology being applied for. These will be expected to be undertaken in advance of, and submitted with an application. Depending on the technology being applied for, localised air quality impacts and mitigation aspects may need to be considered. Appropriate liaison with council officers and specialists is expected in advance where relevant.
- 8.56** Consideration will be given to any cumulative impacts on the landscape and local amenity in relation to the installation of wind turbines and large scale solar.

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

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

Lowering Carbon and Energy Consumption in New Development

CSSHC 10

Lowering Carbon and Energy Consumption in New Development

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

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

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

- a. Implement the highest possible standards of energy efficiency.
- b. Utilise, where appropriate, decentralised renewable and low-carbon energy supply systems.
- c. Promote the re-use and recycling of materials during construction.
- d. Provide for the storage of refuse and recyclable materials.

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

Proposals for all major development should incorporate renewable energy systems to provide at least 10% of the predicted energy requirements.

Proposals for residential development containing in excess of 250 housing units should incorporate community district heating systems that use low carbon heat sources including waste heat. The council will consider the viability and feasibility of each case on its merits, and will consider evidence demonstrating why such a system should not be provided.

8.57 The Isle of Wight has extensive opportunities to reduce energy and water demand as well as

increasing energy generation from low carbon sources. This policy seeks to facilitate this by adopting a proactive approach to new development. The policy encourages more ambitious projects and facilitates 'place shaping' which, in this context, means a desire to create a low carbon community. The policy will also assist in the Island's ambition of becoming self-sufficient in renewable energy production as well as tackle fuel poverty by reducing future energy costs by promoting a higher standard of building for the end user.

- 8.58** In general travel is a key emitter of carbon dioxide, the main greenhouse gas. The concentration of development in mostly larger settlements or where settlements have a number of facilities or concentration of people helps reduce the need to travel by private vehicle and subsequently helps reduce carbon emissions. This forms a key element in the sustainable development aspect of the Island Planning Strategy which is supported by the provision of improved infrastructure, sustainable transport and employment opportunities in the growth locations.
- 8.59** New development, however, in these and other areas will play an important role in the overall energy demand. New developments that positively contribute to the Island's energy use will mean that less onshore generation development will be required. New development that provides more energy-efficient space, heating and water savings than older properties whilst reusing building materials will result in a reduction of overall carbon emissions.
- 8.60** There are also options to reduce energy dependence through design by incorporating district heating. This is particularly applicable in larger developments, where shared schemes are likely to be viable. For example district heating schemes based on renewable sources such as biomass, heat pumps, hydrogen or waste heat. Proposals for development containing in excess of 250 housing units shall be expected to install community district heating systems that use low carbon heat sources, where feasible and viable. This can be achieved by connecting to existing community heating systems where they exist.
- 8.61** It is acknowledged that building regulations legislation has increasing sustainability targets for both residential and commercial buildings; however, the timelines for these have slipped. Taking this into account, and with the need to reduce carbon reductions, the falling costs of many low carbon technologies, the ambition to become self-sufficient and reduce fuel poverty, it is considered that the requirements are appropriate, viable and feasible.
- 8.62** The council will expect all applications for major development to be accompanied by an energy statement, proportionate to the proposal, to demonstrate the measures taken to meet the policy criteria. This should include a description of the predicted performance of the development, both before the measures are applied and subsequently.
- 8.63** The energy statement can form part of a larger document e.g. design and access statement or environmental statement and should not be overly complex. It could include, for example discussion on the following aspects:
- How the proposal will provide at least 10% of the predicted energy requirements from renewable energy systems or off-site equivalent;
 - energy efficiency by siting, design, layout and buildings' orientation to maximise sunlight and daylight, avoidance of overshadowing, passive ventilation;
 - grouped building forms in order to minimise external wall surface extent and exposure;
 - landscape or planting design to optimise screening and individual building's thermal performance;
 - renewable energy production e.g. external solar collectors, wind turbines or photovoltaic devices;
 - sustainable urban drainage systems, including rainwater and waste water collection and

8 Creating Sustainable, Strong and Healthy Communities

recycling;

- significant use of building materials that are renewable or recycled;
- waste reduction and recycling measures; and
- carbon neutrality, either on-site or off-site.

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

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

Table 8.1 how a proposal could set out how it provides at least 10% of the predicted energy requirement

- 8.65** This example shows a site with 10 units, all of which are predicted to have the same annual energy consumption. Rooftop solar PV systems of 2.3 kW will be installed on 8 of the units; PV is considered to be ineffective on the other two units because of, for example, shading or orientation. The total predicted output of the 8 systems is 17,520 kWh per year, which equates to 10.7% of the total predicted site energy use (164,000 kWh) and therefore complies with the policy. Renewable energy systems are defined as those technologies which are specified by the Microgeneration Certification Scheme (MCS).
- 8.66** Where there is difficulty meeting the 10% target on-site, the council will consider proposals for nearby off-site solutions, funded by the developer, which generate an equivalent amount of renewable energy.
- 8.67** There may be times where viability or feasibility may impact the delivery of a proposal and in these instances the energy statement should set these out. It should include what measures have been taken to ensure the standards can be met. Where they cannot be it should set out the aspects where a proposal can comply, and what alternative solutions are proposed to achieve the highest possible standards.
- 8.68** In terms of waste, this aspect deals with systems to reduce waste on the construction site and to encourage waste recycling by the future occupants. Proposals should describe the measures to reduce, reuse or recycle construction waste. Wasted materials on new build sites can be as high as 20%. Much can be done to reduce this, to help the environment and cut costs e.g.:
- minimise amount of excavation
 - waste arising on site is reused or recycled in the construction
 - on-site facilities for sorting and storing waste for reuse elsewhere
 - better handling and storage of new materials
 - not over-ordering materials
- 8.69** The above should not be seen as an alternative to the policy requirement, it is set out to facilitate the application process and the type of areas expected to be covered in the energy statement.
- 8.70** The council is always trying to improve the way in which it treats refuse, consequently sufficient space for storage of refuse and recyclable materials will need to be included in all relevant developments.
- 8.71** BREEAM is a methodology for validating the sustainability performance of commercial buildings. It is a tried and tested system which helps to lower running costs of buildings and there is evidence that it can increase the market value of buildings and attract and retain tenants. As well as improving resource (energy and water) efficiency in buildings, higher BREEAM standards produce healthy workplaces, improving the quality of life of the workforce.
- 8.72** BREEAM certification is based on a set of quality and performance standards. The BREEAM rating reflects the performance achieved by the project, as verified by an independent, third party assessor. Within the framework, developers have considerable flexibility to determine how they will achieve the required performance and can therefore choose which categories to focus on.
- 8.73** Evidence ⁽⁸⁾ suggests that the additional cost of achieving a BREEAM rating at the lower end of the scale is modest. The capital cost uplift of achieving a BREEAM 'Very Good' rating can be as little as 0.25%. Against this should be factored the lifecycle savings from a more sustainable and

8 Delivering Sustainable Buildings: Savings & Payback – J. Prior et al, Currie & Brown / BRE, 2017

resource-efficient building.

- 8.74** Decentralised energy broadly refers to energy generation that is produced at the local level and connected to the distribution network. It can refer to energy from waste plants, combined heat and power, district heating and cooling, as well as geothermal, biomass or solar energy and micro-renewables. Schemes can serve a single building, new development, a whole community or town.
- 8.75** In terms of district heating system requirements these can be deployed at varying scales, from a few hundred metres between homes and flats to several kilometres serving entire communities and industrial areas. A district heating network facilitates the distribution of heat from a diverse supply of sources including waste heat captured from industrial processes and power generating units such as gas-fired CHP, as well as low carbon options such as heat pumps (air and water) and geothermal sources.
- 8.76** It is considered that proposals of a certain scale provide the economies of scale not only to be viable but also to provide carbon savings across the site. Applications of a certain size will be expected to install district heating schemes in line within this policy. If district heating is not proposed, an applicant should provide both viability and feasibility evidence and justification to demonstrate why it has not been included. Details on what other measures are included to reflect the essence of this policy and the council's overarching ambition to become energy autonomous should be included.

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

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

Utility Infrastructure Requirements for New Development

CSSHC 11

Utility Infrastructure Requirements for New Development

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

Proposals for new development will need to demonstrate that there is capacity within the relevant utility infrastructure provision to support the proposed development, or capacity can be delivered in time to serve it.

- 8.77** Detailed proposals for development will need to ensure that through either their location or design, they do not adversely impact on existing utility infrastructure's ability and/or capacity to function.
- 8.78** Whilst this policy is applicable to all utility infrastructure provision (electricity, gas, telecommunications, waste water/water), it is particularly applicable to water and wastewater infrastructure provision.
- 8.79** In specific relation to water and wastewater infrastructure, the council will generally condition planning permission approvals that no development will occur until the applicant can demonstrate,

through capacity calculations from Southern Water, that there is the capacity in the system to accommodate the level of development.

- 8.80** If the applicant would rather secure permission without such a condition, then a range of information within their application is required, such as capacity calculations (from Southern Water), a plan indicating intended connection points, connection routes (from the development to the proposed connection point) and, if necessary, soakaways, attenuation and overland routes of surface water.
- 8.81** Developers are strongly encouraged to work with infrastructure providers and consider opportunities to address infrastructure requirements as part of their proposal. On larger sites, infrastructure may need to be phased as different parts of the site are developed. This will enable the infrastructure needed for the site as a whole to be provided in a coherent and comprehensive manner.

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

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

Maintaining Key Utility Infrastructure

CSSHC 12

Maintaining Key Utility Infrastructure

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

1. Waste Water Treatment Works, off East Yar Road, Sandown
2. Waste Water Treatment Works, Golf Links Road, Sandown
3. Cross-Solent water connection, Gurnard
4. Cross-Solent electricity connection, Thorness Bay
5. Cross-Solent gas connection and regulator station, Gurnard

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

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

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- 8.82 Being an Island has implications for utility provision and management. It is critical that providers have the confidence to invest in improving the facilities, and the policy gives clear support to such an approach. There are also issues relating to reliance on the cross Solent utility pipelines and implications on the Island's resilience when it comes to the provision of utilities.
- 8.83 Sandown waste water treatment works (WWTW) is the largest WWTW facility on the Island and is an essential infrastructure facility for the Bay, which also serves a large percentage of the Island's population. The council is proposing to redraw the settlement boundary in this area, but recognises the importance of the WWTW and does not want to unduly restrict the ability of the utility provider to improve the existing facility, or if necessary to expand it.
- 8.84 Approximately 30% of the Isle of Wight's current water supply is provided by the cross-Solent main, a fresh water pipeline connection between Gurnard and Lepe on the mainland which has capacity for 20 million litres per day.
- 8.85 The Island currently relies upon importing electrical power from the mainland via a series of three high voltage undersea interconnectors, which land at Thorness, and all of which are reported to be operating at maximum capacity. The Island's demand typically varies between a minimum of approximately 40MVA (mega volt amps) and a maximum of approximately 130MVA, which normally results in the Isle of Wight importing electrical power from the mainland.
- 8.86 The high-pressure twin gas pipelines under the Solent connect the mainland in New Forest District and the Isle of Wight at Gurnard, where there is a gas pressure regulation station that distributes gas further through an intermediate and medium pressure network.
- 8.87 There may be the need to undertake development to improve or expand the existing infrastructure to accommodate the level of growth planned on the Island or, where relevant, to take into account stricter environmental standards (which are covered by a separate consenting regime to planning).
- 8.88 To prevent unacceptable risks from pollution the council will ensure that new development is appropriate for its location. The effects (including cumulative effects) of pollution on health, the natural environment or general amenity, and the potential sensitivity of the area or proposed development to adverse effects from pollution, will be taken into account.
- 8.89 By ensuring that provision is made on the Island for storage options for gas, electricity and water we can maintain supplies and be more resilient. Such an approach will also support new technologies and enable renewable energy generated on the Island to be captured and stored. It is recognised that the provision of such facilities are likely to need to be located near their source or to the on-Island connection points for cross-Solent infrastructure.

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

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

Providing Social and Community Infrastructure

CSSHC 13

Providing Social and Community Infrastructure

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

Development proposals will be expected to:

1. Consider the needs and requirements of all people in the community (both immediate and wider) it will serve.
2. Provide opportunities for multi-functional facilities.
3. Ensure that any provision of social and community infrastructure is accessible by cycling and walking and, wherever possible, public transport.
4. Be delivered to agreed timescales to ensure the needs of the community are met in a timely manner.

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

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

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

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

8.91 For the purpose of this policy, the definition of social and community infrastructure includes (but is not limited to):

- Schools and other educational facilities, including libraries and childcare premises
- Health care facilities, including healthcare centres, GP surgeries and dentists
- Local shops

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- Post offices
 - Pubs
 - Places of worship
 - Community buildings including community centres and village halls
 - Indoor and outdoor recreation and sports facilities including playing fields, indoor sports facilities and leisure centres, swimming pools, tennis and netball courts, bowling greens, golf courses/driving ranges, multi-use games areas, grass pitches and water based facilities e.g. canoeing and other outdoor sports space.
 - Youth facilities including indoor and outdoor facilities for children and young people.
- 8.92** Facilities can provide a focus for activities and foster community spirit and, more importantly, can provide essential services to local communities. In respect of this policy, the term community means the wider community and needs to consider areas outside of defined settlement boundaries and across parish boundaries as to the users of such services and facilities.
- 8.93** Developers should take into account identified local needs within Neighbourhood Development Plans or Community led supplementary planning documents where, for example, any deficiencies in services and/or facilities are identified. Developers should also work closely with the community to consider any further needs that have not been identified within Neighbourhood Development Plans or Community led supplementary planning documents.
- 8.94** Planning applications that would result in the loss of social and community infrastructure facilities must show evidence of alternative provision, financial viability, or that the proposed alternative use would provide equal or greater benefits for the local community or economy. Applications should evidence that community engagement has taken place and that the proposal will address any identified deficiency in provision. Developers should also consider the provision of these types of facilities (where sports and leisure facilities are being provided) in conjunction with other relevant policies in this document.
- 8.95** This policy also seeks to support proposals for new essential facilities that would meet identified local needs. The focus for new social and community infrastructure will be within defined settlement boundaries where the majority of the Island's growth will be accommodated over the plan period. Development located outside of defined settlement boundaries will only be accepted where there is evidence that this type of facility is required to be in a rural location due to the type of service or facility, or is required to meet a local need and this would result in a more sustainable and accessible location. Any application for new development outside of, defined settlement boundaries should be supported by evidence of a local need or through its identification in other plans (such as neighbourhood development plans).
- 8.96** In terms of new residential development, the council will expect that, in the first instance, accommodation of social and community infrastructure is on-site where possible. If on-site provision is not achievable, any social and community infrastructure needs generated from new development should be met through the provision of financial contributions. Policy PSDG4 'Developer Contributions' outlines how the council will secure financial contributions from developers that will contribute to the delivery and maintenance of social and community infrastructure.
- 8.97** When proposing new social and community infrastructure, developers should design the facility so that it is capable of being flexible in the way(s) that it is used and to accommodate a variety of community needs e.g. healthcare centre, clubs, societies etc. The types of uses that the proposal will need to accommodate and its location and design will be informed by the developer's engagement with the community.

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

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

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

Community-led Planning

CSSHC 14

Community-led Planning

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

- 8.100** The council recognises that community engagement often benefits from starting with what people and communities are interested in and what their concerns are, not the statutory duties and programmes of public authorities.
- 8.101** There are a number of routes for community-led work to be formalised into planning policy, particularly neighbourhood development plans. The council has also adopted a number of community-led documents as supplementary planning documents. The processes for adopting neighbourhood development plans and supplementary planning documents are regulated, which often puts communities off engaging in community-led planning.
- 8.102** Community-led place plans or masterplans can provide a better understanding of local issues to help shape future service delivery and a more co-ordinated way of working with the resources available. The council, through its regeneration team, has engaged with a number of communities to raise public awareness of the regeneration programme and its aims
- 8.103** The council will work with and/ or support communities undertaking place plans or masterplans. In order to formalise such documents within the planning process the council will need to ensure that community aspirations are in general conformity with the vision and objectives of this plan, and contribute to the delivery of its vision and objectives. This is not to say that the council will

be unnecessarily prescriptive in this process, but it will need to be comfortable with the outcomes.

8.104 Community-led place plans or masterplans could be endorsed through a formal council-led process, such as a supplementary planning document.

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

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

- 9.1** The importance to the Island of its historic and natural environment to the Island cannot be understated. The suite of policies in the High Quality Environment family are designed to recognise this, and to ensure that development proposals deal with environmental issues appropriately. 'Conserving and Enhancing Our Historic Environment' deals with the historic environment, and 'Ecological Assets and Opportunities for Enhancement' provides the strategic policy context relating to ecological assets. This is followed with further, specific policies relating to 'Trees, Woodland and Hedgerows', 'Protecting and Providing Green and Open Spaces' and 'Protecting Our Landscapes and Seascapes'.
- 9.2** The importance of settlement identity is recognised in the policy 'Preserving Settlement Identity', along with significance of the Island's Area of Outstanding Natural Beauty in 'Isle of Wight AONB'. Linked to the Area of Outstanding Natural Beauty and tranquillity is 'Dark Skies'.
- 9.3** The role of water and how it is managed is crucial to the Island. Therefore within the policy family, there are a number of policies targeting the component parts of this issue: 'Managing Our Water Resources', 'Managing Flood Risk in New Development', 'Monkton Mead Catchment Area', 'Managing our Coast', 'Facilitating Relocation from Coastal Change Management Areas', 'Improving Resilience from Coastal Flooding' and 'Managing Ground Instability in New Development'.

Conserving and Enhancing Our Historic Environment

HQE 1

Conserving and Enhancing our Historic Environment

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

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

Substantial harm to, or loss of, a grade II listed building or registered park or gardens will only be permitted in exceptional circumstances.

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

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

- a. the benefits would outweigh the substantial harm or total loss of significance; or all of the following:
- b. the nature of the heritage asset prevents all reasonable uses of the site; and

- c. no viable use of the heritage asset itself can be found in the medium term that will enable its conservation; and
- d. conservation through grant-funding or some form of charitable or public ownership is not possible; and
- e. the harm or loss is outweighed by the benefits of bringing the site back into use.

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

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

- 9.4** The policy is designed to afford an appropriate level of protection to our heritage assets, whilst recognising that there may be some circumstances where the loss may be considered acceptable when balanced against other benefits of a proposal.
- 9.5** The historic environment encompasses all aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora. These surviving physical remains are referred to as heritage assets.
- 9.6** Heritage assets are invariably important in their own right, but also form an important context which should be respected when new development is being considered. Designated heritage assets will be afforded the highest protection in line with the relevant legislation, national policy and guidance. Non-designated heritage assets of archaeological interest, which are demonstrably of equivalent significance to scheduled monuments, should be considered subject to the policies for designated heritage assets.
- 9.7** The Island's historic environment provides a wealth of these distinctive features, that either individually or collectively help to define their surrounding area. It is these characteristics that create such a strong sense of place, which is valued by the council, communities and visitors alike. When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the assets conservation, irrespective of the degree of potential harm to its significance. The more important the asset the greater the weight should be.
- 9.8** The Isle of Wight benefits from:
- 1956 listed building entries, of which 29 are grade I listed, 68 are grade II* listed and 1859 are grade II listed
 - 122 scheduled monuments
 - 9 historic parks and gardens
 - 3 protected wreck sites
 - 36 conservation areas

- 175 locally listed buildings, structures and parks and gardens
- 12,872 non-designated sites on the Historic Environment Record

- 9.9** The location of these can be seen in greater detail on the Policies Map, except for the sites on the Historic Environment Record and the protected wreck sites. Managing change to a heritage asset in a positive way can take many forms, for example securing the longevity of heritage assets that contribute positively to local character and provide places of interest for visitors to the Island, or the suitable re-use of heritage assets to provide tourism accommodation or workspace for employment uses.
- 9.10** In new development, it is important to retain historic reference points which create a sense of local identity and distinctiveness. This includes historic features such as ancient roads, green lanes and byways and settlement patterns. It is important to remember that it is not only the historic buildings and features that are important but also the spaces between and within these assets. Proposals need to take account of these characteristics to ensure that they respect the context within which they sit, be it a historic monument, building, streetscape or landscape. The insensitive development of a heritage asset, or land surrounding it, can have negative consequences, such as loss of local identity and even, in extreme circumstances, the loss of the asset altogether.
- 9.11** In order to assess the impact of a proposal upon the significance of a heritage asset (including its setting) a Heritage Statement may be required. which will need to demonstrate that an assessment of the impact of a proposal upon the significance of a heritage asset has been made.
- 9.12** As a minimum this should include (but is not limited to) the Council's Conservation Area Appraisals, the Local List and the Historic Environment Record and by using appropriate expertise where necessary. Using this approach should result in proposals which emerge from a robust design process that requires an understanding of significance and local context. For designated heritage assets this will also mean the submission of appropriately detailed information to help demonstrate the potential impact upon significance. The level of detail required will depend upon the nature of the asset and the proposal affecting the asset, and will potentially reduce the number of conditions that could otherwise be required.
- 9.13** The council welcomes pre-application discussions with applicants which can help identify opportunities as well as any constraints prior to formal submission of an application. Furthermore the use of national guidance documents like the Government's Planning Practice Guidance and Historic England's 'Good Practice Advice Notes' and 'Historic England Advice Notes' will assist in the assessment and outcome of development proposals.
- 9.14** Heritage values are the framework for assessing an asset's importance on many levels and an understanding of the fabric, values and significance of the place determines what change is harmful, what can be mitigated and what is beneficial. This value approach goes beyond consideration of the level of statutory designation, so the fact that a place does not meet certain criteria for statutory designation does not negate the value that it may hold in its local community.

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

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

Ecological Assets and Opportunities for Enhancement

HQE 2

Ecological Assets and Opportunities for Enhancement

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

Development should be located away from the most sensitive locations in accordance with the following hierarchy of nature conservation designations (as shown on the Policies Map):

- International
- National
- Local

Development proposals will only be permitted if it can be clearly demonstrated that the integrity of European sites will not be adversely affected, other than in exceptional circumstances relating to overriding public interest.

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

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

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

1. Submitting a biodiversity checklist, to demonstrate how biodiversity has been taken into account and any identified subsequent assessment(s);
2. Setting out any avoidance, mitigation or compensatory measures required.
3. Demonstrating how a net gain for biodiversity will be achieved.

Development proposals located within 5.6km of the Solent SPAs and that meets the relevant criteria should provide mitigation through either:

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

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

9.15 The aim of this policy is conserve designated sites and protected species whilst ensuring a net

gain for biodiversity is achieved. There are three elements to this policy; identifying environmental assets, the assessment of impacts on these and the measures to mitigate or compensate for any harm.

- 9.16** All designated sites form some of the Island's environmental assets and are shown individually on the Policies Map. These comprise of SPAs, SACs, Ramsar sites, SSSIs, National Nature Reserves, MCZs, LNRs, SINC's and ancient woodland. Development will be steered away from these locations to ensure the most environmentally sensitive areas are protected.
- 9.17** Any plan or development which is considered to have a likely significant effect upon a European and/or Ramsar site will be subject to a Habitats Regulations Assessment and may require mitigation.
- 9.18** Relevant development (as set out in the Solent Recreation Mitigation Strategy) within 5.6km of the Solent SPAs is considered to contribute towards a cumulative impact on site integrity as a result of increased recreational disturbance. The council has worked with all the other local authorities along the Solent coast, Natural England and other organisations, as part of the Bird Aware Solent to prepare the mitigation strategy ⁽⁹⁾.
- 9.19** A mitigation framework across the Solent, including the Isle of Wight, has been in place since 2014. The mitigation scheme is implemented through Bird Aware Solent and allows development to take place whilst fulfilling its statutory requirement to prevent a significant effect on the SPAs. Therefore mitigation for this type of development is required either through financial contributions towards a strategic approach or through bespoke mitigation agreed with Natural England.
- 9.20** There are a number of habitats and features outside of designated sites that make a significant contribution to local biodiversity. The Isle of Wight Biodiversity Action Plan ⁽¹⁰⁾ is made up of a suite of habitat and species action plans. These include features such as woodlands, lowland meadows, coasts, estuaries and other important local habitats. There are also species action plans for red squirrels and woodland bats. Development is expected to positively contribute to the aims and objectives of these plans.
- 9.21** Completion of the biodiversity checklist will show how biodiversity has been taken into account at the initial stage, and this will indicate which sites require an ecological assessment. An ecology report will provide information on the baseline condition and how a demonstrable net gain for biodiversity is achieved through development. Any impacts should first be avoided, and if not possible mitigated for. Where this can't be achieved compensatory measures will need to be agreed with the council.
- 9.22** Where protected species are identified developments will be expected to conserve and enhance these. Where it can clearly be demonstrated that there is an overriding need for the development that outweighs the significance of the nature conservation feature(s) the planning authority will impose conditions on the planning permission or require a planning obligation to:
- a. facilitate the survival of individual members of the species;
 - b. reduce disturbance to a minimum;
 - c. provide alternative habitats to sustain at least the current levels of population of the species; and
 - d. take opportunities to enhance their habitat.
- 9.23** Where harm that cannot be mitigated has been identified, the application will be refused. The ecological network map can be used to help identify concentrations of good quality habitat as

9 <http://www.birdaware.org/strategy>

10 <http://www.wildonwight.co.uk/haps.php>

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well as those which are isolated at a landscape scale. This can then be used to focus effort and target resources to restore areas and corridors where conservation will make the most difference. This means that off-site compensatory measures can be secured to provide a contribution to the enhancement of the network where appropriate.

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

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

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

Trees, Woodland and Hedgerows

HQE 3

Trees, Woodland and Hedgerows

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

1. Retain trees, woodlands and hedges on site wherever possible, especially where they are of high amenity.
2. Avoid direct and indirect harmful impacts on trees, woodlands and hedges, and where this is not possible mitigation should be provided.
3. Provide an adequate buffer between new development and ancient woodland (where relevant).

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

- 9.25** This policy seeks to protect the landscape character and amenity value afforded by trees, woodlands and hedges on the Island. Trees provide an important green infrastructure function and contribute significantly to the health of the environment and people.

- 9.26** In terms of trees, amenity is considered to be the wider benefits that a treed environment may give to an area. These benefits being the environmental, economic and social aspects a sylvan setting offers. It is not necessary for the public to have access to the trees to benefit from them; the public benefit can also be realised if the trees can be viewed from a public place.

- 9.27** All trees that may be impacted by a development proposal should be considered and any adverse

impacts ruled out. Development proposals should be supported, when necessary, with documentation that identifies the constraints trees might present and how the development will address these through design.

- 9.28** There is no 'one size fits all' with buffer design, each one should be designed to fulfil the specific requirements of its location and the type of proposed development. The council will expect that as a minimum, a buffer of at least 20 metres should be provided between new development and ancient woodland. It is also recognised that a larger buffer may be required for particularly significant engineering operations, or for after-uses that generate significant disturbance.
- 9.29** Where the benefit of development is considered to outweigh the benefit of preserving these features, development will be permitted subject to adequate compensatory provision being made. Where the loss of trees, woodlands and hedges is unavoidable, replacement provision should be of a commensurate value to that which is lost.
- 9.30** The council will expect applicants to follow the best practice detailed in BS 5837 (2012) "Trees in relation to design, demolition and construction", or the most up-to-date equivalent.

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

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

Protecting and Providing Green and Open Spaces

HQE 4

Protecting and Providing Green and Open Spaces

Development proposals are expected to protect and contribute to green and open space in line with the standards set out in the Isle of Wight Open Space, Sport and Recreation Audit, or the council's most up-to-date evidence base. Development proposals will be expected to demonstrate how they:

1. Avoid the loss of identified open space, as shown on the Policies Map.
2. Ensure the deficiencies identified within the council's most up-to-date evidence are being addressed.
3. Make provision for public green and open space through on site or off site provision, where relevant.

Development proposals for residential development that are located within 5.6km of the designated Solent SPAs and would result in a net gain of 75 dwellings are required to provide onsite suitable alternative natural greenspace (SANGs).

- 9.31** This policy recognises that open, green and recreational spaces make an important contribution to improving the health and wellbeing of communities. Parks and accessible greenspace provide opportunities for exercise such as walking and cycling. Community spaces can also be used for cultural engagement by providing a valuable resource for learning about local history and nature. Natural green spaces support the environmental capacity to counter effects of pollution and can

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improve sites for wildlife.

- 9.32** All of these spaces are important and as such the policy ensures that new development takes account of this and provides and/ or contributes to a variety of open, green, natural and recreational spaces where relevant.
- 9.33** The Government has set out policy aims and objectives for the protection and provision of open space and a strategy is required for the Island. The **Isle of Wight Open Space, Sport and Recreation Audit** sets local standards based on assessment of local needs, demographics and audits of existing open spaces. It is the basis for addressing quantitative and qualitative deficiencies.
- 9.34** Publicly accessible open spaces have been identified and mapped. The loss of these sites should be avoided and sites of high usage and quality are afforded maximum protection. Proposals to modify identified spaces (either through loss or type) will need to consider the deficiencies and types in the context of the surrounding area. Additional open spaces will need realistic plans for implementing and resourcing maintenance agreements to provide the required quality. Playing fields should be protected through consultation with Sport England.
- 9.35** Open space typologies include parks and gardens, natural and semi-natural areas, green corridors, amenity green space, provision for children and young people, outdoor sports facilities, allotments, cemeteries and churchyards and civic spaces. The Audit identified that Island has predominantly high quality open spaces that have a high level of accessibility. However there are some slight deficiencies in both the urban and rural areas and very few areas have a surplus of provision, particularly when undertaking a local area needs analysis not taking into account the larger Island-wide provision.
- 9.36** To ensure new development does not put pressure on existing assets the Audit sets out a m² per person requirement for various open space types including parks and gardens, local amenity space, provision for children and young people, outdoor sports facilities and allotments and community gardens. This should be followed for all new development.

Suitable alternative natural greenspace (SANGs) requirements

- 9.37** In partnership with Natural England and others it has been determined that development could have an in-combination likely significant effect on the nearby protected sites from recreational impacts. The impacts are highest from developments within 5.6km of the SPA.
- 9.38** Mitigation for recreational impacts can take the form of access management within the European sites, or provision of alternative recreation locations to draw users away from the European sites. Research⁽¹¹⁾ has shown that alternative natural greenspaces can function as suitable substitutes to reduce visitor pressure on the Solent SPAs.
- 9.39** Contributions to the Bird Aware initiative provide for strategic and collaborative management of protected areas. Contributions are on a per bed basis for any residential development within the 5.6km designated SPA site. Primarily management is on the coast including the provision of rangers, but also includes education and codes of conduct.
- 9.40** Whilst contributions towards the Solent Mitigation are required, the HRA has found that mitigation at a site specific level is also necessary for alleviating pressure on the European protected sites. This should ideally take the form of suitable alternative natural greenspace (SANGs) which provides recreational space. Onsite SANGs, tangible and integrated to the development will mean that residents have access to local provision away from the coast.
- 9.41** It is considered appropriate for developments of 75 dwellings or more to provide an onsite SANGs. This is due to the degree of pressure related to the number of people likely to be living within the development that may result in a likely significant effect on the protected European sites.

11 Alver Valley SANG study (Footprint Ecology, June 2015)

- 9.42** A SANGs needs to serve its intended purpose by providing an alternative accessible area that is:
- Coherent
 - Integrated within the development
 - Links with existing facilities/ public rights of ways
- 9.43** The size of the SANGs will be dependent on the above factors. The council is not prescribing the size of SANGs per person or development preferring to take a site by site basis noting that smaller SANGs can still be appropriate providing they are of good quality and where possible incorporate the above principles.
- 9.44** Where SANGs cannot be provided onsite, an off-site contribution towards the upgrading or maintenance of a nearby existing provision may be acceptable. It should be noted that any mitigation will be above the Bird Aware initiative.

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

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

Local Green Spaces

HQE 5

Local Green Spaces

In line with national policy, the council will consider requests from communities to designate Local Green Spaces. Sites shown as Local Green Space on the Policies Map are designated as such and development should not take place in these locations, other than in very special circumstances.

- 9.45** In line with national policy the council supports communities identifying local green spaces that are demonstrably special to them and holds a particular local significance. By designating such sites new development is ruled out, other than in very special circumstances.
- 9.46** The land designated as local green space must be:
- a. in reasonably close proximity to the community it serves;
 - b. demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and
 - c. local in character and is not an extensive tract of land.
- 9.47** Designating land as local green space should be consistent with the local planning of sustainable development and complement investment in sufficient homes, jobs and other essential services.
- 9.48** The sites identified on the Policies Map as local green space have either already been designated through neighbourhood development plans, or identified to the council through consultation

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responses from the public and representative bodies from other planning and community supplementary planning documents

- 9.49** A local green space designation can be made through the Island Planning Strategy or neighbourhood development plans. The designation gives the same level of protection given in national policy to green belt land and therefore development will only be approved in very special circumstances, which are likely only to be where proposals result in a significant Island-wide economic benefit.

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

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

Protecting Our Landscapes and Seascapes

HQE 6

Protecting Our Seascapes and Landscapes

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

1. Ensure new development avoids both direct and indirect adverse effects upon the integrity of landscapes and seascapes.
2. Protect important vistas and character, from and to the land and sea.
3. Promote the maintenance and enhancement of the links between designated sites, especially through the provision of, and/ or enhancement to, green infrastructure and appropriate local designations.
4. Reflect the aims and objectives of the West Wight and East Wight Landscape Character Assessments, Historic Landscape Characterisation and any further relevant landscape assessment.
5. Positively contribute to meeting the aims and objectives of the Isle of Wight's Local Biodiversity Action Plan and Local Geodiversity Action Plan.
6. Minimise the threats and promote the opportunities arising from climate change on the Island's landscape, seascape, biodiversity and geology.

- 9.50** People value their local landscape and seascape. This landscape and seascape is vital not only for its visual beauty, natural and historic character, but also for its contribution to the local economy including agriculture and tourism as well as its community value in terms of well-being and leisure. The planning process has an important role in ensuring that landscape quality and local

distinctiveness are maintained and enhanced across the Island.

- 9.51** The Island is a coastal authority separated from the mainland by the Solent. It is unique in England as its entire authority boundary is coastline. This has had a profound influence on the Island, physically shaping it and how it is seen, providing a requirement for the consideration of seascape.
- 9.52** Seascape as a concept should be thought of as “the coastal landscape and adjoining areas of open water, including views from land to sea, from sea to land and along the coastline and describes the effect on landscape at the confluence of sea and land. Therefore for the purpose of this policy, seascape is defined as a discrete area within which there is shared inter-visibility between land and sea (a single visual envelope).
- 9.53** Every seascape therefore has three defined components:
- an area of sea (the visible seaward component);
 - a length of coastline (the visible coastline component, normally defined by prominent physical features such as headlands or other promontories); and
 - an area of land (the visible landward component, based on either or a combination of visibility from the above two points).
- 9.54** By contrast, landscape starts at the coastline, and includes all areas inland, even where there are no views or direct experience of the sea. In most situations, the landward component of a seascape will play a significant part in seascapes and it is largely the character of the land and coastline, rather than the sea itself, which defines the basic character of seascapes. Seascape units are defined by using visibility analysis in conjunction with character assessment.
- 9.55** Seascape effects are the changes in the character and quality of the seascape as a result of development. Hence, seascape assessment is concerned with direct and indirect effects upon specific seascape elements and features; more subtle effects on seascape character; and effects upon acknowledged special interests such as designated landscapes, historic setting, wildness or tranquillity.
- 9.56** Frequently the value of a designated site is significantly increased when it is considered as part of a wider green infrastructure. Thus, importance lies in the spatial relationship between these sites, either as ecological stepping stones, or sites connected by a network of green corridors. Therefore, consideration needs to be given to the spaces in between designated sites, where they hold an ecological value, either as a link, or by having interest features of significance themselves (for example brownfield sites often contain unusual or valuable species).
- 9.57** Within the West Wight Landscape Character Assessment, the East Wight Landscape Character Assessment and the Historic Environment Action Plan areas, a range of landscapes and settlement patterns are identified. The council will use these assessments to identify how development is likely to impact on the landscape's character and how this may be avoided or mitigated and how development could bring about improvements to the landscape.
- 9.58** The Isle of Wight's Local Biodiversity Action Plan and Local Geodiversity Action Plan have aims and objectives that are reviewed regularly. Relevant development proposals will be expected to demonstrate how these aims and objectives have been considered where appropriate and how the proposal will make positive contributions towards them.
- 9.59** The natural environment is one of constant change. However, it is now generally recognised that the rate of this change is increasing through the effects of climate change. As we all benefit from the environment, it is recognised as the Island's key asset (both in social and economic terms, as well as environmental) and is the receptor of all our activities, we have a responsibility, as well as a vested interest, in safeguarding this natural asset and allowing natural adjustments to occur.

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

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

Preserving Settlement Identity

HQE 7

Preserving Settlement Identity

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

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

Development in settlement gaps will be permitted where it would not have a significant adverse impact on the physical or perceived separation between settlements, either individually or cumulatively with other existing or proposed development.

9.60 The council wishes to manage development in a way that delivers the growth that meets our requirements, but that also maintains the separate identities of communities by avoiding increasing settlement coalescence to unacceptable levels on the Island.

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

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

- 9.62** This is not an exhaustive list, and the assessment of such impacts will be made in relation to the 'guidelines for maintenance' of the relevant gap, as set out in the Isle of Wight Settlement Coalescence Study.
- 9.63** If it is relevant the council will assess the cumulative impacts in conjunction with existing and proposed development. Whilst an individual impact may be considered acceptable, the cumulative impacts may be significantly adverse and therefore unacceptable.
- 9.64** The assessment undertaken by the council will be proportionate to the proposal, although it should be recognised that the impact is not necessarily directly commensurate to the scale of the proposal.
- 9.65** As the determination of relevant applications will include an assessment of impacts only development where there is no significant adverse impact will be permitted, unless material considerations influence the planning judgement.

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

- The environment and unique island characteristics are celebrated

Isle of Wight AONB

HQE 8

Isle of Wight AONB

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

1. Conserve and enhance the natural beauty and locally distinctive features of the AONB;
2. Reinforce and responds to, rather than detracts from, the distinctive character and special qualities of the AONB;
3. Would not, either individually or cumulatively, undermine the integrity or the predominantly open and undeveloped, special scenic and rural character of the AONB;
4. Would be appropriate to the economic, social and environmental wellbeing of the area or is desirable for the understanding and enjoyment of the area (where this is consistent with the primary purpose of conserving and enhancing natural beauty); and
5. Contribute to the achieving the aims of the Isle of Wight AONB Management Plan.

Should, in exceptional circumstances and for wider planning reasons, planning permission be approved without the above criteria being met, then compensation for remediation and improvement of damaged designated landscapes will be sought.

Where major development that is considered harmful to the Isle of Wight AONB is permitted for wider planning reasons, the council will seek contributions to deliver mitigation and enhancement to the features that form the special character of the Isle of Wight AONB.

9 High Quality Environment

- 9.66** The Wight AONB covers approximately half of the Island (191 square km). AONBs are nationally designated landscapes and afforded the highest status of protection, with great weight given to the need to conserve and enhance landscape and scenic beauty.
- 9.67** The Wight AONB is complex and comprises a range of landscape types, as defined by the West Wight and East Wight Landscape Character Assessments and the AONB Management Plan. The AONB includes undeveloped coastlines, chalk downs and hills, harbours and creeks, areas of woodland, dark sky areas and farmland along with a range of villages and other rural development. The AONB is a finite landscape resource and new developments of all types have the potential to detract from the special qualities of the designation.
- 9.68** The council expects all developments within the AONB to conserve and enhance its landscape and scenic beauty.
- 9.69** Therefore, development proposals should be carefully designed to respond positively to the special qualities of the AONB landscape and the particular characteristics of the locality in which development is proposed. In particular, proposals should demonstrate how developments have been designed to take account of locally distinctive features such as building types, materials and landscape character.
- 9.70** Where development proposals do not meet the requirement to conserve and enhance the AONB, the council will refuse planning permission.
- 9.71** The AONB Partnership has produced the Isle of Wight AONB Management Plan and this sets out their objectives for protecting, conserving and enhancing the special qualities and locally distinctive features of the AONB. The Management Plan is an important resource for all development proposals and should be used to inform their location, design, layout, scale and landscaping.
- 9.72** The council acknowledges that in some situations, development proposals that would fail to conserve and enhance the AONB may be granted planning permission, where there are exceptional circumstances that would outweigh identified harm to the landscape. In such situations the council will seek either on-site or off-site mitigation, which may include contributions towards projects to deliver improvements to the AONB landscape.

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

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

Dark Skies

HQE 9**Dark Skies**

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

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

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

- 9.73** The council wishes to see an International Dark Skies Association designation of a Dark Skies Park on the Island, recognising the high quality of our night-time skies. It is anticipated that such a designation will also be beneficial to wildlife, provide improved amenity and tranquillity and enhance the Island's tourism offer.
- 9.74** To achieve the designation it is important to have a clear planning policy approach in place to managing lighting in new developments. It is recognised that light itself and minor domestic light fittings are not subject to planning controls, however through planning policy good lighting practice will be encouraged and guidance given on how to achieve this. Approaches outside of the planning system will be required to encourage good lighting practice.
- 9.75** It is acknowledged that lighting is part of modern life and can be necessary for safety, security and farming operations, for example.
- 9.76** The requirements of this policy will be applied proportionately to all proposals which require planning permission within the Dark Skies Park designation, as shown on the Policies Map. In order for the council to properly assess the likely impacts of proposals on the dark skies, it will consider the following questions ⁽¹²⁾ to establish whether light pollution is likely to occur:
- Does a new development proposal, or a major change to an existing one, materially alter light levels outside the development and/or have the potential to adversely affect the use or enjoyment of nearby buildings or open spaces?
 - Does an existing lighting installation make the proposed location for a development unsuitable? For example, this might be because:
 - the artificial light has a significant effect on the locality;
 - users of the proposed development (eg a hospital) may be particularly sensitive to light intrusion from the existing light source.
 - Does a proposal have a significant impact on a protected site or species e.g. located on, or adjacent to, a designated European site or where there are designated European protected species that may be affected?
 - Is the development in or near a protected area of dark sky or an intrinsically dark landscape

12 Based on national planning practice guidance Paragraph: 002 Reference ID: 31-002-20140306

9 High Quality Environment

where it may be desirable to minimise new light sources?

- Does the proposed development include smooth, reflective building materials, including large horizontal expanses of glass, particularly near water bodies (because it may change natural light, creating polarised light pollution that can affect wildlife behaviour)?
- Are forms of artificial light with a potentially high impact on wildlife (e.g. white or ultraviolet light) being proposed close to sensitive wildlife receptors or areas, including where the light shines on water?

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

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

Managing Our Water Resources

HQE 10

Managing Our Water Resources

All development proposals should be able to demonstrate how they have considered the most sustainable options for the handling of water. Development proposals will be expected to conserve and manage water resources by:

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

- 9.77** Water is a precious resource, with the Island reliant on imports from the mainland to supplement supply. The Island will seek all reasonable measures to move it towards a more self-sufficient status in the use of water. Due to the significance of water as an environmental resource on the Island the council will support applications that manage water resources by the most sustainable methods possible.
- 9.78** The Partnership for Urban South Hampshire have produced the South Hampshire Integrated Water Management Strategy. This provides a framework to guide local plans, although there remain uncertainties regarding the potential need for further mitigation of the impact of development after 2020 on water quality, water resources and to satisfy the Habitats Regulations. Therefore the council has built in a further commitment for water efficiency from new development from this point in the lifetime of the plan onward.
- 9.79** Water efficiency standards can also help deliver objectives set out in River Basin Management Plans (RBMP). The council has a duty to have regard to RBMP and should ensure that their decisions do not compromise those objectives. The relevant South East River Basin Management Plan approved by the DEFRA Secretary of State contains an action that requires local authorities to 'seek' the use of water efficiency standards that exceed building regulations, where local evidence supports that need.
- 9.80** The need to import water to the Island and the fact that the sources from which this supply originates is restricted due to the potential impacts on European nature conservation designations associated with the mainland watercourses is, the council suggests, sufficient evidence for the requirement for more efficient use of water. An increasing population, a warming climate and an already limited resource leave no sensible, responsible option other than to seek better use of this resource.
- 9.81** Efficiency is important not only from a water resource perspective, but also because of the link with water quality and disposal of foul water. There are real benefits in keeping down the capital cost of new water supply and waste water infrastructure, maintaining ecosystems and protecting landscapes. Reducing the amount of water entering waste water treatment works is also a key way of helping to mitigate issues around the capacity of the works and the receiving environment.
- 9.82** Water use in the home also has an impact on greenhouse gas emissions. Domestic water heating is responsible for 5% of UK CO₂ emissions and for 10 – 15% of the household energy bill. Simple demand management measures, particularly those which reduce the amount of hot water in the home, have huge potential not only to promote water and energy efficiency, but also to reduce the carbon footprint.

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

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

Managing Flood Risk in New Development

HQE 11

Managing Flood Risk in New Development

The council will expect development proposals to reduce the overall and local risk of flooding on the Island. Development proposals will be expected to:

1. Meet the aims and objectives of the council's Strategic Flood Risk Assessment and Local Flood Risk Management Strategy.
2. Apply the sequential test and then, if necessary, the exception test when in flood zones 2 and/or 3.
3. Use opportunities provided by new development to reduce the causes and impacts of flooding and manage residual risk.
4. Provide appropriate on-site sustainable drainage systems for the disposal of surface water, in order to ensure there is no net loss of flood storage capacity or impact on water quality.
5. Undertake a site-specific flood risk assessment and a flood warning and evacuation plan, when identified as being at risk from flooding.

9.83 All new development should be safe and wherever possible reduce the risk of flooding to others. This means that inappropriate development in areas at risk of flooding should be avoided by locating such vulnerable uses away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.

9.84 Development will only be allowed in areas at risk of flooding where, taking into account the requirements of the policy, it can be demonstrated that:

- a. within the site, the most vulnerable development is located in areas of lowest flood risk, applying a site-based sequential approach to the risk;
- b. the development is appropriately flood resistant and resilient;
- c. it incorporates sustainable drainage systems (unless there is clear evidence that this would be inappropriate);
- d. any residual risk can be safely managed; and
- e. safe access and escape routes are included where appropriate, as part of the flood warning and evacuation plan.

9.85 The Isle of Wight Local Flood Risk Management Strategy provides a high-level overview of the potential flood hazard from all sources of flooding (tidal, river, surface water, sewer and groundwater), and identifies a co-ordinated approach to managing these hazards where the greatest impacts are likely to occur. The aim of the strategy is to better understand, communicate and manage the risk of flooding on the Island through viable, sustainable and co-ordinated approaches for the benefit of local communities, property, land and the environment, both now and in the future. It should be considered together with any relevant local flood investigation

reports.

- 9.86** The Isle of Wight Council and Isle of Wight Fire and Rescue Service have produced a guidance document to support developers and applicants who are required to produce and submit a Flood Warning and Evacuation Plan as part of an application.
- 9.87** Where an application comes forward for a site allocated in the Island Planning Strategy, applicants need not apply the sequential test. However, where an SFRA Level 2 Factsheet has been prepared by the council, it should be followed to provide the council with an evidenced assessment on how the site can be safely developed within the requirements of this policy and the NPPF.
- 9.88** In terms of flood risk the council defines 'safe' as dry, with no residual risk and low risk of flooding as per the National Planning Policy Guidance definition of Flood Zone 1. Flood risk means all potential sources of flooding, including but not limited to tidal, fluvial, surface and groundwater. Mitigation measures (such as resistance and resilience) should not be applied prior to applying the Sequential Test.
- 9.89** When seeking to establish safe floor levels the Environment Agency and it's Standing Advice on flood risk should be consulted to understand the appropriate freeboard allowance to be applied. This should be done as early in the consideration of the proposal as possible as it may affect overall building heights, floor area and subsequently viability.
- 9.90** The assessment of flood risk should take into account the most up-to-date information on flooding available from the Environment Agency, together with the information in the council's current Strategic Flood Risk Assessment. Whichever source of flood risk information is the furthest predicted extent should be used for the assessment of risk.

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

- The environment and unique island characteristics are celebrated
- Businesses have the confidence to invest
- The community feels safe and the Island is resilient
- People take responsibility for their own health and wellbeing
- Vulnerable people are supported and protected

Monkton Mead Catchment Area

HQE 12

Monktonmead Catchment Area

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

1. Post development runoff has been reduced by the greatest percentage rates and volumes that are possible in the context of cost, technical feasibility and viability, in relation to new dwellings, buildings and impermeable surfaces.
2. Large areas traditionally associated with runoff (including car parking and other impermeable surfaces associated with major applications such as roofs) have been disconnected from direct discharge into the catchment.
3. Watercourses are deculverted when it is practically possible.
4. Watercourses and drainage channels are maintained above ground.
5. The SuDS management train has been applied, with justification for why the approach within the SuDS management hierarchy has been taken.
6. The risk of sewer flooding has been reduced.
7. Wherever possible ensure priority habitat creation is integrated as part of the proposal.
8. On sites greater than 1 hectare and in Flood Zones 2 and 3, on-site sustainable drainage systems will be provided.

New developments that have an impact on flood risk within the catchment boundary may be required to make a financial contribution towards flood alleviation projects.

9.91 A Preliminary Flood Risk Assessment (PFRA) of the Island determined there was significant flood risk within the Ryde area, with a history of flooding from ordinary watercourses and overloaded combined drainage system. By managing development in certain ways within the whole catchment area, instances of flooding in developed parts of Ryde around Monktonmead Brook can be minimised. The following are measures identified in the Ryde Surface Water Management Plan specific to spatial planning which could offer benefit to flood risk management in the longer term and are therefore supported by this policy:

- restrict runoff from brownfield sites
- presumption against culverting
- raise awareness and enforcement of paving front gardens
- drainage of new developments/SuDS

9.92 Objectives 3 and 4 of the Monktonmead Ryde Flood Risk Management Plan, that this policy is also seeking to implement are:

- Objective 3: To ensure Water Framework Directive outcomes and priority habitat creation

are integrated...; and,

- Objective 4: To assist in the reduction of sewer flooding to properties in Ryde.

- 9.93** Surface water runoff describes flooding from sewers, drains, groundwater, and runoff from land, small water courses and ditches that occurs as a result of heavy rainfall. Development proposals seeking to comply with this policy should be in line with sustainable drainage principles (SuDS) and follow the SuDS management train (prevention, source control, site control and regional control) to reduce pressure on the existing drainage regime and aim to improve the existing standard of protection. Culverting (enclosing) a watercourse is not advised unless there is no alternative. The resulting reduction in storage volume, flow capacity and habitat potential would be unacceptable. Culverted watercourses are also more difficult to maintain due to the limited accessibility.
- 9.94** Planning applications for new development should therefore demonstrate how post development runoff has been reduced and will be managed. This evidence should be set out in a drainage and/ or flood risk statement, where the development is of less than 1 hectare. This statement should be proportionate in scale and detail to the planning application and should also demonstrate that the development does not have a negative effect on the watercourse, groundwater and/ or sewerage. Planning applications for development of 1 hectare or more and those in Flood Zones 2 and 3 should be supported by a flood risk assessment incorporating a drainage strategy, which should in addition demonstrate how the sustainable drainage system will operate on-site and will reduce the existing greenfield and brownfield runoff rates and volumes. Further details on the information required for an assessment of flood risk is contained in the government publication called Technical Guidance to the National Planning Policy Framework (NPPF).
- 9.95** There are a range of design manuals to help ensure that designs are suitable and that the SuDS management train principles are applied appropriately (see Evidence and sources of information below). The SuDS Manual (CIRIA publication C697) provides a guide through the design process and may be referred to by the council when checking designs and calculations to ensure that sustainable drainage principles have been applied. Water as a resource on the Island is scarce and SuDS can make a significant contribution to addressing the water demands associated with a development. For example, implementing sustainable supply measures for external potable water consumption by providing a system to collect rain water for use in external irrigation/watering, will help reduce water demands.
- 9.96** When designing and delivering SuDS, consideration will need to be demonstrated on their long term management and maintenance so that no undue burden is placed on future users/occupants of the development, the council or the statutory wastewater undertaker. Land drainage consent must be sought from the lead local flood authority prior to starting any works (temporary or permanent) that affect the flow of water in the watercourse. Such works may include culverting, channel diversion and the installation of trash screens.

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

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

Managing our Coast

HQE 13

Managing our Coast

To enable the council to manage development in coastal areas affected by coastal change, development proposals will be expected to demonstrate how they have taken a sustainable and practicable approach to coastal erosion and flood risk management.

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

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

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

Permissions granted within CCMAs will usually be time limited.

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

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

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

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

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

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

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

Facilitating Relocation from Coastal Change Management Areas

HQE 14

Facilitating Relocation from Coastal Change Management Areas

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

1. The same lawful use being proposed;
2. similar in scale and character to the development it is replacing; and
3. located at an appropriate location inland from the CCMA and, where possible, remains close to the coastal community from which it was displaced.

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

9.104 Where properties within the CCMA are at risk from coastal erosion within the next 20 years, this policy allows for the relocation of residential, community and commercial properties to areas inland. This enables property owners to take a pro-active approach to relocate to an alternative location well before erosion becomes an imminent threat.

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

9.106 Changes of use from permanent residential to other strictly limited temporary uses (including change of use to agricultural or tourism), may be appropriate within the CCMA, where also in accordance with the short, medium and long term uses outlined in the 'Managing our Coast' policy.

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

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

HQE 15

Improving Resilience from Coastal Flooding

Development and redevelopment will play an integral role in delivering sustainable longer term flood and coastal risk management to ensure the continued prosperity of the coastal towns and villages on the Island, including through the provision of new coastal defences which can be incorporated into future wider strategic defence schemes.

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

Developer contributions will be required towards future coastal and flood risk reduction schemes, in areas benefitting directly or indirectly from existing coastal defences and/ or requiring future improvements in flood defences. Pre-application discussions should ensure that such requirements are identified and considered at the earliest stages.

Proposals for new or replacement coastal defence schemes will only be permitted where it can be demonstrated that the works are consistent with the management approach for the frontage presented in the most up to date Shoreline Management Plan and Coastal Strategy and Studies, and there will be no material adverse impact on the environment.

- 9.107** The *Isle of Wight Shoreline Management Plan (SMP)* covers the coast around the Island and identifies shoreline management approaches and policies over the next 100 years and provides a strategic approach to the management of the coast.
- 9.108** The SMP is supported by more detailed Coastal Strategies and Studies (including the *West Wight Coastal Flood and Erosion Risk Management Strategy (2016)*, for the coast from East Cowes to Freshwater) which identify how future coastal defence improvements could be delivered, including areas where contributions are required to construct new defences, and priority areas.
- 9.109** Properties and development in areas benefitting from existing coastal defences should be aware of the potential for coastal change to occur in the future, and that any proposals for replacement and or improvement of existing coastal defences are likely to require financial contributions from those benefitting from the defences, including private contributions.
- 9.110** Where new development will benefit either directly or indirectly from existing coastal and flood risk management infrastructure (e.g. seawalls and flood defences), the developer may be expected to contribute to the costs of maintaining and improving that infrastructure. Where new coastal defences are needed to protect new development, developers will be expected to provide them. Pre-application discussions should ensure that such requirements are identified and considered at the earliest stages.

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

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

Managing Ground Instability in New Development

HQE 16

Managing Ground Instability in New Development

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

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

9.111 The policy seeks to minimise the risks and effects of land instability on property, infrastructure and the public by helping to ensure that various types of development are not located in unstable locations with various precautions.

9.112 While much of the Island can be considered stable in terms of land movement, there are localised areas that are susceptible to ground movement including landslides. This is due to a combination of the Island's geology, coastal processes, rainfall and human influence. Where a site is affected by land stability issues, responsibility for securing a safe development rests with the developer and/or landowner, and this policy approach provides clarity over what the council will expect to see.

9.113 Applications for development will generally need to be accompanied by a ground stability report prepared by a competent person. The detail required within the report will vary depending upon many factors, including type/scale of development and location of the development within a

geotechnical context. Where a site is affected by land stability issues, responsibility for securing a safe development rests with the developer and/ or landowner.

- 9.114** This policy will be applied in the specific areas identified on the Policies Map, which can be described as the Ventnor Undercliff (from Bonchurch to Blackgang), parts of the Cowes to Gurnard coastal slopes and the cliffs in Totland Bay.
- 9.115** Installing SuDS is not appropriate in all geological conditions. Within known areas of potential ground instability and coastal landslide risk, use of SuDS is not appropriate because groundwater has a significant influence on ground stability. This policy is intended to restrict use of new soakaway systems accompanying new development within defined zones and thereby contribute to reducing the impact of groundwater on potential ground movement.
- 9.116** The requirements of the policy are applicable to all development proposals located within areas at potential risk from future ground instability, However it is recognised that the level of information required should be commensurate to the scale and location of the development proposed.

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

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

10 Delivering, Monitoring and Reviewing

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

Delivering

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

Monitoring

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

Reviewing

- 10.6** Government policy and legal requirements are clear that plans such as the Island Planning Strategy should be reviewed to assess whether they need updating at least once every five years, and then should be updated as necessary. The council will ensure that the Island Planning Strategy remains up-to-date and fit for purpose.

Policy Reference	Policy Performance Indicators
PSDG1 Our Approach Towards Sustainable Development and Growth	
PSDG2 Presumption in Favour of Sustainable Development	<ul style="list-style-type: none"> Speed of determining applications
PSDG3 Priority Locations for Development and Growth	<ul style="list-style-type: none"> Number of dwellings permitted within, or immediately adjacent each primary settlement, secondary settlement, rural service centres and sustainable rural settlements per year Number of dwellings permitted on previously developed land per year Number of dwellings permitted within each regeneration area per year
PSDG4 Developer Contributions and Ensuring	<ul style="list-style-type: none"> Number of legal agreements securing developer contributions

Policy Reference	Policy Performance Indicators
Viability	<p>per year</p> <ul style="list-style-type: none"> • Amount of funds secured through developer contributions per year
PSDG5 Ensuring Planning Permissions are Delivered	<ul style="list-style-type: none"> • Number of applications seeking a new consent for a lapsed permission per year • Number of applications seeking a new consent for a lapsed permission granted per year • Number of applications seeking a new consent for a lapsed permission refused per year
DHWN1 Delivering the Housing We Need	<ul style="list-style-type: none"> • Number of applications received relating to sites allocated for residential uses per year • Number of applications permitted relating to sites allocated for residential uses per year • Number of dwellings permitted on sites allocated for residential uses per year • Number of dwellings permitted within, or immediately adjacent each primary settlement, secondary settlement, rural service centres and sustainable rural settlements per year
DHWN2 Sites Allocated for Housing	<ul style="list-style-type: none"> • Number of applications received relating to sites allocated for residential uses per year • Number of applications permitted relating to sites allocated for residential uses per year • Number of dwellings permitted on sites allocated for residential uses per year
DHWN3 Housing Allocations General Requirements	<ul style="list-style-type: none"> • Number of applications received relating to sites allocated for residential uses per year • Number of applications permitted relating to sites allocated for residential uses per year • Number of dwellings permitted on sites allocated for residential uses per year
DHWN4 Planning for New Garden Communities	<ul style="list-style-type: none"> • Adoption of a DPD allocating land for new garden communities • Number of applications received for new garden communities per year

10 Delivering, Monitoring and Reviewing

Policy Reference	Policy Performance Indicators
DHWN5 Maximising Infill Opportunities	<ul style="list-style-type: none"> • Number of applications received for 'infill' per year • Number of applications permitted for 'infill' per year • Number of applications refused for 'infill' per year • Number of dwellings permitted for 'infill' per year
DHWN6 Delivering Affordable Housing	<ul style="list-style-type: none"> • Number of affordable dwellings permitted per year • Location of permitted affordable dwellings per year • Number of affordable dwellings completed per year • Location of completed affordable dwellings per year • Number of legal agreements securing developer contributions towards affordable housing per year • Amount of funds secured through developer contributions towards affordable housing per year
DHWN7 Rural Exceptions Sites	<ul style="list-style-type: none"> • Number of rural exception sites permitted per year • Number of rural exception sites refused per year • Location of permitted rural exception sites per year • Number of affordable dwellings permitted per year • Number of affordable dwellings completed per year
DHWN8 Ensuring the Right Mix of Housing	<ul style="list-style-type: none"> • Number of 1, 2, 3, 4+ dwellings permitted per year • Location of permitted 1, 2, 3, 4+ dwellings per year • Number of 1, 2, 3, 4+ dwelling completed per year • Location of completed 1, 2, 3, 4+ dwellings per year
DHWN9 Self and Custom Build	<ul style="list-style-type: none"> • Number of self and custom build dwellings permitted per year • Number of self and custom build dwellings permitted per year by regeneration area • Number of bedrooms for self and custom build dwellings permitted by regeneration area • Number of self and custom build dwellings completed per year • Number of bedrooms for self and custom build dwellings

Policy Reference	Policy Performance Indicators
	<p>completed by regeneration area</p> <ul style="list-style-type: none"> • Number of self and custom build dwellings completed per year by regeneration area
DHWN10 Planning for Gypsy, Traveller and Travelling Showpeople Provision	<ul style="list-style-type: none"> • Number of sites/ pitches permitted per year • Location of permitted sites/ pitches • Number of sites/ pitches completed per year • Location of completed sites/ pitches
SGOE1 Supporting and Growing Our Economy	<ul style="list-style-type: none"> • Number of jobs created through planning permissions granted per year • Number of hectares permitted for employment land per year • Number of hectares of employment land completed per year
EA1 Employment Allocation Land at Pan Lane, Newport	<ul style="list-style-type: none"> • Number of jobs created through planning permissions granted per year • Number of hectares permitted for employment land per year • Number of hectares of employment land completed per year
EA2 Employment Allocation at Nicholson Road, Ryde	<ul style="list-style-type: none"> • Number of jobs created through planning permissions granted per year • Number of hectares permitted for employment land per year • Number of hectares of employment land completed per year
EA3 Employment Allocation at Somerton Farm, Cowes	<ul style="list-style-type: none"> • Number of jobs created through planning permissions granted per year • Number of hectares permitted for employment land per year • Number of hectares of employment land completed per year
EA4 Employment Allocation at Kingston Marine Park, East Cowes	<ul style="list-style-type: none"> • Number of jobs created through planning permissions granted per year • Number of hectares permitted for employment land per year • Number of hectares of employment land completed per year

10 Delivering, Monitoring and Reviewing

Policy Reference	Policy Performance Indicators
EA5 Employment Allocation at Lowtherville, Ventnor	<ul style="list-style-type: none"> • Number of jobs created through planning permissions granted per year • Number of hectares permitted for employment land per year • Number of hectares of employment land completed per year
EA6 Employment Allocation at Sandown Airport, Sandown	<ul style="list-style-type: none"> • Number of jobs created through planning permissions granted per year • Number of hectares permitted for employment land per year • Number of hectares of employment land completed per year
SGOE2 Sustainable Economic Development	<ul style="list-style-type: none"> • Number of applications for the loss of employment sites of 0.1 hectares or above received per year • Number of employment sites of 0.1 hectares or above lost per year • Number of applications for the intensification and/ or expansion of existing industrial estates or employment sites per year • Number of applications for the intensification and/ or expansion of existing industrial estates or employment sites permitted per year
SGOE3 Upskilling the Island	<ul style="list-style-type: none"> • Number of applications received requiring an employment and skills plan per year • Number of applications permitted requiring an employment and skills plan per year • Number of employment opportunities created as a result of employment and skills plan per year
SGOE4 Supporting the Rural Economy	<ul style="list-style-type: none"> • Number of applications received for farm diversification received per year • Number of applications permitted for farm diversification per year • Number of applications for the reuse of historic farm buildings per year • Number of applications permitted for the reuse of historic farm buildings per year • Number of applications for agricultural workers accommodation units permitted per year • Number of applications permitted for agricultural workers accommodation units permitted per year
SGOE5 Maintaining Employment Sites with Water	<ul style="list-style-type: none"> • Number of applications for the loss of employment sites with water access to the north of the line per year

Policy Reference	Policy Performance Indicators
Access	<ul style="list-style-type: none"> • Number of applications permitted for the loss of employment sites with water access to the north of the line per year • Number of applications for the loss of employment sites with water access to the south of the line per year • Number of applications permitted for the loss of employment sites with water access to the south of the line per year
SGOE6 Future Proofing Digital Infrastructure	<ul style="list-style-type: none"> • Number of applications proposing greater digital connectivity above Building Regulations per year • Number of applications permitted proposing greater digital connectivity above Building Regulations per year
SGOE7 Supporting and Improving Our Town Centres	<ul style="list-style-type: none"> • Number of applications for retail uses within Primary Shopping Area, Town Centre, Edge-of-Centre and Out of Centre sites per year • Number of applications permitted for retail uses within Primary Shopping Area, Town Centre, Edge-of-Centre and Out of Centre sites per year • Number of applications requiring a retail impact assessment per year • Number of applications permitted requiring a retail impact assessment per year
SGOE8 Supporting the Evening Economy	<ul style="list-style-type: none"> • Number of applications that increase the footfall in centres in the evening per year • Number of applications permitted that increase the footfall in centres in the evening per year
SGOE9 Supporting High Quality Tourism	<ul style="list-style-type: none"> • Number of tourism bed spaces permitted per year • Number of tourism bed spaces lost per year • Number of applications for the loss of tourist accommodation within core tourist accommodation areas per year • Number of applications permitted for the loss of tourist accommodation within core tourist accommodation areas per year
SGOE10 The Bay Tourism Opportunity Area	<ul style="list-style-type: none"> • Number of applications for tourism uses within the tourism opportunity area per year • Number of applications permitted for tourism uses within the tourism opportunity area per year
SGOE11 Ryde Tourism Opportunity Zones	<ul style="list-style-type: none"> • Number of applications for compatible uses within the tourism opportunity zone per year • Number of applications permitted for compatible uses within the tourism opportunity zone per year
BC11 A Better Connected Island	<ul style="list-style-type: none"> • Number of applications that contribute to the delivery of the key infrastructure improvements set out in the policy per year • Number of applications permitted that contribute to the delivery of the key infrastructure improvements set out in the policy per year

10 Delivering, Monitoring and Reviewing

Policy Reference	Policy Performance Indicators
BC12 Supporting Sustainable Transport	<ul style="list-style-type: none"> • Number of applications for new sustainable routes per year • Number of applications permitted for new sustainable routes per year • Metres of new sustainable routes per year
BC13 Cross-Solent Travel	<ul style="list-style-type: none"> • Number of applications that improve cross-Solent terminals per year • Number of applications permitted that improve cross-Solent terminals per year
BC14 Supporting Our Railway Network	<ul style="list-style-type: none"> • Number of applications that improve our railway network per year • Number of applications permitted that improve our railway network per year
BC15 Electric Vehicle Charging Points	<ul style="list-style-type: none"> • Number of electric vehicle charging points introduced on the Island per year
BC16 Parking Provision in New Development	<ul style="list-style-type: none"> • Number of applications refused per year due to inappropriate levels of parking provision
CSSHC1 High Quality Design for New Development	<ul style="list-style-type: none"> • Number of applications refused on design grounds per year • Number of appeals lost on design grounds per year
CSSHC2 Improving Our Public Realm	<ul style="list-style-type: none"> • Amount of new public realm created per year
CSSHC3 Improving Our Health and Wellbeing	<ul style="list-style-type: none"> • Number of applications accompanied by a health impact assessment
CSSHC4 Health Hub at St Mary's Hospital	<ul style="list-style-type: none"> • Number of applications for health-care and care-related employment floorspace per year • Number of applications per for health-care and care-related employment floorspace per year • M² of health-care and care-related employment floorspace delivered per year • Provision of an extra care village • Number of dwellings permitted on the site
CSSHC5 Facilitating Independent Living	<ul style="list-style-type: none"> • Number of dwellings permitted that contribute to the Independent Living Strategy per year • Number of major residential proposals providing at least 20% as being suitable for older people and/ or those with mobility problems
CSSHC6 Providing Annexe Accommodation	<ul style="list-style-type: none"> • Number of applications for annexes per year • Number of applications permitted for annexes per year

10 Delivering, Monitoring and Reviewing

Policy Reference	Policy Performance Indicators
CSSHC7 Delivering Locality Hubs	<ul style="list-style-type: none"> The delivery of locality hubs in the locations identified
CSSHC8 Facilitating a Blue Light Hub	<ul style="list-style-type: none"> Identification of the best location for a blue light hub Granting planning permission for a blue light hub
CSSHC9 Renewable Energy and Low Carbon Technologies	<ul style="list-style-type: none"> Number of applications including renewable energy provision per year Number of applications permitted including renewable energy provision per year Number of large-scale renewable schemes permitted per year Number of large-scale renewable schemes within the AONB permitted per year Permitted increase in installed capacity per year
CSSHC10 Lowering Carbon and Energy Consumption in New Development	<ul style="list-style-type: none"> Number of applications proposing to exceed BREEAM 'Very Good' per year Number of applications permitted proposing to exceed BREEAM 'Very Good' per year Number and percentage of major development schemes permitted providing at least 10% of energy from renewable energy Number and percentage of schemes with 250+ dwellings incorporating community district heating systems
CSSHC11 Utility Infrastructure Requirements for New Development	<ul style="list-style-type: none"> Number of developments providing appropriate utility infrastructure Number of developments directly connecting to existing appropriate utility infrastructure
CSSHC12 Maintaining Key Infrastructure	<ul style="list-style-type: none"> Number of applications relating to key utility infrastructure per year Number of applications permitted relating to key utility infrastructure per year Number of applications for energy storage Number of applications permitted for energy storage
CSSHC13 Providing Social and Community Infrastructure	<ul style="list-style-type: none"> Number of community facilities delivered by type per year Number of community facilities re-provided by type per year Number of community facilities lost by type per year
CSSHC14 Community-led Planning	<ul style="list-style-type: none"> Number of community-led planning documents endorsed by the council
HQE1 Conserving and Enhancing Our Historic Environment	<ul style="list-style-type: none"> Number of listed buildings completely demolished Number of listed buildings added to/ removed from the statutory list or at risk register Number of applications where substantial harm is a consideration per year
HQE2 Ecological Assets and Opportunities for Enhancement	<ul style="list-style-type: none"> Number of applications proposing the loss of designated sites per year

10 Delivering, Monitoring and Reviewing

Policy Reference	Policy Performance Indicators
	<ul style="list-style-type: none"> • Number of applications permitted proposing the loss of designated sites per year • Number of applications submitted with a biodiversity checklist per year • Amount of financial contributions agreed in accordance with the Bird Aware Solent Strategy per year
HQE3 Trees, Woodland and Hedgerows	<ul style="list-style-type: none"> • Number of applications proposing the loss of ancient woodland and ancient or veteran trees per year • Number of applications refused proposing the loss of ancient woodland and ancient or veteran trees per year
HQE4 Providing and Protecting Green Spaces	<ul style="list-style-type: none"> • Number of applications received proposing the loss of identified open space per year • Number of applications permitting the loss of identified open space per year • Amount of SANGs permitted per year
HQE5 Local Green Spaces	<ul style="list-style-type: none"> • Number of sites proposed by local communities as Local Green Spaces per year • Number of applications received within designated Local Green Spaces per year • Number of applications permitted within designated Local Green Spaces per year
HQE6 Protecting Our Seascapes and Landscapes	<ul style="list-style-type: none"> • Number of applications identified as having a potential impact on seascape per year • Number of applications permitted having a potential impact on seascape per year
HQE7 Preserving Settlement Identity	<ul style="list-style-type: none"> • Number of applications received within the settlement gaps per year • Number of applications permitted within the settlement gaps per year
HQE8 Isle of Wight AONB	<ul style="list-style-type: none"> • Number and percentage of applications determined not in accordance with AONB comments per year
HQE9 Dark Skies	<ul style="list-style-type: none"> • Number of applications received within the proposed Dark Skies Park including roof glazing and large expanses of glazing per year • Number of applications permitted within the proposed Dark Skies Park including roof glazing and large expanses of glazing per year
HQE10 Managing Our Water Resources	<ul style="list-style-type: none"> • Number of dwellings approved where water consumption per household is 100lpppd per year • Number of applications where there is a net increase in surface water run-off (compared to the pre-development rate)

Policy Reference	Policy Performance Indicators
HQE11 Managing Flood Risk in New Development	<ul style="list-style-type: none"> • Number of dwellings permitted in flood risk zones 2, 3a and 3b per year • Number of planning applications granted contrary to Environment Agency on flood risk grounds per year
HQE12 Monktonmead Catchment Area	<ul style="list-style-type: none"> • Number of applications received for development proposals located within the Monktonmead catchment area per year • Number of development proposals permitted that provide on-site sustainable drainage systems per year
HQE13 Managing Our Coast	<ul style="list-style-type: none"> • Number of applications received for development proposals within CCMA's per year • Number of permissions granted for development proposals within CCMA's per year • Number of completions within CCMA's per year
HQE14 Facilitating Relocation from Coastal Change Management Areas	<ul style="list-style-type: none"> • Number of applications received for relocation from CCMA's per year • Number of permissions granted for relation from CCMA's per year
HQE15 Improving Resilience from Coastal Flooding	<ul style="list-style-type: none"> • Number of applications located on waterfronts with a 'hold the line policy' per year • Number of applications proposing provision and/ or maintenance of coastal defences or land raising per year
HQE16 Managing Ground Instability in New Development	<ul style="list-style-type: none"> • Number of applications received located within areas identified as being at potential risk from future ground instability per year • Number of applications permitted within areas identified as being at potential risk from future ground instability per year • Number of applications refused within areas identified as being at potential risk from future ground instability per year

1 Appendix 1 List of Allocated Sites

West Wight Regeneration Area			
Settlement	Housing Allocation Reference Number	Specific or Generic Policy requirement	Indicative Yield
Totland	HA001*	Generic	6
Totland	HA002	Specific	10
Totland	HA003	Generic	10
Freshwater	HA004	Generic	60
Freshwater	HA005	Specific	150
Freshwater	HA006	Specific	90
Freshwater	HA007	Specific	90
Freshwater	HA008	Specific	25
Freshwater	HA009	Specific	10
Wellow	HA010	Specific	15
Wellow	HA011	Specific	7
Wellow	HA012	Specific	10
Thorley	HA013	Generic	15
Shalfleet	HA014	Generic	30
Calbourne	HA015	Specific	10
Calbourne	HA016	Specific	10
Brighstone	HA017	Specific	4
Total			552

West Medina Regeneration Area			
Settlement	Housing Allocation Reference Number	Specific or Generic Policy requirement	Indicative Yield
Cowes	HA018	Generic	20
Cowes	HA019	Specific	535
Cowes	HA020	Specific	146
Cowes	HA021	Specific	25
Cowes	HA022	Specific	80
Cowes	HA023	Generic	7

1 Appendix 1 List of Allocated Sites

West Medina Regeneration Area			
Settlement	Housing Allocation Reference Number	Specific or Generic Policy requirement	Indicative Yield
Northwood	HA024	Specific	10
Northwood	HA025	Specific	40
Northwood	HA026	Specific	34
Northwood	HA027	Generic	15
Northwood	HA028	Generic	66
Total			978

Newport Regeneration Area			
Settlement	Housing Allocation Reference Number	Specific or Generic Policy Requirement	Indicative Yield
Newport	HA029	Generic	12
Newport	HA030	Generic	6
Newport	HA031	Specific	175
Newport	HA032	Specific	375
Newport	HA033	Generic	200
Newport	HA034	Generic	40
Newport	HA035	Generic	20
Newport	HA036	Specific	180
Newport	HA037	Generic	50
Newport	HA038	Specific	150
Newport	HA039	Specific	1200
Newport	HA110	Specific	100
Newport	HA040	Specific	880
Newport	HA041	Specific	25
Newport	HA042	Specific	7
Newport	HA043	Specific	10
Newport	HA044	Specific	250
Newport	HA045	Specific	15

1 Appendix 1 List of Allocated Sites

Newport Regeneration Area			
Settlement	Housing Allocation Reference Number	Specific or Generic Policy Requirement	Indicative Yield
Total			3695

East Medina Regeneration Area			
Settlement	Housing Allocation Reference Number	Specific or Generic Policy Requirement	Indicative Yield
East Cowes	HA046	Generic	75
East Cowes	HA113*	Specific	100
East Cowes	HA111*	Specific	99
Merstone	HA047	Generic	15
Rookley	HA048	Specific	7
Rookley	HA049	Specific	30
Wootton	HA050	Generic	5
Wootton	HA051	Specific	40
Wootton	HA052	Generic	8
Wootton	HA053	Specific	75
Total			454

Ryde Regeneration Area			
Settlement	Housing Allocation Reference Number	Specific or Generic Policy Requirement	Indicative Yield
Ryde	HA054	Generic	10
Ryde	HA055	Generic	15
Ryde	HA056	Specific	10
Ryde	HA057	Specific	20
Ryde	HA058	Specific	25
Ryde	HA059	Specific	80
Ryde	HA060**	Specific	555
Ryde	HA061	Specific	45
Ryde	HA062	Specific	50

1 Appendix 1 List of Allocated Sites

Ryde Regeneration Area			
Settlement	Housing Allocation Reference Number	Specific or Generic Policy Requirement	Indicative Yield
Ryde	HA063	Specific	25
Ryde	HA0112*	Specific	128
Bembridge	HA064	Generic	100
Bembridge	HA065	Generic	80
Brading	HA066	Specific	15
Brading	HA067	Specific	25
Brading	HA068	Specific	20
Brading	HA069	Specific	5
Havenstreet	HA070	Specific	25
Havenstreet	HA071	Specific	10
Seaview & Nettlestone	HA072	Specific	15
Seaview & Nettlestone	HA073	Specific	25
Seaview & Nettlestone	HA074	Generic	40
Seaview & Nettlestone	HA075	Generic	15
St Helens	HA076	Specific	100
Total			1438

The Bay Regeneration Area			
Settlement	Housing Allocation Reference Number	Specific or Generic Policy Requirement	Indicative Yield
Sandown	HA077	Generic	20
Sandown	HA078	Generic	30
Sandown	HA079	Generic	12
Sandown	HA080	Specific	84
Sandown	HA081	Specific	14
Sandown	HA082	Generic	5
Sandown	HA083	Specific	125
Shanklin	HA084	Specific	50

1 Appendix 1 List of Allocated Sites

The Bay Regeneration Area			
Settlement	Housing Allocation Reference Number	Specific or Generic Policy Requirement	Indicative Yield
Shanklin	HA085*	Generic	14
Shanklin	HA086	Generic	7
Shanklin	HA087	Generic	3
Shanklin	HA088	Specific	50
Shanklin	HA089	Generic	10
Ventnor	HA090	Specific	15
Ventnor	HA091	Specific	15
Ventnor	HA092	Generic	10
Apse Heath	HA093	Generic	16
Apse Heath	HA094	Generic	12
Godshill	HA095	Specific	45
Godshill	HA096	Specific	30
Godshill	HA097	Specific	50
Chale Green	HA098	Specific	20
Chale	HA099	Specific	5
Newchurch	HA100	Specific	15
Newchurch	HA101	Specific	10
Niton	HA102	Specific	30
Niton	HA103	Specific	25
Niton	HA104	Generic	6
Whitwell	HA105	Specific	20
Winford	HA106	Specific	50
Wroxall	HA107	Specific	15
Wroxall	HA108	Generic	6
Wroxall	HA109	Generic	20
Total			839

*Has permission for number indicated

**Has permission for 80 dwellings

2 Appendix 2 Site Specific Requirements for Allocated Sites

West Wight Regeneration Area		
Housing Allocation Ref Number	Address	Policy / Requirements
HA002	Land and School buildings at Weston Primary School, Weston Road, Totland Bay	<p>A mixed brownfield and greenfield site of approximately 0.8 hectares is allocated for residential use.</p> <p>The site is located on two levels, the lower level with the existing school building and the higher level with the outdoor space and parking area.</p> <p>The development should provide for at least 10 homes providing a mix of sizes and an affordable housing contribution in line with DHWN6.</p> <p>The level differences of the site should be incorporated into the design and layout, using the lower level for the accommodation and the higher level for parking and open space.</p> <p>Given the building is recorded on the HER and contributes to the character of the conservation area, every effort should be made to incorporate it within the development.</p> <p>If the school cannot be retained it will need to be recorded prior to development and any new development should be of extremely high quality and design and make a positive contribution to the conservation area.</p> <p>Early discussions with the council's Planning Services and Archaeology & Historic Environment Service is advised. An alternative community-led approach may be considered.</p>
HA005	Land to the east of Football Club, Camp Road, Freshwater	<p>A greenfield site of approximately 6 hectares is allocated at Camp Road, Freshwater to deliver a sustainable, high quality residential development which shall provide:</p> <ul style="list-style-type: none"> a) At least 150 homes providing a mix of sizes and an affordable housing contribution in line with DHWN6; b) road improvements to Camp Road to improve vehicle and pedestrian intervisibility; c) off site pedestrian pavement/walkway improvements; d) onsite walking and cycling routes with links to nearby routes; and e) a mix of onsite SANGs, open and recreation space. <p>Archaeological assessments may need to be undertaken by any potential applicant and early liaison with the council's Archaeology and Historic Environment Service</p>

2 Appendix 2 Site Specific Requirements for Allocated Sites

West Wight Regeneration Area		
Housing Allocation Ref Number	Address	Policy / Requirements
		<p>is advised. Development and required infrastructure will be delivered on a phased basis in line with housing delivery.</p> <p>Proposals will not be permitted where they would prevent a comprehensive approach to the development and infrastructure of the whole site. It is anticipated that the site will be comprehensively masterplanned.</p>
HA006	Heathfield Campsite, Heathfield Rd, Freshwater	<p>A mixed greenfield and brownfield site of approximately 4.8 hectares is allocated at Heathfield Road, Freshwater to deliver a sustainable, high quality residential development which shall provide:</p> <ul style="list-style-type: none"> a) At least 90 homes providing a mix of sizes and an affordable housing contribution in line with DHWN6; b) Improvements to vehicular and pedestrian access; and c) a mix of onsite SANGs, open and recreation space. <p>The layout and design of the development should where possible retain the existing trees, hedges and flower meadow. The meadow could form part of the SANGs, open and recreation space provision.</p> <p>Archaeological and biodiversity assessments may need to be undertaken by any potential applicant to record where appropriate and assess the relevant impacts and mitigation aspects.</p>
HA007	Sites at Copse Lane and Regina Road, Freshwater	<p>A greenfield site of approximately 7.7 hectares is allocated at Copse/Regina Road, Freshwater to deliver a sustainable, high quality residential development which shall provide:</p> <ul style="list-style-type: none"> a) At least 90 homes providing a mix of sizes and an affordable housing contribution in line with DHWN6; b) local junction widening as required and associated footpath widening/provision (access should be explored from Regina Road or onto Copse Road); c) a financial contribution towards the management and maintenance of the adjacent nature asset or onsite SANGs; d) a mix of onsite open space and recreation

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		<p>e) green footpath links to and from the adjacent nature asset;</p> <p>f) landscape buffers to the nature asset and to safeguard the setting of Golden Hill Fort Scheduled Ancient Monument; and</p> <p>g) allotment provision to the south west to retain green buffer.</p> <p>Archaeological assessments may need to be undertaken by any potential applicant and early liaison with the council's Archaeology and Historic Environment Service is advised.</p>
HA008	Church Field, Copse Lane, Freshwater	<p>A greenfield site of approximately 1.8 hectares is allocated at Church Field, Copse Lane, Freshwater to deliver high quality residential development which shall provide:</p> <p>a) At least 25 homes providing a mix of sizes and an affordable housing contribution in line with DHWN6;</p> <p>b) vehicular access improvements and/ or consider options for access onto Kings Manor Road.</p> <p>The site is immediately adjacent to Church Place Conservation Area and the All Saints Church, a Grade II* listed building. The site may also form part of the core of a medieval settlement, as such any development should be of extremely high quality and take account of the adjacent features when considering design and layout.</p> <p>Archaeological assessments may need to be undertaken by any potential applicant and early liaison with the council's Archaeology and Historic Environment Service is advised.</p>
HA009	The Apple Farm, Newport Road, Freshwater	<p>A greenfield site of approximately 0.5 hectares is allocated at The Apple Farm, Freshwater to deliver high quality residential development which shall provide:</p> <p>a) Between 7-10 homes fronting and accessing Manor Road; and</p> <p>b) landscape buffers from development towards Newport Road.</p>
HA010 &	Land at Main Road &	Two sites are allocated in Wellow to provide for a mix of

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HA011	Manor Farm (west field), Wellow	<p>local housing and choice.</p> <p>Both sites should provide homes that are a mix of size and tenure to provide choice for the local community. Design should be of a high quality, taking account of the local context, levels and nearby neighbours. Site:</p> <ol style="list-style-type: none"> 1. Land at Main Road of approximately 1.7 hectares is allocated to deliver: <ol style="list-style-type: none"> a) At least 15 homes providing a mix of sizes and an affordable housing contribution in line with DHWN6. Where appropriate development should frame the village green and road and provide onsite parking; b) contribute to additional bus shelter provision; and c) contribute to additional footpath provision. 2. Land at Manor Farm (west field) of approximately 1.3 hectares is allocated to deliver: <ol style="list-style-type: none"> a) At least 7 homes; b) one vehicular access, with onsite parking and provide for an internal footpath c) contribute to additional bus shelter provision; and d) buffer to the watercourse and retention of roadside hedge. <p>When considering flood risk across the site please refer to the council's SFRA Level 2 Fact Sheet. Development should be located to the north of the watercourse and consider biodiversity enhancements to the south.</p> <p>For both sites archaeological assessments may need to be undertaken by any potential applicant and early liaison with the council's Archaeology and Historic Environment Service is advised.</p> <p>Sites within Wellow shall be phased so as not to prejudice the delivery of nearby sites within or adjacent to the village.</p>
HA012	Land at Lee Farm, Wellow	<p>A brownfield site of approximately 2.2 hectares is allocated at Lee Farm, Wellow to:</p> <ol style="list-style-type: none"> a) Deliver at least 10 homes of high quality design providing a mix of styles and sizes; and

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		<p>b) make land available under the wider ownership to facilitate the delivery of a cycle track between Freshwater and Newport.</p> <p>When considering flood risk across the site please refer to the council's SFRA Level 2 Fact Sheet. Archaeological assessments may need to be undertaken by any potential applicant and early liaison with the council's Archaeology and Historic Environment Service is advised.</p>
HA015 & HA016	Land at Elm Lane, (adjacent to Tennyson View) / Merlins Farm, Elm Lane, Calbourne	<p>Two sites are allocated at Calbourne to provide a mix of local housing and choice.</p> <p>Both sites should provide homes that are a mix of size and tenure to provide choice for the local community. Design should be of a high quality, taking account of the local context, levels and nearby neighbours. Site:</p> <ol style="list-style-type: none"> 1. Land at Elm Lane of approximately 0.5 hectares is allocated to deliver: <ul style="list-style-type: none"> a) At least 10 affordable homes; b) a single vehicular access to the north of the site; c) landscape buffers to the west; d) an internal footpath to facilitate access along Elm Lane; and e) retain the ancient roadside hedge as far as possible taking account of visibility splays and requirements. 2. Land at Merlins Farm, Elm Lane, Calbourne of approximately 1 hectare is allocated to deliver: <ul style="list-style-type: none"> a) At least 10 homes providing a mix of sizes and an affordable housing contribution in line with DHWN6; and b) one new vehicular access to the north of the existing access and provide for an internal footpath to facilitate accessibility. <p>Archaeological assessments may need to be undertaken by any potential applicant and early liaison with the council's Archaeology and Historic Environment Service is advised.</p> <p>Sites within Calbourne shall be phased so as not to prejudice the delivery of nearby sites within or adjacent to the village.</p>

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HA017	Land at Moor Lane, Brighstone	<p>A greenfield site located in the AONB of approximately 0.3 hectares is allocated to the north of Moor Lane, Brighstone to deliver high quality residential development which shall, taking account of topography, local vernacular and distinctiveness, landscape character, and nearby neighbours provide:</p> <p>a) Between 3-4 homes in a barn / rustic housing style.</p> <p>It is anticipated that development would be up to and no more than a storey and a half in height.</p> <p>As the site is close to Rock Roman Villa a Schedule Ancient Monument archaeology studies may be required. Early discussions with the council's Archaeology & Historic Environment Service is advised.</p>

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HA019	Medina Yard, Cowes	<p>A brownfield site of approximately 5.8 hectares is allocated at the site known as Medina Yard, Cowes to deliver a sustainable, high quality mixed use development resilient to climate change which shall provide delivery of:</p> <p>a) At least 535 homes providing a mix of sizes and an affordable housing contribution in line with DHWN6;</p> <p>b) approximately 18600 sqm of non-residential floor space which should include an appropriate mix of:</p> <p>i. Flexible retail, financial and professional services, food and drink floor space (A1-A4 uses);</p> <p>ii. flexible office and other work spaces (B1 uses);</p> <p>iii. including at least 440 sqm of Marine Training accommodation;</p> <p>iv. approximately 14500 sqm of marine industrial space and storage (B2/B8 use);</p> <p>v. community use and museum floor space (D1 uses); and</p> <p>vi. other uses as appropriate.</p>

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		<p>c) a mix of onsite SANGs, open and recreation space;</p> <p>d) new public realm works, including a piazza and accessible waterfront;</p> <p>e) hard and soft landscaping across the site with pedestrian routes;</p> <p>f) reconstruction of the sea wall and new public slip way;</p> <p>g) on-site car parking and cycle provision;</p> <p>h) public transport, access and highway improvements as required as well as opportunities to enhance or create links to the existing sustainable transport network; and</p> <p>i) refurbishment of former J Samuel White offices and Hammerhead Crane.</p> <p>Development and required infrastructure will be delivered on a phased basis in line with housing delivery. It is anticipated that the site will be comprehensively masterplanned.</p> <p>Proposals should demonstrate that the level of retail and leisure uses will not have an unacceptable impact on the town centres of Cowes and East Cowes.</p>
HA019	Former Somerton Reservoir, Newport Road, Cowes	<p>A brownfield site of approximately 1.9 hectares is allocated at the Former Somerton Reservoir, Cowes, to deliver a sustainable, high quality residential development which shall provide delivery of:</p> <p>a) At least 102 homes providing a mix of sizes and an affordable housing contribution in line with DHWN6;</p> <p>b) at least 44 units for assisted living accommodation;</p> <p>c) onsite soft and hard landscaping;</p> <p>d) a mix of onsite SANGs, open and recreation space;</p> <p>e) public transport and highway improvements as required; and</p> <p>f) proportionate contributions to improvements to off-site junctions identified in Tables 7.1 and 7.2, if required.</p>
HA021	Land at Baring Road, including 187 Baring Road, Gurnard	<p>A greenfield site of approximately 1.7 hectares is allocated at Baring Road, Cowes to deliver a sustainable, high quality residential development which shall provide:</p>

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		<p>a) At least 25 homes providing a mix of sizes and an affordable housing contribution in line with DHWN6;</p> <p>b) a continuous footpath along the road frontage; and</p> <p>c) landscape buffers should be incorporated to the west to safeguard the setting of Jordan Valley.</p> <p>As the site is located on the edge of the Jordan Valley between Cowes and Gurnard, design should be high quality and take account of the existing context.</p> <p>Development should look to provide a single row of frontage dwellings, or chalet style to ensure gaps and opportunities to view the valley and slightly set back from the road, similar to the existing dwellings to the south.</p> <p>An appropriate sized gap opposite Crossfield Avenue should be maintained to provide relief in the massing and maintain views across the valley.</p> <p>Archaeological and biodiversity assessments may need to be undertaken by any potential applicant to record where appropriate and assess the relevant impacts and mitigation aspects.</p>
HA022	Somerton Farm, Newport Road, Cowes	<p>A greenfield site of approximately 9.75 hectares is allocated at Somerton Farm, Cowes to deliver a sustainable, high quality mixed use development which shall provide:</p> <p>a) At least 80 homes providing a mix of sizes and an affordable housing contribution in line with DHWN6;</p> <p>b) improved road network to allow ease of movement to and through the site;</p> <p>c) in conjunction with the adjacent employment allocation Policy EA3, a multi-user route to the nearby Cowes to Newport multi-user network;</p> <p>d) a mix of onsite SANGs, open and recreation space;</p> <p>e) landscape buffers to the ancient woodland, SINC and along with the watercourse corridor; and</p> <p>f) proportionate contributions to improvements to off-site junctions identified in Tables 7.1 and 7.2, if required.</p> <p>Additional B1 employment uses may be appropriate within the farm yard buildings.</p>

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		<p>The site has an area of mineral safeguarding to the west, appropriate investigation should be undertaken to establish whether the minerals can be utilised within the development or extracted as appropriate.</p> <p>Archaeological and biodiversity assessments will need to be undertaken by any potential applicant to record where appropriate and assess the relevant impacts and mitigation aspects.</p>
HA024	Land to west of Newport Road	<p>A greenfield site of approximately 1.0 hectare is allocated at land to the west of Newport Road, Northwood to deliver high quality residential development which shall provide:</p> <p>a) between 5-10 homes; and</p> <p>b) proportionate contributions to improvements to off-site junctions identified in Tables 7.1 and 7.2, if required.</p> <p>The number of homes will depend on whether a suitable single access can be delivered or an appropriate alternative taking account the site to the north.</p>
HA025	Land rear of 84 Wyatts Lane, Northwood	<p>A greenfield site of approximately 5 hectares is allocated at land to the rear of 84 Wyatts Lane, Cowes to deliver a sustainable, high quality residential development which shall provide:</p> <p>a) At least 40 homes providing a mix of sizes and an affordable housing contribution in line with DHWN6;</p> <p>b) public transport and access improvements as required;</p> <p>c) footpath and public rights of way links and improvements;</p> <p>d) protection of trees, SINC and biodiversity enhancements;</p> <p>e) landscape buffers to safeguard the setting of the wider rural area and to the designations;</p> <p>f) safeguarded woodland areas with woodland walks;</p> <p>g) improved pedestrian connectivity/ footways to nearby school; and</p> <p>h) proportionate contributions to improvements to off-site junctions identified in Tables 7.1 and 7.2, if required.</p> <p>The site has two distinct areas for development the 'top'</p>

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		<p>field and the field behind 84 Wyatts Lane. It is considered that residential development should be delivered in these two distinct areas only and that the undesignated wooded areas and track in between should be incorporated into the overarching scheme as natural open space and biodiversity enhancements. The track between the two areas may be needed for access but should be seen as a shared space taking account of and utilising the existing contours.</p> <p>Archaeological and biodiversity assessments may need to be undertaken by any potential applicant to record where appropriate and assess the relevant impacts and mitigation aspects.</p>
HA026	Land rear of Harry Cheek Gardens, Northwood	<p>A greenfield site of approximately 2.4 hectares is allocated at land to the west of Harry Cheek Gardens, Cowes to deliver a sustainable, high quality residential development which shall provide:</p> <ul style="list-style-type: none"> a) At least 34 homes providing a mix of sizes and an affordable housing contribution in line with DHWN6; b) public transport, and access improvements as required; c) footpath and public rights of way links and improvements; d) protection of trees and provision of biodiversity enhancements; e) landscape buffers to the west to safeguard the setting of the wider rural area; f) a safeguarded open space/village green to the west; and g) proportionate contributions to improvements to off-site junctions identified in Tables 7.1 and 7.2, if required. <p>Proposals should not prevent adjacent sites coming forward.</p>

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HA031	Land to east of Gunville	<p>A greenfield site of approximately 11.8 hectares is allocated at land to east Gunville, Newport to deliver a sustainable, high quality mixed use development which shall provide:</p> <ul style="list-style-type: none"> a) At least 175 homes providing a mix of sizes and an affordable housing contribution in line with DHWN6; b) approximately 2.0 ha of serviced employment land for office, general industrial or storage and distribution uses as appropriate to the site and its wider context, ensuring that there is also a mix of size of unit; support will also be given to employment generating uses provided that they are compatible with the immediate surroundings and do not conflict with town centre uses (B uses); c) community use floor space (D1 uses); d) improved road network to allow ease of movement to and through the site; e) multi-user links to the wider area; f) a mix of onsite SANGs, open and recreation space as well as biodiversity enhancements; g) landscaping across the site and buffers to adjacent school; and h) public transport, pedestrian and public right of way links and improvements. <p>Archaeological and biodiversity assessments will need to be undertaken by any potential applicant to record where appropriate and assess the relevant impacts and mitigation aspects.</p> <p>Development and required infrastructure will be delivered on a phased basis in line with housing delivery.</p> <p>Proposals will not be permitted where they would prevent a comprehensive approach to the delivery of development and infrastructure across the whole site. It is anticipated that the site will be comprehensively masterplanned.</p>
HA032	Land at Horsebridge Hill	<p>A greenfield site of approximately 17.8 hectares is allocated at Horsebridge Hill, Newport to deliver a</p>

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		<p>sustainable, high quality mixed use development which shall provide:</p> <p>a) At least 375 homes providing a mix of sizes and an affordable housing contribution in line with DHWN6;</p> <p>b) approximately 5.0 ha of serviced employment land for office, general industrial or storage and distribution uses as appropriate to the site and its wider context, ensuring that there is also a mix of size of unit; support will also be given to employment generating uses provided that they are compatible with the immediate surroundings and do not conflict with town centre uses;</p> <p>c) improved road network to allow ease of movement to and through the site;</p> <p>d) public transport and pedestrian improvements;</p> <p>e) multi-user links to the wider area;</p> <p>f) a mix of onsite SANGs, open and recreation space; and</p> <p>g) landscape buffers to the ancient woodland, SINC and along with the watercourse corridor.</p> <p>Archaeological and biodiversity assessments will need to be undertaken by any potential applicant to record where appropriate and assess the relevant impacts and mitigation aspects.</p> <p>Development and required infrastructure will be delivered on a phased basis in line with housing delivery.</p> <p>Proposals will not be permitted where they would prevent a comprehensive approach to the delivery of development and infrastructure across the whole site and the surrounding sites allocated for development. It is anticipated that the site will be comprehensively masterplanned.</p>
HA036	Land at Noke Common	<p>A mixed greenfield and brownfield site of approximately 8.5 hectares is allocated at Noke Common, Newport to deliver a sustainable, high quality residential development which shall provide:</p> <p>a) At least 180 homes providing a mix of sizes and</p>

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		<p>an affordable housing contribution in line with DHWN6;</p> <p>b) public transport, access and proportionate off-site highway improvements as required;</p> <p>c) footpath and public rights of way links and improvements;</p> <p>d) a mix of onsite SANGs, open and recreation space; and</p> <p>e) landscaping and biodiversity enhancements.</p> <p>Development and required infrastructure will be delivered on a phased basis in line with housing delivery. Proposals will not be permitted where they would prevent a comprehensive approach to the delivery of development and infrastructure across the whole site and the surrounding sites allocated for development. It is anticipated that the site will be comprehensively masterplanned.</p>
HA037	Former Library HQ, Land Adjacent St Mary's Hospital Parkhurst, Newport	<p>A greenfield site of approximately 1 hectare is allocated at Land Former Library HQ and Land Adjacent St Mary's Hospital, Newport to deliver a sustainable, high quality residential development which shall provide:</p> <p>a) At least 50 homes providing a mix of sizes and an affordable housing contribution in line with DHWN6;</p> <p>b) public transport, access and proportionate off-site highway improvements as required; and</p> <p>c) footpath and public rights of way links and improvements;</p> <p>It is anticipated that the council will work the NHS to consider how a wider masterplan can offer comprehensive benefits across the site and adjacent NHS land. Therefore, proposals should not prevent adjacent sites coming forward.</p>
HA038	Land off Broadwood Lane, Newport	<p>A greenfield site of approximately 6.4 hectares is allocated at Land off Broadwood Lane, Newport to deliver a sustainable, high quality residential development which shall provide:</p>

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		<p>a) At least 150 homes providing a mix of sizes and an affordable housing contribution in line with DHWN6;</p> <p>b) public transport, access and proportionate off-site highway improvements as required;</p> <p>c) footpath and public rights of way links and improvements;</p> <p>d) onsite drainage improvements;</p> <p>e) a mix of onsite SANGs, open and recreation space; and</p> <p>f) landscaping and biodiversity enhancements.</p> <p>Archaeological and biodiversity assessments may need to be undertaken by any potential applicant to record where appropriate and assess the relevant impacts and mitigation aspects.</p> <p>Proposals should not prevent adjacent sites coming forward.</p>
HA039	Former HMP Camphill, Newport	<p>A mixed greenfield and brownfield site of approximately 99 hectares is allocated at Land at former HMP Camphill, Newport to deliver a sustainable, high quality mixed use development resilient to climate change and which shall provide delivery of:</p> <p>a) At least 1,200 homes providing a mix of sizes and an affordable housing contribution in line with DHWN6;</p> <p>b) approximately 2.0 ha of serviced employment land for office, general industrial or storage and distribution uses as appropriate to the site and its wider context, ensuring that there is also a mix of size of unit; support will also be given to employment generating uses provided that they are compatible with the immediate surroundings and do not conflict with town centre uses (B uses);</p> <p>c) community use floor space (D1 uses);</p> <p>d) an improved road network to allow ease of movement to and through the site;</p> <p>e) public transport improvements;</p>

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		<p>f) multi-user links to the existing sustainable transport network and wider area;</p> <p>g) a mix of on-site SANGs, open and recreation space;</p> <p>h) landscape buffers to the ancient woodland and SINC; and</p> <p>i) a site wide District Heating system to which all developments will connect, with preference given to using heat from the Forest Road Energy from Waste facility, subject to viability.</p> <p>Archaeological, historic and biodiversity assessments will need to be undertaken by any potential applicant to record where appropriate and assess the relevant impacts and mitigation aspects.</p> <p>Given the historic uses of the site development which utilises the heritage assets to reinforce the cultural connections between the site and its surroundings, and ensure a sustainable future for the Camp Hill Prison buildings is encouraged.</p> <p>As the site is located adjacent to Parkhurst Forest opportunities for connections into and from the forest should be considered along with working with the Forestry Commission on other joint ventures where there is a benefit for new and existing residents.</p> <p>Development and required infrastructure will be delivered on a phased basis in line with housing delivery. Proposals will not be permitted where they would prevent a comprehensive approach to the delivery of development and infrastructure across the whole site and the surrounding sites allocated for development. It is anticipated that the site will be comprehensively masterplanned.</p>
HA040	Land adjacent and including land at New Fairlee Farm, Newport	The site will develop as a sustainable high quality urban extension, resilient to climate change where new and existing nearby residents will be able to access a range of community facilities, recreation areas and public transport improvements. It will represent a new part of the town and reinforce the importance of the eastern approach. The aim is to establish a new area within the natural setting of Newport retaining existing hedges and trees where appropriate

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		<p>A site of approximately 44.6 hectares is allocated to the east of Newport for a mixed use development including delivery of:</p> <ul style="list-style-type: none"> a) At least 880 homes providing a mix of sizes and an affordable housing contribution in line with DHWN6; b) a mix of onsite SANGs, open and recreation space; c) a range of small-scale community facilities which could include a multi-purpose community building and a small convenience shop. The small-scale local/ neighbourhood hub should serve the day-to-day needs of nearby new and existing residents and act as the focal point for the community being well connected and permeable; d) public transport improvements; e) multi-user links to the existing sustainable transport network and wider area; f) an improved road network to allow ease of movement to and through the site including a park and ride hub, and connections through to Staplers Road; and. g) landscape buffers to the north east. <p>Development and required infrastructure will be delivered on a phased basis in line with housing delivery.</p> <p>Proposals will not be permitted where they would prevent a comprehensive approach to the delivery of development and infrastructure across the whole site.</p> <p>It is anticipated that the site will be comprehensively masterplanned.</p> <p>Relevant surveys will need to be undertaken and early liaison with the council's Planning Services is advised.</p>
HA041	Barton School Site, Green Street	<p>A brownfield site of approximately 0.7 hectares is allocated for residential use. The site incorporates a Victorian School and parking area. The development should provide for:</p>

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		<p>a) At least 25 homes providing a mix of sizes and an affordable housing contribution in line with DHWN6.</p> <p>Given the building is recorded on the HER and contributes to the character of the area, every effort should be made to incorporate it within the development. If the school cannot be retained it will need to be recorded prior to development and any new development should be of high quality and design. Early discussions with the council's Planning Services and Archaeology & Historic Environment Service is advised.</p>
HA042	Land east of St. Georges Way and south of Asda, Newport	<p>A greenfield site of approximately 1.6 hectares is allocated at land east of St. Georges Way and south of Asda, Newport to deliver a sustainable, high quality residential development which shall provide:</p> <ul style="list-style-type: none"> a) Approximately 7-10 homes; b) a single vehicular access; c) a pedestrian connection to St Georges Way; d) retention of the existing roadside hedges; e) retention of onsite trees; and f) biodiversity enhancements, open space and landscape buffering to the higher half of the site. <p>It is anticipated that development would be lower density given the context of the area and up to a storey and a half in height.</p>
HA043	Land at Landscape Lane, Newport	<p>A greenfield site of approximately 0.8 hectares is allocated at Landscape Road, Newport to deliver a sustainable, high quality residential development which shall provide:</p> <ul style="list-style-type: none"> a) At least 10 homes providing a mix of sizes and an affordable housing contribution in line with DHWN6; b) a single vehicular access to the south of the site; and c) retention of the existing roadside hedge to Landscape Lane.

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		It is anticipated that development would comprise of a single row of houses accessed from an internal road served by one access.
HA044	Newport Harbour, Newport	<p>A mixed greenfield and brownfield site of approximately 2.5 hectares is allocated at Land at Newport Harbour, Newport to deliver a sustainable, high quality mixed use development resilient to climate change and sympathetic to the harbour's character and which shall provide delivery of:</p> <ul style="list-style-type: none"> a) At least 250 homes providing a mix of sizes and an affordable housing contribution in line with DHWN6; b) serviced employment land for office, general industrial or storage and distribution uses including marine uses provided that they are compatible and appropriate to the site and its wider context, ensuring that there is also a mix of size of unit; (B uses); c) small-scale flexible retail, financial and professional services, food and drink floor space (A1-A4 uses); d) community/education use floor space (D1 uses); e) a mix of onsite SANGs, open and recreation space; f) an improved road network to allow ease of movement to and through the site; g) multi-user links to the existing sustainable transport network and wider area; h) public transport improvements as required; i) public realm improvements with public access to the waterfront; and j) a site wide District Heating system or other decentralised energy scheme to which all developments will connect, subject to viability. <p>When considering flood risk across the site please refer to the council's SFRA Level 2 Fact Sheet.</p> <p>Archaeological, historic and biodiversity assessments will need to be undertaken by any</p>

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		<p>potential applicant to record where appropriate and assess the relevant impacts and mitigation aspects.</p> <p>Development and required infrastructure will be delivered on a phased basis in line with housing delivery. It is anticipated that the site will be comprehensively masterplanned.</p> <p>Proposals should demonstrate that the level of retail and leisure uses will not have an unacceptable impact on the town centre.</p>
HA045	Land at Fairlee Road, Hillside, Newport	<p>A brownfield site of approximately 0.2 hectares is allocated at Land at Fairlee Road, Hillside to deliver a sustainable, high quality residential development which shall provide:</p> <p>a) At least 15 homes providing a mix of sizes and an affordable housing contribution in line with DHWN6; and</p> <p>b) onsite parking.</p> <p>It is anticipated that the site can be comprehensively redeveloped.</p>
HA110	Land at Moreys, Trafalgar Road	<p>A brownfield site of approximately 1.6 hectares is allocated at Land at Moreys, Trafalgar Road, Newport to deliver high quality sustainable residential development which shall provide:</p> <p>a) At least 100 homes providing a mix of sizes and an affordable housing contribution in line with DHWN6;</p> <p>b) onsite parking and access improvements as required;</p> <p>c) an access road linking Trafalgar Road and Terrace Road; and</p> <p>d) a mix of onsite SANGs, green and open space.</p>

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East Medina Regeneration Area		
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HA048	Highwood Nursery, Main Road, Rookley	<p>A greenfield site of approximately 1.25 hectares is allocated at Highwood Nursery, Rookley to deliver, high quality residential development which shall provide:</p> <ul style="list-style-type: none"> a) Approximately 5-7 homes in a landscape setting to provide a gateway to the village; and b) access and highway improvements as required. <p>Proposals will need to incorporate, where appropriate a sense of arrival to the village taking account of the setting and form of the adjacent chapel.</p> <p>Development should incorporate the onsite trees into the design where this will result in an attractive landscape setting.</p> <p>Sites within Rookley shall be phased so as not to prejudice the delivery of nearby sites within or adjacent to the village.</p>
HA049	Land to east of at Rookley Green on east side of Niton Road, Rookley	<p>A greenfield site of approximately 4.5 hectares is allocated to land east of Rookley Green, Rookley to deliver, high quality sustainable residential development which shall provide:</p> <ul style="list-style-type: none"> a) At least 30 homes providing a mix of sizes and an affordable housing contribution in line with DHWN6; b) improved and safe access to and through the site for both pedestrians and vehicles; c) retention or reprovion of existing public rights of way; and d) landscape buffer and biodiversity enhancements to the south of the site. <p>Sites within Rookley shall be phased so as not to prejudice the delivery of nearby sites within or adjacent to the village.</p> <p>Archaeological assessments may need to be undertaken by any potential applicant and early liaison with the council's Archaeology and Historic Environment Service is advised.</p>
HA051	Palmers Farm, Brocks Copse Road, Wootton Bridge	<p>A greenfield site of approximately 10 hectares is allocated to land at Palmers Farm, Wootton Bridge to deliver, high quality sustainable residential development which shall</p>

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East Medina Regeneration Area		
Housing Allocation Ref Number	Address	Policy / Requirements
		<p>provide:</p> <ul style="list-style-type: none"> a) At least 40 homes providing a mix of sizes and an affordable housing contribution in line with DHWN6; b) improved and safe access to and through the site for both pedestrians and vehicles; c) retention of existing woodland to centre of site; and d) landscape buffers and biodiversity enhancements to the north and west of the site. <p>The site has an area of mineral safeguarding to the west, appropriate investigation should be undertaken to establish whether the minerals can be utilised within the development or extracted as appropriate.</p> <p>Archaeological assessments will need to be undertaken by any potential applicant and early liaison with the council's Archaeology and Historic Environment Service is advised.</p>
HA053	Land adjoining Lushington Hill & Hunters Way, Wootton	<p>A greenfield site of approximately 15 hectares is allocated to land adjoining Lushington Hills & Hunters Way, Wootton Bridge to deliver, high quality sustainable residential development which shall provide:</p> <ul style="list-style-type: none"> a) At least 75 homes providing a mix of sizes and an affordable housing contribution in line with DHWN6; b) improved and safe access to and through the site for both pedestrians and vehicles; c) landscape and ecological buffers to the ancient woodland and hedge retention where possible or replacement; and d) a mix of SANGs, open and recreation space. This could be located to the west to act as a buffer to the woodland. <p>The site has an area of mineral safeguarding to the centre of the site, appropriate investigation should be undertaken to establish whether the minerals can be utilised within the development or extracted as appropriate.</p> <p>Archaeological assessments will need to be undertaken by any potential applicant and early liaison with the council's Archaeology and Historic Environment Service is advised.</p>

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HA111	Land at Follyworks, Whippingham	<p>A brownfield site of approximately 14 hectares is allocated at Land at Folly Works, Whippingham to deliver a sustainable, high quality mixed use development resilient to climate change and sympathetic to the character of the area and which shall provide delivery of:</p> <ul style="list-style-type: none"> a) At least 99 homes providing a mix of sizes and an affordable housing contribution in line with DHWN6; b) tourist accommodation; c) approximately 15 business units, small convenience shop, café and river users facilities; d) formation of jetty; e) creation of new access road with junction to Beatrice Avenue and works to Folly Lane; f) a mix of onsite SANGs, open and recreation space; and g) biodiversity enhancements and mitigation works as required including to the foreshore. <p>The above provides for enabling development noting that the site is constrained and contaminated.</p> <p>Due to the sensitive nature of the site, a number of biodiversity enhancements are expected, these should include, but are not limited to, creation of riverside terraces, bird island, relocation and ongoing protection of species as appropriate.</p>
HA113	Red Funnel, East Cowes	<p>A brownfield site of approximately 2.4 hectares is allocated at Land at Red Funnel and surrounds, East Cowes to deliver a sustainable, high quality mixed use development resilient to climate change and sympathetic to the character of the area and which shall provide delivery of:</p> <ul style="list-style-type: none"> a) At least 100 homes providing a mix of sizes and an affordable housing contribution in line with DHWN6; b) tourist accommodation; c) approximately 1850m² of non-residential floor space including retail, leisure and commercial premises (use classes A1-5, B1 and B2); d) demolition of unused buildings;

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Housing Allocation Ref Number	Address	Policy / Requirements
		<p>e) terminal buildings with associated marshalling facilities;</p> <p>f) public transport, access and highway improvements as required as well as opportunities to enhance or create links to the local sustainable transport network;</p> <p>g) on-site parking and cycle provision;</p> <p>h) enhanced public realm/ SANGs/ open and recreation space;</p> <p>i) pedestrian connectivity improvements;</p> <p>j) appropriate landscaping and boundary treatment;</p> <p>k) an appropriate level of public access to the waterfront;</p> <p>l) an appropriate level of access to the waterfront and marine-related infrastructure, where it is required for existing and future marine and maritime-related businesses;</p> <p>m) seawall and coastal defence improvements; and</p> <p>n) any other measures that enhance East Cowes as a destination.</p> <p>Development and required infrastructure will be delivered on a phased basis in line with housing delivery.</p> <p>Proposals should demonstrate that the level of retail and leisure uses will not have an unacceptable impact on the town centres of East Cowes and Cowes.</p>

Ryde Regeneration Area		
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HA056	6-8 George Street, Ryde	<p>A brownfield site of approximately 0.09 hectares is allocated at Land at 6-8 George Street, Ryde to deliver a sustainable, high quality residential development which shall provide:</p> <p>a) At least 10 homes providing a mix of sizes and an affordable housing contribution in line with DHWN6; and</p> <p>b) onsite parking and a safe means of access.</p> <p>It is anticipated that the site can be comprehensively</p>

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Housing Allocation Ref Number	Address	Policy / Requirements
		<p>redeveloped and should be of high quality design and should reflect the character of the conservation area.</p> <p>When considering flood risk across the site please refer to the council's SFRA Level 2 Fact Sheet.</p>
HA057	St Thomas Street Car Park, Ryde	<p>A brownfield site of approximately 0.45 hectares is allocated at Land at St Thomas Car Park, Ryde to deliver a sustainable, high quality residential development which shall provide:</p> <ul style="list-style-type: none"> a) At least 20 homes providing a mix of sizes and an affordable housing contribution in line with DHWN6; b) onsite parking for new residents; c) re-provision of any lost public parking that is required; and d) proportionate contributions to improvements to off-site junctions identified in Tables 7.1 and 7.2, if required. <p>It is anticipated that the site can be comprehensively redeveloped and should be of high quality design reflecting the character of the area and respect the proximity of the buildings and uses to the south of the site.</p> <p>If at the time of an application the public parking facility is still required in full or in part, any public parking lost as a result of the proposed development will need to be re-provided elsewhere or within the site as part of that planning consent.</p>
HA058	Land Adjoining Puckpool Hill (The Archery Field), Ryde	<p>A greenfield site of approximately 1.8 hectares is allocated at Land adjoining Puckpool Hill, Ryde for residential use to deliver a sustainable, high quality residential development which shall provide:</p> <ul style="list-style-type: none"> a) At least 25 homes providing a mix of sizes and an affordable housing contribution in line with DHWN6; and b) safe access to and through the site for both pedestrians and vehicles, this may include extensions improvements to footpaths/pavements. <p>The site is currently leased and is used as an archery field by the Wight Bowman. It is anticipated that development will not occur on the site until the lease has expired. Any development proposals will need to include</p>

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		<p>appropriate consultation with the Wight Bowman to establish where re-provision can be provided.</p> <p>Archaeological assessments may need to be undertaken by any potential applicant and early liaison with the council's Archaeology and Historic Environment Service is advised.</p>
HA059	Land to the west of Upton Road, Ryde	<p>A greenfield site of approximately 3.4 hectares is allocated to the west of Upton Road, Ryde for residential use to deliver a sustainable, high quality residential development which shall provide:</p> <ul style="list-style-type: none"> a) At least 80 homes providing a mix of sizes and an affordable housing contribution in line with DHWN6; b) a single and safe vehicular access to and through the site. This should where possible incorporate the existing access and improve visibility splays; c) a network of safe and accessible footpaths within the site and a footpath link to connect the development to the north and adjacent housing. This footpath should be delivered within the site; d) retain the ancient roadside hedge as far as possible taking account of visibility splays; e) a mix of onsite SANGs, open and recreation space; and f) landscape buffers to the south. <p>Archaeological assessments may need to be undertaken by any potential applicant and early liaison with the council's Archaeology and Historic Environment Service is advised.</p>
HA060	Westridge Cross Dairy and land to the north of Bullen Road, Ryde	<p>A greenfield site of approximately 28 hectares is allocated at Westridge Cross Dairy, Ryde to deliver a sustainable, high quality predominately residential development resilient to climate change. The development shall provide:</p> <ul style="list-style-type: none"> a) At least 555 homes providing a mix of sizes and an affordable housing contribution in line with DHWN6; b) a mix of onsite SANGs, open and recreation space; c) community facilities well related and accessible to all,

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		<p>including a small convenience retail provision, if appropriate;</p> <p>d) opportunities for sustainable travel and lifestyles including a network of safe and convenient green routes and cycling links; and</p> <p>e) public transport and highway improvements as required.</p> <p>Development and required infrastructure will be delivered on a phased basis in line with housing delivery.</p> <p>Proposals will not be permitted where they would prevent a comprehensive approach to the delivery of development and infrastructure across the whole site. It is anticipated that the site will be comprehensively masterplanned.</p> <p>Relevant biodiversity and archaeological assessments will be required and early liaison with council's Planning Services is advised.</p>
HA061	Land at Binstead, Ryde	<p>A greenfield site of approximately 3.9 hectares is allocated at land at Binstead, Ryde to deliver, high quality sustainable residential development which shall provide:</p> <p>a) At least 45 homes providing a mix of sizes and an affordable housing contribution in line with DHWN6;</p> <p>b) improved and safe access to and through the site for both pedestrians and vehicles;</p> <p>c) retained protected trees, incorporated into the design of the development;</p> <p>d) improvement, re-provision and/or links to existing public rights of way;</p> <p>e) landscape buffers and biodiversity enhancements to the south of the site; and</p> <p>f) proportionate contributions to improvements to off-site junctions identified in Tables 7.1 and 7.2, if required.</p> <p>Archaeological assessments may need to be undertaken by any potential applicant and early liaison with the council's Archaeology and Historic Environment Service is advised.</p>
HA062	Land off Quarry Road, Ryde	<p>A greenfield site of approximately 1.6 hectares is allocated at land off Quarry Road, Ryde to deliver, high</p>

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		<p>quality sustainable residential development which shall provide:</p> <ul style="list-style-type: none"> a) At least 50 homes providing a mix of sizes and an affordable housing contribution in line with DHWN6; b) improved and safe access to and through the site for both pedestrians and vehicles; c) improvement, re-provision and links to existing public rights of way; d) a financial contribution to the management and maintenance of the adjacent nature asset; and e) landscape buffers and biodiversity enhancements to the south of the site. <p>Biodiversity assessments will need to be undertaken by any potential applicant and early liaison with the council's Planning Services is advised.</p>
HA112	Land at Harcourt Sands, Ryde	<p>A brownfield site of approximately 11 hectares is allocated at Land at Harcourt Sands, Ryde to deliver a sustainable, high quality mixed use development resilient to climate change and sympathetic to the character of the area and which shall provide delivery of:</p> <ul style="list-style-type: none"> a) At least 128 homes providing a mix of sizes and an affordable housing contribution in line with DHWN6; b) improvements to the tourism offer; c) on-site car parking; d) new vehicular access and works to existing accesses; and e) a mix of onsite SANGs, open and recreation space as well as biodiversity enhancements.
HA066	Land Near Brading Roman Villa / Land off Morton Road Brading	<p>A greenfield site of approximately 2.3 hectares is allocated at land near Brading Roman Villa, Brading as enabling development to deliver, high quality sustainable residential development which shall provide:</p> <ul style="list-style-type: none"> a) Approximately 15 homes subject to enabling viability; b) improved and safe access to and through the site for both pedestrians and vehicles; and

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		<p>c) improved access for local residents and tourists to the Scheduled Ancient Monument and tourism facilities at the feature.</p> <p>The site is only allocated to ensure the delivery of a new access road to the Villa and therefore the number of units must be commensurate to the cost of these works including any required compulsory purchase order. Consequently the council will expect to work with the applicant to understand the need and quantum of this development, this may include an open book approach to viability.</p> <p>As the site is located in close proximity to a schedule Ancient Monument early engagement with the council and Historic England is advised.</p>
HA067	Land north of Quay Lane, Brading	<p>A greenfield site of approximately 2.8 hectares is allocated at land north of Quay Lane, Brading to deliver, high quality sustainable residential development which shall provide:</p> <p>a) At least 25 homes providing a mix of sizes and an affordable housing contribution in line with DHWN6;</p> <p>b) improved and safe access to and through the site for both pedestrians and vehicles;</p> <p>c) improvement, re-provision and links to existing public rights of way; and</p> <p>d) landscape buffer and biodiversity enhancements to the east of the site.</p> <p>Access options should be explored along Vicarage Lane or within land of the same ownership with Quay Lane being secondary due to the narrow nature of the road and the junction to the main road.</p> <p>The site is located close to the historic core of Brading and as such design will need to reflect and take account of the nearby character and context. Archaeological assessments may need to be undertaken by any potential applicant and early liaison with the council's Archaeology and Historic Environment Service is advised.</p>
HA068	Wrax Farm, New Road, Brading	<p>A greenfield site of approximately 1.2 hectares is allocated at Wrax Farm, New Road, Brading to deliver, high quality sustainable residential development which shall provide:</p>

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		<p>a) At least 20 homes providing a mix of sizes and an affordable housing contribution in line with DHWN6;</p> <p>b) improved and safe access to and through the site for both pedestrians and vehicles;</p> <p>c) improvement, re-provision and links to existing public rights of way and the nearby railway station; and</p> <p>d) landscape buffers and biodiversity enhancements to the east of the site.</p> <p>A vehicular access option should be explored through to the station and accessing Station Road. If this requires any loss of allotment gardens these will need to be re-provided within the development site. Archaeological assessments may need to be undertaken by any potential applicant and early liaison with the council's Archaeology and Historic Environment Service is advised.</p>
HA069	The Builder's Yard, Yarbridge, Brading	<p>A greenfield site of approximately 0.5 hectares is allocated at The Builder's Yard, Yarbridge, Brading to deliver, high quality sustainable residential development which shall provide:</p> <p>a) At least 5 homes;</p> <p>b) improved and safe access to and through the site for both pedestrians and vehicles;</p> <p>Given the potential for high ecological value across the site development should be delivered in a landscaped and treed setting, safeguarding high amenity and mature trees.</p>
HA070	Coppid Hall Farm, Main Road, Havenstreet	<p>A greenfield site of approximately 2.0 hectares is allocated at Coppid Hall Farm, Havenstreet to deliver, high quality sustainable residential development which shall provide:</p> <p>a) At least 25 homes providing a mix of sizes and an affordable housing contribution in line with DHWN6;</p> <p>b) improved and safe access to and through the site for both pedestrians and vehicles;</p> <p>c) a financial or other contribution to facilitate reinstatement of the bus service; and</p> <p>d) landscape buffer and biodiversity enhancements to</p>

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		<p>the east of the site.</p> <p>A vehicular access option should be explored that will improve the visibility of the corner for both development traffic and road traffic. Archaeological assessments may need to be undertaken by any potential applicant and early liaison with the council's Archaeology and Historic Environment Service is advised.</p>
HA071	Car sales area on the east side of the Main Road, Havenstreet	<p>A brownfield site of approximately 0.3 hectares is allocated at Land at Main Road, Havenstreet to deliver high quality sustainable residential development which shall provide:</p> <ul style="list-style-type: none"> a) At least 10 homes providing a mix of sizes and an affordable housing contribution in line with DHWN6; b) onsite parking; and c) a financial or other contribution to facilitate reinstatement of the bus service. <p>It is anticipated that the site can be comprehensively redeveloped.</p>
HA072	Former Flamingo Park, Oakhill Road, Seaview	<p>A brownfield site of approximately 2.4 hectares is allocated at Land at Flamingo Park, Seaview to deliver high quality sustainable residential development which shall provide:</p> <ul style="list-style-type: none"> a) At least 15 homes providing a mix of sizes and an affordable housing contribution in line with DHWN6 (not including the existing dwellings); b) onsite parking and access improvements as required; c) retention of onsite and roadside trees and hedges; d) landscape buffers to the north and east; e) pedestrian connections to and improvements of the adjacent public right of way network; and f) removal of existing unused buildings. <p>When considering flood risk across the site please refer to the council's SFRA Level 2 Fact Sheet.</p>
HA073	Land at Seagrove Farm Road & Land off Solent	<p>A greenfield site of approximately 2 hectares is allocated at Land at Seagrove Farm Road & Solent View Road,</p>

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	View Road, Seaview	<p>Seaview to deliver, high quality sustainable residential development which shall provide:</p> <ul style="list-style-type: none"> a) At least 25 homes providing a mix of sizes and an affordable housing contribution in line with DHWN6; b) improved and safe access to and through the site for both pedestrians and vehicles; c) landscape buffer and biodiversity enhancements to the north east of the site as a buffer to the ancient woodland; and d) appropriate landscape buffers to the west and football grounds.
HA076	Guildford Park Caravan Site & Fakenham Farm, St. Helens	<p>A mixed greenfield and brownfield site of approximately 5.0 hectares is allocated at Guildford Park Caravan Site & Fakenham Farm, St. Helens to deliver, sustainable high quality predominately residential development resilient to climate change. The development shall provide:</p> <ul style="list-style-type: none"> a) At least 100 homes providing a mix of sizes and an affordable housing contribution in line with DHWN6; b) a mix of onsite SANGs, open and recreation space; c) public transport and highway improvements as required; d) safe access to and through the site for both pedestrians and vehicles; and e) retention or incorporation of existing businesses where appropriate well related and accessible to all. <p>Development and required infrastructure will be delivered on a phased basis in line with housing delivery.</p> <p>Proposals will not be permitted where they would prevent a comprehensive approach to the delivery of development and infrastructure across the whole site. Archaeological assessments may need to be undertaken by any potential applicant and early liaison with the council's Archaeology and Historic Environment Service is advised.</p>

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Housing Allocation Ref Number	Address	Policy / Requirements
HA080	Former Sandham Middle School Site, Sandown	<p>A mixed brownfield and greenfield site of approximately 4 hectares is allocated at the Former Sandham Middle School, Sandown to deliver a sustainable, high quality mixed use development based on an independent living campus. The site shall provide delivery of:</p> <ul style="list-style-type: none"> a) A children's day-care nursery; b) extra care services for older people delivering a variety of sized units; c) supported housing for vulnerable young people, including care leavers; d) a small community hub to provide the main reception and public gateway into the campus. This space should include facilities and areas for the general public to access both leisure and support services. This could also include a small library, café and a small-scale retail opportunity to serve local needs; e) a mix of onsite SANGs, open and recreation space; f) sustainable drainage scheme; and g) proportionate contributions to improvements to off-site junctions identified in Tables 7.1 and 7.2, if required. <p>It is considered that as well as Island Independent Living, this site could be suitable for an intergenerational and cross-service delivery approach, incorporating early year's childcare provision and specialist transition accommodation for single teenage parents using a campus configuration.</p> <p>When considering flood risk across the site please refer to the council's SFRA Level 2 Fact Sheet.</p>
HA081	Sandown Town Hall, Grafton Street, Sandown	<p>A brownfield site of approximately 0.15 hectares is allocated for residential use at Sandown Town Hall, Sandown to deliver a sustainable, high quality residential development which shall provide delivery of:</p> <ul style="list-style-type: none"> a) At least 14 homes providing a mix of sizes and an affordable housing contribution in line with DHWN6. <p>Given the building is listed building, any development and/or conversion must have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. Early discussions with the council's Planning</p>

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		Services is advised.
HA083	Land at Perowne Way, Sandown	<p>A greenfield site of approximately 10 hectares is allocated at land at Perowne Way, Sandown to deliver, sustainable high quality predominately residential development resilient to climate change.</p> <p>The development shall provide:</p> <ul style="list-style-type: none"> a) At least 125 homes providing a mix of sizes and an affordable housing contribution in line with DHWN6; b) public transport and highway improvements as required including improved and safe access to and through the site for both pedestrians and vehicles; c) a mix of onsite SANGs, open and recreation space; d) river corridor biodiversity enhancements; e) multi-user links to the existing sustainable transport network and wider area; and f) proportionate contributions to improvements to off-site junctions identified in Tables 7.1 and 7.2, if required. <p>When considering flood risk across the site please refer to the council's SFRA Level 2 Fact Sheet. Given the site has an area of flood risk to the north and to the west along the river corridor, it is expected that built development will be located away from these areas. It is anticipated that these area could be incorporated into green open spaces providing buffers and enhancements to the river corridor.</p> <p>Development and required infrastructure will be delivered on a phased basis in line with housing delivery.</p> <p>Proposals will not be permitted where they would prevent a comprehensive approach to the delivery of development and infrastructure across the whole site.</p> <p>Relevant surveys will need to be undertaken and early discussions with the council's Planning Services is advised.</p>
HA084	Former SPA Hotel, Shanklin Esplanade	<p>A brownfield site of approximately 0.4 hectares is allocated at land at Former SPA Hotel, Shanklin to deliver, sustainable high quality predominately residential development resilient to climate change.</p>

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Housing Allocation Ref Number	Address	Policy / Requirements
		<p>The development shall provide:</p> <ul style="list-style-type: none"> a) At least 50 homes providing a mix of sizes and an affordable housing contribution in line with DHWN6; b) public transport and highway improvements as required; c) contribution towards improvements to the seawall and coastal defences; and d) re-provision of any lost public parking that is required. <p>The development should be of high quality design and should reflect the character of the area and respect the proximity of the buildings and uses adjacent to the site.</p> <p>If at the time of an application the car parking facility is still needed, any public parking lost and still required will need to be re-provided within the site as part of that planning consent.</p> <p>Given the site location with the cliff behind, it is anticipated that any parking would be to the rear of the site and could be stacked. Consideration will need to be given to the ground floor frontage area to ensure it is appropriate to the activity and vitality of the seafront.</p> <p>Relevant surveys will need to be undertaken and early discussions with the council's Planning Services is advised.</p>
HA088	Shanklin Esplanade Car Park, Shanklin	<p>A brownfield site of approximately 0.2 hectares is allocated at land at Shanklin Esplanade Car Park, Shanklin to deliver, sustainable high quality predominately residential development resilient to climate change.</p> <p>The development shall provide:</p> <ul style="list-style-type: none"> a) At least 50 homes providing a mix of sizes and an affordable housing contribution in line with DHWN6; b) public transport and highway improvements as required; c) contribution towards improvements to the seawall and coastal defences; and d) re-provision of any lost public parking that is required.

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The Bay Regeneration Area		
Housing Allocation Ref Number	Address	Policy / Requirements
		<p>The development should be of high quality design and should reflect the character of the area and respect the proximity of the buildings and uses adjacent to the site.</p> <p>If at the time of an application the car parking facility is still needed, any public parking lost and still required will need to be re-provided within the site as part of that planning consent.</p> <p>Given the site location it is anticipated that any parking would be to stacked, this should include parking for both visitors and residents of any residential aspects. Consideration will need to be given to the ground floor frontage area to ensure it is appropriate to the activity and vitality of the seafront.</p> <p>Relevant surveys will need to be undertaken and early discussions with the council's Planning Services is advised.</p>
HA090	Depot site at Lowtherville Road, Ventnor	<p>A brownfield site of approximately 0.7 hectares is allocated at Land at Lowtherville Road, Ventnor to deliver sustainable high quality mixed use development to provide:</p> <ul style="list-style-type: none"> a) At least 15 affordable homes; b) serviced employment as set out in Policy EA5; and c) public transport, highway improvements and pedestrian connections as required <p>It is anticipated that the applicant will work with a register provider to deliver a mix of affordable homes.</p> <p>Archaeological assessments may need to be undertaken by any potential applicant and early liaison with the council's Archaeology and Historic Environment Service is advised.</p>
HA091	Ventnor Youth Club, Victoria Street Ventnor	<p>A brownfield site of approximately 0.03 hectares is allocated for residential use at Ventnor Youth Club, Ventnor to deliver sustainable high quality mixed use development to provide:</p> <ul style="list-style-type: none"> a) At least 15 homes providing a mix of sizes and an affordable housing contribution in line with DHWN6; and b) a community facility which shall include a library.

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		The building is not listed but is recorded as a historic building. It is therefore anticipated that the existing former non-conformist chapel will be converted, where this is not viable, early discussions should be held with the council's Planning Services and Archaeology and Historic Environment Service regarding any applicable recording of the site.
HA095	Land at Moor Farm, Godshill	<p>A greenfield site of approximately 3.8 hectares is allocated at Moor Farm, Godshill to deliver a sustainable, high quality residential development which shall provide:</p> <ul style="list-style-type: none"> a) At least 45 homes providing a mix of sizes and an affordable housing contribution in line with DHWN6; b) an improved highway junction/vehicular access; c) improved pedestrian accessibility to school, village centre; and d) connections to existing public rights of way and multi-use tracks. <p>Proposals should explore working with the council to improve the access and visibility to the main road.</p> <p>Every endeavour should be made to work with adjacent landowners to provide better access to the site and adjacent sites and pedestrian access to the school and village using existing potentially private routes.</p> <p>Archaeological assessments may need to be undertaken by any potential applicant and early liaison with the council's Archaeology and Historic Environment Service is advised.</p> <p>Sites within Godshill shall be phased so as not to prejudice the delivery of nearby sites within or adjacent to the village.</p>
HA096	Land adjoining Scotland Farm and Tresslewood Care Village, Scotland Corner, Godshill	<p>A greenfield site of approximately 1.8 hectares is allocated at Land adjoining Scotland Farm, Godshill to deliver a sustainable, high quality residential development which shall provide:</p> <ul style="list-style-type: none"> a) At least 30 homes providing a mix of sizes and an affordable housing contribution in line with DHWN6; b) pedestrian connections to Yarborough Close and along West Street.

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Housing Allocation Ref Number	Address	Policy / Requirements
		<p>Off-site contributions will be sought to provide a pavement/footpath along West Street to provide better and safer connections to the village centre.</p> <p>The site has an area of mineral safeguarding to the west, appropriate investigation should be undertaken to establish whether the minerals can be utilised within the development or extracted as appropriate.</p> <p>Sites within Godshill shall be phased so as not to prejudice the delivery of nearby sites within or adjacent to the village.</p>
HA097	Land at Deacons Nursery, Moor View, Godshill	<p>A greenfield site of approximately 2.7 hectares is allocated at land at Deacons Nursery, Godshill to deliver, high quality sustainable residential development which shall provide:</p> <ul style="list-style-type: none"> a) At least 50 homes providing a mix of sizes and an affordable housing contribution in line with DHWN6; b) improved and safe access to and through the site for both pedestrians and vehicles; c) retention or reprovision of existing public rights of way; d) landscape buffer and biodiversity enhancements to the watercourse and east of the site. <p>Any loss of parking as a result of access to the development should be re-provided within the development .</p> <p>Sites within Godshill shall be phased so as not to prejudice the delivery of nearby sites within or adjacent to the village.</p>
HA098	Land at Lower Bramstone Farm, Newport Road, Chale Green	<p>Chale Green benefits from some services including a small shop. It is considered that a small amount of development to serve local need may help support and enhance local services.</p> <p>A Greenfield site of approximately 2.3 hectares is allocated at Land at Lower Bramstone Farm, Newport Road, Chale Green to deliver sustainable high quality residential development to provide:</p> <ul style="list-style-type: none"> a) At least 20 homes providing a mix of sizes and an affordable housing contribution in line with DHWN6;

2 Appendix 2 Site Specific Requirements for Allocated Sites

The Bay Regeneration Area		
Housing Allocation Ref Number	Address	Policy / Requirements
		<p>b) improved and safe access to and through the site for both pedestrians and vehicles; and</p> <p>c) landscape buffers and biodiversity enhancements to the east of the site.</p> <p>The proposal should consider a single row of frontage development retaining the hedge with a single point of access to the north area and a single point of access to the south area.</p> <p>The site should be phased across the plan period starting from the north building out to the south.</p> <p>Archaeological assessments may need to be undertaken by any potential applicant and early liaison with the council's Archaeology and Historic Environment Service is advised.</p>
HA099	Land at Tithe Barn Farm, adjacent Newport Road, Chale	<p>Chale benefits from some services including a garage and public house. It is considered that a small amount of development to serve local need may help support and enhance local services.</p> <p>A brownfield site of approximately 0.2 hectares is allocated at Land at Tithe Barn Farm, Chale to deliver sustainable high quality residential development to provide:</p> <p>a) Approximately 5-7 homes;</p> <p>b) improved and safe access to and through the site for both pedestrians and vehicles; and</p> <p>c) landscape buffer and biodiversity enhancements to the west of the site</p>
HA100 & HA101	Popes Farm, High Street, Newchurch & Westmeanth , Land at White Dymes, Main Road, Newchurch	<p>Newchurch benefits from a number of services including some employment and the main multi-user connection between Sandown and Newport. It is considered that a small amount of development to serve local need may help support and enhance these services. Two sites are allocated at Newchurch to provide a mix of local housing and choice. Both sites should provide homes that are a mix of size and tenure to provide choice for the local community. Design should be of a high quality, taking account of the local context, levels and nearby neighbours.</p> <p>1. Land at Popes Farm of approximately 1.5 hectares is</p>

2 Appendix 2 Site Specific Requirements for Allocated Sites

The Bay Regeneration Area		
Housing Allocation Ref Number	Address	Policy / Requirements
		<p>allocated to deliver:</p> <p>a) At least 15 homes providing a mix of sizes and an affordable housing contribution in line with DHWN6; and</p> <p>b) improvements to onsite and offsite pedestrian access and footpaths as appropriate.</p> <p>Archaeological assessments may need to be undertaken by any potential applicant and early liaison with the council's Archaeology and Historic Environment Service is advised.</p> <p>2. Westmeanth, Land at White Dymes of approximately 1 hectare is allocated to deliver:</p> <p>a) At least 10 homes providing a mix of sizes and an affordable housing contribution in line with DHWN6; and</p> <p>b) improvements to onsite and offsite pedestrian access and footpaths as appropriate.</p> <p>Both allocations shall also make a financial or other contribution to facilitate the provision of a bus service.</p>
HA102	Land off Chatfeild Road (East), Niton	<p>A greenfield site of approximately 2.9 hectares is allocated at Land off Chatfeild Road, Niton to deliver a sustainable, high quality residential development. The development shall provide:</p> <p>a) At least 30 homes providing a mix of sizes and an affordable housing contribution in line with DHWN6;</p> <p>b) public transport and highway improvements as required;</p> <p>c) provision of a pedestrian pavement to Chatfeild Road; and</p> <p>d) landscape buffers to the east and biodiversity enhancements.</p> <p>The site should be phased across the plan period starting from the south west to the south east. Furthermore, where there are two or more sites close together, the council expects that these shall be phased so as to not prejudice the delivery or viability of nearby or adjacent sites.</p> <p>Archaeological assessments may need to be undertaken by any potential applicant and early liaison with the</p>

2 Appendix 2 Site Specific Requirements for Allocated Sites

The Bay Regeneration Area		
Housing Allocation Ref Number	Address	Policy / Requirements
		council's Archaeology and Historic Environment Service is advised.
HA103	Land off Chatfeild Road, Niton	<p>A greenfield site of approximately 1.7 hectares is allocated at Land off Chatfeild Road, Niton to deliver a sustainable, high quality residential development. The development shall provide:</p> <ul style="list-style-type: none"> a) At least 25 homes providing a mix of sizes and an affordable housing contribution in line with DHWN6; b) public transport and highway improvements as required; c) extension to the pedestrian pavement to be located inside the roadside hedge; and d) landscape buffers to the north and biodiversity enhancements. <p>Where there are two or more sites close together, the council expects that these shall be phased so as to not prejudice the delivery or viability of nearby or adjacent sites.</p>
HA105	Land rear of High Street Whitwell	<p>Whitwell benefits from some services and facilities and a small amount of development and play space to serve local needs may help support and enhance the area.</p> <p>A greenfield site of approximately 1.6 hectares is allocated at land rear of High Street Whitwell to deliver a sustainable, high quality predominately residential development. The development shall provide:</p> <ul style="list-style-type: none"> a) At least 20 homes providing a mix of sizes and an affordable housing contribution in line with DHWN6; b) play space to serve local needs; c) public rights of way links and improvements; d) public transport and highway improvements as required; and e) landscape buffers and biodiversity enhancement to the watercourse. <p>Any proposal should be of high quality design and be centred on a strong community identity focusing on the village.</p>

2 Appendix 2 Site Specific Requirements for Allocated Sites

The Bay Regeneration Area		
Housing Allocation Ref Number	Address	Policy / Requirements
		<p>Any vehicular access should be from Meadow Close unless an alternative access is demonstrated to be acceptable with additional pedestrian accesses to the High Street.</p> <p>The site has a small water course across it; any development should incorporate this into onsite biodiversity enhancements/natural open space corridor. When considering flood risk across the site please refer to the council's SFRA Level 2 Fact Sheet.</p> <p>Archaeological assessments may need to be undertaken by any potential applicant and early liaison with the council's Archaeology and Historic Environment Service is advised.</p>
HA106	Land East of Alverstone Road, Apse Heath, Winford	<p>Winford has a regular bus service and a number of houses but limited facilities. It is considered that a small amount of development and space for a community facility and/or small convenience retail provision to serve local need may help support the area.</p> <p>A greenfield site of approximately 4.9 hectares is allocated at Land East of Alverstone Road, Apse Heath, Winford to deliver a sustainable, high quality predominately residential development. The development shall provide:</p> <ul style="list-style-type: none"> a) At least 50 homes providing a mix of sizes and an affordable housing contribution in line with DHWN6; b) serviced space for a community facility and/ or small convenience retail provision to serve local needs; c) footpath and public rights of way links and improvements including to the adjacent woodland; d) public transport and highway improvements as required; and e) landscape buffers to the adjacent woodland. <p>Any proposal should be of high quality design and be centred on a strong community identity focusing on the village. Any non-residential development should be at a scale that is appropriate to and for the immediate surroundings.</p>
HA107	Land at Castle works and former bacon Factory,	A brownfield site of approximately 0.6 hectares is allocated at land Castle Road, Wroxall to deliver a

2 Appendix 2 Site Specific Requirements for Allocated Sites

The Bay Regeneration Area		
Housing Allocation Ref Number	Address	Policy / Requirements
	Wroxall	<p>sustainable, high quality residential development. The development shall provide:</p> <ul style="list-style-type: none">a) At least 15 homes providing a mix of sizes and an affordable housing contribution in line with DHWN6; andb) public transport and highway improvements as required. <p>Any proposal should consider proposals for cycle/multi-user links to the west of the site.</p>

3 Appendix 3 Island Plan Core Strategy Policies to be Saved

Island Plan Core Strategy Policy	To be saved?	To be updated/ replaced	Updated/ replaced with
SP1 Spatial Strategy	No	Yes	PSDG1 Our Approach Towards Sustainable Development and Growth PSDG2 Presumption in Favour of Sustainable Development PSDG3 Priority Locations for Development and Growth
SP2 Housing	No	Yes	DHWN1 Delivering the Housing We Need DHWN2 Sites Allocated for Housing DHWN3 Housing Allocations General Requirements
SP3 Economy	No	Yes	SGOE1 Supporting and Growing Our Economy SGOE2 Sustainable Economic Development SGOE4 Supporting the Rural Economy
SP3(a) – Horsebridge Hill	No	Yes	DHWN2 Housing Allocations General Requirements CSSHC4 Health Hub at St Mary's Hospital
SP3(b) – Stag Lane	No	No	-
SP3(c) – East of Pan Lane	No	Yes	EA1 Employment Allocation at Pan Lane, Newport
SP3(d) – South of Nicholson Road	No	Yes	EA2 Employment Allocation at Nicholson Road, Ryde
SP4 Tourism	No	Yes	SGOE9 Supporting High Quality Tourism
SP5 Environment	No	Yes	HQE2 Ecological Assets and Opportunities for Enhancement HQE3 Trees, Woodlands and Hedgerows HQE4 Providing and Protecting Green and Open Spaces
SP6 Renewables	No	Yes	CSSHC9 Renewable Energy and Low Carbon Technologies
SP7 Travel	No	Yes	BC11 A Better Connected Island

3 Appendix 3 Island Plan Core Strategy Policies to be Saved

Island Plan Core Strategy Policy	To be saved?	To be updated/ replaced	Updated/ replaced with
			BCI2 Supporting Sustainable Transport BCI6 Parking Provision in New Development
SP8 Waste	Yes	No	-
SP9 Minerals	Yes	No	-
MA1: Crockers Farm	Yes	No	-
MA2: Lavender Farm	Yes	No	-
MA3: Cheverton Farm Gravel Pit	Yes	No	-
MA4: Blackwater Quarry Western Extension	Yes	No	-
MA5: Cheverton Gravel Pit	Yes	No	-
MA6: Blackwater Quarry, Land at Great East Standen Farm	Yes	No	-
AAP1 Medina Valley	No	Yes	SGOE5 Maintaining Employment Sites with Water Access HQE7 Preserving Settlement Identity
AAP2 Ryde	No	Yes	SGOE11 Ryde Tourism Opportunity Zones BCI4 Supporting Our Railway Network HQE7 Preserving Settlement Identity HQE12 Monkton Mead Catchment Area
AAP3 The Bay	No	Yes	SGOE10 The Bay Tourism Opportunity Area BCI4 Supporting Our Railway Network
DM1 Sustainable Build Criteria for New Development	No	Yes	CSSHC10 Lowering Carbon and Energy Consumption in New Development HQE10 Managing Our Water Resources
DM2 Design Quality for New Development	No	Yes	CSSHC1 High Quality Design for New Development
DM3 Balanced Mix of Housing	No	Yes	DHWN8 Ensuring the Right Mix of Housing

3 Appendix 3 Island Plan Core Strategy Policies to be Saved

Island Plan Core Strategy Policy	To be saved?	To be updated/ replaced	Updated/ replaced with
DM4 Locally Affordable Housing	No	Yes	DHWN6 Delivering Affordable Housing DHWN7 Rural Exceptions Sites
DM5 Housing for Older People	No	Yes	CSSHC5 Facilitating Independent Living CSSHC6 Providing Annexe Accommodation
DM6 Gypsies, Travellers and Travelling Showpeople	No	Yes	DHWN10 Planning for Gypsy, Traveller and Travelling Showpeople Provision
DM7 Social and Community Infrastructure	No	Yes	CSSHC13 Providing Social and Community Infrastructure
DM8 Economic Development	No	Yes	SGE1 Supporting and Growing Economy
DM9 Town Centres	No	Yes	SGE7 Supporting and Improving Our Town Centres SGE8 Supporting the Evening Economy
DM10 Rural Service Centres and the Wider Rural Area	No	Yes	SGE7 Supporting and Improving Our Town Centres SGE8 Supporting the Evening Economy
DM11 Historic and Built Environment	No	Yes	HQE1 Conserving and Enhancing Our Historic Environment
DM12 Landscape, Seascape, Biodiveristy and Geodiversity	No	Yes	HQE6 Protecting Our Landscapes and Seascapes
DM13 Green Infrastructure	No	Yes	HQE2 Ecological Assets and Opportunities for Enhancement HQE4 Providing and Protecting Green and Open Spaces HQE5 Local Green Spaces
DM14 Flood Risk	No	Yes	HQE11 Managing Flood Risk in New Development HQE12 Monkton Mead Catchment Area HQE15 Improving Resilience from Coastal Flooding
DM15 Coastal Management	No	Yes	HQE13 Managing Our Coast

3 Appendix 3 Island Plan Core Strategy Policies to be Saved

Island Plan Core Strategy Policy	To be saved?	To be updated/ replaced	Updated/ replaced with
			HQE14 Facilitating Relocation from Coastal Change Management Areas
DM16 Renewables	No	Yes	CSSH9 Renewable Energy and Low Carbon Technologies
DM17 Sustainable Travel	No	Yes	BC11 A Better Connected Island BC16 Parking Provision in New Development
DM18 Cross-Solent Travel	No	Yes	BC13 Cross-Solent Transport
DM19 Waste	Yes	No	-
DM20 Minerals	Yes	No	-
DM21 Utility Infrastructure Requirements	No	Yes	CSSH11 Utility Infrastructure Requirements for New Development
DM22 Developer Contributions	No	Yes	PSDG4 Developer Contributions and Ensuring Viability

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Heritage coast - Areas of undeveloped coastline which are managed to conserve their natural beauty and, where appropriate, to improve accessibility for visitors.

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

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

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

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

Main town centre uses - Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

Major development - For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m² or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Mineral Safeguarding Area - An area designated by minerals planning authorities which covers known deposits of minerals which are desired to be kept safeguarded from unnecessary sterilisation by non-mineral development.

Neighbourhood plan - A plan prepared by a parish council or neighbourhood forum for a designated neighbourhood area. In law this is described as a neighbourhood development plan in the Planning and Compulsory Purchase Act 2004.

Older people - People over or approaching retirement age, including the active, newly-retired through to the very frail elderly; and whose housing needs can encompass accessible, adaptable general needs housing through to the full range of retirement and specialised housing for those with support or care needs.

Open space - All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.

Out of centre - A location which is not in or on the edge of a centre but not necessarily outside the urban area.

Out of town - A location out of centre that is outside the existing urban area.

Policies Map - An illustration on a base map, reproduced from or based upon a map base to a registered scale, of all the policies contained in development plan documents. It must be revised as each new development plan document is adopted and it should always reflect the up-to-date planning strategy in the area.

Potable Water - Water that is fit for drinking, being free from contamination and not containing a sufficient quantity of saline material to be regarded as a mineral water.

Previously developed land - Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.

Primary shopping area - Defined area where retail development is concentrated.

Priority habitats and species - Species and Habitats of Principal Importance included in the England Biodiversity List published by the Secretary of State under section 41 of the Natural Environment and Rural Communities Act 2006.

Ramsar sites - Wetlands of international importance, designated under the 1971 Ramsar Convention.

Renewable and low carbon energy - Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).

Rural exception sites - Small sites used for affordable housing in perpetuity where sites would not

normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. A proportion of market homes may be allowed on the site at the local planning authority's discretion, for example where essential to enable the delivery of affordable units without grant funding.

Self-build and custom-build housing - Housing built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual. Such housing can be either market or affordable housing. A legal definition, for the purpose of applying the Self-build and Custom Housebuilding Act 2015 (as amended), is contained in section 1(A1) and (A2) of that Act.

Setting of a heritage asset - The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.

Significance (for heritage policy) - The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting. For World Heritage Sites, the cultural value described within each site's Statement of Outstanding Universal Value forms part of its significance.

Special Areas of Conservation (SAC) - Areas defined by regulation 3 of the Conservation of Habitats and Species Regulations 2017 which have been given special protection as important conservation sites.

Special Protection Areas (SPA) - Areas classified under regulation 15 of the Conservation of Habitats and Species Regulations 2017 which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds.

Site investigation information - Includes a risk assessment of land potentially affected by contamination, or ground stability and slope stability reports, as appropriate. All investigations of land potentially affected by contamination should be carried out in accordance with established procedures (such as BS10175 Investigation of Potentially Contaminated Sites – Code of Practice).

Site of Importance for Nature Conservation (SINC) - A series of non-statutory sites designated to seek to ensure, in the public interest, the conservation, maintenance and enhancement of species and habitats of substantive nature conservation value. SINC's should include all areas of substantive value, including both the most important and the most distinctive species, habitats, geological and geomorphological features within a national, regional and local context.

Site of Special Scientific Interest (SSSI) - Sites designated by Natural England under the Wildlife and Countryside Act 1981.

Stepping stones - Pockets of habitat that, while not necessarily connected, facilitate the movement of species across otherwise inhospitable landscapes.

Strategic environmental assessment - A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.

Supplementary planning documents - Documents which add further detail to the policies in the development plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.

Town centre - Area defined on the local authority's policies map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. References to town centres or centres apply to city centres, town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance. Unless they are identified as centres in the development plan, existing out-of-centre developments, comprising or including

main town centre uses, do not constitute town centres.

Travel plan - A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed.

Wildlife corridor - Areas of habitat connecting wildlife populations.

Windfall sites - Sites not specifically identified in the development plan.