

ISLAND PLAN



Isle of Wight Core Strategy (including Waste and Minerals) and Development Management Development Plan Document *March 2012*



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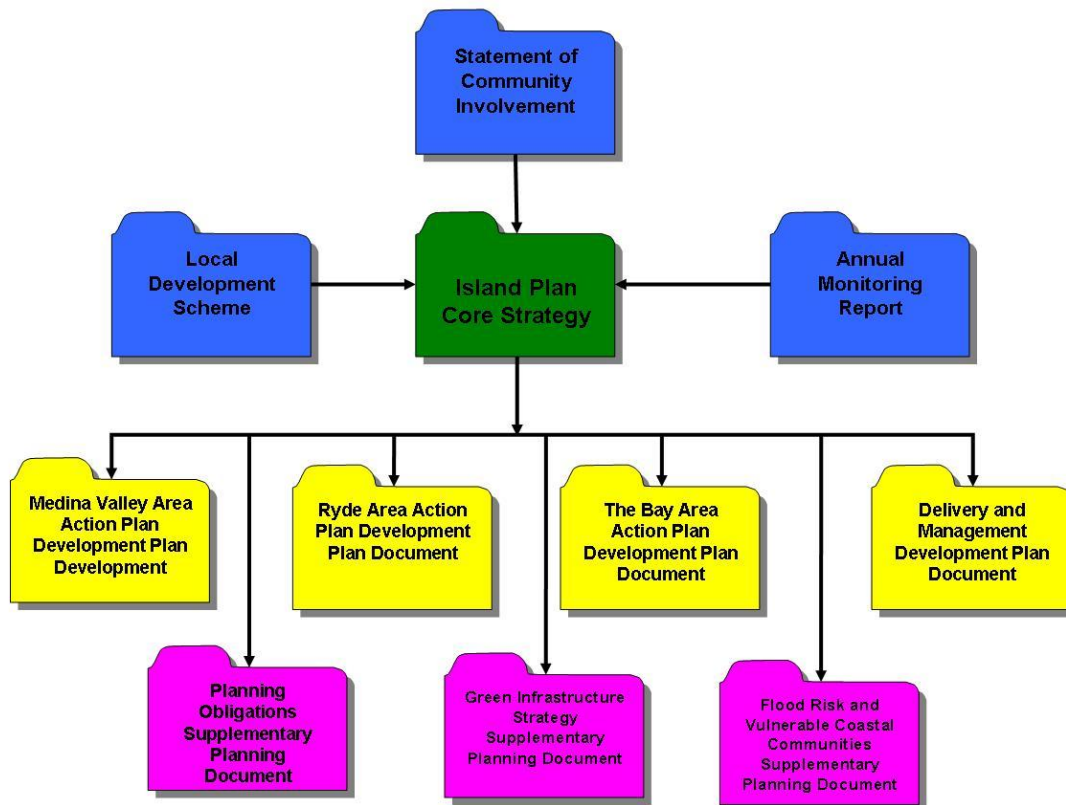
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1. Introduction

The Island Plan – the Island’s Local Development Framework

- 1.1 The Isle of Wight is well known for the quality of its environment, with its landscapes and coastlines enjoying a high level of special designation and protection. Whilst this helps to give the Island its unique character, it also presents us with the challenge of protecting, conserving and enhancing the environment, whilst at the same time facilitating regeneration and development.
- 1.2 The Planning and Compulsory Purchase Act 2004 (as amended), has introduced a system of plan-making that will help us to do this – the Local Development Framework (LDF). It is not a single plan, but an overall term for a number of separate documents known as Local Development Documents (LDDs), which may be prepared at different times; each one passing through a number of stages before it can be adopted by the Council as part of the Isle of Wight’s LDF, which is called the Island Plan.
- 1.3 The policies of the Island Plan, once they are adopted, will replace the existing Unitary Development Plan (UDP) saved policies.
- 1.4 We have developed the Island Plan Core Strategy with a range of people and groups so that, wherever possible, it complements other strategies and plans for the Island.



Picture 1.1 Local Development Framework Diagram

Spatial Planning

- 1.5** Spatial planning is a process of shaping local places and is generally based on the following six guiding principles:
- Produce a vision for the future of places that respond to the local challenges and opportunities and is based on evidence, a sense of local distinctiveness and community derived objectives, within the framework of national policy.
 - Translate this vision into a set of priorities, programmes, policies, and land allocations together with the public sector resources to deliver them.
 - Create a framework for private investment and regeneration that promotes economic, environmental and social well-being for the area.
 - Coordinate and deliver the public sector components of this vision with other agencies and processes.
 - Create a positive framework for action on climate change.
 - Contribute to the achievement of sustainable development.

Island Plan: The Isle of Wight Council Core Strategy (including Minerals & Waste) and Development Management Policies DPD

- 1.6** Island Plan: Isle of Wight Council Core Strategy (including Minerals & Waste) and Development Management Policies DPD, hereafter referred to as the Island Plan Core Strategy or Core Strategy, will set out how, in spatial planning terms, the Island will develop up to 2027. In principle, the Island Plan Core Strategy is about “place shaping” and delivery. The strategy and policies set out what will be delivered. When it is appropriate, they will also set out where, when and how it will be delivered. In developing the Island Plan Core Strategy we have drawn together all the other strategies of the Council and other organisations that have implications for the use of land.
- 1.7** This document sets out our spatial vision and objectives for the Island and the strategic policies to help deliver them. The spatial vision, objectives and strategic policies flow from the priorities and objectives set out in the Isle of Wight’s Sustainable Community Strategy – Eco Island.
- 1.8** PPS12: Local Spatial Planning sets out that Core Strategies may allocate strategic sites for development when they are considered central to achieving the strategy. The following paragraphs set out in very general terms the allocations that are being made in the Core Strategy, the rationale for them (which is explained in more detail in the supporting text to the relevant policy) and also why no housing allocations are being made.
- 1.9** Creating and sustaining jobs and increasing the Island's Gross Domestic Product (GDP) is a key driver for the Core Strategy. The Council supports sustainable economic growth and regeneration by ensuring sustainable patterns of employment development, providing opportunities to diversify and strengthen the local economy and increasing the range of high skilled jobs available locally. Due to the importance of this issue to the Island, and the need to be pro-active to achieve the desired outcomes, the Core Strategy makes five employment-related allocations to ensure that there is the certainty of new employment land being supplied to come on-stream in a timely fashion within the plan period.
- 1.10** The Council will not be producing a separate Minerals and Waste Development Plan Document. Whilst Mineral and Waste Planning Authorities generally prepare separate plan documents to cover the areas of minerals and waste, the approach taken by the

Council to include these elements in the Core Strategy is in conformity with both Minerals Policy Statement 1: Planning and Minerals, and Planning Policy Statement 10: Planning for Sustainable Waste Management.

- 1.11** An extension to the Island's landfill site at Standen Heath has been allocated in the Core Strategy. This is of strategic importance to the Island's infrastructure and ability to support the level of development planned for the plan period, as the capacity at the existing landfill site is due to be used up by 2015.
- 1.12** To ensure that the Council, in its role as Mineral Planning Authority, can meet its mineral requirement of 0.1million tonnes per annum, six allocations are made for mineral extraction sites.
- 1.13** No housing allocations have been made in the Core Strategy. Rather the general locations for, and levels of, housing have been identified and subsequent plan-led mechanisms for delivery. Due to the nature of the housing development on the Island and the wide range of potential sites, it was not considered necessary to make housing allocations in the Core Strategy to ensure delivery of housing development. The policy framework will ensure continuing delivery and the Area Action Plans provide the plan-led mechanism for housing allocations to be made.
- 1.14** The Island Plan Core Strategy should not be read in isolation. The Island Plan should be read as a whole along with:
- National Policy Statements
 - Planning Policy Statements (PPSs)
 - Planning Policy Guidance (PPGs)
 - Other Island Plan Local Development Framework documents

The Plan Period

- 1.15** A core strategy is required to have a time horizon of at least 15 years from the date of adoption. It is expected that the Island Plan Core Strategy will be adopted in December 2011, so the lifetime of the plan will be 2011-2027. For monitoring purposes, the exact plan period will run from the financial year 2011/12 for 15 years until 2026/27.

Sustainability Appraisal / Strategic Environmental Assessment (SA/SEA)

- 1.16** The Island Plan Core Strategy is subject to a SA/SEA. This is an iterative process and an effective way of ensuring that sustainable development principles are taken into account in the plan making process. By assessing plan policies against a broad range of SA/SEA objectives, the appraisal process exposes strengths and weaknesses of the plan, which can help to develop recommendations for improvement. As well as helping to improve the plan, the appraisal process also provides the basis for discussion between stakeholders around a shared set of objectives.

Habitats Regulations Assessment (HRA)

- 1.17** In the UK, planning authorities must assess the potential effects of land use plans on European (Natura 2000) sites, in accordance with the requirements of the Habitat Regulations. This assesses the impacts of the plan against the conservation objectives of the designated sites.

- 1.18** There are designated sites of European importance on or around the coast of the Island and are shown on the Proposals Map. The process of undertaking a HRA of this Island Plan Core Strategy has been carried out in parallel with the SA/SEA, and both the SA/SEA and the HRA are publicly available. As a result of the assessment, the Core Strategy includes safeguards to ensure protection of Natura 2000 sites. Any subsequent Island Plan documents will also be subject to an HRA.
- 1.19** This Core Strategy has been subject to assessment in relation to Regulation 85 of the Habitats Regulations to ensure that the proposals it contains will not lead to an adverse effect on the integrity of any Natura 2000 or Ramsar sites.

Delivering the Island Plan

- 1.20** The delivery of the Island Plan will not be undertaken just by the Isle of Wight Council; it will involve partner agencies and private sector investment. As a Council we cannot deliver everything by ourselves. It is very important that the Council continues to work with its partners to ensure the successful delivery of the Island Plan. Chapter 8 sets out the approach towards Implementation and Infrastructure Delivery, whilst Chapter 9 sets out the Monitoring Framework for the Core Strategy. These chapters set out how some aspects of the policies will be delivered and how we will ensure they are being delivered properly.

Monitoring

- 1.21** Reviewing and monitoring how well the Island Plan and its policies is delivering our vision and objectives will be essential. By assessing how well the plan is working, we can decide whether or not contingency plans need implementing or if policies and strategies need reviewing or replacing. An Annual Monitoring Report is published in December every year and will report on the effectiveness of the Island Plan policies.

The South East Plan

- 1.22** The initial stages of the Core Strategy were prepared taking into account the relevant Regional Spatial Strategy (RSS), the South East Plan (SEP). On 6th July 2010 the Secretary of State announced the revocation of all RSSs with immediate effect. In light of this the evidenced approach taken in the Regulation 25 Core Strategy (published October 2010) to employment provision and renewable energy was different to that set out in the SEP. A number of other SEP targets for the Island, such as housing, waste and minerals, have been maintained.
- 1.23** The Secretary of State's decision to revoke the RSS was successfully challenged in the High Court, the outcome of which (on 10th November 2010) was to reinstate the RSS as part of the statutory development plan. A further challenge has been made to the Secretary of State's statement of 10th November 2010 and the accompanying letter from the Chief Planner, along with the Secretary of State's original letter of 27th May 2010. Pending determination on this matter, the existence of the challenge and the basis for it may affect the significance and weight that may be given to the Secretary of State's statements and to the Chief Planner's letter. The Government's commitment to revoke Regional Strategies is now consolidated into Section 89(3) of the Localism Bill, published on 13th December 2010.

- 1.24** Based on the evidence available and the aspirations the Council has for the Island, we are taking forward various aspects of the South East Plan. These include the annual housing target of 520 units per annum and a slightly amended renewable energy target, based on our local evidence. We have also taken forward the waste and minerals targets, as they relate closely to the housing figure and the evidence that we have shows them to be appropriate for the Island.

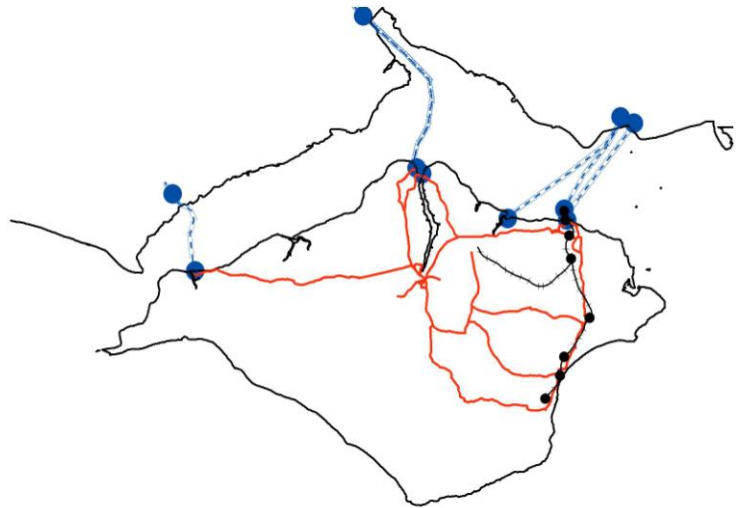
Using this document

- 1.25** The Island Plan Core Strategy has links with many other documents; not only those within the LDF or that have been prepared by the Council, but also the plans and strategies of other groups and organisations.
- 1.26** Information on how each policy links with other strategies and plans can be found following each policy of this Plan. Identifying all the links between the policies is not always possible as it is difficult to determine which policies might be relevant in different circumstances.
- 1.27** When considering any aspect of the Core Strategy it is also necessary to consider the whole document: **the policies of the Core Strategy should not read in isolation. All policies apply where relevant, whether or not specific cross-reference has been made.** This applies to the Island Plan as a whole; all relevant documents will need to be read together when considering a specific proposal or issue.
- 1.28** The Proposals Map identifies areas of protection, flood risk, allocated sites for particular uses and sets out areas to which specific policies apply. This map will be effectively added to and amended as individual Development Plan Documents (DPDs) of the LDF are adopted. However, some areas of protection such as locally designated sites may be amended, removed or new sites designated. As any review of these local designations falls outside of the LDF process, the Proposals Map may not always be in a position to identify them. To ensure that these sites can be properly identified and taken into account in the planning process, the Council will be providing an online version of the Proposals Map where it can ensure that these locally designated sites are identified as soon as practicable following designation.

2. The Isle of Wight and the Issues it Faces

The Isle of Wight

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's south coast 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.



Map 2.1 Main transport links around the Island

- 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, Bat species, 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 32 designated Conservation Areas and over 2,000 listed buildings.
- 2.5** Whilst the overriding character of the Island is rural, over 60% of the Island's 143,700¹ 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. Some of the larger villages provide services and facilities to surrounding villages and hamlets.

¹ Office for National Statistics 2007 mid-year estimate

- 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 the world-renowned Cowes Week, which is the longest running sailing regatta in the world having started in 1826. Around 8,500 competitors take part, benefitting the Island's economy and profile. In the same vein, the Isle of Wight Festival, revived after the 'last great event' of 1970, is now firmly established as one of the country's most popular music festivals and, along with The Bestival, attracts 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.

Issues facing the Island

- 2.9** There are a wide range of issues that we will need to address to ensure that the Island continues to be a place where we can all live, work and play in the way we want. It is important that we are clear and realistic about what issues and problems we can address in the policies of the Island Plan. These will mainly relate to ideas and proposals that involve the use of land.
- 2.10** The characteristics and issues facing the Island can be grouped under seven broad headings; Housing, Economy, Environment, Travel, Waste, Minerals and Infrastructure.

Housing

- 2.11** There is considerable demand for housing on the Island. House prices are relatively high as the ratio of house prices to income is high. This is demonstrated by average house prices currently being more than seven times the average wage on the Island. Commuting, retirement and the high level of second home ownership all contribute to this, which has the impact of increasing the demand for affordable housing for people on low incomes and first time buyers. This, coupled with a shortage in the supply of affordable housing, presents a particular challenge for the Island, which is accentuated by physical severance from the mainland housing markets.
- 2.12** In light of the above, achieving an appropriate mix of housing will be critical and a particular need for the Island is to achieve more housing which is affordable. The focus being on providing for first time buyers and others who need to live and work on the Island, but who are currently unable to pay market house prices. A key objective of the Core Strategy is to ensure that housing is provided to meet the needs of Island residents.
- 2.13** In line with national trends, the Island has an ageing population. However, this is even more pronounced on the Island, with the 2001 Census indicating that 28.4% of the population was aged 60 and over (compared to 21% nationally). Forecasts indicate that the Island's population will continue to grow between 2006 and 2026, principally through in-migration, with the number of people over retirement age increasing to around 36% of

the population. This will have significant impacts for economic growth, housing and service provision.

- 2.14** Generally, the Island enjoys a better standard of health than the average for England and Wales, but it is not as good as elsewhere in the South East. Within the Island itself, there are health inequalities between different neighbourhoods and there are significant differences in life expectancy between different wards, with some ward-level correlation between lower life expectancy and higher deprivation. In these areas, life expectancy is up to 8 years shorter than the life expectancy of people living in wealthier areas.
- 2.15** Delivery of housing on the Isle of Wight has historically been based on a relatively small number of small and medium-scale local builders delivering small and medium-scale sites. Whilst this dynamic has changed over the last few years with a regional and national housebuilders delivering a number of larger housing sites on the Island, it is still important to the housing market that local small and medium-scale developer/builders and developments come forward. This is for a number of reasons, including maintaining local diversity and identity, the use of local supply chains and the creation and retention of employment opportunities for local companies.
- 2.16** However, the opportunities for small and medium-sized Island builders are often limited by their lack of purchasing power for materials and not being cash-rich which, particularly in the current economic climate, often leads to difficulties in securing the necessary bank support to secure funding at competitive rates.
- 2.17** In light of this, the Council will support market-led efforts to introduce local consortia or co-operative type models that enable local builders and developers to work together in the supply chain to secure better purchasing power, procurement and other benefits that arise from greater economies of scale and partnership working. The Council will work with the industry to explore whether such partnership working and delivery models could be applied to a wider range of planning and delivery issues.

Housing Issues

- The Core Strategy will need to plan to accommodate this likely demographic change to meet the needs of the Island's increasingly ageing population.
- Commuting, retirement and the high level of second home ownership all contribute to a shortage of supply of affordable housing for people on low incomes and first time buyers.
- How to provide for first time buyers and others who need to live and work on the Island, but who are currently unable to pay market house prices. A key objective of the Core Strategy is to ensure that housing is provided to meet the needs of Island residents.

Economy

- 2.18** In economic terms, the Island had been experiencing high rates of growth compared with the UK and the South East. This has changed since 2005 in that growth has slowed, but this is not unexpected. Growth sectors have included manufacturing and the service sector. The 2007 Indices of Multiple Deprivation show that the Island is more deprived than the regional average (50%) on all six district measures:

- Average Score – is the population weighted average of the combined scores for the Local Super Output Areas (LSOAs) in a local authority.
- Average Rank – is the population weighted average of the combined ranks for the LSOAs in the local authority.
- Extent – is the proportion of a local authority's population living in the most deprived LSOAs in the country.
- Local Concentration – is the population weighted average of the ranks of a local authority's most deprived LSOAs that contain exactly 10% of the local authority's population.
- Income Scale – is the number of people in the local authority area who are income deprived.
- Employment Scale – is the number of people in the local authority area who are employment deprived.

2.19 On four of the measures the Island is amongst the most deprived 20% of local authorities in the region.

2.20 Even though the Island has experienced economic growth and falling unemployment over recent years, the local economy is characterised by lower wage levels (compared to the national average) and relatively restricted employment opportunities. The recession has affected the Island negatively, with a number of high profile companies announcing a large number of job losses. The Island experiences persistently low economic productivity levels at only 71% of the regional average.

2.21 The structure of the local economy is changing with retailing, manufacturing, construction, health and business services being the five largest employment sectors. Traditionally, the largest sectors were tourism, manufacturing and agriculture. This change in sectoral importance has had an impact upon the availability of employment opportunities within the rural areas in particular.

2.22 Whilst the tourism sector has contracted, its impact on the Island remains extensive with it being worth over half a billion pounds per annum to the Island's economy. The sector performs strongly during the spring and summer months, but this performance is not sustained throughout the year. The rural areas outside the main settlements contribute approximately 22% of the total (Gross Value Added or GVA) output of the Island and this proportion has been fairly stable over time, despite changes within the economy.

2.23 Changes in the levels of disposable income have also seen the number of people visiting the Island for a short break increase, and this sector is forecast to experience further growth. The attractiveness of the Island as such a destination is due to its unique tourism offer of stunning landscapes, beaches and wildlife, coupled with a wide range of local producers and craftspeople.

2.24 There is an additional economic (and social) impact of being an Island. The separation from the mainland, although not physically great, impacts on the ease of extending markets, interacting with customers and suppliers, access to centres of higher education and wider industry, educational, community and social networks generally. All these factors can collectively impact negatively upon aspiration. A key objective of the Core Strategy will be to support the local economy and increase the range of higher skilled jobs available locally.

- 2.25** There is clear support for the need to focus on economic led regeneration in key regeneration areas, but there is a strong community feeling that it is important to ensure that we enable villages and hamlets to continue to thrive and meet the commercial and community needs of rural areas, particularly those villages which act as service centres to outlying areas. A key objective of the Core Strategy is to determine the most appropriate pattern of development and provision of services to create sustainable communities.
- 2.26** Whilst the primary focus to achieve this key objective would be within the principle urban settlements, there is a need to enable some levels of growth outside of these areas. This is important as the rural Isle of Wight accounts for 28% of full time equivalent (FTE) jobs, but only 22% of the economic output of the Island. The average rural productivity (£23,252 GVA/FTE job per annum) is lower than for the whole Island (£29,635). Both of these figures are well below the average productivity figures for the South East (£41,501) and the UK (£40,462).
- 2.27** There are approximately 30,000 children and young people aged between 0-19 living on the Island and, whilst there are many good schools on the Island, attainment levels, particularly at GCSE and Key Stage 2, are well below national and regional averages. In 2001, 15% of the Island population aged 16-24 had attained degree level education. In the South East the figure was 22% and 20% for England and Wales.
- 2.28** The Island suffers from a “brain-drain” with many well-educated young people leaving the Island for further or higher education, or for greater employment opportunities.
- 2.29** The Council is committed to raising the standards of educational attainment and opportunity on the Island. Due to a combination of poor education standards, changing national requirements and guidance and declining pupil numbers, the Council is changing the school system on the Island from a three-tier to a two-tier model of education. This process involves the rationalisation of school sites across the Island and may present development opportunities.
- 2.30** Developing skills across the Island and across the age groups is also a challenging issue for the Council, especially as the Island suffers from a poorly-skilled workforce, with 33% of the adult population lacking basic numeracy skills and 15% lacking basic literacy skills. This has a negative impact on employers when considering the Island as a potential location.

Economy Issues

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

Environment

- 2.31** The Isle of Wight 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.

- 2.32** Sustaining an attractive environment is important for the Island. 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.
- 2.33** There is a very strong local identity and associated community feeling which can be seen through the work undertaken on Parish and Town Plans and Village Design Statements. Communities have previously been concerned that some development in the past has been poorly designed and has failed to contribute positively to the quality of the built environment on the Island. This has had a negative impact and design has too often failed to reflect local distinctiveness.
- 2.34** This distinctiveness has been shaped by historic development patterns, the needs of an increasing population and the Island's ever evolving economy which can be seen not only throughout the Island's many Conservation Areas, but across the Island as a whole. A key objective of the Core Strategy is to ensure that developments are constructed in line with the principles of sustainable development. At the same time, we should not stifle innovation and creative design that achieves these goals.
- 2.35** The physical setting of the Island, with its constantly evolving coastline and changes being experienced as a result of climate change, present a combination of risks to be taken into account in the Island Plan.
- 2.36** 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.
- 2.37** 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.

Environment Issues

- To manage the distribution of development in the most sustainable locations, bearing in mind the highly valued natural and historic environment.
- Provide houses, jobs, services and supporting infrastructure on the Island, whilst conserving and enhancing the natural environment.
- A focus on quality of design, with particular effort given to creating buildings and a sense of place that clearly reflect and enhance local character and distinctiveness.
- Plan to avoid, mitigate and adapt to flood risk and coastal erosion and look to plan positively and identify opportunities to benefit local communities and businesses and adapt to coastal change.

Travel

- 2.38** The Island has an 826km (513 mile) road network with an 827km (514 mile) network of public rights of way providing urban links and foot and cycle access to the countryside.
- 2.39** Car ownership on the Isle of Wight remains slightly higher than the national average with 75.3% of households owning at least one car compared to 73.2% nationally². Traffic flows show year-on-year growth, but for most of the year, congestion is not a major issue, with the exception of a number of traffic “hot spots” in Newport and Lake. However, during the summer season traffic flows change significantly with the influx of tourist-related traffic.
- 2.40** Surveys indicate that the Island benefits from good public transport accessibility compared to other rural areas, with bus and rail services between towns of similar frequency to urban areas. The ferry ports of both the Island and the mainland are important gateways to the Island. Numbers of people and vehicles crossing the Solent have increased over the last 20 years placing increased pressure on ferry terminals and the adjoining highway network.
- 2.41** A key objective of the Core Strategy is to reduce the need to travel and improve accessibility throughout the Island and accommodate development which minimises the need to travel. This can be achieved through working with the transport operators, employers and others to increase transport choice and deliver sustainable developments, improved transport infrastructure, travel plans and other “hearts and minds” initiatives to look at reducing reliance on the car, improve public transport provision and increase opportunities to walk and cycle. The aim will be to offer people more choice about the way in which they travel, whilst seeking not to penalise those for whom the car is the only realistic solution.
- 2.42** The Island is dependent on its cross-Solent links to the mainland for the import and export of goods and people to serve the Island and its economy. There are known to be capacity issues at the ferry ports of Fishbourne and East Cowes at peak times in the summer and these will need to be managed, in relation to both current operational issues and longer-term provision that can facilitate the development and growth in tourism planned in this Core Strategy. The Council will need to work with the providers of these services to ensure that the appropriate infrastructure is in place to support these services.

Travel Issues

- To locate development in the most sustainable locations, thereby reducing the need to travel by private motor car.
- To promote alternative modes of transport to the private motor car, thereby minimising the impact that travel has on the Island.
- To ensure that the transport infrastructure that supports the Island and its links to the mainland is fit for purpose and can support the level of growth that is planned.

Waste

- 2.43** Being an island authority does affect our opportunities to treat waste. For example, the Solent hinders both the movement of waste between authorities for treatment (such as bulking prior to processing or recycling) and the sharing in the investment of waste

² 2001 Census

infrastructure. This severance factor has a significant influence on how waste is and will be treated in the future.

2.44 The Council is approaching a critical stage in the management of waste on the Island. The existing municipal waste collection, treatment and disposal contracts terminate in 2015. It is anticipated that the Council's landfill site will also reach capacity at or around that date and other treatment and sorting facilities belonging to the Council or third parties will be in need of reinvestment. It is the aspiration of the Council to be a leader in sustainable waste management and reduce residual waste to landfill to a minimum.

2.45 This presents the Council with the opportunity to review its existing arrangements and evaluate all available options and technologies, both through its Procurement Strategy for the Future of Waste (traditionally referred to as a Municipal Waste Management Plan) and subsequent decisions on waste management including any future waste contract arrangements. The Procurement Strategy for the Future of Waste is being developed alongside the waste elements of the Island Plan, sharing information and assessments.

2.46 While the Procurement Strategy for the Future of Waste will determine how waste will be managed in the future, it is the role of the Core Strategy and supporting DPDs to provide a range of site options that provide sufficient flexibility to accommodate a range of waste management practices, of different scales, in a variety of locations.

Waste Issues

- Ensuring that there is adequate landfill capacity over the short-term, whilst planning to increase diversion from landfill in the medium to longer term.
- Planning to provide adequate provision for as yet unidentified waste technologies.

Minerals

2.47 Development on the Island is dependent on a supply of minerals, such as sand and gravel. These natural resources, by the nature of being deposits in the ground, can only be extracted where they are found. Whilst the Island is fortunate to have deposits that could be extracted, there are other considerations that will limit the available supply, for example existing or planned development, nature conservation or landscape concerns.

2.48 Thus, some of the Island's mineral requirement does come from imports, including all hard stone and about half the sand and gravel used on the Island is marine won. This in turn places an increasing importance on the Island's aggregate wharfs, the use of recycled materials and efficient use of materials reliant on minerals.

Minerals Issues

- Ensuring that there is the appropriate supply of land-won aggregates to serve the expected development on the Island.
- To ensure that there is the ability to move aggregates to and from the Island using the River Medina.

Infrastructure

- 2.49** The road network on the Island has suffered from years of limited expenditure and maintenance and is no longer fit for purpose. The Isle of Wight Highways Private Finance Initiative (PFI) project, in addition to improving the existing network, will offer a higher standard of highways services and will help to create a significant stimulus to the local economy. For example, by opening up as many markets for local labour and suppliers as possible and providing training opportunities locally.
- 2.50** PFI will encompass all aspects of the highway that occurs between the fences. This includes the road surface, drainage, street lighting, kerbs, footways, grass verges, signs, bus shelters, etc. The PFI project is likely to last for 25 years, starting in 2013.
- 2.51** The PFI project is currently at an early stage, with no appointed PFI provider, so it is not possible to identify exactly what the relationships will be with the Island Plan, as this will only become clear once the intentions of the Provider are known. However, there are some assumptions that can be made which the Core Strategy and relevant DPDs will take account of where possible:
- A requirement for sites. How many, their size, where and whether their use will be permanent are questions that will only be answered as details of the PFI project are developed with the successful contractor/provider. Certainly some form of main depot will be required and possibly other satellite sites.
 - A requirement for commercial wharfage for the movement of bulk materials.
 - A demand for materials, including mineral resources both indigenous and imported.
 - Waste issues including demand for recycling facilities and landfill capacity.
 - Local employment and training.
 - Traffic and access issues.

Utility Infrastructure

- 2.52** As an Island we are generally not self-sufficient when it comes to utilities such as water, electricity and gas. For all of these we are dependent upon them being piped over from the mainland. This clearly raises issues over our dependency upon others to provide essential utilities and infrastructure. However, the Council's ability to take direct action over the provision of these services is limited as they are commercial operations.
- 2.53** The Council has been in discussion with the statutory undertakers who provide water and energy supplies on the Island, through involvement with the Infrastructure and Development Theme Group of the Local Strategic Partnership. Information on the distribution of development across the Island has been discussed with infrastructure providers and they have indicated that the distribution of development as set out in this document would not create the need for major investment that would prevent delivery over the plan period to 2027.
- 2.54** However, in relation to water supply, issues have occurred on the Island due to limited groundwater yields, low flows in the Island's rivers and population increases during the summer due to tourism. The Island currently has up to 25% of its water supply piped over from the mainland, which is up to 20 million litres of water a day³. Southern Water predicts

³ [Southern Water website link for information on the Isle of Wight](#)

that the demand for water on the Island will increase by more than 15% over the next 25 years. Southern Water's Water Resources Management Plan shows how the company proposes to secure its water supplies for its customers (including the Isle of Wight) during the next twenty-five years (2010-35). This Plan has been prepared in consultation with the Environmental Agency and Natural England and has been subject to Appropriate Assessment, in accordance with the Habitats Regulations, in October 2009.

Infrastructure Issues

- To ensure there are the indigenous materials available to supply the PFI project.
- To ensure that new development uses water as efficiently as possible.

National and Local Policies and Plans that Shape the Core Strategy

2.55 The Core Strategy has been shaped by a range of national and local policies and plans, which include the following:

National Planning Policies

2.56 Planning Policy Statements (PPSs) and their predecessors Planning Policy Guidance Notes (PPGs) have been prepared by the Government to provide statutory provision and provide guidance to local authorities and others on planning policy and the operation of the planning system. Local authorities must take the contents of PPSs and PPGs into account when preparing their development plan documents. PPSs and PPGs can be viewed at [the CLG website](#).

Isle of Wight Unitary Development Plan 1996-2011

2.57 The Unitary Development Plan (UDP) was adopted in May 2001 and provided the framework for development on the Island to 2011. It replaced the Structure Plan and Local Plans. Some of the UDP policies have been "saved" whilst the Island Plan LDF is prepared. The aims of the UDP are to:

- Protect the environment by directing development to towns and villages and away from the countryside.
- Ensure that there is an adequate supply of appropriate housing and employment land to meet future needs.
- Encourage urban regeneration and conserve the Island's heritage.
- Ensure the continued success of town centres by directing retail developments to the town, rather than "out of town".
- Protect existing and encourage new community facilities.
- Ensure the provision of adequate transport facilities and networks and in particular sustainable transport to help reduce car usage.

Isle of Wight Sustainable Community Strategy – Eco Island

2.58 Eco Island is an ambitious strategy which sets out how the Isle of Wight will become a thriving, dynamic and confident community, in balance with its local environment. This strategy has been developed by the Island Strategic Partnership (ISP). The ISP has worked with residents and the many sectors of the community to develop the strategy, which will shape the Island from 2008 until 2020. The Council must have regard to the

Eco Island strategy when preparing its Local Development Framework Core Strategy, which sets out the spatial planning provisions for the authority. It can be viewed at [the Eco Island website](#).

Area of Outstanding Natural Beauty (AONB) Management Plan 2009-2014

2.59 The Management Plan outlines the policies, actions and objectives for the management of the Island's AONB. As well as being a legal requirement, it is also an opportunity to draw together interested parties to generate long-term visions for the area. The overall aim is to ensure continuity and consistency of management over time, to conserve and enhance the natural beauty of the landscape for the use and enjoyment of future generations. It can be viewed at [the AONB website](#).

Isle of Wight Local Biodiversity Action Plan (LBAP)

2.60 The current Local Biodiversity Action Plan consists of a series of Habitat Action Plans and Species Action Plans. The content of these plans are monitored regularly. The principle aim of the LBAP partnership, in line with national guidance, is to maintain, restore and, where feasible, recreate the nationally and locally important priority habitats and the species that depend on them. It can be viewed at [the Wild on Wight website](#).

Isle of Wight Local Geodiversity Action Plan (LGAP)

2.61 The primary function of the Isle of Wight Local Geodiversity Action Plan (IW LGAP) is to formulate a strategy to promote the Isle of Wight through the conservation and sustainable development of its Earth Heritage. The plan sets objectives, targets and determines indicators that will focus resources to conserve and enhance the heritage. By linking to other plans and initiatives such as the Island Plan issues facing the Island's geological resource should be managed in the most sustainable manner. It can be viewed at [the LGAP website](#).

Isle of Wight Historic Environment Action Plan (HEAP)

2.62 The HEAP is based on the Isle of Wight Historic Landscape Characterisation (HLC), which is part of a national programme sponsored by English Heritage. It identifies pressures on the historic environment and will assist in the management of change. The HEAP promotes the conservation of historic environment character by providing a practical programme of actions to assist landowners, farmers, community groups and individuals in the sustainable management of heritage. It can be viewed [by clicking here](#).

Isle of Wight Shoreline Management Plan (SMP)

2.63 The SMP is a non-statutory policy document that provides a high level assessment of the risks over the next 100 years from flooding and coastal erosion. The SMP sets policy for the management of coastal flooding and erosion risks for a pre-determined length of coast. It aims to balance risks with natural processes and the consequences of climate change. It needs to take account of existing defences and the natural and built environments. Some of the main objectives of the SMP directly relate to planning, as it:

- sets out risks from flooding and erosion to people and developed, historic and natural environment;

- informs others so that future land use, planning and development of the shoreline takes account of the risk and the preferred policies; and
- discourages inappropriate development in areas where flood and erosion risks are high.

2.64 It can be viewed at [the Coastal Wight website](#).

Isle of Wight Economic Strategy

2.65 The Economic Strategy applies the South East Regional Economic Strategy 2008-2020 to the local context. It takes a longer-term view on the impact of growth, so that long-term opportunities for people to have access to well paid jobs are created. It promotes enterprise and provides a climate for innovation and growth so that well paid jobs are encouraged and ensures that the wealth created on the Island can be reinvested back into the community. Its strategy is to: *'Invest in success to produce a more mixed economy, creating opportunities for increased inward investment and sustainable prosperity by prioritising quality of life'*. It can be viewed at [the Council's website](#).

Isle of Wight Tourism Development Plan

2.66 The Tourism Development Plan seeks to ensure that the Isle of Wight maximises the potential of the tourism industry and enables it to grow in a way that is economically, socially and environmentally sustainable. It sets the foundation for a long-term tourism-related vision to 2020. The Plan identifies short-term actions, medium-term objectives and a long-term vision. It can be viewed [by clicking here](#).

Isle of Wight Cultural Strategy

2.67 An important purpose of the strategy is to celebrate the cultural life of the Island and provide a strategic framework that will help to sustain and develop the Island's cultural assets and values for the benefit of both residents and visitors. The strategy assists in developing partnerships, raising and targeting resources and increasing cultural opportunities for all on the Island. It can be viewed [by clicking here](#).

Waste Management Plan

2.68 The Plan sets out how the Council will sustain and improve its performance on waste prevention, recycling, collection, energy recovery and waste disposal over the plan period (2008-11) as the Council moves towards a long-term Municipal Waste Strategy. The Plan describes in some detail the measures the Council is taking to achieve success. These include plans to increase recycling rates, to develop new means of treating waste to reduce the levels of waste sent to landfill and to communicate with local people and business about the management of waste and responsibility for the local environment. It can be viewed at [the Council's website](#).

Isle of Wight Housing Strategy 2007-2012

2.69 The strategy sets the Island's strategic direction with regard to the identification of housing needs, housing conditions and other related housing support needs across all tenures on the Island; it is not just a strategy about providing 'affordable housing'. It is the intention of the Strategy to deliver a balanced housing market and provide low cost homes for Island residents. This will enable maximum opportunity for people to find solutions to meet their

own needs, whilst retaining services that deliver effective assistance to those in high need. It can be viewed at [the Council's website](#).

Isle of Wight Local Transport Plan 2011-2038

2.70 The Island Transport Plan (ITP) was adopted in June 2011 and is the third statutory Local Transport Plan (LTP) for the Island.

Compiled in accordance with government legislation, the plan accords with local plans and policies including Eco-Island, the Council's Corporate Plan and the Island Plan Core Strategy. It covers the years 2011-2038 to fit with the delivery of our road maintenance Private Finance Initiative (PFI) and includes a local transport "vision", supported by six key "goals" and six "objectives".

These six objectives are to:

- Enhance and maintain our highway assets.
- Maintain and improve journey time reliability and predictability for all road users.
- Protect and enhance the environment and quality of life.
- Improve road safety.
- Reduce the need to travel.
- Promote travel choice.

The ITP is formed of two distinct elements:

- An area wide strategic policy (or strategy) and.
- An implementation plan setting out how the local authority intends to deliver improvements on the ground.

The production of two separate documents allows the Council the flexibility to review the strategy as required and tailor the implementation plan to more closely reflect the funding available and local priorities. The ITP can be viewed at [the Council's website](#).

2.71 The Island Transport Plan (LTP3) will run until 2038. Both LTP2 and LTP3 can be viewed at the Council's website.

3. Spatial Vision and Objectives

Spatial Vision and Objectives

Spatial Vision

3.1 Eco Island is an ambitious strategy, which has been developed by the Island Strategic Partnership (ISP). The ISP is the partnership of the leading organisations on the Island (the Council, the Health Authority, the Police, voluntary and community organisations, IW College, the business community and Government departments).

3.2 The ISP has worked with residents and the many sectors of the community to develop this strategy, which shapes the Island from 2008 until 2020. The agreed vision of Eco Island, the Isle of Wight's Sustainable Community Strategy (2008-2020), is that:

“We want the Isle of Wight to become a world renowned Eco Island, with a thriving sustainable economy and a real sense of pride and involvement, where residents and visitors enjoy healthy lives, feel safe and are treated with respect.”

3.3 The Island Plan Core Strategy is the document that sets out how the areas of Eco Island that relate to land use will be delivered. Because the two documents are so closely linked, the vision of Eco Island is shared by the Island Plan Core Strategy and for that reason it is also the spatial vision of this document.

3.4 Further to the vision, Eco Island ambitions are set out under four priority themes and supported by a number of outcomes established in 2008. The ISP has been re-evaluating its priorities and examining the way in which it delivers them. This has been an ongoing process which has resulted in a number of small changes to the structure of the ISP and its Priority Delivery Groups. The four Priority Delivery Groups are:

- Sustainable Economy
- Healthy Island
- Inclusive Island
- Safe Island

3.5 At the time of preparing the Island Plan Proposed Submission Core Strategy, the identified outcomes for each group were being updated. Once these have been confirmed, the following table will be amended to reflect them. The table highlights the three groups which the Core Strategy can directly help to deliver.

3.6 The Council has produced, and the ISP has endorsed, an updated headline Economic Development Strategy for the Island that has the agreement of all stakeholders in the Partnership. Its overall goal is to create “a sustainable economy where people have better access to skills and qualifications, well paid jobs and higher aspirations”.

3.7 The Sustainable Economy Priority Delivery Group of the ISP is responsible for creating and delivering an action plan for this strategy, which will help the Island to invest in success and provide a more mixed economy, create opportunities for increased inward investment and sustainable prosperity by prioritising quality of life. Clearly, these aspirations have direct links with the Core Strategy, as a delivery vehicle for the spatial aspects of Eco Island and the ISP.

3.8 This ongoing work updates a range of the background evidence to inform and support the Core Strategy, highlighting the strong links between Eco Island, the ISP and this document.

	Priorities
Sustainable Economy	<p>We will:</p> <ul style="list-style-type: none"> • Protect and enhance our Island's natural beauty • Create wealth whilst reducing our carbon footprint • Produce as much of our energy as possible from renewable sources • Support economic development and regeneration, enabling everyone to share in the Island's economic success, by increasing the skills of the whole community • Ensure our children achieve better than the national average at school and college • Reduce childhood inequalities by tackling poverty, neglect and domestic violence • Support families and carers to provide a safe and positive environment for our young people
Healthy Island	<p>We will:</p> <ul style="list-style-type: none"> • Reduce levels of obesity in all ages • Improve health, emotional wellbeing and life expectancy across the Island; support vulnerable people to live independent lives • Ensure people of all ages have places to live and things to do in their local area
Safe Island	<p>We will:</p> <ul style="list-style-type: none"> • Reduce crime and substance misuse • Reduce anti-social behaviour and disorder • Reduce the fear of crime and increase public confidence • Improve the visual appeal and ambience of our Island, now and in the future

Table 3.1 Priorities and Outcomes of the ISP

3.9 Whilst the Council is committed to addressing all these issues, and the Core Strategy supports Eco Island, the Core Strategy itself will not address all the issues set out above. The ambitions and objectives of Eco Island have therefore shaped the spatial planning objectives of the Island Plan Core Strategy. These spatial objectives stem from the spatial vision for the Island and help determine the spatial planning policies in this document.

Core Strategy Objectives

3.10 The following set of 12 strategic spatial objectives stems from and is linked to the ambitions of Eco Island. These provide the framework within which the Core Strategy policies have been developed to deliver the spatial vision. These objectives have been extensively consulted on through the preparation of the Core Strategy; indeed, the

objectives have been considerably refined as a result of extensive public engagement and consultation. The objectives of the Core Strategy are:

- 1) **To support sustainable and thriving communities that enable people to enjoy a quality of life, without compromising the quality of the environment.**
- 2) **To ensure that all development supports the principles of sustainable development.**
- 3) **To ensure that housing is provided to meet the needs of Island residents.**
- 4) **To ensure that all development is designed to a high quality, creating buildings and a sense of place that reflects and enhances local character and distinctiveness.**
- 5) **To promote and enhance community leisure and recreational facilities.**
- 6) **To provide opportunities to diversify and strengthen the local economy and increasing the range of higher skilled jobs available locally.**
- 7) **To support a diverse tourism offer on the Island, particularly focussing upon sustainable eco-tourism.**
- 8) **To protect, conserve and enhance the Island's natural, historic and built environments.**
- 9) **To provide renewable sources of energy that contribute to the Island being self-sufficient in renewable electricity production.**
- 10) **To reduce the need to travel, to improve accessibility across the Island and maintain functional transport links with the mainland.**
- 11) **To manage the Island's waste in a sustainable and environmentally sensitive way.**
- 12) **To manage the Island's minerals supply in a sustainable and environmentally sensitive way.**

3.11 The Council is committed to achieving a sustainable level of growth on the Island; this is to meet the needs of the current population and the expected population growth in the future. This growth is mainly focussed upon new houses and job creation, but also covers environmental aspects such as the Island's green infrastructure.

3.12 This vision for the Island will, in part, be delivered by the Council, but it will also need other public sector bodies and the private and voluntary sectors to contribute towards achieving the aspirations set out in Eco Island and this document. It will, wherever possible, facilitate the needs of all parts of the Island's population. However sometimes there may be competing aspirations and/or views on what should happen. All development proposals and planning applications will be judged against the policies in this document

3.13 The Core Strategy is the document in which the "big decisions" on the future of the Island will be made (for example, the number of houses to be built over the plan period and where they will go). The Council has made these big decisions and where it has not been possible to make such decisions, plan-led processes through which they can be made have been identified.

3.14 Creating and sustaining employment and increasing the Island's GDP is a key driver for the Core Strategy. The Council supports sustainable economic growth and regeneration by ensuring sustainable patterns of employment development, providing opportunities to diversify and strengthen the local economy and increasing the range of high skilled jobs available locally. Due to the importance of this issue to the Island, the Core Strategy makes five employment-related allocations to ensure that there is a supply of new employment land coming on-stream in a timely fashion within the plan period.

- 3.15** No housing allocations have been made in the Core Strategy, rather general locations for and levels of housing have been identified. Due to the nature of the housing development on the Island and the wide range of potential sites, it was not considered necessary to make housing allocations in the Core Strategy. The policy framework will ensure continuing delivery and the Area Action Plans provide the plan-led mechanism for housing allocations to be made.
- 3.16** The Council is not producing a separate Minerals and Waste Development Plan Document. Whilst Mineral and Waste Planning Authorities generally prepare separate plan documents to cover the areas of minerals and waste, the approach taken by the Council to include these elements in the Core Strategy is in conformity with both Planning Policy Statement 10: Planning for Sustainable Waste Management and Minerals Policy Statement 1: Planning and Minerals.
- 3.17** The strategic and detailed development management areas to be addressed are covered in the following policies:
- **SP8 Waste:** this sets out the Council's strategic approach to waste including how the waste hierarchy will be implemented on the Island, considering first avoidance, followed by recycling and other treatment methods aside from landfill. This policy also makes a provision for future landfill through a specific allocation, which is made here due to the strategic nature of both the requirement and the facility.
 - **DM19 Waste;** this policy sets out the development management principles against which proposals for waste management facilities will be assessed.
 - **SP9 Minerals:** the local context and circumstances for minerals is detailed, including what may constitute exceptional circumstances and the environmental considerations that will need to be taken account of. The policy makes a commitment to a level of supply which then informs a landbank and strategic mineral allocations. Mineral Safeguarding Areas are identified and the strategic policy approach to the following areas are detailed: Recycled and Secondary Aggregates; Aggregate Wharves; Planning for uncertainty in mineral demand.
 - **DM20 Minerals:** this policy sets out the development management principles against which proposals for mineral related development will be assessed.

Core Strategy Objectives		Core Strategy Policies						
1) To support sustainable and thriving communities that enable people to enjoy a quality of life without compromising the quality of the environment.	2) To ensure that all development supports the principles of sustainable development		SP1 Spatial Strategy		AAP1 Medina Valley	AAP2 Ryde	AAP3 The Bay	DM22 Developer Contributions
								DM21 Utility Infrastructure Requirements
		12) To manage the Island's minerals supply in a sustainable way and environmentally sensitive manner		SP9 Minerals				DM20 Minerals
		11) To manage the Island's waste in a sustainable and environmentally sensitive manner		SP8 Waste				DM19 Waste
		10) To reduce the need to travel, to improve accessibility across the Island and maintain functional transport links with the mainland		SP7 Travel				DM18 Cross-Solent Travel DM17 Sustainable Travel
		9) To provide renewable sources of energy that contribute to the Island being self-sufficient in renewable electricity production		SP6 Renewables				DM16 Renewables
		8) To protect, conserve and enhance the Island's natural, historic and built environments		SP5 Environment				DM15 Coastal Management DM14 Flood Risk DM13 Green Infrastructure DM12 Landscape, Seascape, Biodiversity and Geodiversity DM11 Historic and Built Environment
	7) To support a diverse tourism offer on the Island, particularly focussing upon sustainable eco-tourism	SP4 Tourism						

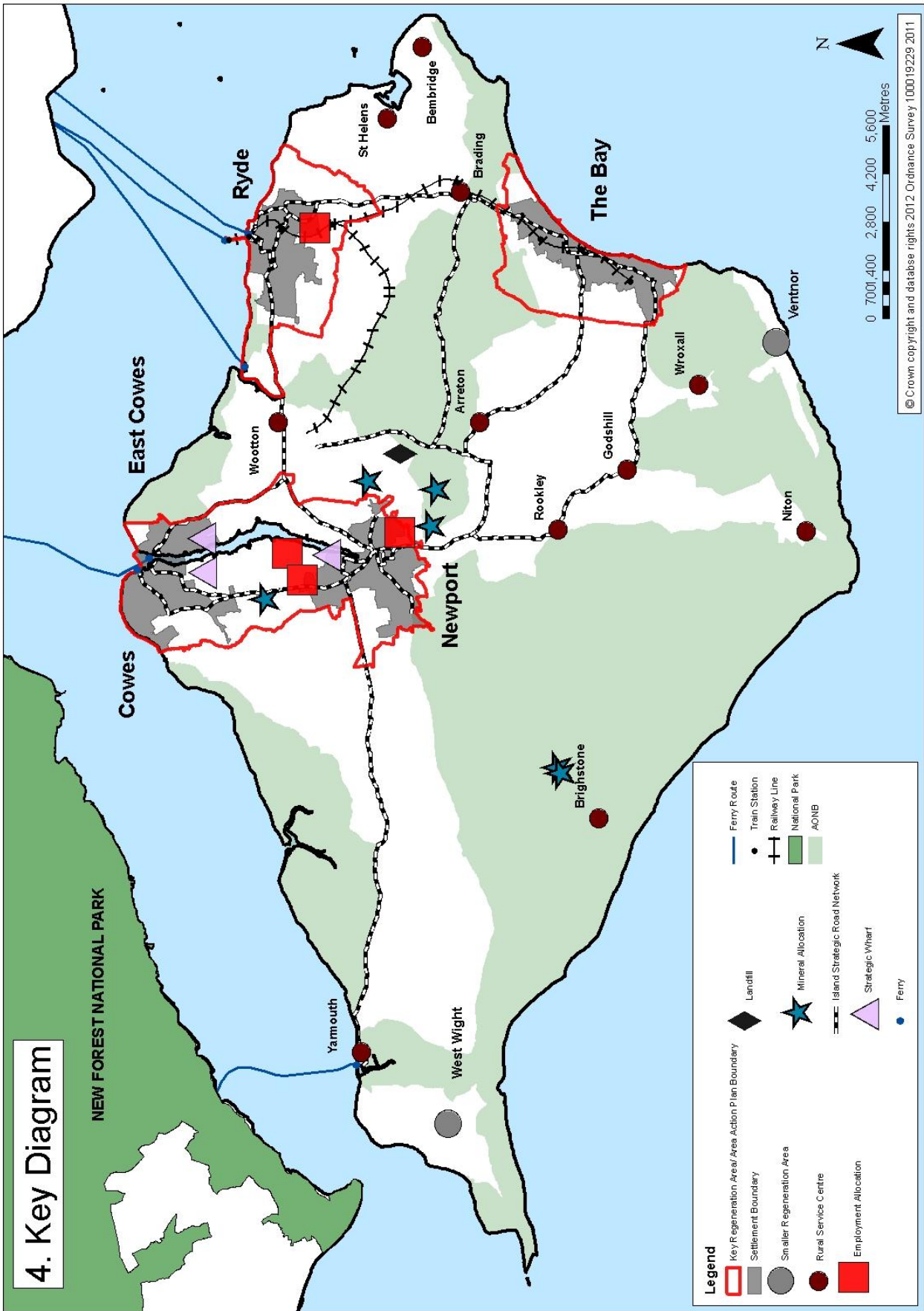
		6) To provide opportunities to diversity and strengthen the local economy and increasing the range of higher skilled jobs available locally		SP3 Economy				DM10 Rural Service Centres and the Wider Rural Area
		5) To promote and enhance community leisure and recreational facilities		SP2 Housing				DM9 Town Centres
		4) To ensure that all development is designed to a high quality, creating buildings and a sense of place that reflects and enhances local character and distinctiveness						DM8 Economic Development
		3) To ensure that housing is provided to meet the needs of Island residents						DM7 Social and Community Infrastructure
								DM6 Gypsies, Travellers and Travelling Showpeople
								DM5 Housing for Older People
								DM4 Affordable Housing
								DM3 Balanced Mix of Housing
								DM2 Design Quality for New Development
								DM1 Sustainable Build Criteria for New Development

Table 3.2 Core Strategy Objectives and Policies

4. Key Diagram

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5. Spatial Strategy and Strategic Policies

- 5.1** This section sets out the spatial strategy and strategic policies that flow from the spatial vision and objectives set out in Chapter 3. The strategic policies set the general context for delivering and managing development on the Island.
- 5.2** It sets out, in spatial and strategic-level terms, where and how the requirements of the community, the Council and Eco Island will be achieved. The Spatial Strategy has also been shaped by the Sustainability Appraisal/Strategic Environmental Assessment (SA/SEA), the Habitats Regulations Assessment (HRA) and the consultation work that has been undertaken to date by the Council.
- 5.3** When considering any aspect of the Core Strategy it is also necessary to consider the whole document: **the policies of the Core Strategy should not read in isolation. All policies apply where relevant, whether or not specific cross-reference has been made.** This applies to the Island Plan as a whole – all relevant documents will need to be read together when considering a specific proposal or issue.

Spatial Strategy

SP1 Spatial Strategy

The Council will, in principle and in line with its overarching approach to economic led regeneration and national policy, support development on appropriate land within or immediately adjacent the defined settlement boundaries of the Key Regeneration Areas, Smaller Regeneration Areas and Rural Service Centres and will prioritise the redevelopment of previously developed land where such land is available, suitable and viable for the development proposed.

Unless a specific local need is identified, development proposals outside of, or not immediately adjacent to the following defined settlements will not be supported.

Key Regeneration Areas:

- Medina Valley (Newport, Cowes and East Cowes)
- Ryde
- The Bay (Sandown, Shanklin and Lake)

Smaller Regeneration Areas:

- West Wight (Freshwater and Totland)
- Ventnor

Rural Service Centres:

- | | | |
|--------------|-------------|------------|
| • Arreton | • Godshell | • Wootton |
| • Bembridge | • Niton | • Wroxall |
| • Brading | • Rookley | • Yarmouth |
| • Brighstone | • St Helens | |

Appropriate land is considered to be deliverable within, and immediately adjacent, the settlement boundaries of the Key Regeneration Areas and Smaller Regeneration Areas. For Rural Service Centres, proposals for greenfield and/or non-previously developed land within or immediately adjacent to settlement boundaries will need to demonstrate that deliverable previously developed land is not available and an identified local need will be met.

In all cases development on non-previously developed land will need to clearly demonstrate how it will enhance the character and context of the local area, and the Council will prepare a Design Principles SPD to provide guidance on how development can achieve this.

Outside of defined settlements, proposals for tourism related development will be supported in accordance with Policy SP4.

Proposals that contribute to delivering development set out in SP2, SP3 and SP4 will need to demonstrate how, in line with the Habitat Regulations, there will be no significant impact on the integrity of European designated sites. Where this cannot be demonstrated, planning permission will not be granted.

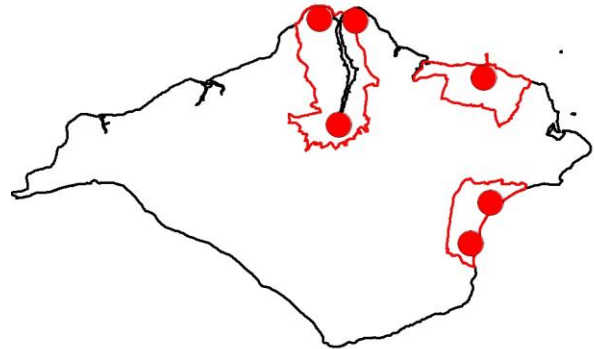
What

- 5.4** Policy SP1 (Spatial Strategy) sets out in the main locations where it is expected the majority of development will occur in the next 15 years. It is based around a settlement hierarchy that was developed through a sustainability matrix, public consultation and the SA/SEA and HRA processes.
- 5.5** The policy does allow for development to occur immediately adjacent to the settlement boundary. It also allows for development outside these areas, but this is only when a specific local need is identified to justify development. However, **all** proposals that contribute to delivering development set out in SP2, SP3 and SP4, whether allocated or not, will need to demonstrate how, in line with the Habitat Regulations, there will be no significant impact on the integrity of European designated sites. Where this cannot be demonstrated, planning permission will not be granted.
- 5.6** We have identified three different types of areas where certain types and scales of development are considered appropriate.

Where

Key Regeneration Areas

5.7 There are three Key Regeneration Areas: Medina Valley, Ryde and The Bay, which share their boundaries with the Area Action Plan boundaries and they are shown on the Proposals Map and the Key Diagram. They cover the main urban areas on the Island which, in terms of population and size, are Cowes, Newport, East Cowes, Ryde, Sandown and Shanklin. The Key Regeneration Areas are wide areas within which regeneration is encouraged, as it would result in development in the most sustainable locations, generally within and immediately adjacent the settlement boundaries of these key towns.

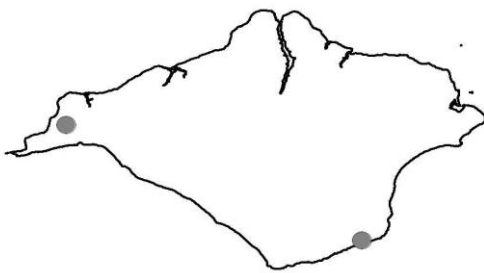


Map 5.1 Key Regeneration Areas with Area Action Plan boundaries

5.8 The SHLAA demonstrates that there is the deliverable land capacity to accommodate the level of growth in the broad locations identified in SP1 and SP2. The background work undertaken through the Habitat Regulations Assessment provides the necessary level of certainty at the strategic level that there is sufficient capacity (in relation to European sites) for the development to occur.

5.9 It is expected that the greatest level of development over the plan period will occur within the Key Regeneration Areas, with the priority being to locate the majority of housing and employment development in locations that minimise the need to travel.

Smaller Regeneration Areas



Map 5.2 Smaller Regeneration Areas

5.10 There are two Smaller Regeneration Areas: West Wight (Freshwater and Totland) and Ventnor and these are shown on the Proposals Map and Key Diagram. These are medium-sized settlements, but they still have relatively large populations for the Isle of Wight. These two areas have experienced general economic decline, particularly in terms of jobs available in the settlements, over a long period of time and an approach that supports and facilitates growth is required.

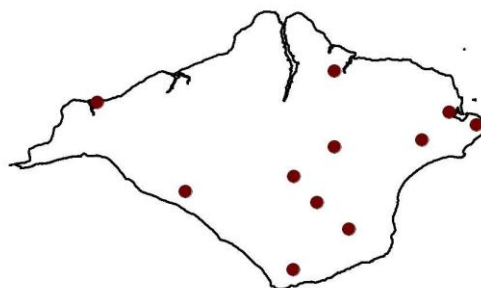
5.11 In general terms, this means that greater support will be given to proposals that develop new and appropriately scaled opportunities which maintain and support the sustainability of the Smaller Regeneration Areas.

5.12 Particular support will be given to proposals that create new employment provision. This is particularly in relation to proposals that facilitate the creation or development of

indigenous businesses or that enable investment to occur. This could take the form of intensification of existing uses and sites.

Rural Service Centres

5.13 There are eleven Rural Service Centres: Arreton, Bembridge, Brading, Brighthstone, Godshill, Niton, Rookley, St Helens, Wootton, Wroxall and Yarmouth and these are shown on the Proposals Map and Key Diagram. These are all settlements with a population of around 3,000 or less. Not only do they provide important facilities for their residents, they also support a wider range of nearby smaller, more rural villages and hamlets. Rural Service Centres were identified following consultation, input from the SA/SEA and the preparation of a Rural Sustainability Matrix.



Map 5.3 Rural Service Centres

5.14 The Rural Sustainability Matrix established a hierarchy of settlements across the Island based upon access to local shops, transport networks, local schools and health provision. The Matrix was applied to settlements across the Island, which were then scored against the criteria and the highest scoring settlements have been identified as Rural Service Centres.

5.15 Development within the wider countryside will be focussed, where possible, within, or immediately adjacent to, Rural Service Centres and should support their role as wider centres for outlying villages, hamlets and surrounding countryside. For the Rural Service Centres, development will be expected to contribute to their future viability. Within the Rural Service Centres, and outlying rural areas, development will be expected to meet an identified local need. The character that makes the Rural Service Centres such attractive places to live should be maintained, whilst allowing for small-scale sustainable growth to meet the needs of a thriving rural settlement and the wider area that it serves.

5.16 The Council will particularly support proposals that contribute to and help diversify the rural economy and higher value added tourism is likely to be a main element of this. The aim of this policy approach is to promote a rural economy based upon a diverse range of enterprises and skills; to improve the wealth of and job creation potential of the Rural Service Centres and the wider rural Wight through greater productivity of some existing sectors and promoting the growth of higher productivity sectors. For example, by developing higher value added tourism, there could be an improvement in the productivity of the hotel and catering sector in the wider rural Wight. Proposals that encourage and enable agriculture/forestry and the fishing sector to add value to their product will be supported.

The Wider Rural Area

5.17 This includes the rest of the Island outside of the identified Key Regeneration Areas and the identified settlement boundaries of the Smaller Regeneration Areas and the Rural Service Centres. Generally, development is not expected to occur in the wider rural areas unless, as set out in SP1, a local need for development can be demonstrated, or it is tourism related development. A great number of the Island's tourism facilities are located

in rural areas to take advantage of the Island's high quality environment. The Council will continue to support the maintenance and/or improvement of these facilities in line with Policy SP4.

Why

- 5.18** The Island has a wide range of settlements, each with their own distinct features, functions and opportunities. Whilst the planning policies of the Council need to retain these features and functions, they also need to allow appropriate growth in the right locations. On the Isle of Wight, it is particularly important to preserve the predominantly rural character of the County and the majority of its settlements, and to sustain a tourism industry that is built upon this unique character and the Island's natural resources.
- 5.19** In order to achieve, and in many cases maintain, the sustainable and thriving communities set out in the Spatial Vision, development in different forms will need to occur in different locations. Following consultation around the spatial options for development on the Island and work looking at the sustainability of settlements, a settlement hierarchy has been identified and is set out in SP1 (Spatial Strategy).
- 5.20** The Spatial Strategy also steers the majority of development away from the Area of Outstanding Natural Beauty (AONB), and facilitates small-scale incremental growth within and immediately adjacent to the Rural Service Centres and the wider rural area (some of which are in the AONB) to address identified local needs.
- 5.21** The aspirations of Eco Island and the results of public consultation tell us that people want strong communities and that if there is to be development it should be focussed on the existing larger settlements. This approach also means that development will be happening in areas that have an appropriate range and level of facilities to support it, whilst protecting smaller settlements where development is not considered appropriate.
- 5.22** The Spatial Strategy has been devised to ensure that development is focussed in the most sustainable locations.

When

- 5.23** It is expected that general smaller scale development and growth will occur throughout the plan period. Larger scale development will take longer to plan for and the majority of it will occur towards the middle and end of the plan period and it is likely that it would have been brought forward through allocations made within the Area Action Plans or the Delivery and Management DPD.

How

- 5.24** There are a number of mechanisms to bring forward development. The policies of this plan will facilitate general development over the plan period, particularly in the areas outside of the Key Regeneration Areas where Area Action Plans will not be prepared. The policy expects proposals to demonstrate how it will enhance the character and context of the local area and the Design Principles SPD.
- 5.25** The Council will give further guidance and assistance on what it expects and the way in which a design-led process can positively affect proposals and the local area. Prior to the Design Principles SPD being prepared, proposals will be expected to adhere to the

general design principles of the plan, particularly DM2 Design Quality for New Development and Village Design Statements (where applicable).

5.26 Part of the test of whether a site is appropriate land for development is for it to be considered deliverable. The table below sets out how PPS3: Housing defines deliverable at the point of adoption of the relevant Local Development Document. Potential development sites have undergone a strategic-level viability assessment as part of the Strategic Housing Land Availability Assessment (SHLAA) process.

5.27 The level of viability assessment undertaken in the SHLAA is commensurate to the strategic nature of the document and the amount of information the Council holds on each site. It utilises a set of common variables that a generic type of development is subject to, rather than to attempt to determine viability for each site on its own merits. To help give certainty to residents and developers over whether potential development sites are truly deliverable, the Council will work with the developer/agent and apply the following further tests to major⁴ residential development proposals (whether they are to inform the allocation process or at a planning application stage) to ascertain how deliverable a site.

To be deliverable the site must be:	This is defined as:	Further IWC tests
Available	The site is available now.	<ul style="list-style-type: none"> Confirmation and evidence from the relevant parties that a land deal is in place and that there is no ransom land that could prejudice the delivery of the site. That the site has undergone a full detailed economic viability assessment using the HCA economic viability toolkit or an appropriate approach/assessment as agreed with the Council.
Suitable	The site offers a sustainable location for development now and would contribute to the creation of sustainable, mixed communities.	<ul style="list-style-type: none"> That the site can meet the requirements of the Strategic Policies and Development Management Core Strategy (this information could be included in the Design and Access Statement, where required, and this type of information would generally be expected to be submitted in support of an application).
Achievable	There is a reasonable prospect that housing will be delivered on the site within five years.	<ul style="list-style-type: none"> Evidence to show that there are no major constraints to the deliverability such as lack of bank funding, or infrastructure funding. Evidence to show that the developer is ready and able to commence within the period specified after receiving planning permission.

Table 5.1 Deliverability Tests

5.28 As stated above, the Council will only require this information for major development proposals. Whilst the Council acknowledges this approach will require further work and evidence from the applicant, it is considered appropriate due to the need to ensure that permission can be granted in the confidence that schemes will be delivered. This

⁴ As defined in the Town and Country Planning (General Development Procedure) (Amendment) (England) Order 2006

evidence will build on the strategic-level economic assessment work that has been undertaken by the Council in relation to the sites identified as deliverable and developable in the SHLAA. Where such an assessment hasn't been undertaken by the Council, the information set out above will ensure that sites are assessed on an equitable basis and that informed decisions are made.

- 5.29** In all cases development on non-previously developed land will need to clearly demonstrate how it will enhance the character and context of the local area, and the Council will prepare a Design Principles SPD to provide guidance on how development can achieve this.
- 5.30** The three Key Regeneration Areas are all very different in character and will facilitate the majority of the development, particularly larger scale development, needed to meet the Island-wide aspirations. The precise type and location of development for each of the Key Regeneration Areas will be determined through Area Action Plans (AAPs). Policies AAP1 to 3, which set the context for the AAPs can be found in Chapter 6.
- 5.31** In the context of this policy, local need includes identified local requirements for housing, a demonstrable contribution to maintaining local facilities (such as schools, shops and community facilities) and to maintain or enhance the wider viability of local communities.
- 5.32** Chapter 8: Infrastructure Delivery and Development Implementation sets out in more detail issues relating to developer contributions and establishes that the mechanism for calculating and collecting them will be a Community Infrastructure Levy (CIL) Charging Schedule and a Planning Obligations Supplementary Planning Document. It also outlines the need for flexibility when applying the policies of the Core Strategy and developer contributions, to ensure that the plan is sufficiently flexible to be deliverable.

In relation to the Spatial Strategy, you may also like to look at:

PPS1: Delivering Sustainable Development
 PPS3: Housing
 PPS7: Sustainable Development in Rural Areas
 HRA for the Isle of Wight Core Strategy Appropriate Assessment, 2011; IWC
 SA/SEA of the Island Plan Core Strategy, 2011; IWC & Entec
 Eco Island Sustainable Community Strategy, 2008; ISP & IWC
 Strategic Housing Market Assessment, 2007; GVA Grimley for IWC
 Strategic Housing Land Availability Assessment, 2011; IWC
 Housing Strategy 2007-2012, 2007; IWC
 IWC Housing Needs Survey, 2007 within the Strategic Housing Market Assessment
 Economic Strategy 2008-2020, 2008; IWC

Policy SP1 Spatial Strategy is linked to all the policies of this Plan

- 5.33** This table shows the distribution of the provisions of the Island Plan Core Strategy and is based on the Key Regeneration Areas, Smaller Regeneration Areas and the Rural Service Centres. The types of development reflect the nine Strategic Policies of the Core Strategy.

	Housing	Employment	Retail	Tourism	Environment	Renewables	Travel	Waste	Minerals
Total		>42ha	16.9ha			Domestic scale renewable energy generation across the whole Island. Medium to large scale renewable energy generation will be focussed on suitable locations outside the AONB.		A hierarchical approach that matches the scale of the waste facility to the overall spatial development pattern of the Island. An extension to the existing landfill facility on the Island is also provided for.	The location of mineral extraction and working is based on the location of viable mineral deposits. A sequential approach has been used to identify potential mineral sites, applying three layers of positive, exclusionary and discretionary criteria
Medina Valley	1,350	>36.6ha Primary location	>7.7ha	Smaller scale	Smaller scale		3 identified junction improvements		
Ryde	2,100	>14.7ha	Smaller scale	Improvement area	Primary location				
The Bay	370	Smaller scale	Smaller scale	Primary location	Primary location				
West Wight	240	Smaller scale	Smaller scale	Smaller scale	Smaller scale		To be identified at application stage		
Ventnor	80	Smaller scale	Smaller scale	Smaller scale	Smaller scale		To be identified at application stage		
Rural Service Centres	980	Smaller scale	Smaller scale	Smaller scale	Smaller scale		To be identified at application stage		
Elsewhere		Locally sustainable							

Table 5.2 Spatial Distribution of the provisions of the Island Plan Core Strategy

Housing

SP2 Housing

The strategy provides for 8,320 dwellings for the Isle of Wight in the period 2011-2027, which is an average of 520 dwellings per year. These will be delivered broadly in accordance with the following distribution:

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

To ensure that these targets are met, the Council:

1. Will permit development in accordance with the provisions and policies of this plan.
2. Will prepare an Area Action Plan for each of the Key Regeneration Areas, which will identify appropriate development sites within or immediately adjacent to the settlement boundaries within the Area Action Plan boundaries.
3. Will prepare a Delivery and Management DPD, which will, if required, allocate land outside of the Area Action Plan boundaries for development, which could include Rural Exception Sites.

What

5.34 Through this plan the Council is planning for 8,320 new dwellings by 2027. This is 520 dwellings per year and it is this figure that the Council expects to average over the plan period. This number of new dwellings, coupled with projected migration, birth and death figures over the next 15 years, suggest that the population on the Isle of Wight in 2027 will be around 164,100⁵.

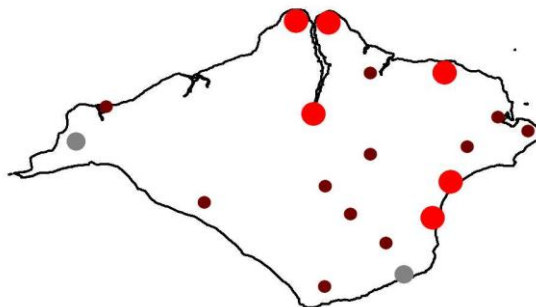
5.35 The policy also identifies plan-led mechanisms to ensure the identification and delivery of sites for housing, if the required level of housing does not come forward through market forces. Policy SP2 sets out the annual average figure of 520 dwellings per annum that is expected to be delivered on the Island over the Core Strategy plan period (2011-2027). It is the Council's intention that these figures should not be regarded as annual targets and are intended to be used in monitoring progress towards achievement of plan objectives and to inform management of housing supply.

5.36 The Council considers that meeting the annual provision of 520 dwellings or housing trajectory number will not in itself be a reason for rejecting a planning application. Decisions will be taken on their merit and local circumstances, including longer term housing needs and affordability in an area.

⁵ Office for National Statistics, 2008-based Sub-national Population Projections

Where

5.37 Development across the Island will be delivered in line with the Spatial Strategy set out in SP1 (Spatial Strategy). This means that the majority of development will be located within Key Regeneration Areas, and within and/or immediately adjacent to the settlement boundaries of the Smaller Regeneration Areas and Rural Service Centres. Of these, it is planned that significant amounts of the housing requirement will be delivered within the Medina Valley and Ryde and the majority of this development will be planned for through the relevant Area Action Plans.



Map 5.4 Settlement Hierarchy showing the Key Regeneration Areas, Smaller Regeneration Areas and Rural Service Centres

5.38 In relation to the Rural Service Centres and the wider rural area, the Council expects to see smaller-scale development occur in sustainable locations, where a local need is identified. In the context of this policy, the Council does not want to be prescriptive and identify either an Island-wide threshold or settlement-specific threshold, but considers that smaller-scale development should:

- meet an identified local need;
- demonstrate that deliverable previously developed land is not available within the settlement boundary;
- be commensurate to the size, scale, design and character of the settlement;
- not significantly adversely change the size, scale, design and character of the settlement; and
- be sustainably situated close to local services and facilities.

Why

5.39 The Spatial Strategy and distribution of development has been shaped by a number of key guiding principles and evidence base documents. The Council undertook consultations on the spatial approach it should take to new development in 2005 and 2008, and the outcome of these was to identify, as the most sustainable and appropriate, the settlement hierarchy set out in SP1. This approach focusses the majority of new development within and around the Key Regeneration Areas and the Smaller Regeneration Areas.

5.40 With the principle of locating new development within these areas established, it was then possible for the Council to consider the most appropriate quantum of development for each of the identified areas. Initially the overall figure for development was guided by the South East Plan, which required 10,400 dwellings over the period 2006-2026 at an average of 520 dwellings per year.

5.41 The Government have announced their intention to revoke regional spatial strategies, which for the Island is the South East Plan (SEP). The revocation of Regional Spatial Strategies will remove the requirement for the Council to plan for the level of development

set out in the SEP and allow the Council to determine the appropriate level of development for the Island.

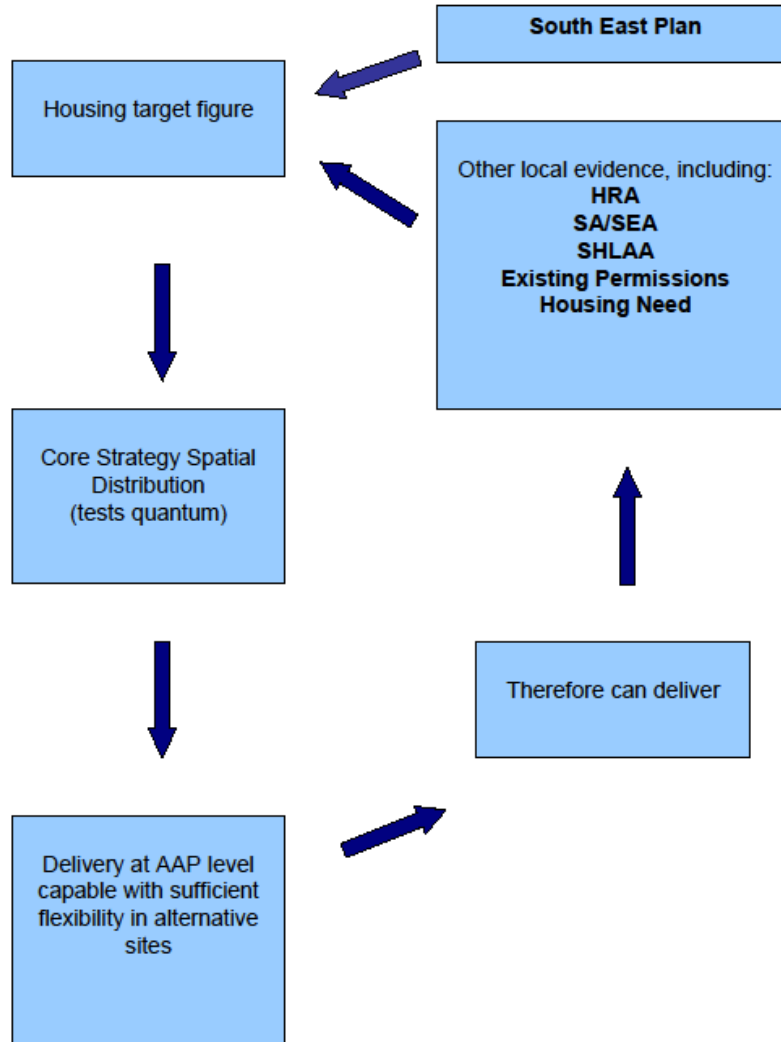


Figure 5.1 Distribution and Delivery of Housing Figures Process

- 5.42** Whilst the SEP is to be revoked, the evidence that underpinned the Isle of Wight's target of 520 dwellings per year has not changed or been called into question. We believe that 520 dwellings per year is the appropriate level of development for the Island to work towards to meet its housing need and economic aspirations, and have therefore continued to plan for this level of development.
- 5.43** The actual spatial distribution of this 520 per annum figure has been informed by a number of key local considerations and evidence base documents. In the SEP the supporting text to policy IW2 states that development should be 'concentrated in the main urban areas of Cowes, Newport, Ryde, Sandown and Shanklin'.

- 5.44** The Sustainability Appraisal / Strategic Environmental Assessment (SA/SEA) has been undertaken to inform the Core Strategy and supports the focussing of development to the most sustainable locations, which are the Key Regeneration Areas and the Smaller Regeneration Areas.
- 5.45** The Council's Strategic Housing Land Availability Assessment (SHLAA) shows that there is the land supply to meet the target of 520 dwellings per year and that it is likely, within the first five years of the plan period, an average of around 64.5% will be delivered on brownfield or previously developed land⁶.
- 5.46** The SHLAA examines the extent to which possible sites, including those suggested by developers, landowners and other parties are suitable, available and achievable over a given timeframe. As required in PPS3: Housing, the SHLAA informs the Plan, Monitor, Manage approach to the provision of housing land and provides sufficient detail to demonstrate the Council's assessment of a five year land supply.
- 5.47** Through the SHLAA, the Council can demonstrate that there is a significant over supply of deliverable and developable housing sites to achieve the 520 dwellings per annum for the plan period. The SHLAA also identified a theoretical capacity for the Key Regeneration Areas, Smaller Regeneration Areas and the wider Island.

SHLAA Potential Housing Supply 2011-2027	
Based on Isle of Wight Requirement of 520 dwellings per annum (520 x 16 years = 8,320 dwellings)	
(a) Existing housing permissions ⁷	3,200
(b) 2011-2027 requirement (16 years x 520 dwellings)	8,320
(c) Additional dwellings required	5,120
(d) SHLAA – within Key Regeneration Area settlement boundaries potential supply	1,782
(e) SHLAA – within Smaller Regeneration Area settlement boundaries potential supply	136
(f) SHLAA – within Rural Service Centres settlement boundaries potential supply	107
(g) SHLAA – other potential supply (rural sites outside of Key Regeneration Areas and not immediately adjacent to settlement boundaries)	4,632
(h) Core Strategy potential supply outside defined settlement boundaries within Key Regeneration Areas and immediately adjacent to Smaller Regeneration Area settlement boundaries	15,426
(i) Potential supply from windfall small sites (2021 onwards)	700
(a+d+e+f+g+h+i) Total Potential Supply	26,548
Potential Over Supply	18,228

Table 5.3 SHLAA Potential Supply

⁶ As indicated by the Council's Housing Trajectory

⁷ Information taken from the July 2010 Land Availability Update and Housing Trajectory

5.48 To contribute to the overall housing figure, our ongoing monitoring shows that 3,200 residential dwellings are permitted. This number of residential dwellings in the development pipeline has a significant impact on the number of dwellings we need to deliver to achieve our 8,320 target, and to get to this figure we need to deliver a further 5,120 dwellings over the plan period.

5.49 With the land capacity to deliver this in the identified areas established, further consideration was given to a number of issues to establish the specific level of development within the spatial distribution.

5.50 The starting point was to identify, in percentage terms, the theoretical capacity of each area of the total land classified as deliverable and developable in the SHLAA. This percentage was then applied to the overall new housing requirement of 4,555 dwellings, to provide a base level figure from which to work.

Core Strategy Area	SHLAA Capacity	% of SHLAA Capacity	% applied to residual need of 5,120 dwellings	Existing permissions not yet implemented (discounting factor)	Distribution factoring in local capacity issues and need for development	Overall development
Medina Valley Key Regeneration Area	11,064	50.4%	2,417	2,150	1,350	3,500
Ryde Key Regeneration Area	4,130	18.8%	902	350	2,100	2,450
The Bay Key Regeneration Area	1,003	4.6%	219	250	370	620
West Wight Smaller Regeneration Area	1,067	4.9%	233	200	240	440
Ventnor Smaller Regeneration Area	78	0.4%	17	50	80	130
Rural Service Centres and wider rural area	4,632	21.1%	1,012	200	980	1,180
Totals	21,974		5,120	3,200	5,120	8,320

Table 5.4 Capacity and Distribution of Housing

5.51 The above table is based on tables in the SHLAA report, which sets out further information on the methodology used in the assessment and its findings and is available on the Council's website.

- 5.52** This general assessment of capacity formed the baseline against which to consider localised specific capacity issues and the need for development within the different areas.
- 5.53** The research undertaken through the SHLAA collected sites with an existing planning permission to demonstrate what is the development pipeline for the Island. At the time of undertaking the assessment there were 3,765 residential units with planning permission and the general location of these is shown in the above table. This level of permitted development was taken into account when determining the quantum of development for each area. The final column of the table shows the overall level of development (existing permissions plus the housing requirements of the Core Strategy), which reflects the settlement hierarchy of the Island and the preferred spatial locations for development.
- 5.54** The Newport Traffic Model is a technical study undertaken by the Council and was undertaken following on from Island-wide network modelling. This coarse level Island-wide assessment showed that at peak times, either on a daily or seasonal basis, the Island's Strategic Road Network (see the Key Diagram or SP7) is near capacity at a number of key locations within Newport. Therefore, the Newport Traffic Model considers the impact of growth on the network at Newport and establishes capacity levels and the points at which further substantial work to the network would be required. The baseline capacity figure for the Medina Valley (when broken down to look at Newport capacity), coupled with the existing permissions in Newport would have triggered the need for further infrastructure and there was not enough certainty that such work would have been deliverable.
- 5.55** The identified capacity issues at Newport meant further consideration had to be given to housing distribution. This was based on sustainability considerations, the capacity for other locations to accommodate it and the settlement hierarchy. As creating a new settlement had been ruled out through earlier public consultation, Ryde, was the preferred location for further growth. Whilst it is not the County Town, Ryde, is the most populous town on the Island and locating such a level of development here is in line with the Council's aspirations for growth for the area. As part of this redistribution there has also been further, smaller scale growth allowed for in the Bay Regeneration Area and the Smaller Regeneration Areas.
- 5.56** A Habitats Regulations Assessment was undertaken by the Council to inform the Core Strategy and the distribution of development. The Assessment was undertaken to determine the likely impacts of development on European (Natura 2000) sites, on the level of development proposed from the broad locations set out in the Spatial Strategy. Whilst the Core Strategy is not allocating specific housing sites, it needs to demonstrate that the level of development in the broad areas identified can be achieved with no likely significant affects on European (Natura 2000) sites.
- 5.57** The Assessment considered the *potential* housing sites, either as a stand alone site or in-combination with other sites across the Island, identified as deliverable and developable in the SHLAA. Where site specific issues were known and/or identified, the assessment then considers whether it is likely that potential effects can be mitigated.
- 5.58** Overall the HRA concluded that whilst a number of sites were unacceptable due to their likely impact on European sites (and should therefore not be considered for development on a matter of principle), there was still the over-arching capacity to deliver the level of development within the broad locations identified within the Core Strategy.

- 5.59** Some of the potential housing sites have been identified as needing appropriate mitigation measures. The AAPs and the Delivery and Management DPDs (and their own HRAs) will be the mechanisms for identifying the sites that will be allocated in accordance with the policies and HRA of the Core Strategy. It will be at this level that detailed in-combination effects will be assessed, to inform the Council's decision-making when it comes to allocating sites.
- 5.60** The policy approach in SP1 prioritises development on previously developed land where it is available, suitable and viable for the development proposed. However, the evidence shows that it is likely that over the plan period we will not meet the national target of 60% development on previously developed land, as the supply of that land will have been fully utilised. Therefore, greenfield sites, immediately adjacent to settlement boundaries will need to be identified, considered and, if appropriate, delivered for development.
- 5.61** Through the SHLAA process, and the calculations to inform the Council's Housing Trajectory, "small sites" are identified as those under 0.5 hectares as it is considered unlikely that these sites will be able to accommodate 10 or more residential units and have not been considered through the SHLAA process. Sites which are located within settlement boundaries and identified as previously developed land can, if appropriate, come forward and be developed through the provisions of SP1 (Spatial Strategy). However, as they would come forward as "windfall" sites, we cannot count them within the first ten years of the Housing Trajectory but, when completed, they will contribute to the overall delivery of the housing requirement and target of 60% of development on previously developed land.
- 5.62** The Council's Housing Trajectory shows the Council's housing delivery from 2005 to date and then the anticipated delivery until 2027. The Trajectory shows that so far we have, on average, exceeded an annual target of 520 over the five year period 2005 to 2010. These historical delivery rates demonstrate that, even with the current reduction in the number of housing completions, we have previously delivered a five year land supply. Because of this historical delivery, the existing delivery pipeline and the provisions made within this plan, the Council has a demonstrable land supply for at least the first five years of this plan.
- 5.63** The Area Action Plans (AAPs) will cover a wide range of topics, but identifying sites for housing will be a primary one. As set out in PPS12: Local Spatial Planning, AAPs are designed to:
- deliver planned growth areas;
 - stimulate regeneration;
 - protect areas particularly sensitive to change;
 - resolve conflicting objectives in areas subject to development pressures; or
 - focus the delivery of area based regeneration initiatives.
- 5.64** This process will ensure that the Council is in a position to plan positively for the level of housing development required and to focus growth in the most sustainable locations on the Island.
- 5.65** It is the same rationale behind the preparation of the Delivery and Management DPD. This document will serve to enable development outside the Key Regeneration Areas, should it not come forward without Council intervention.

When

- 5.66** Due to the proposed adoption date (December 2011) of the Core Strategy, the 15 year plan period runs to 2026, which gives an end date delivery and monitoring year of the Core Strategy of 2026/27. The overall total number of dwellings to be delivered over the plan period is therefore 8,320.
- 5.67** The Local Development Scheme, which is available on the Council's website, sets out in detail the anticipated timescales and key milestones of document preparation. The Medina Valley and Ryde AAPs are expected to be adopted in 2013, with The Bay AAP and the Delivery and Management DPD expected in 2014.

How

- 5.68** If our annual monitoring indicates that the required level of development is not being delivered within, or immediately adjacent, the boundaries of the settlements listed in SP1 (Spatial Strategy), and the Council does not have an adequate 5 year land supply across the Island, the Council will allocate land that is immediately adjacent to settlement boundaries in the Delivery and Management DPD and AAPs. The Delivery and Management DPD will be prepared in accordance with the policies of the Core Strategy and informed by the recommendations of the Core Strategy's HRA. This approach ensures flexibility and that the Council meets its development requirements in the most sustainable available locations.

In relation to the housing provision, you may also like to look at:

PPS1: Delivering Sustainable Development
PPS3: Housing
PPS7: Sustainable Development in Rural Areas
PPS12: Local Spatial Planning
HRA for the Isle of Wight Core Strategy Appropriate Assessment, 2011; IWC
SA/SEA of the Island Plan Core Strategy, 2011; IWC & Entec
Eco-Island Sustainable Community Strategy, 2008; ISP & IWC
Strategic Housing Market Assessment, 2007; GVA Grimley for IWC
Strategic Housing Land Availability Assessment, 2011; IWC
Housing Strategy 2007-2012, 2007; IWC
IWC Housing Needs Survey, 2007 within the Strategic Housing Market Assessment

Policy SP2 Housing is particularly linked to the following policies of this plan:

DM1 Sustainable Build Criteria for New Development
DM2 Design Quality for New Development
DM3 Balanced Mix of Housing
DM4 Locally Affordable Housing
DM5 Housing for Older People
DM6 Gypsies, Travellers and Travelling Showpeople
DM7 Social and Community Infrastructure
DM21 Utility Infrastructure Requirements
DM22 Developer Contributions

AAP1 Medina Valley
SP1 Spatial Strategy
SP5 Environment
SP7 Travel

AAP2 Ryde

AAP3 The Bay

Economy

SP3 Economy

Economic growth on the Island over the plan period will be focussed upon employment, retail and high quality tourism, with a target of creating around 7,550 new jobs. Economic development will primarily be located in the Key and Smaller Regeneration Areas, with locally sustainable employment opportunities being supported elsewhere. Sustainable growth in the rural economy will be supported, particularly that which supports the continued vitality and viability of the horticultural sector within the Arreton Valley.

The loss of large scale employment sites of one hectare or above will be resisted, where they are important to sustaining the local economy or where mixed use redevelopment will not maintain the scale of employment opportunities on site.

Economic Development

The strategy allows for at least 42 hectares of new economic development land to be delivered over the plan period, primarily within the Key Regeneration Areas and the Smaller Regeneration Areas. The 42 hectares should consist of at least 9 hectares of B1b, B1c and B2 uses, around 13 hectares of B8 uses and around 20 hectares of B1a uses.

To contribute to this target, the Council allocates the following sites for employment uses:

1. 17.5 hectares of land at Horsebridge Hill, Newport, for a range of employment generating uses, including B1, B2 and B8 uses that reflect the general split outlined above to meet local and Island-wide need for employment provision, healthcare and care-related provision, social and community facilities, leisure uses and open space.
2. 8.8 hectares of land at Stag Lane, Newport, for a range of B1, B2 and B8 employment uses, primarily related to renewable energy.
3. 2.8 hectares of land to the east of Pan Lane, Newport, for a range of B1 and B2 uses suitable to a mixed-use scheme.
4. 14.7 hectares of land to the south of Nicholson Road, Ryde, for a mix of primarily smaller scale B1 and B2 uses.

The strategy allows for no more than 75,159m² of net retail floorspace over the plan period, primarily located within the Primary Retail Areas, Town Centres or Key Regeneration Areas. This is to be broadly split as 80% comparison goods and 20% DIY/Bulky comparison goods.

- 5.69** The Council is planning for development that will create around 7,550 new jobs on the Island over the plan period. It is expected that these will come forward in industrial (B1b, B1c and B2), storage and distribution (B8), office (B1a) and other uses (which include

tourism, retail, schools and health). This represents an increase of 7,495 jobs on the 2006 baseline (60,848). This, along with the approach to tourism development, is expected to increase the current GDP of the Island from £1776m to £2543m in 2026⁸.

5.70 Further to the more detailed Development Management policies set out later in the Core Strategy, there are a number of relevant Development Management policies set out in PPS4: Planning for Sustainable Economic Growth. These policies, which are listed in Appendix 2, form part of the Development Plan and should be considered and applied.

What

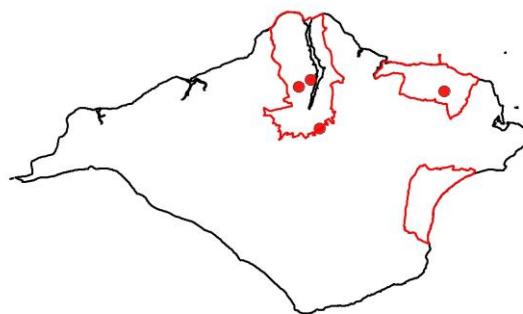
5.71 The aim of the Council is to accommodate sustainable economic growth and regeneration by ensuring sustainable patterns of employment development, provide opportunities to diversify and strengthen the local economy and increase the range of high skilled jobs available locally. The tourism sector also has a role to play and the Council's approach to delivering tourism development is set out in Policy SP4. In order to do this, the Council recognises the need to plan for a supply of employment land that provides a choice of sites in terms of size, quality and location which are economically beneficial and support the regeneration needs of both urban and rural areas.

5.72 There is also a need to promote and continue to expand the development of clusters in knowledge driven and high technology industries and associated service sector employers on the Island, in particular composites and renewable energy activities with emphasis on wind and tidal power and any associated supply chains.

5.73 The Council's Employment Land Assessment indicates that the 42 hectares (ha) of employment land should consist of around 9ha of B1b, B1c and B2 uses, around 13ha of B8 uses and around 20ha of B1a uses. This based on the forecasting work done, which assesses previous demand and projects it forward after considering a number of variables. The 42ha of employment land identified and allowed for in the policy does not include sites that already have permission, as such they will be new sites.

Where

5.74 The Council is allocating land at Horsebridge Hill, Stag Lane and Pan (all in Newport), and at Nicholson Road, Ryde, for a range of economic development uses and the boundaries of these allocations are shown on the Proposals Map. The locations of these allocations reflect evidence base and consultation responses showing that Newport is the strongest performing employment location on the Island, with the market showing a strong preference for a central location for employment provision with better access to labour markets, supply chains and



Map 5.5 Economic Development Allocations and Key Regeneration Areas

⁸ Figure provided is calculated by using labour productivity figures for each sector derived from Oxford Economics' employment and GVA forecasts and based on 2005 prices

facilities. The allocation at Nicholson Road reflects the desire of the Council to facilitate sustainable economic development in the Island's most populous town, which is not necessarily a preferred market location. All five allocations are located within Key Regeneration Areas (and four are within settlement boundaries) and it is expected that the majority of further employment land need will be met within the Key and Smaller Regeneration Areas.

- 5.75** The spatial distribution of these allocated sites has been shaped by the overarching spatial strategy, the identified need for economic development and the existing planning permissions for the key strategic employment sites at the Island Technology Park, Whippingham and land at Kingston, East Cowes both of which are within the Medina Valley Key Regeneration Area.
- 5.76** Although some provision will be brought forward in rural areas when the need to do so is demonstrated, we do not anticipate the need for significant employment land requirements in rural areas. The Council will be supportive of proposals for locally sustainable economic development across the Rural Service Centres and the rural Wight when the proposals are broadly compliant with Development Plan policies, particularly DM8 and DM10. This could include the expansion and/or intensification of existing employment sites.
- 5.77** When determining applications for employment land, the Council will support proposals that provide appropriate employment land with marine access, enhance the quality of office accommodation in towns and create employment zones on the edge of towns where existing employment sites can be linked together in imaginative ways to appeal to tenants and investors alike.

Horsebridge Hill

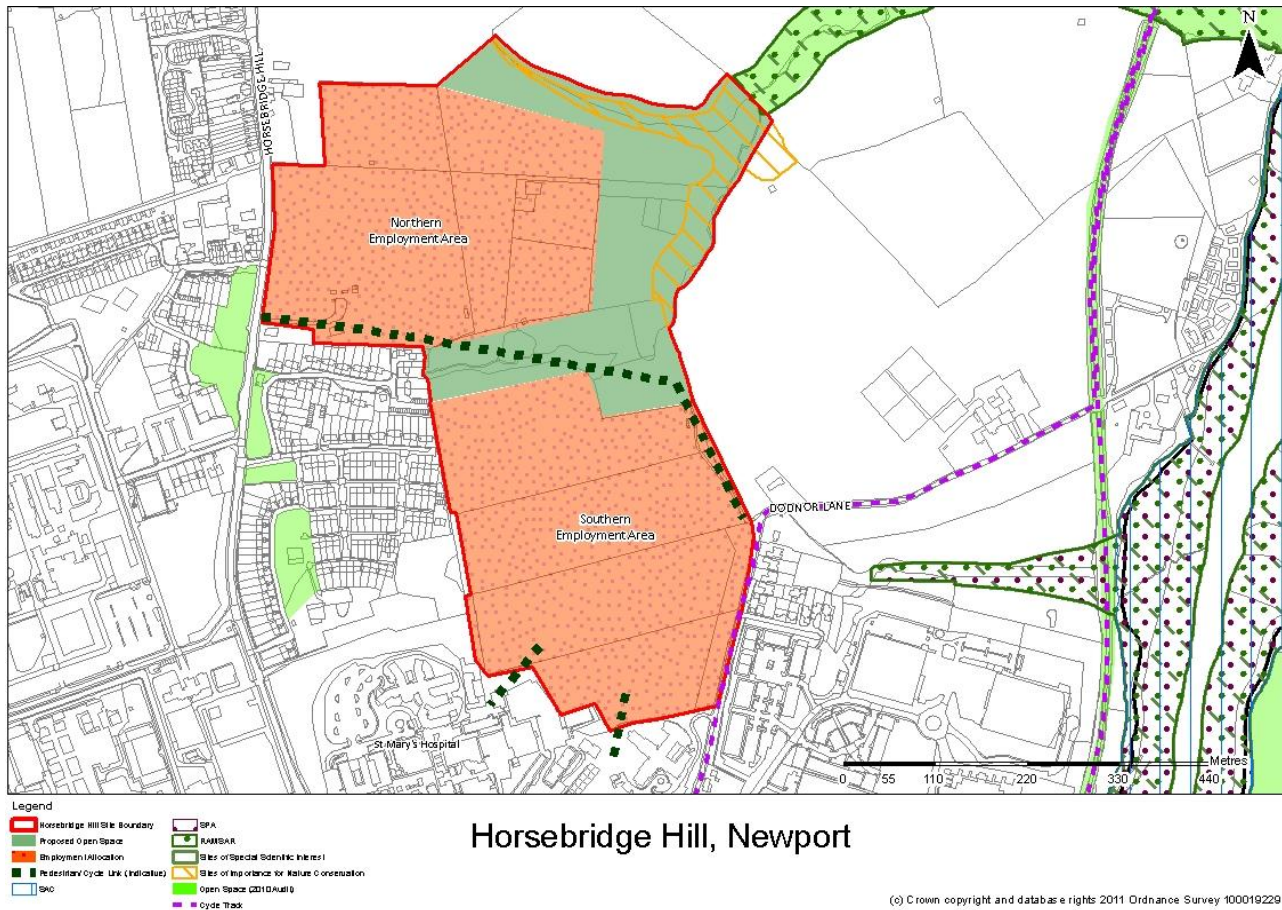
SP3(a) – Horsebridge Hill

The Horsebridge Hill site is allocated to deliver a range of B-type employment uses to meet local and Island-wide need for employment provision, healthcare and care-related provision, social and community facilities, leisure uses and open space. Further to SP3 and the relevant Development Plan policies, the allocation at Horsebridge Hill will be expected to:

1. Avoid both direct and indirect adverse effects upon the integrity of designated sites and, if necessary, provide appropriate mitigation measures.
2. Maintain a green corridor and provide pedestrian / cycle links in the general locations identified on Map 5.6.
3. Retain the 7.5ha Natural Green Space area identified to contribute, along with the green corridor, to the Green Infrastructure Network (as identified in the GI Mapping Study) and provide any specific mitigation measures.
4. In the Southern Employment Area, the provision of employment uses to include healthcare and care-related employment provision, social and community facilities, leisure uses along with a range of B-type employment uses.
5. Retain and utilise existing hedgerows and field boundaries wherever possible.
6. Be designed to utilise the existing topography of the site.
7. 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.

8. Provide access from Horsebridge Hill to the Northern Employment Area and access from Dodnor Lane to the Southern Employment Area.
9. Connect to the sewerage system off-site at the nearest point of adequate capacity.

The Council will work with the landowners to facilitate the delivery of the site.



Map 5.6 Horsebridge Hill Allocation

5.78 The allocation at Horsebridge Hill is for just over 17ha is for employment land and 7.5ha as Natural Green Space (as shown on the Proposals Map) to contribute to the Green Infrastructure Network. The site will provide for a range of B-type employment uses that reflect the general split outlined in SP3 and healthcare and care-related employment provision, social and community facilities and leisure uses. The employment provision is planned to come forward in two distinct areas within the overall allocation: an employment area to the north and an employment area to the south. Whilst these are currently under separate ownership and option agreements, the Council is working with all parties to bring the site forward comprehensively.

5.79 If the northern and southern employment areas were to come forward separately, the Council would anticipate the following general level and split of provision:

1. Northern Employment Area: 2.1ha of B1b, B1c and B2; 3.2ha of B8 and 5.3ha of B1a.
2. Southern Employment Area: a range of healthcare and care-related employment provision, and employment relating to social and community facilities and leisure

uses. The final split of these will be established through a masterplanning exercise and development brief.

- 5.80** The Council's evidence base demonstrates that whilst the site is in close proximity to sensitive European sites, the impact of development can be appropriately mitigated against. The identification and retention of the 7.5ha of natural green space contributes to this and can accommodate any further specific mitigation measures that may be required.
- 5.81** A green corridor and a pedestrian / cycle link will also contribute to this, by providing an important link between Horsebridge Hill and Dodnor Lane, leading onto the Newport - Cowes cycle route. This will provide choice to walkers and cyclists as an alternative route to and from the River Medina. The Council will expect that this be provided to a standard which would enable it to be adopted into the public right of way network. The sustainable transport link and the natural green space will positively contribute to the Island's Green Infrastructure Network by creating important local links between existing designated sites to the north-east of the site and the general amenity green space at Horsebridge Hill. Further pedestrian / cycle links will be provided, in the general locations shown on Map 5.6, to link the Southern Employment Area into the St Mary's Hospital site. This will improve accessibility to and from the site and provide a tangible link between the Hospital and the employment allocation, which will seek to provide healthcare-related employment provision.
- 5.82** The area designated as natural green space incorporates a number of designated sites. Whilst the maintenance of the area in its current form will continue its contribution to the Green Infrastructure Network and open space, it also has the ability to accommodate the site-specific mitigation measures that may be required.
- 5.83** The Southern Employment Area has close links with the St Mary's Hospital site, and part of the allocation has previously been safeguarded for potential expansion of the Hospital. Now that it has been established that the previously safeguarded land is no longer required for such a purpose, it is available and suitable to come forward for employment uses. Within the Southern Employment Area, the provision of employment uses that includes uses ancillary to the Hospital or that would create a hub of healthcare-related employment provision would be encouraged, although it is acknowledged that there may not be the demand for these types of uses for the whole site. The Council considers that a range of healthcare and care-related employment provision, and employment relating to social and community facilities and leisure uses that are related to securing and delivering healthcare services could include B1, B2, B8, C1, C2, D1 and D2 uses. If in the longer term the southern area is not required for facilities to support the provision of healthcare services on the Island, then the Council would expect the site to provide B1, B2 and B8 uses.
- 5.84** The NHS on the Isle of Wight is unique in England as it is a single NHS Provider and Commissioner for services including Mental Health, Acute Care (St Mary's), Prison Health, Ambulance Service, Commissioning, Primary Care and Community Services. As part of the national restructuring of the NHS, the Provider and Commissioner aspects are being separated within NHS Isle of Wight, which is increasingly working with other NHS organisations and the Isle of Wight Council.
- 5.85** The NHS Isle of Wight currently commissions 90% of services on the Island, reducing the need for patients to travel to the mainland. The delivery of these services on the Island is especially important as there are no other health organisations on the Island with which the NHS Isle of Wight could share the Provider role. The NHS Isle of Wight and the Isle of

Wight Council see this change in delivery as an opportunity to develop infrastructure to sustain healthcare provision on the Island.

- 5.86** The site has a number of well-established hedgerows and the Council wishes to see these retained, particularly those that form the external boundaries of the site and/or form part of existing designations. It is likely that the route of the sustainable transport link across the site will need to cut across a number of hedgerows, and where this occurs the impacts should be minimised.
- 5.87** The topography of the site slopes from Horsebridge Hill down towards the River Medina. Whilst the slope is noticeable towards the northern end of the allocated area it is not significant enough to preclude development occurring. However, detailed proposals should take the gradient into account when considering the precise location and form of any buildings to minimise any visual impact.
- 5.88** 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.
- 5.89** Due to the employment elements of the site being two distinct areas, independent vehicular access will need to be provided to both the northern and southern areas. For the northern employment area it is expected that access will be provided from Horsebridge Hill, and initial technical work demonstrates that this should be feasible. To ensure the most appropriate access is provided, additional detailed work on the technical aspects of a junction, based on a phased delivery of the site will be required. Should the further work demonstrate that access from Horsebridge Hill is not feasible, access to the site could be provided from Stag Lane.
- 5.90** Discussions with the statutory provider show that there is insufficient existing capacity in the sewerage system to meet the anticipated demand arising from the development, but off-site infrastructure to connect to the nearest point of adequate capacity would provide the local sewerage capacity required. Therefore, the development will need to provide the additional sewerage capacity necessary and this should be achieved through working with Southern Water.
- 5.91** As outlined in paragraph 5.151, the Council will consider proposals for employment land that includes an element of enabling development. However, the provision of enabling development would not necessarily be required on the site of the employment land.

SP3(a) and Habitat Regulations Assessment

- 5.92** Following the recommendations of the Habitat Regulations Assessment of the Core Strategy, proposals that relate to this policy should consider the need for mitigation measures. This will be dependent upon the type of proposal to which the Core Strategy policies are being applied and the proximity of the development proposal to European and Ramsar sites.

5.93 The likely mitigation measures required are set out in the following table:

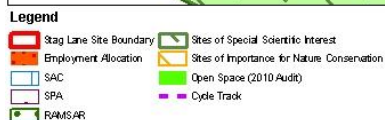
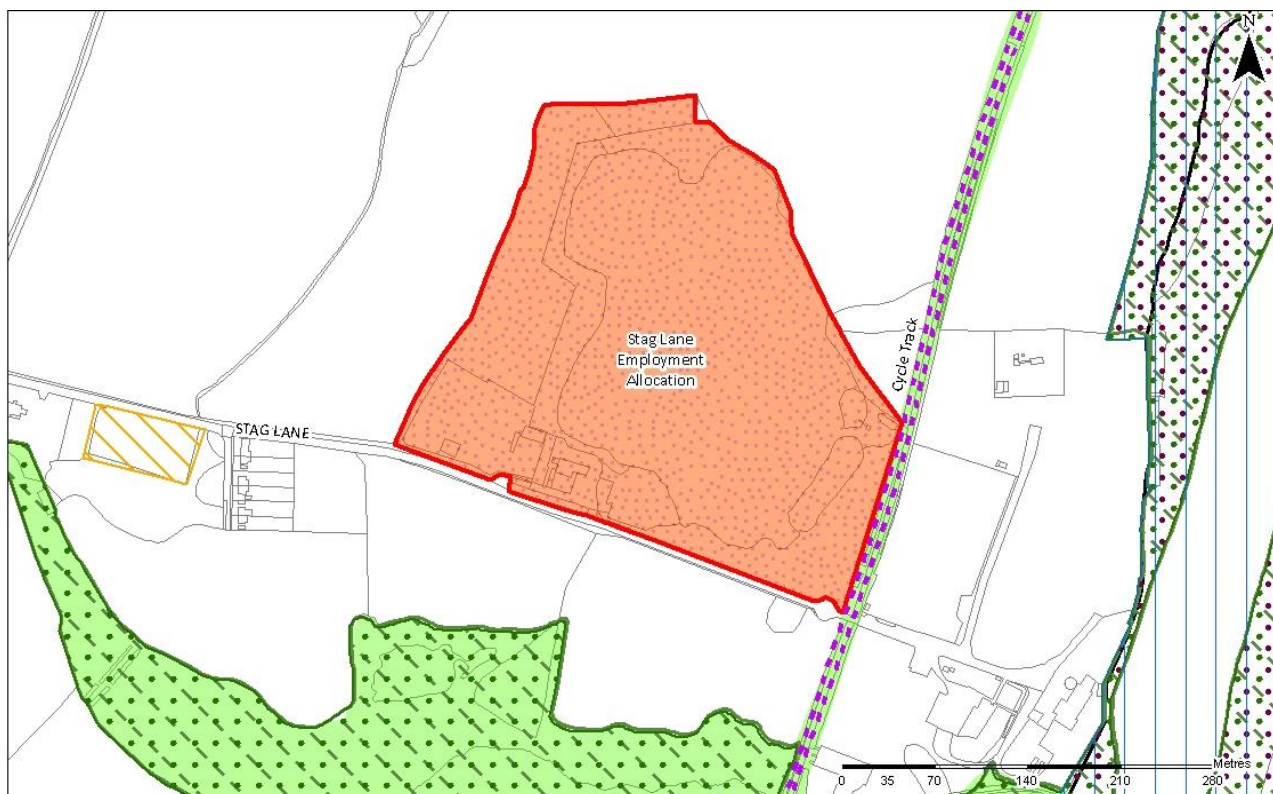
Required Mitigation
On-site provision of natural greenspace, pedestrian/cycleway route to access Rights of Way network, visitor management, site access and management, education and interpretation.

Stag Lane

SP3(b) – Stag Lane

The Stag Lane site is allocated to deliver a range of B1, B2 and B8 employment uses, primarily related to renewable energy. Further to SP3 and the relevant Development Plan policies, the allocation at Stag Lane will be expected to:

1. Undertake an assessment of the contaminated land and implement a full remediation strategy that is compliant with the relevant non-planning consenting regimes.
2. Provide suitable access to the site from Stag Lane.
3. Retain and utilise existing hedgerows and field boundaries wherever possible, especially those that bound the west and east of the site.
4. Connect to the water distribution system and the sewerage system off-site at the nearest point of adequate capacity.
5. Avoid both direct and indirect adverse effects upon the integrity of designated sites and, if necessary, provide appropriate mitigation measures.



Stag Lane, Newport

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Map 5.7 Stag Lane Allocation

- 5.94** The 8.8ha site at Stag Lane in Newport (as shown on the proposals map and above) is under Council ownership and directly adjacent to the recently approved Vestas Research and Development facility (currently under construction). The Council is promoting this brownfield site within the Medina Valley Key Regeneration Area for B1, B2 and B8 uses, particularly supporting renewable energy technologies and schemes.
- 5.95** The site is an historic landfill and any scheme will need to include a full remediation strategy. The approach taken towards the site by the Council is in conformity with PPS23: Planning and Pollution Control and is based on the precautionary principle. Due to the site being an historic landfill site it is reasonable to suspect contamination. In light of this and in line with PPS23, the Council will require at least a desk study of the readily available records assessing the previous uses of the site and their potential for contamination in relation to the proposed employment uses for the site.
- 5.96** It is expected that such exploratory assessment of the site will confirm the potential for contamination, and therefore further studies by the developer will be required to assess the risks and identify and appraise the options for remediation, should it be required. Planning permission is not the only consenting regime that will be required to bring forward development on the site, therefore proposals will need to comply with the relevant non-planning consenting regimes to the satisfaction of the relevant regulatory bodies.
- 5.97** Access to the site will be provided from Stag Lane. Recent improvements to the junction of Stag Lane and Horsebridge Hill provide suitable access to the site from the Island's Strategic Road Network.

- 5.98** The site has a number of strong external boundaries in the form of existing hedgerows and the Council would expect to see these retained, especially to the east of the site where the existing hedgerow and wooded area are bounded by the Newport/Cowes cycle track (bridleway R207). The cycle track runs along the route of a dismantled railway line and is one of the most popular public rights of way routes on the Island and forms an integral part of the sustainable transport network on the Island.
- 5.99** The site is in close proximity to the Solent and Southampton Special Protection Area (SPA) and Ramsar site, the Solent Maritime Special Area of Conservation (SAC) and the Medina Estuary Site of Special Scientific Interest (SSSI). Whilst a strategic assessment undertaken by the Council, through the Habitats Regulation Assessment, indicates no likely significant adverse effect it does highlight that there is potential for a loss of supporting habitat and disturbance of bird species. However, this depends on the details of the proposal and it is considered that should mitigation be required it can be provided and incorporated into the final detailed development proposals.
- 5.100** It is understood from discussions with Southern Water that there are no local sewers or water mains in the vicinity of the site, but there is infrastructure within 500 to 800 metres of the former tip. Therefore, the development will need to connect to the water distribution system and the sewerage system at the nearest point of adequate capacity, which will need to be determined at the planning application stage.
- 5.101** A developer is currently working on a potential scheme for the site and it is possible that applications for the site may be received in advance of the Core Strategy being adopted.
- 5.102** On-site provision of natural greenspace, pedestrian/cycle way route to access existing Rights of Way network, visitor management, site access and management, education and interpretation.

SP3(b) and Habitat Regulations Assessment

- 5.103** Following the recommendations of the Habitat Regulations Assessment of the Core Strategy, proposals that relate to this policy should consider the need for mitigation measures. This will be dependent upon the type of proposal to which the Core Strategy policies are being applied and the proximity of the development proposal to European and Ramsar sites.
- 5.104** The likely mitigation measures required are set out in the following table:

Required Mitigation
Provision of appropriate greenspace buffer strip with the following elements; an area of no access, visitor management, site access and management, education and interpretation.

East of Pan Lane

SP3(c) – 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. Further to SP3 and the relevant Development Plan policies, the allocation east of Pan Lane will be expected to:

1. Provide the internal infrastructure of the site from the Pan Meadows spine road.
2. Integrate the new employment provision with the existing, to ensure a coherent provision of employment 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. 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.
5. Maintain the hedgerow along Pan Lane on the western edge of the site.
6. Connect to the water distribution system off-site at the nearest point of adequate capacity.
7. Avoid both direct and indirect adverse effects upon the integrity of designated sites and, if necessary, provide appropriate mitigation measures.



East of Pan Lane, Newport

Map 5.8 East of Pan Lane Allocation

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- 5.105** The site east of Pan Lane is an allocation that was previously made in the Unitary Development Plan and it plays an important role in contributing to the wider development of the Pan Meadows area, which includes 846 residential dwellings. Permission has been granted for the residential and road infrastructure element of the scheme 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.
- 5.106** As the site forms part of the Pan Meadows development, the Council expects to see suitable B1 and B2 uses that will deliver employment provision associated with the wider development. 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).
- 5.107** Access into the site will be provided by a new spine road, which is being delivered as part of the residential development and will link Pan Meadows to St Georges Way and Staplers Road. Pan Lane forms the western boundary of the site and currently provides two access points into the site, one into the existing employment site and the other as access into the field. It will, as part of the agreed road scheme, retain access onto Furlongs to the north but not St Georges Way to the south; the new spine road will accommodate traffic moving in that direction.
- 5.108** 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.
- 5.109** 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.
- 5.110** 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, indicated on Map 5.8, will be safeguarded for the retention of the bridleway and to provide an appropriate buffer between the employment site and the country park.
- 5.111** 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.
- 5.112** Discussions with the statutory provider show that there is insufficient existing capacity in the water distribution system to meet the anticipated demand arising from the development, but off-site infrastructure to connect to the nearest point of adequate capacity would provide the additional local sewerage capacity required. Therefore, the development will need to provide the additional local water distribution capacity necessary and this should be achieved through working with Southern Water.

5.113 Proposals will be expected to demonstrate how they avoid both direct and indirect adverse effects upon the integrity of designated sites and, if necessary, provide appropriate mitigation measures.

SP3(c) and Habitat Regulations Assessment

5.114 Following the recommendations of the Habitat Regulations Assessment of the Core Strategy, proposals that relate to this policy should consider the need for mitigation measures. This will be dependent upon the type of proposal to which the Core Strategy policies are being applied and the proximity of the development proposal to European and Ramsar sites.

5.115 The likely mitigation measures required are set out in the following table:

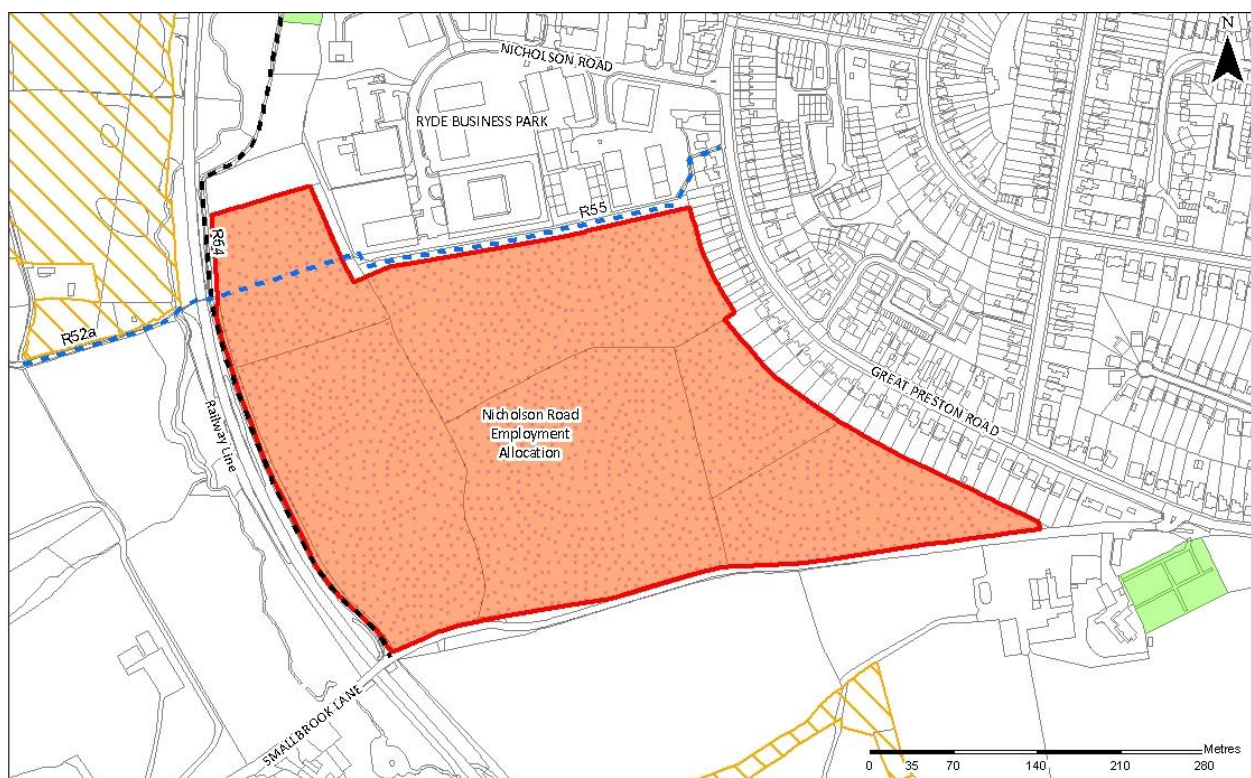
Required Mitigation
Specific mitigation such as recreational provision and provision of supporting habitats as well as visitor management, site access and management, education and interpretation.

South of Nicholson Road

SP3(d) – South of Nicholson Road

The South of Nicholson Road site is allocated to deliver a mix of primarily smaller scale B1 and B2 uses. Further to SP3 and the relevant Development Plan policies, the allocation at South of Nicholson Road will be expected to:

1. Provide access to the site from Nicholson Road and examine the suitability of a secondary access point onto Smallbrook Lane.
2. Develop the site in a phased approach, working out from the centre of the site.
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 designated sites and, if necessary, provide appropriate mitigation measures.
7. Connect to the water distribution system off-site at the nearest point of adequate capacity.



Legend

- Nicholson Road Site Boundary
- Employment Allocation
- Sites of Importance for Nature Conservation
- Open Space (2010 Audit)
- Bridleway
- Footpath

Nicholson Road, Ryde

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Map 5.9 Nicholson Road Allocation

- 5.116** The 14.7 hectare site to the south of Nicholson Road in Ryde (as shown on the Proposals Map) is under Council ownership and directly adjacent to the existing successful small-scale Ryde Business Park, which houses small and medium-size units (and was an allocated employment site in the Council's Unitary Development Plan).
- 5.117** The Council wishes to build on the success of this current provision at Ryde Business Park and extend the range of small scale B1 and B2 use facilities. 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 land⁹, the Council will bring the site forward early in the Core Strategy plan period.
- 5.118** 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. The southern boundary of the site is formed by Smallbrook Lane, which is more rural in nature but provides a direct link between Ryde and the facilities at Smallbrook. Whilst the primary point of access will be from Nicholson Road, proposals for the site should investigate whether a small secondary access point onto Smallbrook Lane can be accommodated.
- 5.119** The development will be designed to provide the most efficient use of the land, with the majority of the employment provision located in the centre of the site. A phased approach

⁹ Employment Land Assessment, 2010; Consulting Inplace on behalf of IWC

to the delivery of the site will help to ensure a steady supply of employment land and facilities to meet the demand and that the units being delivered are meeting the needs of Island employers.

- 5.120** 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.
- 5.121** 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 that the footpath will be maintained, 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.
- 5.122** The site has a number of strong external and internal boundaries, particularly the western and southern external boundaries and the north/south elements of the internal field boundaries. The external boundaries should be retained and improved, where possible and appropriate, to contribute to the buffering outlined in point 3 of SP3(d). 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.
- 5.123** Proposals will be expected to demonstrate how they avoid both direct and indirect adverse effects upon the integrity of designated sites and, if necessary, provide appropriate mitigation measures.
- 5.124** Discussions with the statutory provider show that there is insufficient existing capacity in the water distribution system to meet the anticipated demand arising from the development, but off-site infrastructure to connect to the nearest point of adequate capacity would provide the additional local water distribution capacity required. Therefore, the development will need to provide the additional local water distribution capacity necessary and this should be achieved through working with Southern Water.

SP3(d) and Habitat Regulations Assessment

- 5.125** Following the recommendations of the Habitat Regulations Assessment of the Core Strategy, proposals that relate to this policy should consider the need for mitigation measures. This will be dependent upon the type of proposal to which the Core Strategy policies are being applied and the proximity of the development proposal to European and Ramsar sites.

5.126 The likely mitigation measures required are set out in the following table:

Required Mitigation
Specific mitigation such as recreational provision and provision of supporting habitats as well as visitor management, site access and management, education and interpretation.

Why

- 5.127** Evidence shows this to be the right approach to meet the aspirations and economic targets for the Island.
- 5.128** Our employment evidence base (the Employment Land Assessment, 2010) advises that the amount of available employment land is much less than we originally thought in the 2008 Employment Land Study (around 20ha, rather than around 31ha). Not only is there less available land, there are also issues over the deliverability of the available land caused by the recession.
- 5.129** There are two large sites that already have planning permission for employment uses, and the delivery of these sites within the Medina Valley Key Regeneration Area is important to the economic prosperity of the Island and to achieving the economic-led growth the Council is advocating.
- 5.130** The two sites are the Island Technology Park at Whippingham and land at Kingston, East Cowes and the Council will work with the landowners and agents of the sites to bring them forward for development in the short to medium term.
- 5.131** The Employment Land Assessment also shows us that there is less demand for employment land than identified in 2008, prior to the recession. However, the upper end of the 2010 demand projections (42ha) is about the same as the lower end of the 2008 demand projections (43ha). This demonstrates that a minimum of 42ha should be delivered, with the potential for more if the economic conditions dictate. Certainty over the provision of employment land on the Isle of Wight for the next 15 years will help bring the Island out of the recession and grow towards its economic targets.
- 5.132** Therefore, the Council does not want to under-supply employment land to the market, although this must be balanced with the environmental and infrastructure capacity on the Island. We will monitor the delivery of employment land over the plan period to ensure that it delivers the economic growth expected and further land could be released if we are falling short of our targets.

When

- 5.133** Planning applications for employment uses will be encouraged throughout the plan period, with the employment land allocations made in SP3 (Economy) delivered as early in the plan period as possible.
- 5.134** If it is identified that further employment land is required to meet the economic aspirations of the Island, the Council will consider allocating further employment land in subsequent DPDs.

How

- 5.135** Newport, Cowes and East Cowes and Ryde are identified as hubs of key services, infrastructure and employment and it is crucial that there is capacity to support further development. This is likely to include necessary road network improvements as part of the Highways PFI programme and infrastructure requirements for major employers of off-shore renewable energy.
- 5.136** Further allocations may be made for employment land in one of the subsequent Development Plan Documents (DPD): Medina Valley AAP, Ryde AAP, The Bay AAP or the Delivery and Management DPD. The timescales for the preparation of these documents is set out in the Local Development Scheme, which can be viewed on the Council's website. The scale of any employment allocation will need to reflect the scale of existing employment within the area and also the character and function of the settlement.
- 5.137** The Council recognises that there is a need to protect existing larger scale employment land for employment purposes. The 2010 Employment Land Assessment assessed both the supply and demand of employment land on the Island to consider future needs. The assessment identified a number of employment zones in and around the Key Regeneration Areas which include existing employment sites that could contribute to sustaining the local economy. Given the importance of these key employment sites, the Council will safeguard existing employment sites of one hectare or above where it can be demonstrated that the employment use is important to sustaining the local economy. The Council will expect evidence to demonstrate that the continuing employment use of the building or site is unviable. As a minimum this is likely to be in the form of a marketing exercise for the building or site, where it has been marketed as an ongoing concern at an appropriate market price for at least 12 months. Policy DM8 provides the detailed guidance on how proposals and applications will be considered.
- 5.138** 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.
- 5.139** 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.
- 5.140** The Council will work in partnership with the IW Local Strategic Partnership, the Isle of Wight Chamber of Commerce, the local business community and service providers to develop skills and training to promote smart growth and encourage inward investment.

In relation to economic development you may also like to look at:

PPS1: Delivering Sustainable Development
 PPS4: Planning for Sustainable Economic Growth

HRA for the Isle of Wight Core Strategy Appropriate Assessment, 2011; IWC
 SA/SEA of the Island Plan Core Strategy, 2011; IWC & Entec
 Eco-Island Sustainable Community Strategy, 2008; ISP & IWC
 Economic Strategy 2008-2020, 2008; IWC
 Economic Development Delivery Action Plan, 2010; Consulting Inplace for IWC
 Economic Development Commentary, 2010; Consulting Inplace for IWC
 Employment Land Demand Study, 2008; GVA Grimley for IWC
 Employment Land Assessment, 2010; Consulting Inplace for IWC
 Isle of Wight Local Economic Assessment, 2010; Consulting Inplace for IWC

Retail**What**

- 5.141** Retail on the Island is generally performing well; people tend to stay on the Island to shop for convenience goods, although many people do go to Southampton or Portsmouth to shop for comparison goods.
- 5.142** The Council will support proposals that focus on increasing the quality and consumer choice of the retail offer on the Island for both convenience and comparison goods. This will help to facilitate increased investment on the Island and contribute to the economic aspirations held by the Council and the Island's residents and is in-line with the approaches set out in PPS4.
- 5.143** The retail floorspace requirement over the plan period is set out in the Isle of Wight Retail Capacity Study Update November 2009. The study estimates that by 2026, 75,159m² of net comparison (all goods) floorspace could in theory be accommodated across the Island. However, the Council is cautious in over-reliance on the forecasts to 2026, due to the changing economic situation over the plan period, coupled with the difficulty in forecasting demand over the next 15 years.
- 5.144** To ensure that an up-to-date understanding of this need, the Council will review this floorspace requirement as appropriate over the plan period. It is possible that such work could inform the preparation of the Area Action Plans and/or the Delivery and Management DPD.

Where

- 5.145** The primary focus for further retail growth will be within the Key Regeneration Areas and the Smaller Regeneration Areas. It is anticipated that because of location, the growth planned for the Island will be these areas, as the need increases.
- 5.146** Newport is the County Town of the Isle of Wight and has the most significant retail offer on the Island and because of this should be the main focus for further retail provision.

- 5.147** There is also the need to support the provision of retail development in the existing town centres of Cowes, East Cowes, Freshwater, Ryde, Sandown, Shanklin and Ventnor. The Council has recently undertaken a town centre health check for these town centres, which has shaped the approach set out in policy DM9 (Town Centres) and will inform specific approaches to retail to be set out in the three Area Action Plans.
- 5.148** Further small scale retail provision may also be required to sustain Rural Service Centres and other rural settlements. Proposals for retail provision in these areas will be considered on merit and against a local need for the facility, along with a protectionist approach to the existing retail provision.
- 5.149** The Council's preferred approach to retail development is to firstly consider Town Centres and Primary Retail Frontage areas suitable for new or intensified retail uses, then the intensification of existing retail parks (whether they be in Town Centres or Primary Retail Frontages or not), followed by the extension of existing retail parks and then the creation of new retail parks. The Town Centre and Primary Retail Frontage boundaries are shown on the Proposals Map.

How

- 5.150** It is expected that the floorspace identified in the policy will be brought forward through market-led planning applications in the general locations identified.
- 5.151** The need to plan for the level of retail floorspace set out in the policy will be closely monitored throughout the plan period to take account of changes in need and as identified earlier the Council will review this floorspace requirement as appropriate over the plan period.
- 5.152** These changes may occur through changing levels of spending through internet shopping, through "retail leakage" to the mainland or wider economic circumstances.
- 5.153** If this monitoring indicates that we are not meeting our targets for delivering retail floorspace, allocations for retail land may need to be made in the Area Action Plans or the Delivery and Management DPD.

SP3 and Habitat Regulations Assessment

- 5.154** Following the recommendations of the Habitat Regulations Assessment of the Core Strategy, proposals that relate to this policy should consider the need for mitigation measures. This will be dependent upon the type of proposal to which the Core Strategy policies are being applied and the proximity of the development proposal to European and Ramsar sites.
- 5.155** The likely mitigation measures required are set out in the following table:

Required Mitigation

Specific mitigation such as recreational provision and provision of supporting habitats as well as visitor management, site access and management, education and interpretation.

In relation to retail you may also like to look at:

PPS1: Delivering Sustainable Development
PPS4: Planning for Sustainable Economic Growth (particularly Annex B for definitions)

HRA for the Isle of Wight Core Strategy Appropriate Assessment, 2011; IWC
SA/SEA of the Island Plan Core Strategy, 2011; IWC & Entec

Island-wide Retail Capacity Study Update, 2008; Drivers Jonas for IWC
Island-wide Retail Capacity Study Update, 2009; Drivers Jonas for IWC
Town Centres Health Check Study, 2009; Halcrow for IWC

Policy SP3 Economy is particularly linked to the following policies of this plan:

DM8 Economic Development
DM9 Town Centres
DM10 Rural Service Centres and the Wider Rural Area
DM21 Utility Infrastructure Requirements
DM22 Developer Contributions

AAP1 Medina Valley

AAP2 Ryde

AAP3 The Bay

SP1 Spatial Strategy
SP4 Tourism
SP5 Environment

Tourism

SP4 Tourism

The Council will support sustainable growth in high quality tourism and proposals that increase the quality of existing tourism destinations and accommodation across the Island.

To reflect the special tourism offer of the Isle of Wight, proposals for tourism related development should utilise the unique characteristics of the historic and natural environments, without compromising their integrity. The Council also wishes to see the Island become an all year round tourism destination, which develops green and new niche tourism products, and development proposals should reflect this.

Whilst the target is to improve and maintain the quality of existing tourism destinations and accommodation, a loss of bed spaces through redevelopment or conversion to other uses will be permitted where it can be demonstrated that the use is no longer viable and that the premises/site has been marketed for at least 12 months at an appropriate market price.

Tourism-related development proposals should maintain a mix of tourism accommodation that offer a range of styles, types and quality of provision and make use of current or former tourism sites wherever possible.

What

- 5.156** The overall vision for the Island is to maximise the benefits of a sustainable tourism industry to the benefit of the Island economy as a whole.
- 5.157** The Island caters for a wide range of different visitor markets and therefore needs a diverse range of types and quality of accommodation, attractions and facilities to satisfy all of those market demands and maintain its place as a premier UK visitor destination.
- 5.158** The aspiration for the Island, however, is to improve its 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.
- 5.159** As set out elsewhere in the Core Strategy, and in many other publications about the Island, the Island has high quality built and natural environments. It is these assets that the Council believes should be at the heart of the tourism offer on the Island. Such assets include open countryside enjoyed for its beauty and opportunities for recreation, historic places which provide a sense of place and a chance to step back in time; and the Island's coastline which provides opportunities for water-based recreation including the harbours and marinas, some of which host premier yachting events such as Cowes Week and the Old Gaffers at Yarmouth which generates significant income for the Island. Proposals should demonstrate how the historic and natural environments have been utilised, without compromising their integrity and how they have informed the proposal.

- 5.160** The tourism offer on the Island has changed over the years and this is reflected in the range of tourism destinations and accommodation. There are a number of sites across the Island where the tourism use has ceased or are now unsuitable to continue in their current form. The Council will support proposals for such locations that reinstate tourism and leisure uses as part of wider mixed-use schemes that are in conformity with the rest of the Core Strategy. Redevelopment or conversion proposals for residential use will be considered in accordance with policy SP4 with evidence of marketing for a period of at least 12 months.
- 5.161** Whilst the tourism sector performs strongly during the spring and summer, this is not sustained throughout the year. This needs to be addressed through the provision of facilities that provide a high quality tourism offer throughout the year, rather than just at peak times. Proposals should include anticipated opening times of the tourism facility (be it destination or accommodation) and the Council will consider the use of planning conditions to ensure that this occurs.
- 5.162** Through utilising the Island's historic and natural environments, the Council will encourage proposals that develop green and new niche tourism products. Clearly the Council should not be prescriptive over what these might entail, but they should be consistent with the provisions of the Core Strategy. Given the reliance on the natural and historic environments, all tourism development will be expected not to compromise their integrity and to make positive contributions to improving these assets where appropriate.
- 5.163** Conditions may be required to ensure that a minimum number of bed spaces are provided once permission has been granted.
- 5.164** The main drive of the Council's approach towards the provision of tourist accommodation is to improve the quality of the provision whilst maintaining the number of bed spaces. The Council accepts that the retention of tourist accommodation, however desirable, is not always possible. To ensure that no tourist accommodation is lost without justification, the Council will expect proposals to justify why the continued use as tourist accommodation is economically unviable.
- 5.165** A number of factors need to be taken into account in assessing the viability of tourist accommodation. Some local authorities make use of an independent person or a panel of industry representatives to undertake such assessments. The Council does not have a formal system for making such assessments but does make use of established Tourism South East criteria, when considering viability.
- 5.166** The Council will use the following criteria to establish the viability of tourist accommodation:
- a. Proof of marketing for sale at a reasonable market price (for a minimum of 12 months).
 - b. Evidence of attempts to save or reposition the business.
 - c. Evidence of business performance when set against local and regional benchmarks, such as the levels of occupancy relevant to South East average.
 - d. Evidence of professional and competent management.

Where

- 5.167** A wide range of opportunities exist across the Island to improve the quality of the tourism offer. Whilst the Spatial Strategy directs development into mainly urban areas, a great

number of the Island's tourism facilities are located in rural areas to take advantage of the Island's high quality environment.

- 5.168** However, there are also urban locations where tourism plays an important role; many towns have cultural and/or historical tourism destinations. They also have a high level of tourism accommodation.

Why

- 5.169** The impact of tourism on the Isle of Wight is extensive. Tourism is worth over half a billion pounds per annum to the Island's economy and it currently generates over £360 million of direct tourism expenditure, £25 million from visiting yachts and a further £150 million through the multiplier effect on suppliers and income induced spending. It also supports over 20% of jobs on the Island¹⁰.

- 5.170** However, the nature of the visitor economy is changing and the Island must change with it. The quality of the tourism offer is central to its ability to increase the overall value that the Island derives from tourism and to underpin the recognition amongst potential tourists that the Island is a destination to be visited.

- 5.171** The outstanding quality of the Island's natural environment, allied with its historic and cultural offer, are the key drivers that define the Island as a visitor destination that attracts 1.4 million staying visitors and 1.1 million day visitors to the Island each year. To accommodate these visitors, there are around 62,000 bed spaces across the Island¹¹.

- 5.172** The visitors who stay on the Island for longer than a day are the most important to the economic success of the Island, as they contribute nearly £8 to the Island's economy for every £1 contributed by a day visitor. It is therefore vitally important that planning policies allow tourism destinations and facilities to accommodate longer staying visitors, and for the sector to encourage more people to stay here rather than visit for a day.

When

- 5.173** The Council expects to receive planning applications for tourism uses throughout the plan period. Larger scale tourism proposals will be considered through the Area Action Plan process, particularly within The Bay Area Action Plan, where the type and quality of tourism accommodation will be examined.

How

- 5.174** The presumption is to retain bed spaces across the Island as a whole. The main target is to increase the overall quality of the offer to the visitor to allow the Island to attract a greater number of high value visitors. These actions, taken together, should serve to protect and improve the overall economic viability of the Isle of Wight.

- 5.175** A key element of the overall approach, but one that outside the remit of planning, is to extend the period of time during which visitors come to the Island away from the peak periods when occupancy rates in accommodation are in the region of 80% plus.

¹⁰ Isle of Wight Economic Strategy 2008 – 2020, 2008; IWC

¹¹ Isle of Wight Economic Strategy 2008 – 2020, 2008; IWC

SP4 and Habitat Regulations Assessment

5.176 Following the recommendations of the Habitat Regulations Assessment of the Core Strategy, proposals that relate to this policy should consider the need for mitigation measures. This will be dependent upon the type of proposal to which the Core Strategy policies are being applied and the proximity of the development proposal to European and Ramsar sites.

5.177 The likely mitigation measures required are set out in the following table:

Required Mitigation

Specific mitigation such as recreational provision and provision of supporting habitats as well as visitor management, site access and management, education and interpretation.

In relation to tourism you may also like to look at:

PPS1: Delivering Sustainable Development
PPS4: Planning for Sustainable Economic Growth
PPS7: Sustainable Development in Rural Areas

HRA for the Isle of Wight Core Strategy Appropriate Assessment, 2011; IWC
SA/SEA of the Island Plan Core Strategy, 2011; IWC & Entec
Isle of Wight Hotel Futures, 2005; Tourism Solutions & ack tourism for IW Tourism & Tourism South East
Isle of Wight Holiday Park Sector Audit and Review, 2006; Rural Solutions for IW Tourism & Tourism South East
Tourism Development Plan, 2005; IWC
Economic Strategy 2008-2020, 2008; IWC

Policy SP4 Tourism is particularly linked to the following policies of this plan:

DM1 Sustainable Build Criteria for New Development
DM2 Design Quality for New Development
DM8 Economic Development
DM9 Town Centres
DM10 Rural Service Centres and the Wider Rural Area
DM21 Utility Infrastructure Requirements
DM22 Developer Contributions

AAP1 Medina Valley

AAP2 Ryde

AAP3 The Bay

SP1 Spatial Strategy
SP3 Economy
SP5 Environment

Environment

SP5 Environment

The Council will support proposals that protect, conserve and/or enhance the Island's natural and historic environments. All development proposals will be expected to take account of the environmental capacity of an area to accommodate new development and, where appropriate and practicable, to contribute to environmental conservation and enhancement.

Development proposals will be expected to protect the integrity of international, national and local designations, enhance their features of interest wherever possible, and respond to the emerging evidence from the Solent Disturbance and Mitigation Project. Habitats important to the biodiversity of the Island will be protected in accordance with the following hierarchy of nature conservation designations:

- (i) International – Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Ramsar sites;
- (ii) National – Sites of Special Scientific Interest (SSSI) and National Nature Reserves (NNR);
- (iii) Local – Sites of Importance for Nature Conservation (SINC), Local Nature Reserves (LNR), other Ancient Woodland not identified in (ii) above.

The Council will identify and manage an accessible network of connected and multi-functional open spaces that covers the Island through the preparation of a Green Infrastructure Strategy Supplementary Planning Document. This will be the way in which the Council will identify appropriate levels of mitigation associated with development proposals as well as provide opportunities to enhance and increase the coverage and connectivity and multifunctionality of the Island's GI network.

Development that has a demonstrable adverse impact on the Island's natural, historic and built environments should be avoided.

In order to conserve and enhance the quality of the natural environment, the Council will regularly review existing SINC's. As a result of this process, some boundary changes will be proposed and some new SINC's will be brought forward.

The Council will support proposals that positively conserve and enhance the special character of the Island's historic and built environments. Development that has an adverse impact on the Island's historic and built environments should be avoided. All development proposals will be expected to demonstrate how they have taken into account the historic and built environment.

In order to conserve and enhance the quality of the built and historic environment, the Council will continue to undertake Conservation Area Appraisals to identify the potential for new conservation areas, undertaken reviews of existing conservation areas and develop Conservation Area Management Plans. As a result of this process, some boundary changes will be proposed and some new conservation areas will be brought forward.

The Council will expect development proposals to reduce the overall and local risk of flooding on the Island. Therefore it will implement a flood risk management hierarchy of assess – avoid – substitute – control – mitigate. It will also maintain an up-to-date classification of flood zones, taking into account climate change and the most recent information.

What

- 5.178** It is important to the Island that the natural, historic and built environments are identified and, wherever possible, protected, conserved and/or enhanced. The policy is intended to strike a balance between protecting our environment and allowing development that benefits the Island and its economy. All development proposals will be expected to take account of the environmental capacity of an area to accommodate new development and, where appropriate and practicable, to contribute to environmental conservation and enhancement.
- 5.179** To expand on the existing knowledge base around Green Infrastructure (GI), a GI Strategy will be prepared. GI is the name given to collective sites with particular landscape, biodiversity and/or recreational functions that form a linked network. The Green Infrastructure Strategy Supplementary Planning Document (SPD) will identify, deliver, manage and monitor the GI network on the Island. It will also provide the detailed guidance and delivery mechanisms for GI, which includes the identification of areas of opportunity for expansion or improvements to the network.
- 5.180** As the implications of climate change are becoming clearer, a risk based approach to planning for flooding has become necessary. Whilst potential effects of flooding remain relatively unknown, heavy rainfall and predicted sea level rise have necessitated this risk-based approach to planning for flooding, particularly on the Isle of Wight. The Council's Strategic Flood Risk Assessment (SFRA) identifies those areas of the Island at risk. It should be used as both an evidence base and a tool to inform development.
- 5.181** The historic environment encompasses listed buildings, conservation areas, historic landscapes, sites of archaeological interest and non-statutorily designated buildings or sites¹², which are collectively known as heritage assets¹³. These 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. Heritage assets that are statutorily protected or nationally designated will be afforded the highest protection in line with the relevant legislation and guidance. Further information is set out in Policy DM11 and its supporting text.

Where

- 5.182** The approach set out in the policy will be applied across the whole Island, particularly in areas identified in SP1 (Spatial Strategy) as being of importance to the strategic delivery of development and where this is likely to result in significant adverse impacts on the

¹² Non-statutorily designated buildings or sites are those which are not listed, but that positively contribute to the character of a conservation area, are on the local list or are identified as of local importance in Parish and Town Plans and Village Design Statements.

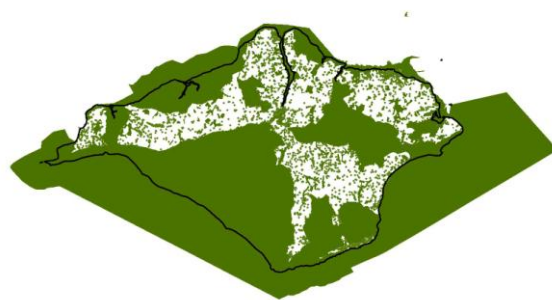
¹³ Heritage Assets are currently defined as "a building, monument, site or landscape of historic, archaeological, architectural or artistic interest whether designated or not". Heritage assets are components of the historic environment. The Council will use the most recent central Government definition.

Island's designated and non-designated environmental assets. Where development supported by other policies in this plan is identified as having the potential to significantly affect one or more internationally important nature conservation sites, the Council will support proposals where mitigation measures will be adopted to avoid an adverse effect on the integrity of the sites.

- 5.183** The Isle of Wight is made up of many different places, each with their own distinctive characteristics with regard to development, historic features and the public realm. It is these characteristics that create such a strong sense of place, which is valued by the Island's Council, communities and visitors alike.

Why

- 5.184** 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 as shown on the diagram.



Map 5.10 Environmental Designations on the Isle of Wight

- 5.185** These make the environment the Isle of Wight's main asset. Not only is the environment important for its own sake, but the natural, historic and built environments contribute significantly to the character of the Isle of Wight and it is important to the Council, residents and visitors alike that these are protected.
- 5.186** Knowing about the environmental assets on the Island is important in helping us understand the roles and relationships that individual sites have. Identifying further assets for local designation such as Sites of Importance for Nature Conservation (SINCs) and buildings, structures or parks for local listing will expand our existing knowledge base.
- 5.187** The Green Infrastructure network provides a high quality environment to be enjoyed and valued for its landscape, biodiversity, historic, recreation and tourism value, accessibility, economic and health benefits. GI can also contribute to a cleaner and greener Island by making provision for, and enhancing, assets which help reduce the impact of climate change. Preparing a GI Strategy will expand our existing knowledge base.
- 5.188** The Solent Disturbance & Mitigation Project will be an important evidence base that will help inform judgements on effects on the integrity of European sites. Depending on relevance, the report, including published recommendations, and future related research, will help inform the HRA of subsequent development plan documents, following adoption of the Core Strategy, and assessment at the project/application level.
- 5.189** 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.

- 5.190** In relation to the historic and built environment, understanding the significance of heritage assets is central to assessing the role they place in contributing to the character of the area and its sense of place. This issue is considered in greater detail in DM11 Historic and Built Environment and its supporting text.
- 5.191** Through locating development in the most sustainable locations in the first instance and the protectionist approach to the environment in this policy, the Council believes an appropriate balance has been struck.

When

- 5.192** This policy approach will be undertaken throughout the plan period, with specific consideration being given to these issues in the three Area Action Plans.
- 5.193** The Green Infrastructure Strategy will be prepared by the Council and will become a Supplementary Planning Document (SPD). It will go through public consultation and is expected to be adopted in the summer of 2012.

How

- 5.194** Development proposals will be expected to demonstrate how they have taken account of the hierarchy of environmental designations set out in this policy, through a sequential search for the most appropriate site that avoids or causes the least harm, with further consideration given to biodiversity enhancement.
- 5.195** The policy mechanisms for identifying and managing the historic and built environments, which include Conservation Area Appraisals and Management Plans and the local list, are set out in more detail in the supporting text to Policy DM11.
- 5.196** Where granting planning permission would result in significant harm to the Island's natural and historic environments, the Council will need to be satisfied that the development cannot reasonably be located on any alternative sites that would result in less or no harm. In the absence of any such alternatives, the Council will require evidence that adequate mitigation measures are put in place, before planning permission is granted. Where a proposal would result in significant harm to the Island's natural, historic and built environments which cannot be prevented, or adequately mitigated against, appropriate compensation measures will be sought. If significant harm cannot be prevented, adequately mitigated against, or compensated for, then in principle, planning permission will be refused.
- 5.197** The identification of new SINC's is a formal process that the Isle of Wight Biodiversity Partnership leads. The Council is a member of this Partnership, which uses Natural England and Defra guidance to inform the SINC selection process. The Partnership is now extending the consultation about new SINC's beyond that required by the guidance.
- 5.198** Where future Development Plan Documents prepared by the Council include allocations of land or sets overall levels of development such that there is potential for significant effects on one or more internationally important nature conservation sites, the Council will carry out assessments of such plans under the Habitats Regulations.

In relation to the environment, you may also like to look at:

PPS5: Planning for the Historic Environment
PPS7: Sustainable Development in Rural Areas
PPS9: Biodiversity and Geological Conservation
PPG17: Planning for Open Space, Sport and Recreation
Consultation PPS: Planning for a Natural and Healthy Environment
PPG20: Coastal Planning
PPS23: Planning and Pollution Control
PPS25: Development and Flood Risk and Practice Guidance
PPS25 Supplement: Development and Coastal Change and Practice Guide

HRA for the Isle of Wight Core Strategy Appropriate Assessment, 2011; IWC
SA/SEA of the Island Plan Core Strategy, 2011; IWC & Entec

Policy SP5 Environment is linked to all policies of this plan, particularly:

DM11 Historic and Built Environment
DM12 Landscape, Seascape, Biodiversity and Geodiversity
DM13 Green Infrastructure
DM14 Flood Risk
DM15 Coastal Management
DM22 Developer Contributions

AAP1 Medina Valley

AAP2 Ryde

AAP3 The Bay

SP1 Spatial Strategy
SP2 Housing
SP3 Economy
SP4 Tourism
SP6 Renewables

Renewables

SP6 Renewables

A range of renewable energies will be encouraged across the Island to meet its target of up to 100 MW installed capacity as the on-shore contribution to becoming self-sufficient in renewable electricity production.

The Council supports domestic and medium scale, localised provision across the Island and recognises the need for large-scale, grid-connected renewable energy schemes. These schemes will be expected to contribute to the economic development and regeneration of the Island and help it meet its target of becoming self-sufficient in renewable electricity production.

The Council believes the renewable energy target can be met through the following potential minimum contributions from a range of proven technologies:

- At least 22.5 MW from wind
- At least 15 MW from photovoltaics
- At least 7.4 MW from waste
- At least 6 MW from biomass

It is expected that the remaining 50 MW capacity will be met from a combination of smaller scale and domestic installations, schemes granted permission but not yet built and schemes using imported fuels.

It is accepted that a range of new technologies, other than those listed above, are likely to emerge and these will be considered on their own merits in-line with national planning policy and the policies of the Core Strategy.

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 grade 1-3a agricultural land for photovoltaics) and other designated environmental assets, although 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.

The Council will support large-scale heat projects where they can demonstrate sufficient benefit to the Island and/or help to reduce the carbon emissions from existing housing and commercial buildings.

What

- 5.199** Eco Island, the Island's Sustainable Community Strategy, has the ambition for the Island to be self-sufficient in the generation of renewable electricity by 2020. For this to be realised in practice, it means generating enough electricity from renewable sources on the Island to meet our annual electricity consumption.
- 5.200** The latest available figure (2008) shows total Island electric consumption of 588 gigawatt hours (GWh)¹⁴ and the Council believes that this level of consumption will be reduced over time through the introduction of efficiency measures. However, this will be counter-balanced by a number of factors, which include: additional housing, commercial/industrial development planned for in the Core Strategy; a shift to electric vehicles and electric forms of heating (e.g. heat pumps) in off-gas areas. The Council believes it is therefore prudent to plan for electricity consumption at today's levels.
- 5.201** An assessment of the potential to reach the indicative 150 MW target has therefore been based on the following assumptions:
1. Offshore energy could contribute in the region of 50 MW by 2020, most likely from tidal stream energy. A site off the south coast of the Island has been identified as suitable for commercial-scale tidal energy generation with a potential capacity of 249 MW¹⁵, but exploiting this will be very challenging due to environmental constraints and grid connection issues. Furthermore, the industry is unlikely to be sufficiently

¹⁴ [Decc statistics on local electricity consumption](#)

¹⁵ "Quantification of Exploitable Tidal Energy Resources in UK Waters", July 2007; ABPMer

advanced by 2020 to fully exploit the site. 50 MW of tidal stream energy could contribute 153 GWh per annum of renewable electricity.

2. Renewable energy projects which have been constructed or are proposed and known to the Council (as of October 2010) totalling 93.9 MW. These include biomass (49.9 MW), Photovoltaics (PV) (16 MW), wind (24 MW) and waste to energy (4 MW) installations. This demonstrates the likelihood of sufficient projects coming forward to meet the target, particularly with the financial incentives provided through Feed In Tariffs and Renewables Obligation Certificates.
3. Large-scale, stand-alone, grid-connected renewable energy developments will be required in order to meet the target. Whilst small- and medium-sized developments can provide considerable household and community benefit, their contribution to the target is relatively insignificant. For example, 5,000 domestic PV installations would generate a total of 10,575 MWh (10.58 GWh) per year.

5.202 As outlined above, the Council believes that the remaining 50 MW identified in the policy will be achieved from a combination of smaller scale and domestic installations, schemes granted permission but not yet built and schemes using imported fuels. As the final mix of these schemes is not yet known, the contribution to the renewable energy target has to be estimated but, as an example, the 49.9 MW biomass plant proposed for Stag Lane would produce 372 GWh.

5.203 Targets for renewable energy generation are usually set in terms of megawatts (MW) of installed capacity. This does not translate easily into GWh, since different technologies generate power at different efficiencies¹⁶. However, it is considered that total Island consumption of 588 GWh translates to a need of 150 MW installed capacity.

5.204 Because there is an identified offshore potential of around 50 MW and, as it is offshore, the Council cannot use it to count towards its renewable energy target, the target in the policy that the Council will seek to achieve relates solely to onshore renewable energy is 100 MW.

5.205 The technologies most likely to contribute to the 2020 target are those which are currently at an advanced stage of development and are economically viable. As the target relates only to electricity generation, these are biomass, photovoltaics (PV), wind and waste to energy. That is not to say that other technologies will not be developed during the plan period, or that new financial mechanisms will not increase the viability of other technologies, but the assessment has been based on the four technologies mentioned above.

5.206 An indication of the potential minimum contribution of each of these technologies, based on the capacity to accommodate them, to the overall target is generally expected to be:

5.207 Wind – at least 22.5 MW. The Council considers that this could be achieved through, for example, 10 x 2.25 MW (average) turbines in 3 small clusters of 2-5 turbines each. This would contribute approximately 49 GWh per annum. The URS IOW Windfarm Site Search Assessment reviewed previous documents relating to wind energy¹⁷ and identified a number of sites outside of environmental designation constraints, which are considered suitable and suitable with restrictions for wind turbines with a likely electricity generation range of 74-94 MW¹⁸.

¹⁶ This is known as the "load factor" which is the ratio (expressed as a percentage) of the net amount of electricity generated by a power plant to the total amount it could have generated if it were operating at its full capacity.

¹⁷ Briefing Note – Isle of Wight Wind Technology Park, by Terence O'Rourke plc, Draft Scoping Document – Isle of Wight Wind Technology Park, by Aerolaminates Ltd; and Site selection for wind turbine clusters for Isle of Wight, by Whitbybird

¹⁸ Table B, p57 URS IOW Windfarm Site Search Assessment

- 5.208 Waste** – at least **7.4 MW**, made up of existing and new facilities. The existing gasification plant is rated at 2.3 MW and there is planning consent for a 1.5 MW landfill gas scheme. A recent review of Anaerobic Digestion potential shows that the Island could support a Combined Heat and Power (CHP) system of up to 3.6 MW using waste that is currently sent to landfill, a figure which could be increased if a different technology were utilised. This would contribute approximately 56 GWh per annum.
- 5.209 Photovoltaics (PV)** – at least **15 MW**, made up of existing and new facilities. There is currently 6.2 MW of operational installed PV at field-scale across the Island, and the Council has also consented 21.2 MW of field-scale PV to date. There is also a further 2.3 MW of smaller scale PV installed on roof tops as of this week contributing to the remaining 50 MW, which is a combination of smaller scale and domestic installations, schemes granted permission and not yet built and schemes using imported fuels.
- 5.210 Biomass** – at least **6 MW** from CHP systems which have a much higher efficiency than power only plants. The Potential for Wood Fuel Supply on the Isle of Wight study identifies that there is sufficient on-Island biomass residues to support the generation of 6 MW¹⁹. These would be supported by locally sourced fuel including waste wood, forestry residues, agricultural residues and energy crops. Systems are likely to vary in size from 100 KW to, potentially, 5 MW. This would contribute approximately 39 GWh per annum.
- 5.211** The Council will consider proposals along the indicative thresholds set out below:
- Domestic scale renewable energy schemes are those which produce up to 50KW of electricity or 45 KW of heat²⁰.
 - Medium scale schemes are those that deliver up to 1 MW installed capacity.
 - Large scale schemes are those that deliver 1 MW and above installed capacity.
- 5.212** Grid connection to serve the types of provision set out above is unlikely to require significant grid reinforcement, although at this size of development, proximity to the existing grid will be a key requirement. The cumulative effect of a large number of developments is likely to be more significant and the main issues are highlighted in the Council's Review of Potential for Connection of Embedded Generation Sources into existing Public Electricity Supply Distribution System²¹.
- 5.213** The study demonstrates that the connection of renewable generation sources to the existing electrical distribution system on the Island is broadly feasible at 11kV, 33kV and 132kV. Connections at 11kV will be limited to small-scale schemes (defined in the study as up to 10MW output capacity), and it is considered that connections in rural locations are likely to be particularly limited by the capacities and characteristics of the existing distribution system. Therefore, any proposals for renewable energy schemes in such locations, especially those distant from any of the Island's major substations, will need to demonstrate how local network reinforcement measures have been considered and will be applied.
- 5.214** Proposals for renewable energy generation that produces an output of more than 40MW will need to connect to the grid at 132kV. This will require the provision of new infrastructure and assets on the Island, and could require the uprating of the submarine cable links to the mainland.

¹⁹ Section 2.6, p11 and Table 2.7, p14

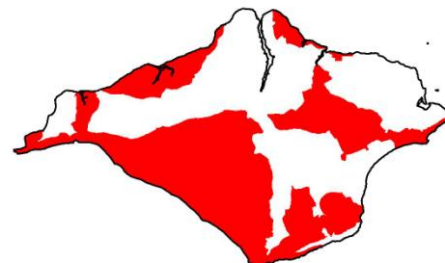
²⁰ The Energy Act 2004

²¹ Prepared by Grontmij on behalf of the Isle of Wight Council, November 2010

5.215 These issues will be addressed through ongoing discussions between the Council and Scottish and Southern Energy, the Island's Distribution Network Operator, in order to facilitate a co-ordinated approach, but will ultimately be the responsibility of each private developer.

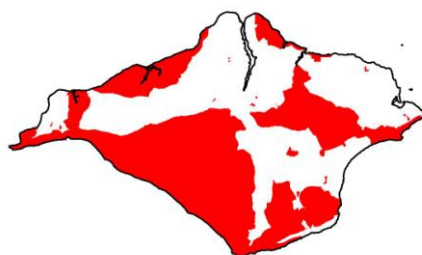
Where

5.216 The Council is very aware of the need to balance the provision of medium and large scale renewable energy schemes against their impacts on to and from the designated landscapes of the Island. The AONB covers over half of the Island and, due to the Island's topography, there is virtually nowhere on the Island that cannot be seen from or into the AONB.



Map 5.11 Extent of the AONB on the Island

5.217 The Council needs to take a pragmatic and proportional approach on this issue, and will apply the following spatial approach to large-scale renewable electricity generation schemes:



Map 5.12 AONB & Grades 1-3a Agricultural Land on the Isle of Wight

5.218 **Wind** – development should be located outside the AONB.

5.219 **Photovoltaics** – development should be located outside of the AONB and avoiding identified grades 1-3a agricultural land²².

5.220 **Waste and Biomass** – due to the nature of the development and the design-led solutions available, these facilities can be brought forward across the Island, where necessary, and when in line with the policies of this plan.

5.221 In line with the specific Development Management policy relating to Renewables (DM16) and Landscape, Seascape, Biodiversity and Geodiversity (DM12) proposals should demonstrate how they protect the integrity of international, national and local designations relating to landscape, seascape, biodiversity and geodiversity and the reasons for these designations and the weight given to them.

Why

5.222 A number of renewable energy resource assessments have been carried out for the Island, including the technical work that informed the South East Plan renewable energy target for the Island²³. However the Council now considers this information to be out of

²² Natural England Technical Information Note TINO49 Agricultural Land Classification: protecting the best and most versatile agricultural land

²³ Including: An assessment of the South East's Renewable Energy Capacity & Potential to 2026, 2003; Future Energy Solutions (formerly ETSU) on behalf of SEERA. Powering the Island through Renewable Energy – A Renewable Energy Strategy for the Isle of Wight to 2010, 2002; ITC. Briefing Note IOW Wind Technology Park, 2008; Terence O'Rourke on behalf of Aerolaminates Ltd. South East Regional Renewable Energy Targets – Consultation Revisions, 2003; Future Energy Solutions/ FPD Savills Review of Renewable

date in light of changing central Government and European targets and commitments for renewable energy, the commitment and objectives of Eco Island and the emergence of large-scale projects which were previously only considered relevant at a micro-scale e.g. 5 MW photovoltaic installations, and proposals to develop power stations using imported renewable fuels.

When

- 5.223** It is expected that a wide range of renewable energy projects will come forward over the lifetime of the plan. These will vary in scale from domestic micro-generation through to the large-scale. It is likely that these larger scale schemes will come forward in the medium term, as a significant amount of information will be required to support any planning application.
- 5.224** The Council expects that there will be interest to bring schemes forward early in the plan period, to take full advantage of the financial support mechanisms (Feed-in Tariffs and Renewables Obligations Certificates) for renewable electricity production. However, some of these schemes are likely to be complex and may take a longer period of time to work up; therefore we expect a fairly even distribution of schemes coming forward over the next ten years. Because of this, the Council would like to see implementation at an average rate of 10 MW per annum with the hope that this target will be exceeded because of the need to take urgent action to reduce carbon emissions.

How

- 5.225** The provision of renewable energy on whatever scale will be driven by private land and property owners.

SP6 and Habitat Regulations Assessment

- 5.226** Following the recommendations of the Habitat Regulations Assessment of the Core Strategy, proposals that relate to this policy should consider the need for mitigation measures. This will be dependent upon the type of proposal to which the Core Strategy policies are being applied and the proximity of the development proposal to European and Ramsar sites.
- 5.227** The likely mitigation measures required are set out in the following table:

Required Mitigation

Location of facilities away from vulnerable areas. Requiring removal of pollutants by the use of taller chimney stacks. Siting of turbines away from potential bat and bird foraging and migration routes. Provision of supporting habitats. Site access and management.

In relation to Renewables, you may also like to look at:

PPS1: Delivering Sustainable Development
Planning and Climate Change – Supplement to PPS1
PPS10: Planning for Sustainable Waste Management
PPS22: Renewable Energy
Planning for Renewable Energy: A Companion Guide to PPS22

HRA for the Isle of Wight Core Strategy Appropriate Assessment, 2011; IWC
SA/SEA of the Island Plan Core Strategy, 2011; IWC & Entec
Renewable Energy Strategy in Regional Spatial Strategies: Final Report 2009, Ove Arup & Partners Ltd on behalf of DCLG

Policy SP6 Renewables is particularly linked to the following policies of this plan:

DM16 Renewables
DM21 Utility Infrastructure Requirements
DM22 Developer Contributions

AAP1 Medina Valley

AAP2 Ryde

AAP3 The Bay

SP1 Spatial Strategy
SP2 Housing
SP3 Economy
SP5 Environment
SP8 Waste

Travel

SP7 Travel

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.

To encourage the use of sustainable transport, all major applications will be required to prepare and implement workplace, retail and school travel plans (as appropriate) and consider other schemes and initiatives such as Safer Routes to School.

Development proposals should not negatively impact on the Island's Strategic Road Network (as shown on the Key Diagram), nor on the capacity of lower level roads to support the proposed development. If negative impacts are identified, appropriate mitigation measures are expected. Improvements to the existing road network will be required to support the level of development set out in the Core Strategy. The Council has identified that infrastructure improvements to facilitate the planned level of growth will need to be in place by 2020 at the following locations:

- St Mary's roundabout
- Coppins Bridge

- Hunnyhill / Hunnycross and Riverway junction and Medina Way from the junction to Coppins Bridge roundabout

Proposed development associated with the final PFI project will be supported and, in particular, that associated with the infrastructure improvements in Newport (identified above), in line with the policies of this document, in order to provide certainty over the delivery of the project.

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.

Proposals to improve key interchange areas that link the Island to the mainland will be supported.

- 5.228** The policy addresses three main strategic areas: general sustainable travel issues; improvements to the road network; and cross-Solent transport links. Each of these areas is explained in greater detail below.

General Sustainable Travel Issues

What

- 5.229** The policy supports the Council's wider commitment to travel choice and sustainable modes of transport and provides a planning mechanism for these issues to be considered and addressed. Alongside this approach, and due to the capacity and condition of the road network on the Island, development proposals will need to consider their likely impact on the existing road network.

Where

- 5.230** This approach applies across the Island but, in line with the Spatial Strategy set out in SP1 Spatial Strategy the majority of development will be located in the most sustainable locations on the Island. Major development in the context of this policy is defined in the Town and Country Planning (General Development) Order 1995, and the full definition can be found in the Glossary.

Why

- 5.231** The ability to access employment, education, health services, shopping, leisure and other opportunities can significantly impact on people's quality of life and their life chances. This is particularly true in the context of an Island where the overriding character is rural, yet most of the Island's residents (over 60%) live in the main towns.
- 5.232** The Government acknowledges the links between planning, transport and accessibility and recognises that the location of development has a major affect on accessibility and travel patterns. By ensuring that developments are suitably located through the policies of the Core Strategy, the Council can help reduce the need to travel and increase opportunities to walk, cycle and travel by public transport. It is, however, recognised that this may be difficult for some types of tourism projects which, by their land use, location or operation (such as touring caravan parks), may not be easily accessible by public transport and rely on car use.

When

- 5.233** These general principles guide the Island Plan Core Strategy and will be applied to all appropriate development throughout the plan period.

How

- 5.234** This policy, in conjunction with DM17 Sustainable Travel, establishes the ways in which new development will contribute to meeting the targets and aspirations of the Island's Local Transport Plan (LTP).

In relation to general sustainable travel issues you may also like to look at:

PPS1: Delivering Sustainable Development
PPG13: Transport

HRA for the Isle of Wight Core Strategy Appropriate Assessment, 2011; IWC
SA/SEA of the Island Plan Core Strategy, 2011; IWC & Entec
The Island's Local Transport Plan 2011-2038, 2011; IWC

Improvements to the road network

What

- 5.235** Due to work undertaken to date, the Council is aware of three junctions where improvement measures will be required to support the level of growth planned for through the Island Plan Core Strategy.
- 5.236** The Council has secured Highways Private Finance Initiative (PFI)²⁴ funding of around £364m which is a 25 year project that is likely to start in 2013. In principle, the policies of the Island Plan Core Strategy support all aspects of its delivery. Through the PFI project, most of the Island's 803km public road network will be rebuilt or resurfaced, as will every pavement, kerb and cycleway. Also included in the project are bridges, retaining walls and other structures on the road network such as the Island's 12,068 street lights and columns. The majority of the work, which is probably the largest engineering project ever undertaken on the Island, will be undertaken in the first seven years of the PFI project. Thereafter the project will maintain the reconstructed network.

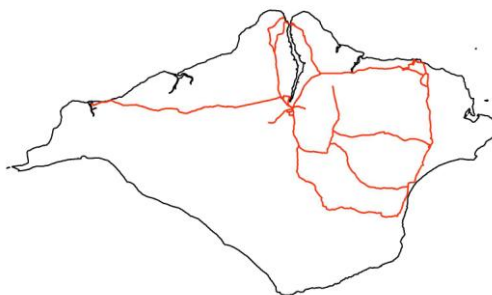
Where

- 5.237** The benefits of the PFI project will be felt across the whole Island, and alongside it there will be specific improvements made to the three identified junctions in Newport.

²⁴ For further information on Highways PFI, please see information in Chapter 2 and the Glossary.

Why

5.238 Island-wide network modelling shows that at peak times, either on a daily or seasonal basis, the Island's Strategic Road Network (shown on the diagram) is near capacity at a number of key locations. This is examined in greater detail in the Newport Traffic Model, which considers the impact of growth on the network at Newport. This demonstrates that the three junctions listed in the policy require upgrading to ensure they provide the appropriate capacity. The precise technical solutions that are required still need to be established, but we know what the maximum area required is and that forms the extent of the safeguarded areas.



Map 5.13 The Island's Strategic Road Network

When

5.239 The majority of the PFI work, which will be probably the largest engineering project ever undertaken on the Island, will be undertaken in the first seven years of the PFI project.

How

5.240 The precise technical solutions that are required to improve the junction capacity still need to be established, and this will be done through the Medina Valley Area Action Plan. Once the appropriate solutions have been determined, the Council, as the highways authority, will take the lead in delivering the required works.

In relation to general sustainable travel issues you may also like to look at:

PPS1: Delivering Sustainable Development
PPG13: Transport

HRA for the Isle of Wight Core Strategy Appropriate Assessment, 2011; IWC
SA/SEA of the Island Plan Core Strategy, 2011; IWC & Entec
The Island's Local Transport Plan 2011-2038, 2011; IWC

Cross-Solent transport links

What

5.241 The existing cross-Solent routes are shown on the following table and provide a means of transport for foot passengers, cars, coaches and commercial vehicles between the mainland and the Island. The routes are vital transport corridors and form an essential part of the transport infrastructure serving the Island. The services are managed by three operators, two providing vehicle and passenger ferry services and the other a hovercraft service.

Where

From	To	Type of Passenger
Yarmouth	Lymington	Vehicle and foot
Cowes	Southampton	Foot
East Cowes	Southampton	Vehicle and foot
Fishbourne	Portsmouth	Vehicle and foot
Ryde	Portsmouth	Foot
Ryde	Southsea	Foot (Hovercraft)

Table 5.5 Services to and from the Isle of Wight

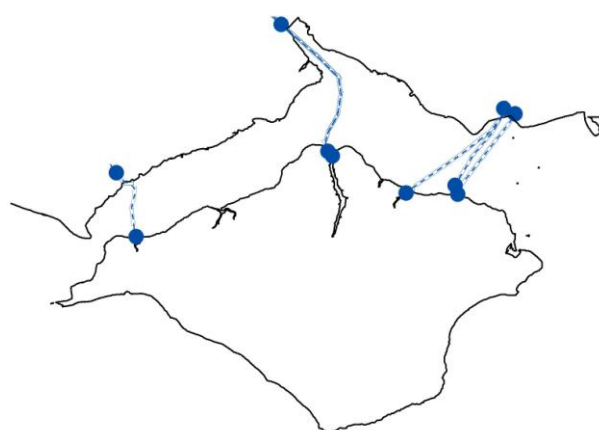
Why

5.242 The increased levels of economic activity envisaged by the Island Plan Core Strategy will bring greater demands for the movement of people and goods, both on, off and within the Island. In 2004, a total of 9.3 million passengers and 1.7 million vehicles were recorded crossing the Solent in both directions (2004 Cross Solent Traffic Statistics, IW Tourism).The demand for cross-Solent travel is expected to grow in the future as a result of:

- Increased economic activity associated with the emerging Island Plan.
- Having growth on the Island.
- The ongoing popularity of the Island as a tourist destination.

5.243 In terms of passenger numbers, Fishbourne is the fourth largest port in the United Kingdom and East Cowes is the seventh.

5.244 Through discussions the Council has had with the ferry operators, it is aware that, on occasion at peak times in the summer, they are operating at capacity. The levels of growth planned for in the Island Plan Core Strategy may impact on this and affect the service offered by the ferry companies.



Map 5.14 Cross-Solent links from the Isle of Wight to the mainland

5.245 Cross-Solent links and the key interchange areas they create on the Island are of strategic importance. Because of this, and the issues identified above, the Council is keen to support the operators wherever it is appropriate and possible. Proposals that facilitate the continued and smooth operation of cross-Solent, and onwards, travel across the Island, and are in line with the policies of this document will be supported.

When

- 5.246** It is expected that planning applications to support operation changes to the current terminals or provide new facilities will come forward over the plan period as they are required.
- 5.247** Work will be undertaken to underpin the approach the Council takes to these ports and this will inform the Medina Valley and Ryde Area Action Plans, which are expected to be adopted in 2013. If large-scale work is required to the current terminals facilities, or new facilities are being considered, the Area Action Plans will be explicit about what is required.

How

- 5.248** The Council is working with the two main ferry providers, through background work on the AAPs, to more fully understand the relationship between ports and the towns that have grown around them. The bid will focus on the ports at Cowes/East Cowes and Fishbourne/Ryde.
- 5.249** The work will focus on innovative approaches to improve the accessibility and connectivity between the ports and their towns. The work will look at ways in which different transport modes can be used to improve port and town connectivity and other ways in improving the physical connectivity”.
- 5.250** Where issues and problems are identified, possible resolution measures will be set out in full in the AAPs.

SP7 and Habitat Regulations Assessment

- 5.251** Following the recommendations of the Habitat Regulations Assessment of the Core Strategy, proposals that relate to this policy should consider the need for mitigation measures. This will be dependent upon the type of proposal to which the Core Strategy policies are being applied and the proximity of the development proposal to European and Ramsar sites.
- 5.252** The likely mitigation measures required are set out in the following table:

Required Mitigation

Consideration of appropriate multiple use green buffers to intercept potential impacts (eg air, light, noise, run-off etc) and in the case of ports and marine facilities provide the ability to set back to avoid future potential coastal squeeze from sea level rise (bearing in mind limitations placed by existing development). Where appropriate, landscape screening may provide multiple benefits such as green corridors, thereby adding to the GI network.

In relation to cross-Solent travel you may also like to look at:

DM 19 Cross-Solent Travel
 PPG13: Transport
 HRA for the Isle of Wight Core Strategy Appropriate Assessment, 2011; IWC
 SA/SEA of the Island Plan Core Strategy, 2011; IWC & Entec

The Island's Local Transport Plan 2011-2038, 2011; IWC

Policy SP7 Travel is particularly linked to the following policies of this plan:

DM17 Sustainable Travel
DM18 Cross-Solent Travel
DM22 Developer Contributions

AAP1 Medina Valley

AAP2 Ryde

AAP3 The Bay

SP1 Spatial Strategy
SP2 Housing
SP3 Economy

Waste

SP8 Waste

The Council will seek to reduce the level of waste wherever possible by providing waste resource infrastructure and management options in accordance with the waste hierarchy²⁵ (this includes prevention in the first instance), and ensuring that infrastructure for the management of waste is developed with due regard to the principles of sustainable development.

All new development will be expected to maximise contribution to waste prevention and minimisation, and provide facilities for waste and recycling through:

1. Sustainable design and construction principles, as set out in DM1.
2. Construction and demolition methods that minimise waste production and maximise re-use/recycling of materials, as far as practicable on-site.
3. Making appropriate provision of waste management facilities for the finished development that are appropriate both in scale and in treatment, treating waste as high up the waste hierarchy as possible.

Capacity requirements for recycling, composting and recovery and treatment.

In order to drive the management of waste as far up the waste hierarchy as possible, and meet both the Council's ambition of zero non-essential waste to landfill by 2015 and relevant national waste targets over the plan period, the Council will make provision for between 7.5 to 9.7 hectares to facilitate a range of waste management technologies by:

- a. Identifying appropriate sites within the Area Action Plans and the Delivery and Management DPD, if required.
- b. Not permitting development that prejudices the use of areas identified as suitable for waste management facilities.

²⁵ The revised waste hierarchy in Annex C of PPS10 now places greater emphasis on the prevention and recycling of waste. This reflects the revised Waste Framework Directive (2008/98/EC), which includes a new waste hierarchy that differs from the previous hierarchy in how it defines the re-use of materials and in how it distinguishes between recycling and other recovery.

- c. Taking a flexible approach to waste management proposals on sites identified for other uses such as, industrial land/employment allocations, existing waste management sites, mineral sites (for inert recycling), subject to the detailed environmental criteria set out in Policy DM19.

Provision of future landfill

Standen Heath Extension, as shown on the Proposals Map, is allocated as the Island's strategic landfill facility to accommodate a maximum of 770,000 cubic metres of net void space capacity through to 2027. Proposals that deliver the landfill capacity will be required to demonstrate:

- How provision of the capacity will not undermine technologies and treatments higher up the waste hierarchy.
- That there is clear evidence that all waste received for landfill is pre-treated and that the landfill is only for non-recoverable/recyclable residual waste.
- How the key local issues, set out in the supporting text, have been taken into account.

5.253 The Council's approach to waste management, in terms of planning policy, can be split into three broad areas: the general approach to waste management; capacity requirements for recycling, composting and recovery and treatment; and the provision of future landfill. These are now discussed in greater detail below.

General approach to waste management

What

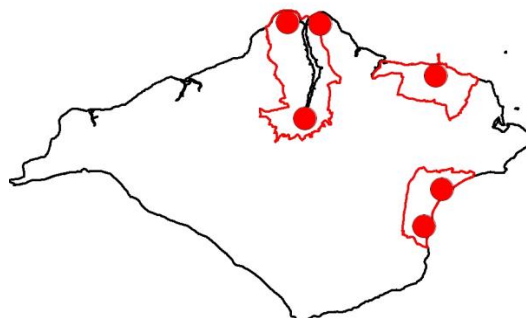
5.254 The Council's approach to waste management is intended to be a positive one, based on the following principles:

- Treating waste as high up the waste hierarchy as possible.
- Treating waste as a resource in its own right, with all options for diversion from landfill to be used wherever possible.
- Treating waste as close to the source as possible and locating strategic Island-wide facilities in the most sustainable locations.
- Island self-sufficiency in the treatment of its own waste.

Where

5.255 This approach is Island-wide and, because we are an Island, the management of the waste that we create is an important issue, mainly due to constraints relating to co-locating waste facilities with surrounding waste authorities.

5.256 The approach we are taking, which is embedded in national waste planning policy, is to locate appropriate waste facilities as close to the source of waste as possible which, in the first instance, will be in the Key Regeneration Areas.



Map 5.15 Key Regeneration Areas and Main Towns

Why

5.257 All development will produce some form of waste and it is important that this is taken into consideration in the design and layout, so as to not only ensure maximum efficiency in use of resource (waste minimisation) and the re-use of materials and use of recycled materials, but also the appropriate provision of waste management facilities is made. This will be determined by the nature of the development:

- the end use will determine both types and amounts of waste; and
- the scale, which will determine where and how much provision is required.

5.258 Because we are an Island, effective waste management and treatment is an important issue. The practical, economic and environmental impacts of transporting waste off the Island for treatment are considerable, with the traffic movements required often greatly reducing the benefit of recycling.

When

5.259 Through the provisions of this plan, the Council can consider proposals throughout the plan period. The provision of waste facilities to serve larger scale development, detailed schemes will be tested and then required through the AAPs and Delivery and Management DPDs. These documents are programmed to be adopted in 2013 and 2014.

How

5.260 The waste policies of this document are clear that the appropriate provision of waste management facilities for finished development that are appropriate both in scale and in treatment is expected. This refers to future recycling methods, and new development will need to be designed to ensure that the collection of recyclable material is not prejudiced.

5.261 The Council considers that for smaller developments (less than 10 dwellings, or less than 1000m² floorspace to be built), contributions to provision of waste management infrastructure would be a more effective delivery mechanism than through on-site provision. Where this is proposed it will be the responsibility of the developer to demonstrate why this is so. Details of all proposed waste management facilities associated with a development will need to be agreed with both the Council (in terms of

being a Waste Planning and Waste Disposal Authority) and the service operator(s)/waste contractor(s) delivering the Island's municipal waste service(s).

In relation to the general approach to waste management you may also like to look at:

PPS10: Planning for Sustainable Waste Management
 Planning for Sustainable Waste Management: Companion Guide to PPS10

HRA for the Isle of Wight Core Strategy Appropriate Assessment, 2011; IWC
 SA/SEA of the Island Plan Core Strategy, 2011; IWC & Entec
 South East Regional Strategy, Policies W4 – W7
 Municipal Waste Management Plan 2008-2011, 2008; IWC

Capacity requirements for recycling, composting and recovery and treatment

What

5.262 The following waste management capacity will be provided over the plan period²⁶:

Waste Stream ²⁷	Potential Facilities	Maximum capacity requirements (tonnes) ²⁸
MSW and C&I green waste	Windrow	20,000 – 26,000
MSW and C&I food waste	Anaerobic digestion (or similar technologies)	37,000 – 41,000
MSW and C&I green and food waste	IVC (or similar technologies)	60,000 – 63,000
MSW and C&I recyclables	MRF, bulking bays	80,000 – 83,000
C&D inert recycling	Reprocessing plant	130,000
C&D and MSW residual waste	Extend RRF and gasification facility, landfill, alternative treatment	31,000 – 36,000

Table 5.6 Waste management capacity to be provided over the plan period

Where

5.263 A hierarchical approach to the provision of waste management facilities will be expected that matches the scale of the waste facility to the overall spatial development pattern of the Island Plan. This should lead to the most sustainable locations being used for each scale/type of waste management facility. Therefore scale and location of provision will be:

²⁶ Source: Entec UK Ltd (August 2009) Table 3.1 Maximum Capacity and facility Footprints, Isle of Wight Council Waste Needs Assessment, Addendum to Technical Modelling conducted in October 2008

²⁷ The potential facilities for MSW and C&I food waste / MSW and C&I food and green waste are an either/or scenario, with only one being required.

²⁸ Does not include current facilities and covers a range of modelled figures.

Scale / capacity of waste treatment	Location
Waste management facilities that serve all the Island	A central location, preferably co-located with existing strategic Island waste facilities and with good access to the Island's Strategic Road Network
Waste management facilities that serve Key Regeneration Areas (AAPs)	A location with existing waste facilities, or compatible uses. Depending on the nature of the facilities local accessibility will be important. Some facilities may offer other local opportunities (e.g. CHP) that will influence location within the Key Regeneration Area.
Waste management facilities that serve Smaller Regeneration Areas and Rural Service Centres	The location will be discreet, with design and layout ensuring that negative impacts on the character of the settlements is kept to a minimum. Due to the more rural location, the facilities are likely to serve a wider geographic area and will therefore need to be easily accessible by road.

Table 5.7 The scale and location of provision of waste management facilities

Why

5.264 In order to achieve the treatment of waste on the Island and as high up the waste hierarchy as possible. Without provision of this waste management capacity, the Council will not be able to move towards its ambition of zero non-essential waste to landfill by 2015. By delivering this capacity, both the Island as a whole, and individual communities, will take a greater responsibility and a more sustainable approach to the treatment of the waste they produce.

When

5.265 Some capacity is already present at the existing recycling, composting and recovery and treatment sites on the Island. Whilst the facilities themselves may have an end life, the established use of the site will continue (through allocation/safeguarding) and thus there is not the same immediate urgency to provide facilities that meet the waste management need as there is with landfill. Provision of these waste management facilities will need to be delivered as development occurs across the Island. Therefore either specific allocations will come forward through the AAPs or the Delivery and Management DPDs in 2013 and 2014, or proposals prior to the allocations will be considered against the policies of this document.

How

5.266 Much of the provision of waste infrastructure will be expected to be delivered as a result of, and in accordance with, the Council's Waste Procurement Strategy. All proposals regardless of the provider, will be expected to comply with both national policies and the relevant waste policies of the Island Plan. Where proposals are made for facilities in the geographic areas detailed in the table above, but there is no equivalent settlement level policy or allocation, determination will be based on the policies with the Core Strategy and PPS10: Planning for Sustainable Waste Management.

In relation to the capacity requirements for recycling, composting and recovery and treatment you may also like to look at:

HRA for the Isle of Wight Core Strategy Appropriate Assessment, 2011; IWC SA/SEA of the Island Plan Core Strategy, 2011; IWC & Entec

Waste Needs Assessment, Technical Modelling, 2008; Entec on behalf of IWC
Waste Needs Assessment, Addendum to Technical Modelling, 2008; Entec for IWC
Assessment of Options for Waste Sites and Other Alternatives to Landfill on the Island, Site Options Report, 2009; Entec for IWC

The provision of future landfill capacity

What

5.267 Both the one existing non-hazardous landfill facility and the future landfill capacity are vitally important and essential to the Island and are therefore considered strategic in nature. The boundaries of these sites are shown on the Proposals Map.

5.268 The Council is working towards its aspiration of zero non-essential waste to landfill by 2015. Due to the market circumstances on the Island (both in terms of amounts of waste produced and access to specialist treatment facilities) this target will exclude hazardous waste and small quantities of residual household waste which cannot be economically recycled, processed or re-used to produce energy on the Island.

Targets for diversion from landfill

5.269 A substantial increase in recovery of waste and a commensurate reduction in landfill are required on the Island. Accordingly, the following targets for diversion from landfill of all waste (MSW, C&I, C&D) need to be achieved²⁹:

Year	% diversion
2015	79
2020	84
2025	86

Table 5.8 Targets for the diversion from landfill of all waste

5.270 Through the Council's evidence base, the following targets for recycling and composting have been identified and should be achieved on the Island³⁰:

²⁹ Source: Regional Waste Management Capacity: Survey, Methodology and Monitoring, Updated Final Report, 2008, modelled Scenario 1

³⁰ Source: Regional Waste Management Capacity: Survey, Methodology and Monitoring, Updated Final Report, 2008, modelled Scenario 1

Year	MSW	C&I	C&D	All Wastes
	%	%	%	%
2015	50	55	50	55
2020	55	60	60	60
2025	60	65	60	65

Table 5.9 Targets for recycling and composting

Where

5.271 The Island has only one operational, non-inert landfill site, at Standen Heath, which accepts a wide range of non-hazardous wastes (including municipal and commercial waste). Unlike the other waste management treatments, landfill should be viewed as a limited and finite resource. It is expected to be full by 2015³¹ (dependent upon alternative facilities coming on-line between 2012 and 2021) and although there is further potential to divert some commercial and civic amenity waste from landfill to the gasification plant, it is unlikely to have a significant effect on the life of the landfill.

Why

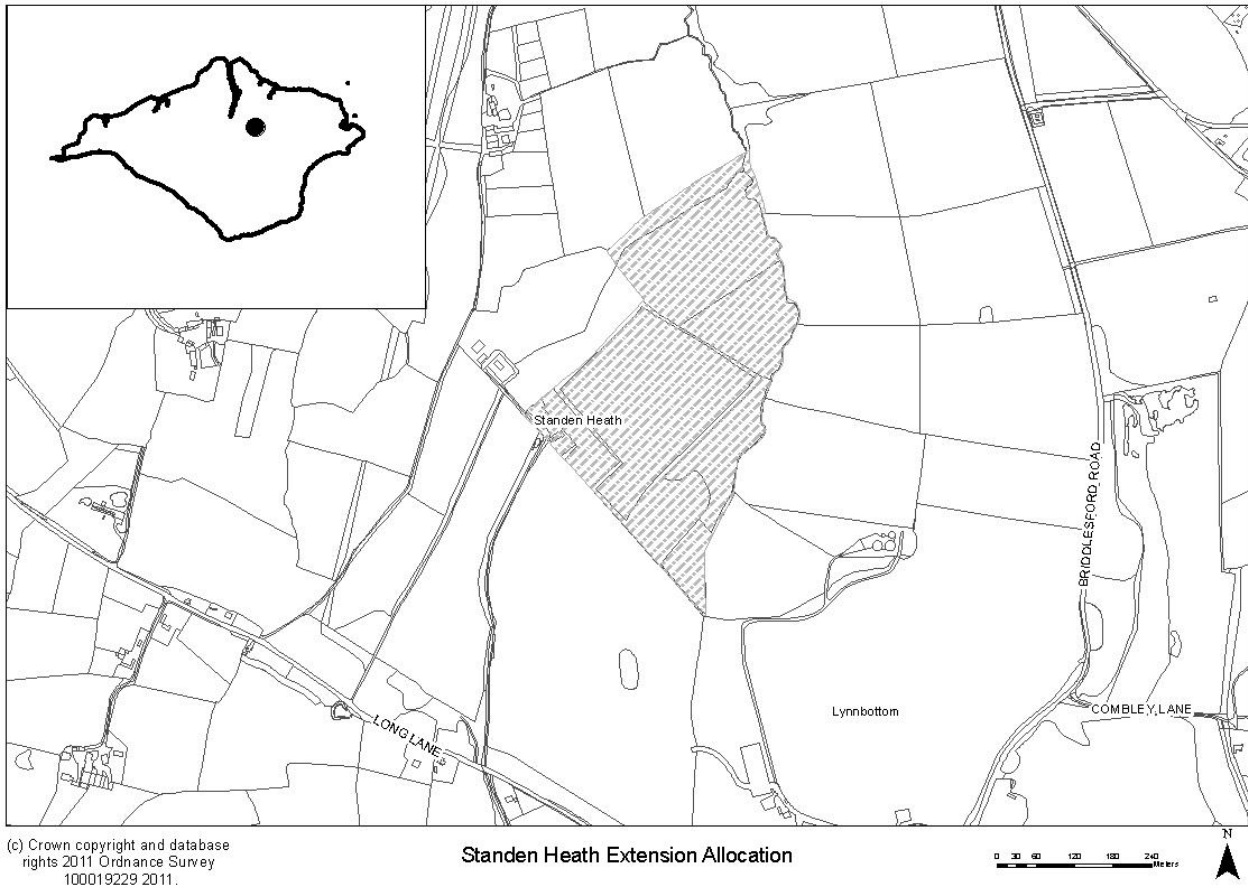
5.272 In spite of aiming to reach these targets by the removal of wastes through re-use, recycling and composting, there is still a need for landfill of residual waste. The Island has an existing range of waste management treatments that divert waste from landfill and, while this infrastructure will require investment at some point in the future, the potential capacity to manage waste by these means (such as gasification, windrow composting, recycling and recovery) remains.

When

5.273 The Council has therefore already identified a need for additional landfill capacity after 2015³². This must be effectively planned for within the Core Strategy plan period (to 2027) and the Procurement Strategy for the Future of Waste (2011-2026). It will also be important within the context of procuring a new waste management contract beyond 2015. The ambition of not requiring any landfill capacity due to the Island's approach to waste is supported, but there is recognition that a limited amount of landfill capacity is required in the short-term to ensure that the overall ambition can ultimately be met.

³¹ IWC Waste Needs Assessment, Technical Modelling, 2008; Entec on behalf of IWC

³² Municipal Waste Management Plan 2008-2011, 2008; IWC



How

- 5.274** The landfill requirement will be reviewed and updated regularly as part of a plan-monitor-manage approach to the provision of all waste management capacity. Both the Core Strategy delivery plan and the Procurement Strategy for the Future of Waste (2011-2026) will provide monitoring indicators that will act as the trigger for when a more comprehensive review of waste modelling data is required. The monitoring information and modelling data will be used to measure provision of landfill, the need for capacity and indicate any need to review policy and allocations to ensure sufficient capacity is being delivered.
- 5.275** Therefore, both the existing facility and allocation made in the Core Strategy are safeguarded.
- 5.276** The allocation of a range of sites to provide a flexible approach to waste management will primarily be delivered through the three AAPs as they represent the focus for regeneration and development on the Island. This will generate the greatest increase in waste and, by siting waste management facilities within the AAP boundaries, it will accord with the principle of treating waste as close to source as possible. It will also raise the profile of waste management in the minds of those who generate the waste.
- 5.277** Once the landfill site is allocated, the Council, as the Waste Planning Authority, will need to seek planning permission for the detailed works associated with the provision of the landfill capacity. The documentation associated with such an application will, as required

by the above policy, need to demonstrate how the local key constraints have been taken into account.

5.278 Whilst the Council's evidence base demonstrates that there are no strategic level barriers to the development of further landfill capacity, there are site specific issues that require further attention and understanding.

5.279 The HRA concludes no likely significant effects on Bechstein's bats, an interest feature of Briddlesford Copses SAC, arising from the proposed waste site at Standen Heath, on the basis that the site does not involve loss of woodland habitat, although being within the foraging range of this species.

5.280 Therefore, the Council considers that the key local issues for the Standen Heath site are:

- The potential visual impacts on the surrounding landscape and the context of the AONB.
- The potential impacts on the local SINCs and other biodiversity assets.
- The potential impacts on the drainage and watercourses from the site and in to/from the surrounding area.
- The potential impact on the archaeology of the site, which includes the Motkin Boundary.

SP8 and Habitat Regulations Assessment

5.281 Following the recommendations of the Habitat Regulations Assessment of the Core Strategy, proposals that relate to this policy should consider the need for mitigation measures. This will be dependent upon the type of proposal to which the Core Strategy policies are being applied and the proximity of the development proposal to European and Ramsar sites.

5.282 The likely mitigation measures required are set out in the following table:

Required Mitigation

Enhancement of existing corridors off-site. On-site provision of appropriate greenspace buffer with no access, visitor management, site access and management, education and interpretation.

In relation to the provision of future landfill capacity, you may also like to look at:

HRA for the Isle of Wight Core Strategy Appropriate Assessment, 2011; IWC
SA/SEA of the Island Plan Core Strategy, 2011; IWC & Entec

Assessment of Options for Waste Sites and Other Alternatives to Landfill on the Island, Site
Options Report, 2009; Entec for IWC

Island Plan Waste Sites Summary Report, 2009; Entec for IWC

Landfill Options Assessment, 2010; Entec for IWC

Policy SP8 Waste is particularly linked to the following policies of this plan:

DM16 Renewables

DM19 Waste

DM20 Minerals

DM22 Developer Contributions

AAP1 Medina Valley

AAP2 Ryde

AAP3 The Bay

SP1 Spatial Strategy

SP2 Housing

Minerals

SP9 Minerals

All mineral proposals will need to demonstrate proper consideration of the relevant associated social, environmental and economic effects and, where these are negative, seek in the first instance to avoid, then mitigate and finally compensate these effects. The local context of potential mineral supply is likely to create exceptional circumstances that require a flexible approach to be taken towards the AONB and groundwater protection, where these would normally be excluded, in order to provide a realistic range of mineral sites. In such exceptional circumstances, mineral development will be allowed where it can be demonstrated to meet the requirements of this policy to the Council's satisfaction. Any permission granted for mineral development that is assessed as likely to have a significant negative effect will require mitigation, where relevant compensation and (where permission is temporary) restoration plans, that will be carried out to high environmental standards and be specific to the local interest features that are likely to be impacted upon.

Primary Aggregates

The Council will provide for 0.1 million tonnes per annum of land-won sand and gravel, with due regard to geological, environmental and market considerations, and maintain a landbank of at least seven years of planning permissions for land-won sand and gravel, sufficient to deliver the Island's identified need. To ensure that this is delivered, the Council will:

1. Safeguard existing mineral sites and when the landbank falls below this indicator threshold, new permissions will be considered positively by the Council where they support the policy approach to minerals in this plan.
2. Take a sequential approach to both the identification of allocations and when determining planning applications, which only considers protected areas when there are strong overriding sustainability reasons and geological conditions and negative impacts can be properly mitigated.
3. Allocate the following sites, which are shown on the Proposals Map:
 - MA1: Crockers Farm
 - MA2: Lavender Farm

- MA3: Cheverton Farm
- MA4: Blackwater Quarry (western extension)
- MA5: Cheverton Gravel Pit
- MA6: Blackwater Quarry

Mineral Safeguarding Areas (MSAs)

Mineral Safeguarding Areas (MSAs) are identified on the Proposals Map to protect the following mineral related assets from unnecessary sterilisation by development:

- Proven deposits of Island minerals which are, or may become, of economic importance within the foreseeable future.
- Mineral sites and infrastructure including wharves that are necessary to the processing and transport of minerals.

Recycled and Secondary Aggregates

The Council will work towards achieving a target 0.1 million tonnes per annum of recycled and secondary aggregates by 2016 through:

- a. Safeguarding sites that already have permission to carry out activities associated with the supply of recycled and secondary material; and
- b. Supporting, in principle, proposals that contribute to achieving the recycled and secondary aggregates target.

Aggregate Wharves

Aggregate Wharves, as shown on the Proposals Map, are of strategic importance in terms of the transportation of minerals and other goods and are therefore safeguarded. The Council will support appropriate improvement, modernisation and extension of aggregate wharves that are in accordance with the relevant policies of this Plan. Proposals for new wharf facilities should consider the relevant areas against which all mineral applications will be considered as detailed in policy DM20.

Planning for uncertainty in mineral demand

Where a specific development project, such as the Highways PFI, generates a significant demand that is in addition to those accounted for in the provision of the Council's mineral landbank, the use of borrow pits will be considered to help fulfil such an unanticipated demand. Where such a proposal is made, it will be expected to comply with the requirements of both this policy and DM20 and any other relevant policies within the Core Strategy.

- 5.283** The policy approach to minerals can be split into four distinct areas: primary aggregates; recycled and secondary aggregates; aggregate wharves; and planning for uncertainty in mineral demand. The approach taken to these is explained in the supporting text.

Primary Aggregates

What

- 5.284** Primary aggregates on the Isle of Wight relate only to sand and gravel and this is in line with the national priority for the provision of land-won minerals. However, it is recognised that, at a local level, other indigenous minerals (such as chalk) are important and, where an allocation can be identified and justified, it will receive similar consideration as sand and gravel.
- 5.285** Our monitoring returns for the period 2004-2009³³ show that on average the Island has been producing 100,022.05 tonnes of sand and gravel per year (although the trend over the years has been of yearly reductions of production). So the delivery of 0.1 million tonnes per annum (mtpa) over the plan period reflects almost exactly the historical average delivery rates (since 2004).
- 5.286** To contribute to the delivery of the target and following technical work and assessments of sites promoted to the Council, we have allocated six sites. The assessment of the potential for mineral sites on the Island was undertaken between February 2009 and October 2010 and focussed upon identifying and evaluating potential sites for sand and gravel and chalk extraction. The approach has been based upon guidance issued by the Planning Advisory Service which recommends three broad sets of criteria to be considered when developing site options for developing plan documents³⁴. These are deliverability criteria (e.g. land ownership, access); exclusionary criteria (e.g. European sites of biodiversity importance) and discretionary criteria (e.g. local designations). Full details of this assessment work can be viewed in the 'Assessment of the Potential for Mineral Sites on the Island - Site Options Report' (Entec UK Ltd, October 2010). The assessment has been used to inform the selection of sites for allocation.

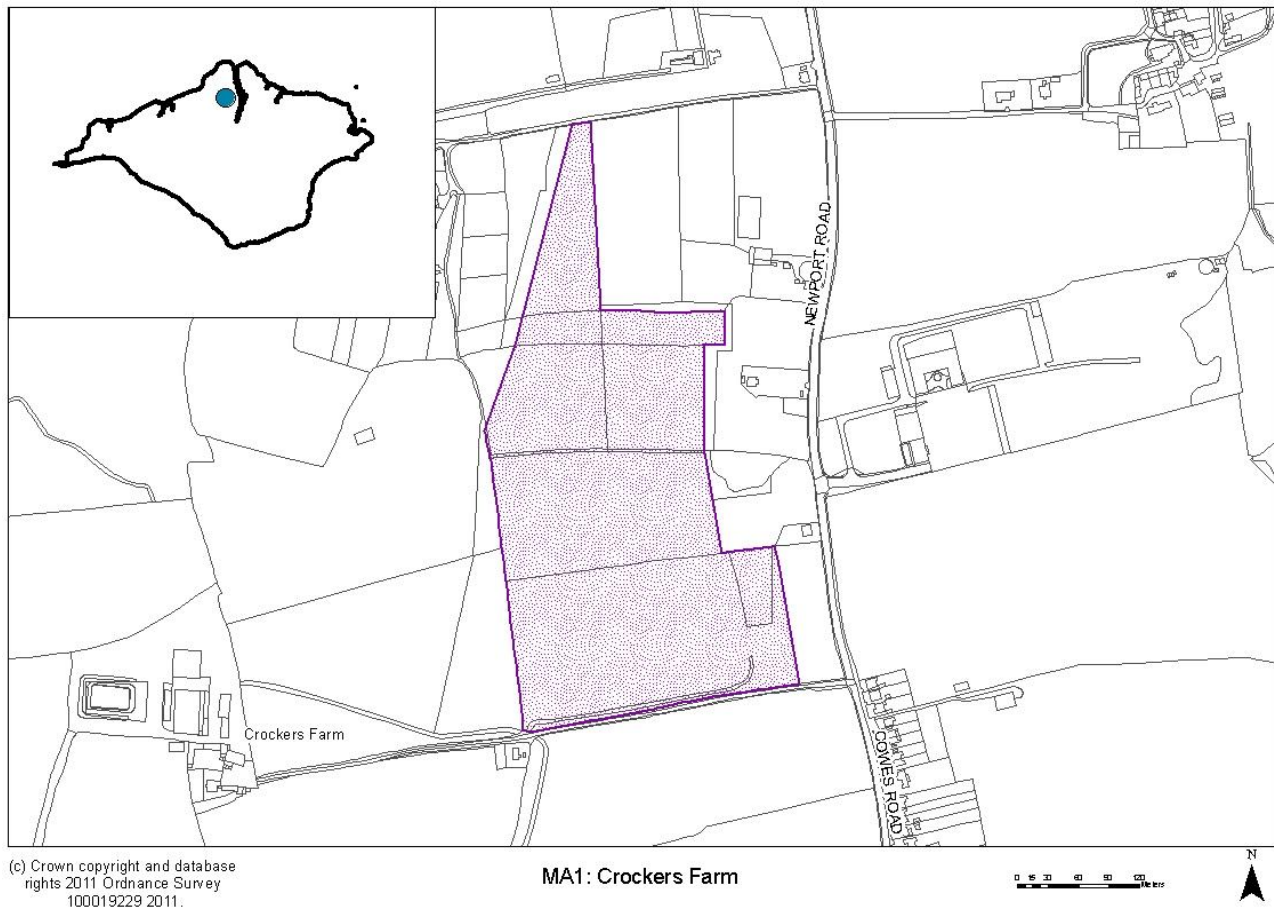
Where

- 5.287** Due to the nature of sand and gravel, they can only be won where they are found. This potentially limits the areas of search for future reserves, especially when taking into account constraining features such as environmental designations, the Island's settlements and allocations. Because of this there may, in exceptional circumstances, be mineral sites identified in locations that are particularly sensitive. Where this is the case, extraction of the primary aggregates will need to be justified against the above policy and related Core Strategy policies, Minerals Policy Statement 1 (MPS1) and other relevant national planning policy.
- 5.288** The allocated sites are:

³³ Sales reported as part of the Aggregates Monitoring survey to SEERAWP. Figures for 2005 could not be reported due to confidentiality.

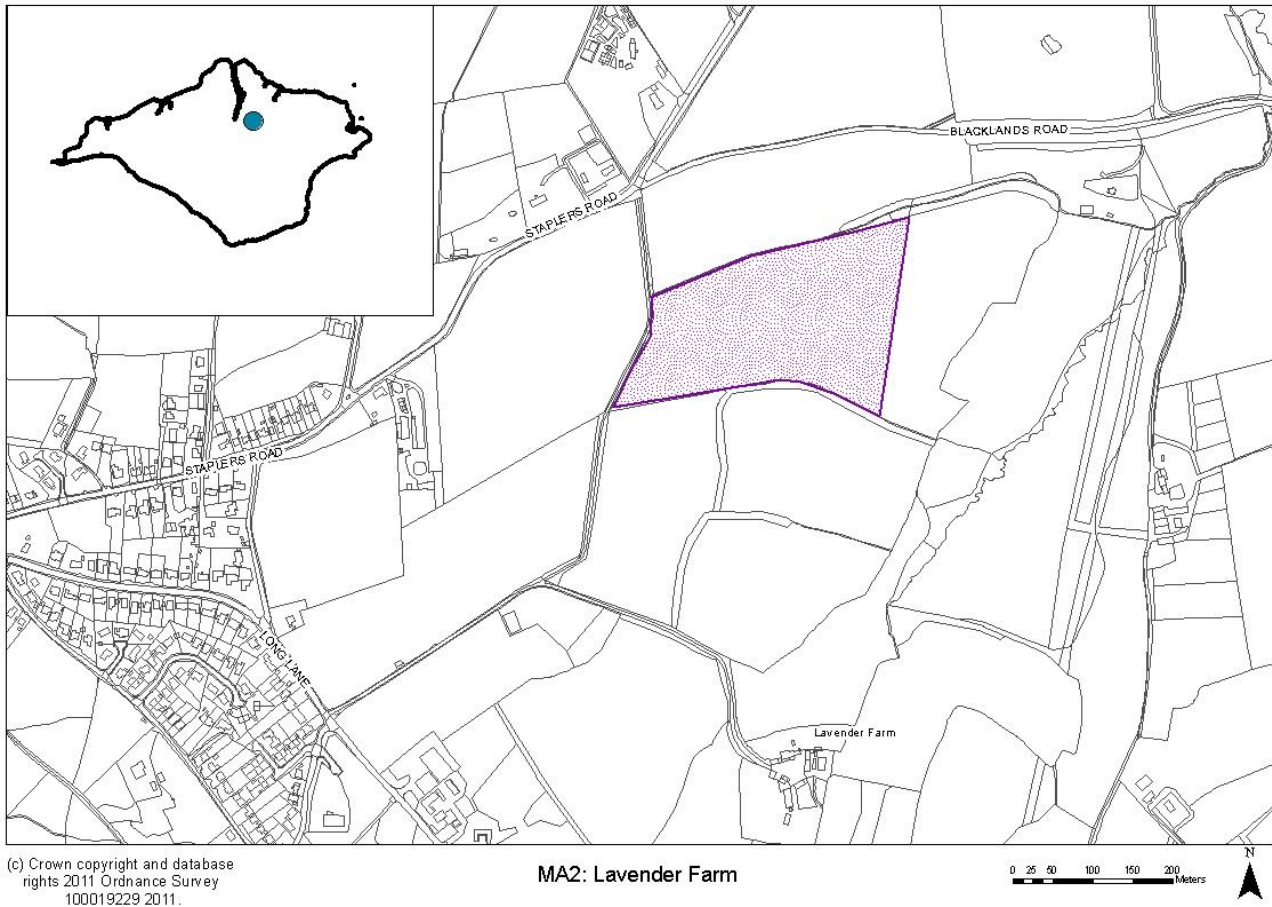
³⁴ Planning Advisory Service - Local Development Options Generation and Appraisal (March 2008)

MA1: Crockers Farm



5.289 Crockers Farm is allocated for sand and gravel.

5.290 Although a greenfield site, it is located over 2km from the Area of Outstanding Natural Beauty (AONB) and is adjacent to the Island's Strategic Road Network (ISRN). Access is likely to be suitable subject to some upgrading. Any proposal will need to take account of the local historic environment, as Grade I and II listed buildings are nearby. The Crockers Farm Mineral Allocation site is partially crossed by an underground water main. This infrastructure needs to be protected from damage during future mineral extraction. Furthermore, appropriate easements of 6 to 13 metres would be required to ensure access for future maintenance and upsizing. Alternatively, diversion of the water main may be possible at the developer's expense, subject to a suitable route being available.

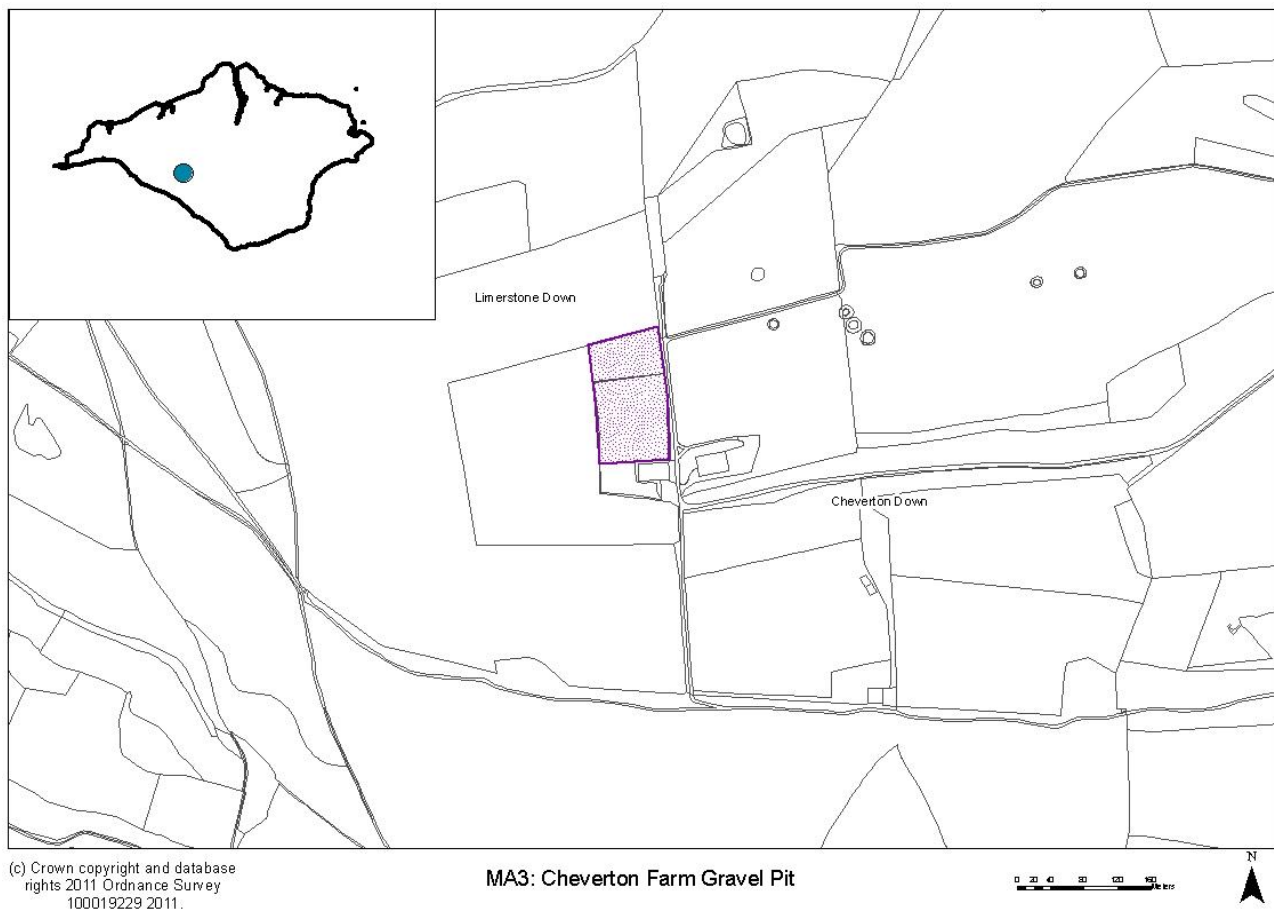
MA2: Lavender Farm

5.291 Lavender Farm is allocated for sand and gravel.

5.292 The site already has purpose built access suitable for Heavy Goods Vehicles (HGVs) with good proximity to the ISRN. There are local nature conservation sites adjacent to it, so consideration of the local biodiversity interests are required. Proposed after-use of the site should consider what contributions could be made to these sites, local biodiversity and the Island's GI.

5.293 The HRA concludes no likely significant effects on Bechstein's bats, an interest feature of Briddlesford Copses SAC, arising from the proposed mineral site at Lavender Farm, on the basis that the site does not involve loss of woodland habitat, although being within the foraging range of this species. Furthermore, none of the proposed mineral sites provide off-site supporting habitats for waders or wildfowl.

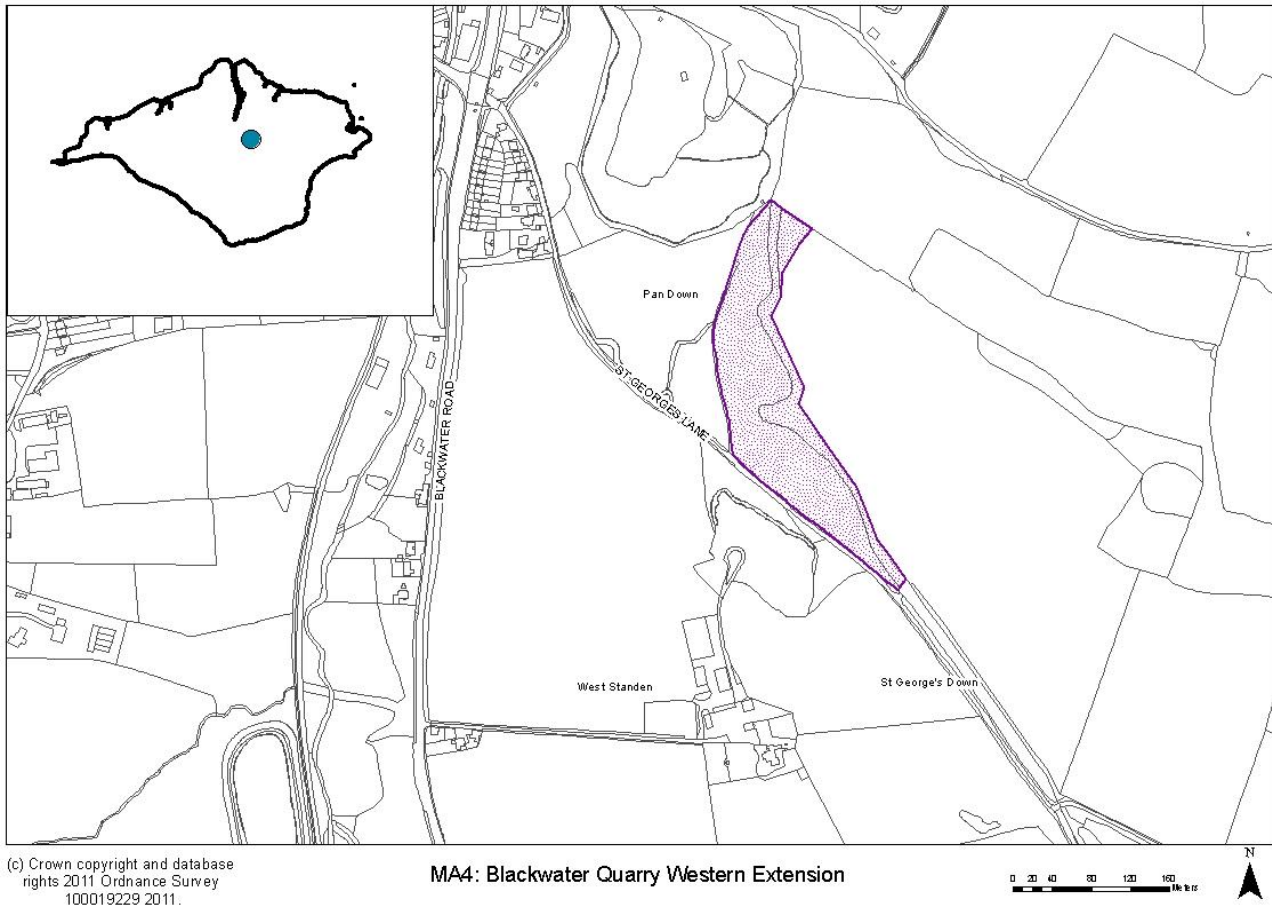
MA3: Cheverton Farm Gravel Pit



Map 5.19 MA3 Cheverton Farm Gravel Pit

5.294 Cheverton Farm Gravel Pit is allocated for gravel.

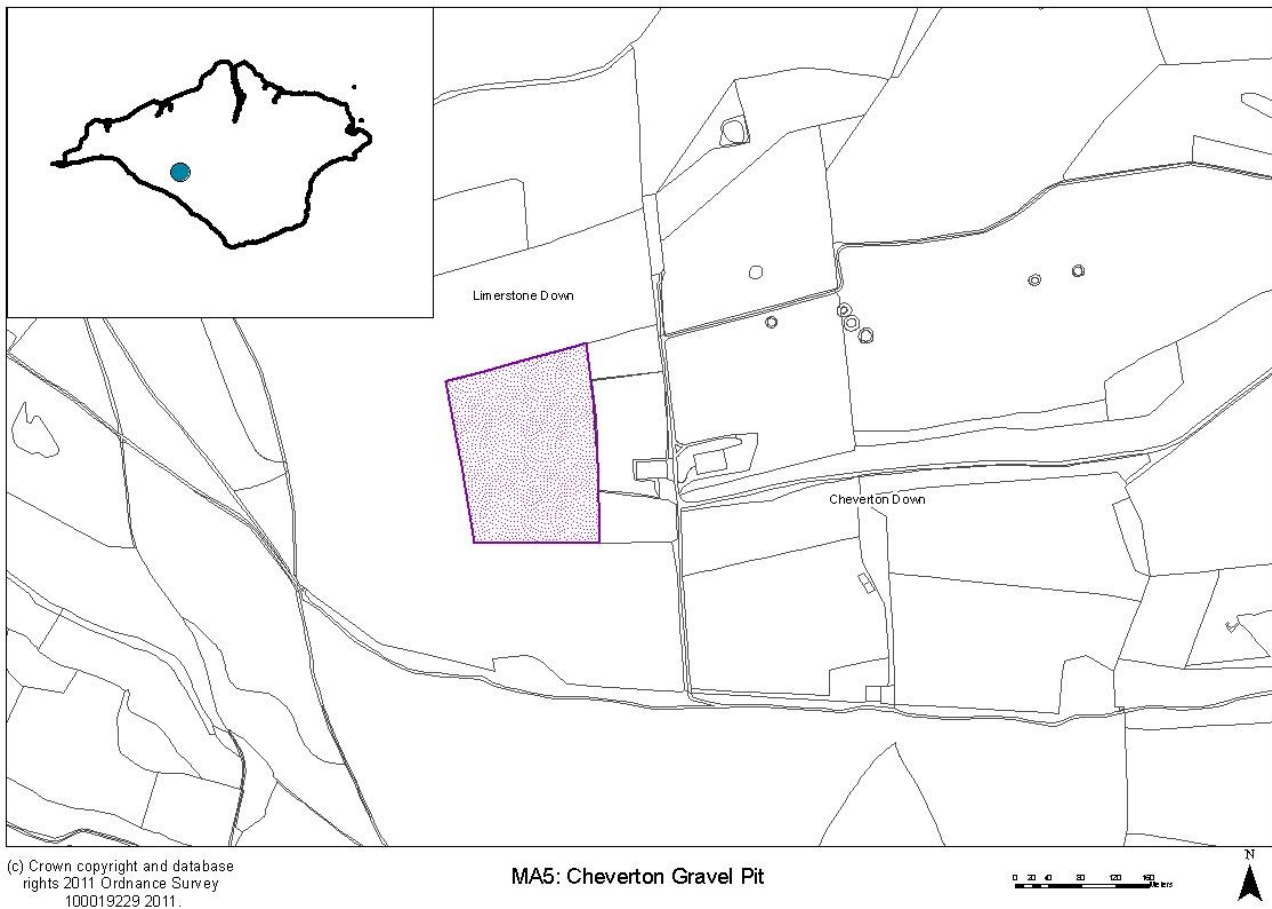
5.295 This new site is over 2 km from international biodiversity designations and is an existing minerals site, with proposed extension to extract to greater depths. The site is in the AONB and, although the proposed extension is downwards, there will still be an impact on the landscape in terms of prolonging the already existing impacts, therefore further consideration will need to be given to landscape impacts. The site is also within an Environment Agency (EA) identified aquifer protection zone (SPZ3), therefore any proposal will need to demonstrate how any potential impacts on the aquifer will be mitigated to the satisfaction of the EA.

MA4: Blackwater Quarry Western Extension

5.296 Blackwater Quarry Western Extension is allocated for sand and gravel.

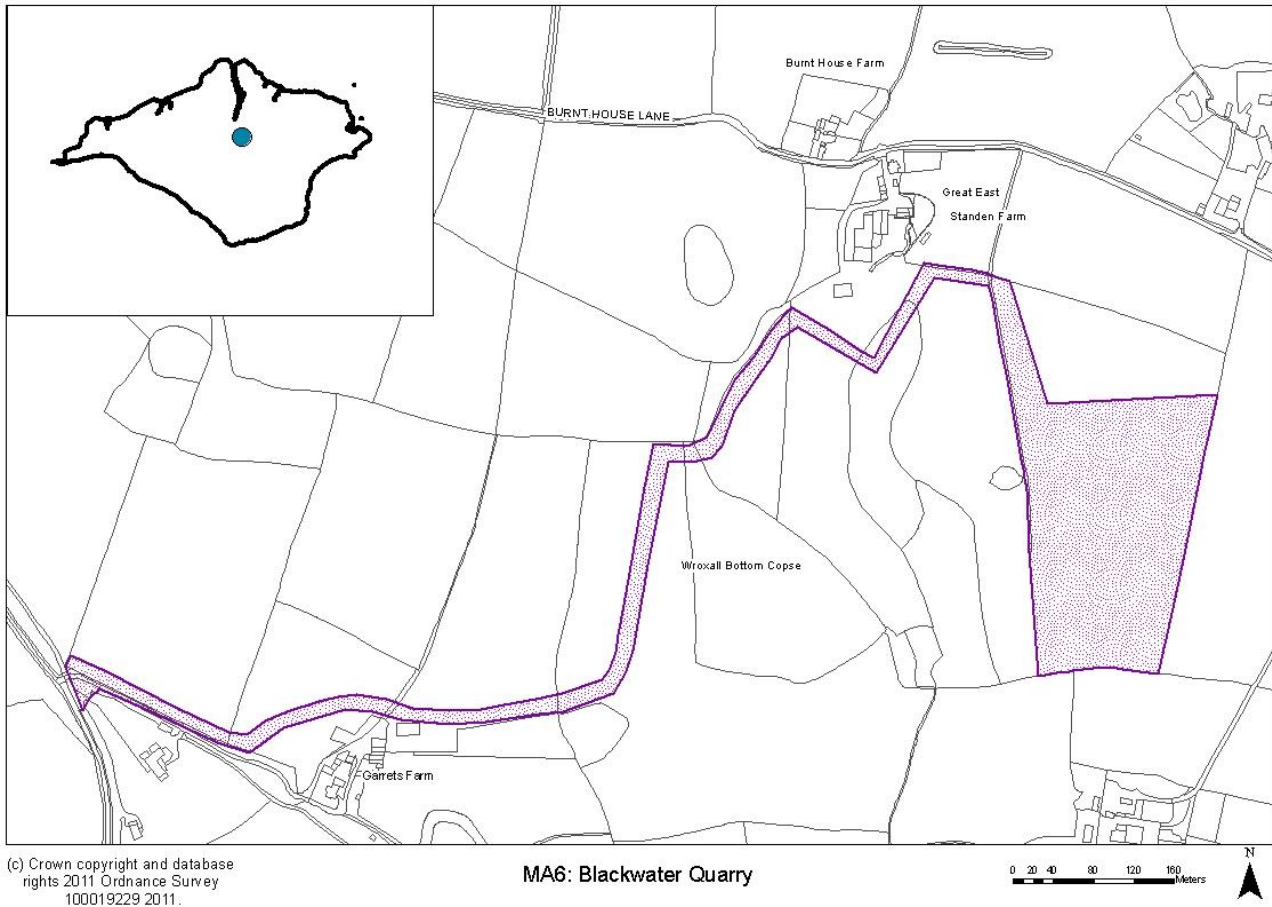
5.297 This site would be an extension to an existing mineral site, which has purpose built access and good proximity to the ISRN. The site is outside any SPZs and 2km from international biodiversity designations. Whilst the site is an extension to an existing mineral site, the extension would be lateral and within the AONB, so a full landscape assessment and appropriate post-extraction remediation would be required. There are a number of other receptors within close proximity, including dwellings, listed buildings, national and local nature conservation designations. Any proposal will need to investigate further to determine whether there are likely to be any significant negative effects and appropriate mitigation measures to meet each of these receptors' needs where assessed as likely to be impacted.

MA5: Cheverton Gravel Pit



5.298 Cheverton Gravel Pit is allocated for gravel.

5.299 The site is an extension to an existing mineral site, with acceptable access. The site is over 2km from international biodiversity sites and there are no sensitive receptors within 250m. The site is in the AONB and the extension would be lateral, so a full landscape assessment, understanding both existing ongoing impact and further increases of the impact in terms of extent and duration, and appropriate post-extraction remediation would be required. The site is also on a principal aquifer within SPZ3, so any proposal will need to demonstrate how any potential impacts on the aquifer will be mitigated to the satisfaction of the EA.

MA6: Blackwater Quarry, Land at Great East Standen Farm

Map 5.22 MA6 Blackwater Quarry and Lane at Great East Standen Farm

- 5.300** Blackwater Quarry, Land at Great East Standen Farm is allocated for sand and gravel.
- 5.301** Although this is a greenfield site, it would be linked with the other mineral working in the area, including sharing the same access point and a built haul road is expected to be provided which would be suitable for HGVs. It is over 2km from international biodiversity designations. Whilst the site is situated upon a principal aquifer, it is outside a groundwater Source Protection Zone (SPZ). The site is 1.7km from the ISRN and an SSSI is 1km east. The site is within the AONB and will therefore need to carry out a full landscape assessment and include appropriate post-extraction remediation that would be required. There are a number of other receptors within close proximity, including dwellings and BAP habitat. Also the site forms part of a SINC and contains ancient woodland. Any proposal will need to investigate further all of these potential sensitive receptors, to determine likely significant (negative) effects and appropriate mitigation measures to meet each of these receptors' needs where assessed as likely to be impacted upon.
- 5.302** All potential impacts identified for each site in the Council's "Assessment of the Potential for Mineral Sites on the Isle of Wight" Site Options Report (October 2010) will need to be considered and, where required, managed, with evidence of both consideration and any resulting measure, provided to the Council as part of any mineral application concerning the above sites.

Why

5.303 There has been considerable work undertaken to establish what is an appropriate level of primary aggregate extraction for the Island. This has been informed by the apportionment figure set out in the South East Plan, estimated reserves, past sales and consultation with the mineral industry and key stakeholders. While past sales show an overall decline in recent years, both growth (for example the intention of this plan to deliver 520 dwellings per annum) and the industry, indicate that as a minimum the Island should set an apportionment figure of 0.1mtpa for primary aggregates. This, together with the apportionment for recycled and secondary aggregate, will be reviewed on an annual basis.

5.304 The Council has undertaken an assessment of potential mineral sites³⁵. This provides detailed information in relation to the Island's mineral resources and potential sites to meet extraction requirements and has informed this Core Strategy approach. Part of this assessment approach also examined the local context of potential mineral supply and how it is necessary to take a flexible approach to some environmental designations (the AONB and groundwater protection) where these would normally exclude consideration, in order to provide a realistic range of mineral site options. However, this approach should not be seen as undermining these designations and where planning permission is sought in such areas, mitigation measures and appropriate restoration will be expected as detailed in policy DM20 (Minerals).

When

5.305 The Council expects the ongoing commitment to the extraction of primary aggregates to continue throughout the plan period. In addition to the allocations made in this policy (including mineral sites, MSAs and aggregate wharves), where through monitoring it is demonstrated that these are not sufficient, further mineral allocations will be made in the AAPs and the Delivery and Management DPDs which are programmed to be adopted in 2013 and 2014.

How

5.306 The policy mechanisms set out in this document facilitate the delivery of the 0.1mtpa target for primary aggregates over the plan period, whilst maintaining a seven year landbank.

5.307 The Council's approach to MSAs is that they should cover all activities relevant and necessary to the provision of minerals on the Island, and not be solely concerned with sand and gravel sites. MSAs will:

- apply to all indigenous mineral deposits that have economic potential; and
- safeguard other mineral related facilities such as existing mineral sites, handling and distribution facilities, wharves and aggregate recycling sites.

5.308 The aim of MSAs is to help prevent unnecessary sterilisation of minerals resources however with '*no presumption that resources defined in MSAs will be worked*' (MPS1 Paragraph 13). They are areas of known mineral resources that are considered to be of sufficient economic value to require protection and ensure that the future need for these resources is considered when applications for other forms of development in these areas are brought forward and determined.

³⁵ Mineral Site Options and MSAs, 2010; Entec for IWC

- 5.309** When it came to defining the extent of the MSAs for sand and gravel, the minerals baseline data supplied by the BGS was selected as the best available data. In addition, sites outside the BGS sand and gravel areas where operators/ landowners/ other interested parties have indicated that minerals can be won have also been identified as areas to be safeguarded.
- 5.310** The chalk MSA consists of existing chalk extraction sites and those which have been put forward for future chalk extraction. Areas of the BGS chalk resource surrounding the sites up to 1000m from the site boundary have also been safeguarded. This approach therefore protects a larger area of the potential extent of the mineral reserves at and surrounding these sites from sterilisation in order to protect future local need.

In relation to the general approach to primary aggregates you may also like to look at:

MPS1: Planning and Minerals and Practice Guidance

MPS2: Controlling and Mitigating the Environmental Effects of Mineral Extraction in England

HRA for the Isle of Wight Core Strategy Appropriate Assessment, 2011; IWC

SA/SEA of the Island Plan Core Strategy, 2011; IWC & Entec

Mineral Resource Information in Support of National, Regional and Local Planning, Isle of Wight

– British Geological Survey Commissioned Report CR/02/130N

Isle of Wight Mineral Site Options and MSAs, 2010; Entec for IWC

Isle of Wight AONB Management Plan 2009-2014

Aggregates Monitoring Report 2008, South East England Partnership Board, 2009

Recycled and Secondary Aggregates

What

- 5.311** Recycled aggregate is mainly derived from construction and demolition waste. Secondary materials include spent rail ballast, pulverised fuel ash, waste glass and scrap tyres. The use of such materials is generally encouraged as an alternative to finite natural reserves of primary aggregates.

Where

- 5.312** There are a number of sites across the Island that already have the relevant permissions to undertake activities associated with the supply and working of recycled and secondary material.
- 5.313** The Council recognise the importance in increasing the use of recycled and secondary aggregates and will consider favourably proposals that contribute to the current adopted target(s). The following sites are considered appropriate in principle for such proposals:
- Existing mineral sites.
 - Aggregate wharves and other mineral related development.
 - Co-location with waste management sites.
 - Industrial sites.

5.314 Proposals for recycled and secondary aggregates will still need to demonstrate the same consideration of the requirements of this policy and other relevant policies of the Core Strategy and due regard to likely significant negative impacts as those associated with the extraction of primary aggregates.

Why

5.315 Due to the current capacity of the sites utilising recycled and secondary material, and the target that the Council is working towards, there is no need to allocate further sites exclusively for such uses. Therefore a protectionist policy towards the existing facilities, along with the policy support for further sites to come forward, is considered an appropriate approach.

5.316 The target in this policy is derived from previous work at the regional level (to support the South East Plan) to identify an appropriate level of provision of secondary and recycled aggregates and then disaggregate this overall regional figure to individual MPAs based on a set of criteria. However, this figure has not been tested locally and, given the uncertainties in relation to both the data and the fact that not all recycling requires dedicated facilities (for example the use of mobile equipment on construction sites), the demand and capacity aspects will need to be tested.

5.317 The Council will undertake work to provide targets for the provision of secondary and recycled aggregates for the remainder of the plan period from 2016 through to 2027. This will test locally the assumptions made for the 2016 target and further strengthen the Council's approach to increase the use of secondary and recycled materials as substitutes for declining reserves of primary aggregates.

When

5.318 This approach to facilities relating to recycled and secondary aggregates will be applied throughout the plan period.

How

5.319 Whilst the sites are safeguarded, proposals that involve the loss of the activities associated with the supply of recycled and secondary material will need to demonstrate why the uses are no longer viable or appropriate on the site.

5.320 There is the potential that, if further need for such facilities is identified and sites are not coming forward through market forces, further sites could be identified in subsequent DPDs.

In relation to recycled and secondary aggregates you may also like to look at:

MPS1: Planning and Minerals and Practice Guidance

MPS2: Controlling and Mitigating the Environmental Effects of Mineral Extraction in England

HRA for the Isle of Wight Core Strategy Appropriate Assessment, 2011; IWC

SA/SEA of the Island Plan Core Strategy, 2011; IWC & Entec

Isle of Wight Mineral Site Options and MSAs, 2010; Entec for IWC

Aggregates Monitoring Report 2008, 2009; SEEPB
Recycled & Secondary Aggregates Apportionment Methodology Final Report, 2005; Land Use Consultants for SEERA

Aggregate Wharves

What

5.321 Aggregate wharves on the Island provide infrastructure for the importing of minerals from the mainland and enabling marine-won aggregate to be landed directly on the Island. While this role is essential to the Island in terms of supplying the necessary materials for development and regeneration, there are also secondary benefits in terms of wharf use that further define what they mean to the Island (not least a method for the import and export of bulky goods and a source of employment).

Where

5.322 All of the Island's aggregate wharves are located on the Medina Estuary. This results in the landings not only occurring within the main area of the Island in terms of employment and business development (and associated demand for raw materials), but also being centrally located for onward distribution throughout the Island. The Island's aggregate wharves are (from north to south running up the Estuary):

1. Medina Wharf
2. Kingston South
3. Blackhouse Quay

5.323 The location of the wharves in the Key Regeneration Area of the Medina Valley has positive effects beyond that of mineral supply. The sharing of wharf infrastructure makes it possible to import and export bulky goods directly by sea, rather than relying on transporting HGVs on the cross-Solent car ferries, reducing associated road transport impacts on both sides of the Solent.

5.324 However, it is also this strategic location of the Island's aggregate wharves that places their continued use under pressure from competing uses and constraints, including:

- lack of space on existing sites;
- shallow water and tides limiting access;
- inability of operators to acquire new land adjacent to existing sites to expand;
- costs of ensuring navigational route access into wharves;
- limits on sites working 24 hours a day due to planning conditions and other restrictions;
- proximity to sensitive receptors;
- encroachment of sites by other developments;
- access arrangements and congestion;
- limited by Port and Harbour Authority rules;
- change in dredging fleet to fewer, larger vessels that may not be suitable for some sites; and
- development pressures limiting use.

Why

5.325 Whilst the Island is fortunate in having a range of mineral deposits, not all of the demand on the Island for aggregates can be met by indigenous supply alone. Furthermore, diversity of supply leads to greater security (both in terms of quantity and consistency). As land-based mineral resources are extracted, the remaining reserves will be increasingly constrained by the many environmental designations covering the Island and competing land uses. This makes finding environmentally acceptable sites to work increasingly difficult.

5.326 Marine-won aggregates and imports of certain minerals to the Island help to ensure security of supply and in certain cases, such as crushed rock, are essential for continued activity reliant on these materials, such as road building or any development requiring hard core. Evidence from recent monitoring indicates that the importance of marine-won sand and gravel to the aggregate market on the Island has been increasing and may even exceed supply from indigenous land-won provision.

Year	Land-won	Marine-won ³⁶	% split of total provision (land / marine)
2004	144,400	91,000	61 / 39
2005	c	118,000	n/a
2006	117,000	148,000	44 / 56
2007	87, 997	136,783	39 / 61
2008	88,000	100,308	47 / 53
2009	62,713.25	75,516	45 / 55

Table 5.10 Indigenous land-won and marine-won Sand and Gravel sales

5.327 The Government is committed to a system of managed aggregates supply to meet future anticipated need. It is also committed to a policy to encourage the supply of marine-dredged sand and gravel and the safeguarding of existing, planned or potential wharfage and associated storage, handling and processing facilities for the bulk transport by sea of minerals. The policy approach on the Island to safeguard these strategic assets not only meets national policy, but also protects local facilities that are important to the Island.

When

5.328 While the three existing aggregate wharves are safeguarded in this Core Strategy, further work will be carried out as part of the Medina Valley AAP to better understand existing and future capacity against need, and, if necessary, allocate land for the further provision of aggregate wharfage.

³⁶ Source: The Crown Estate, port statistics for marine dredged aggregates, apart from 2009 which is based on returns figures for AM2009 due to availability.

How

5.329 The Council will undertake an assessment to better understand any future need for wharves, taking into account the likely change in proportion of both marine-won aggregate, continuing land-won imports and the demands from major projects, particularly meeting minerals requirements as a result of demands that may arise through the Island's long-term Highways PFI contract. This assessment will assist in the identification of those sites to be safeguarded. As a minimum, the following strategic criteria are considered suitable:

- Capacity to supply imported material to the Island.
- Proximity to local markets.
- Value of specialist infrastructure.
- Adequacy of existing or potential environmental safeguards.

5.330 This assessment will also provide a better understanding of the economic importance of commercial waterfronts in the Medina Valley to the Island and will form a key part of the Medina AAP.

In relation to aggregate wharves, you may also like to look at:

MPS1: Planning and Minerals and Practice Guidance

MPS2: Controlling and Mitigating the Environmental Effects of Mineral Extraction in England

HRA for the Isle of Wight Core Strategy Appropriate Assessment, 2011; IWC

SA/SEA of the Island Plan Core Strategy, 2011; IWC & Entec

Isle of Wight Mineral Site Options and MSAs, 2010; Entec for IWC

Aggregates Monitoring Report 2008, 2009; SEEPB

Study of Aggregate Wharves and Rail Depots in South East England, 2009; SEERA

The Strategic Importance of the Marine Aggregate Industry to the UK, 2007; BGS Research Report OR/07/019

Planning for Uncertainty in Mineral Demand

5.331 The allocation of sites to provide a seven year landbank is based on an assumption of demand remaining within a certain range that is close to existing and recent previous sales. However, there may be certain civil engineering projects that place demands on the supply of aggregates that are outside of this assumption. The Council's Highways PFI in particular will make significant mineral demands, the types and quantities of which will not be known until much closer to implementation, which ultimately makes anticipation and planning for this provision difficult when taking a conventional approach (i.e. through allocations). Therefore, a more flexible approach is required and one of the ways in which this unpredictable demand can be met is through borrow pits.

5.332 Borrow pits can be a suitable way of providing material from local sources for specific civil engineering projects, both reducing demand on imported minerals and the potential to prematurely shorten the life of the allocated landbank. Borrow pits are normally located in close proximity to the project they are supplying and the Council would expect off-site road traffic impacts to be reduced to a minimum. The environmental advantages and disadvantages in using borrow pits should be explored when considering these against

other alternative supply options (e.g. land-won imports and marine-dredged). Identifying, assessing, operating and restoring borrow pits should be undertaken to the same standards as those for long-term mineral workings and should be subject to similar levels of consideration of environmental impacts, as detailed in policy DM20 (Minerals).

SP9 and Habitat Regulations Assessment

5.333 Following the recommendations of the Habitat Regulations Assessment of the Core Strategy, proposals that relate to this policy should consider the need for mitigation measures. This will be dependent upon the type of proposal to which the Core Strategy policies are being applied and the proximity of the development proposal to European and Ramsar sites.

5.334 The likely mitigation measures required are set out in the following table:

Required Mitigation

Protection of groundwater and geodiversity resources. Management of site operations including provision of landscaping, re-routing of Rights of Way through enhancement or creation of green corridors. Restoration and aftercare for recreational and/or biodiversity provision.

In relation to the planning for uncertainty in mineral demand, you may also like to look at:

MPS1: Planning and Minerals
Planning and Minerals: Practice Guide

HRA for the Isle of Wight Core Strategy Appropriate Assessment, 2011; IWC
SA/SEA of the Island Plan Core Strategy, 2011; IWC & Entec

Policy SP9 Minerals is particularly linked to the following policies of this plan:

DM1 Sustainable Build Criteria for New Development
DM19 Waste
DM20 Minerals
DM22 Developer Contributions

AAP1 Medina Valley

AAP2 Ryde

AAP3 The Bay

SP1 Spatial Strategy
SP8 Waste

6. Area Action Plan Policies

- 6.1** Through the Spatial Strategy, the Council is focussing the majority of the development in three main Key Regeneration Areas. Each of the Key Regeneration Areas is different in character and the Council has different aspirations for them. Therefore, and in-line with the guidance set out in PPS12: Local Spatial Planning, the Council will prepare an Area Action Plan (AAP) for each of the Key Regeneration Areas.
- 6.2** Area Action Plans are Development Plan Documents (DPDs) that address specific areas where significant change or conservation is needed and focusses on the delivery of area based regeneration initiatives. They can assist in producing a consensus as to the right strategy for an area and how it might be implemented and they can be a catalyst for getting several key agencies and landowners to work together. The Council is keen to bring forward the AAPs based on the emerging principles of localism, with direct engagement at the neighbourhood level to ensure that the AAPs are, as far as is possible, considered to be community plans.
- 6.3** It is intended that the AAPs will be prepared as much as possible by the communities within the AAP boundaries. The Council wishes to see Parish and Town Councils, or appropriate neighbourhood-level organisations, playing a significant role in identifying the needs of the community and the way in which development proposals are considered and addressed in the AAPs. The Council will work with such groups to ensure that the appropriate technical and procedural issues have been addressed and that the AAPs are prepared in conformity with the overarching requirements of the Core Strategy.
- 6.4** The AAP boundaries **do not** identify an area within which development would be permitted; they **are not** extensions of the current settlement boundaries. The boundaries identify broad locations within which the Council will consider a range of land uses, including residential, employment, leisure and green spaces, amended settlement boundaries, designated development sites and designated areas for protection. The Area Action Plan process will also identify land uses which would not be considered appropriate. The approaches set out in the AAPs will be in general conformity with the policies of the Core Strategy and national planning policy.
- 6.5** The AAP boundaries identify the Key Regeneration Areas and form an 'area of study', within which the issues identified in the AAP policies will be considered. Further technical work will be required to fully assess and understand the issues, and this will form the evidence to underpin the approaches taken in the AAPs. It is intended that the AAPs will become "mini Core Strategies" for the areas they cover and will give a comprehensive approach to development for at least the next 15 years.
- 6.6** Because the AAPs will make allocations, where appropriate, they will be subject to their own SA/SEA/HRA and will go through public consultation and a public consultation undertaken by an independent Planning Inspector. The expected timetable for each of the AAPs is set out in the Council's Local Development Scheme, which can be viewed on the Council's website.

Medina Valley

- 6.7** The Medina Valley has been identified as being an appropriate area to accommodate further development, primarily due to the scale of the existing settlements and employment provisions and the sustainability work undertaken by the Council. This has been supported through consultation work and the evidence demonstrates that the area identified by the Area Action Plan (AAP) boundary has the capacity to accommodate the required level of growth.
- 6.8** The allocations made in the Core Strategy reflect this spatial focus on the Medina Valley. There is land at Horsebridge Hill, Stag Lane and Pan for employment uses and St Georges Way for economic development (see SP3 Economy).

What is there now and what is its role/function?

- 6.9** The Medina Valley lies in the central north area of the Isle of Wight, with the River Medina forming the central spine of the Area Action Plan (AAP) area as identified on the Proposals Map. The Medina Valley includes three of the Island's main towns and centres of population: Newport (the County Town); Cowes; and East Cowes.
- 6.10** Work has previously been undertaken by the Council, in partnership with SEEDA and the Isle of Wight Economic Partnership on a vision for the Medina Valley and this was published as Supplementary Planning Guidance (SPG). Whilst the policies of the UDP that the SPG elaborated upon are being replaced by the Core Strategy, it is important that the work already undertaken is used to inform the AAP.

Newport

- 6.11** Newport is the historic County Town of the Isle of Wight and, whilst not the most populous town on the Island (it has a population of around 25,210³⁷), it is the primary commercial centre, with 103,650m² of ground floorspace occupied by town centre uses³⁸.
- 6.12** A significant portion of the Island's public sector employers: St Mary's Hospital; the Isle of Wight College; HMP Isle of Wight (consisting of Albany, Camp Hill and Parkhurst Prisons); and the Isle of Wight Council are based in Newport.

Cowes

- 6.13** Cowes is a town strongly associated with sailing and the Cowes Week Regatta. It has a strong tourism offer because of this and is one of the livelier towns on the Island, particularly in the summer when, due to visitor numbers, the population expands from its usual 10,370³⁹.
- 6.14** It is also home to large scale employment areas, including several world leading companies specialising in aerospace, radar, electronics, communications, composites technologies and renewable energy.

³⁷ 2009 Ward Population Estimates for England and Wales, mid-2007: Office of National Statistics, based on the Wards of Carisbrooke East, Carisbrooke West, Fairlee, Mountjoy, Newport North, Newport South, Pan and Parkhurst.

³⁸ Isle of Wight Town Centre Health Check Study, 2009: Halcrow, on behalf of IWC

³⁹ 2009 Ward Population Estimates for England and Wales, mid-2007: Office of National Statistics, based on the Wards of Cowes Castle East, Cowes Castle West, Cowes Central and Cowes Medina.

East Cowes

- 6.15** East Cowes was, historically, an industrial port town. Due to the general decline of the manufacturing industry that once supported the town, it now primarily serves as a local centre for its resident population of around 5,345⁴⁰.
- 6.16** It is currently undergoing re-development of key sites within the town centre to contribute to the regeneration of the town. It is also home to employment areas specialising in aerospace, radar, electronics, communications, composites technologies and renewable energy, which are based either on the river frontage or to the southern side of East Cowes.

The River Medina

- 6.17** As a working river (although not currently operating at levels experienced in the past), the Medina River also provides the opportunity for wharf facilities and there are a number along the river.
- 6.18** There is an extensive range of environmental designations within the Medina Valley, which include international and national designations as well as sites identified at the local level. The majority of these are associated, either directly or indirectly, with the river itself.

Rest of the area

- 6.19** Outside of the main towns, the rural and agricultural setting and activity inform the general character of the area, although it does have a long history as an industrial and distribution location. Whilst this has now reduced in scale, these activities can still be found.

Objectives for the Medina Valley

The following are the guiding objectives for the Medina Valley Area Action Plan and the provisions of the Core Strategy and the Medina Valley Area Action Plan will contribute to achieving them for the Medina Valley:

Housing

The area will experience residential growth of 1,350 dwellings. These will help to sustain and strengthen the existing communities, whilst retaining their individual character and identity.

Economy

The Medina Valley, particularly Newport, will strengthen its role as a focal point for employment on the Island, and will particularly focus on economic development that relates to the development of clusters in knowledge-driven and high technology industries including marine, renewables and composites.

It will continue to be an important area for commercial and employment related development. The town centres of Cowes, East Cowes and Newport will be the focus for retail and leisure

⁴⁰ 2009 Ward Population Estimates for England and Wales, mid-2007: Office of National Statistics, based on the Wards of East Cowes North and East Cowes South.

development within the Medina Valley, providing for bulk convenience, food shopping and a reasonable range of comparison shopping facilities and other services.

Newport will continue to be the primary shopping centre on the Island and, along with the Cowes and East Cowes town centres, will continue to provide a good range of services and facilities that meet the needs of the towns and surrounding communities.

Environment

Development will be located in the most sustainable locations and managed to ensure that any negative impacts on the area's environment are avoided. Where necessary, appropriate mitigation measures will be required.

Whilst the Medina Valley is a focus area for development, it is also home to a number of designated and sensitive environmental sites. These sites will be conserved and wherever possible enhanced.

To determine whether strategic gaps between the main settlements in the Key Regeneration Area are required to prevent settlement coalescence, but will also contribute to the provision and retention of the green infrastructure network on the Island.

Travel

The transport infrastructure and network within the Medina Valley is fit for purpose to serve the towns' residents and visitors, and opportunities for improvements have been explored.

Waste

Waste facilities, that treat waste close to its source and as high up the waste hierarchy as possible, will be well-designed to serve existing and new development and integrate with their surrounding uses.

AAP1 Medina Valley

The Council wants to see the Medina Valley strengthen its position as the focal point for residential and economic growth on the Isle of Wight.

To help achieve this, the Council will prepare an Area Action Plan (AAP) for the area identified as the Medina Valley Key Regeneration Area on the Proposals Map. It will set out a definitive approach to the area whilst having regard to the HRA and the policies of the Core Strategy, the objectives for the future of the area, the Cowes Waterfront: A Vision for the Medina Valley document and will:

- 1. Identify appropriate development sites, within or immediately adjacent to the settlement boundaries within the Area Action Plan boundary, for the majority of the 1,350 dwellings allocated for the area.**
- 2. Demonstrate that the allocated sites, either individually or in combination, will have no adverse effects on the integrity of European sites.**
- 3. Provide for the target of 35% of affordable housing, but consider whether levels of affordable housing higher than that set out in DM4 can be achieved on land owned by affordable housing providers.**

4. Revise the settlement boundaries within the AAP boundary as required.
5. Identify and allocate suitable sites for Gypsies, Travellers and Travelling Showpeople, in line with the provisions of DM6.
6. Determine whether further economic development land is required to facilitate B8 distribution facilities in this area.
7. Identify employment sites with water access to ensure that appropriate access is maintained for employment uses that require water access.
8. Establish whether there is the need for further retail allocations above that already allocated.
9. Review the Town Centre Boundaries and Primary Retail Frontages.
10. Define and ensure that the areas which separate the key settlements of Cowes, East Cowes, Gurnard, Newport, Northwood and Whippingham within the Medina Valley are appropriately protected to prevent settlement coalescence.
11. Determine how the identified deficiency in Green Infrastructure can be addressed.
12. Identify the precise type and location of waste facilities to serve development to significantly contribute to the waste target set out in SP8.
13. Establish the nature and level of renewable energy that will be brought forward through the proposed development, although the use of Combined Heat and Power (CHP) and/or District Heating schemes will be expected.
14. Consider the feasibility of improving the sustainable transport routes on both sides of the River Medina.
15. Establish whether a plan-led, viable and deliverable solution can be identified to address the capacity issues at East Cowes ferry terminal.
16. Establish the precise form of the identified junction improvements and whether further minor infrastructure provisions will be required to support the location and level of growth proposed within the AAP.

The Council believes the issues listed above to be the key considerations for the Medina Valley AAP. However, it may be appropriate for the AAP to consider further issues to those listed above, that are identified through further technical work and consultation.

The issues the AAP will look at

- 6.20** The Core Strategy plans for the provision of 1,350 new dwellings in the Medina Valley. The Medina Valley AAP will allocate land within or immediately adjacent to the settlement boundaries, in accordance with policy SP2 (Housing), for the majority of this provision. With small-scale sites within the settlement boundaries being considered acceptable in principle, we know that there is some capacity and opportunity for residential development to come forward without Council intervention⁴¹. Due to the thresholds employed in the SHLAA, it is also likely that there are a number of smaller “windfall” sites that may come forward. Therefore, the Council does not anticipate the need to allocate land for the full number of dwellings to ensure the delivery of the target.
- 6.21** The figure of 35% affordable housing is well evidenced⁴² and considered to be viable on the Island. Due to the potential of housing being delivered on larger sites within the Key Regeneration Area, the Council wishes to explore the possibility of whether a higher contribution to the affordable housing provision on the Island would be possible.

⁴¹ See table 5 of the Strategic Housing Availability Assessment, 2010; IWC

⁴² Affordable Housing Viability Paper, 2009; IWC

- 6.22** A further Viability Assessment for any development site that is defined as a large-scale major development will be required to establish whether provision higher than 35% affordable housing is viable and appropriate.
- 6.23** With the planned level of growth and acceptance that a number of greenfield sites will be required, it will be appropriate for the AAP to reconsider the settlement boundaries, to ensure that they incorporate development sites allocated in the AAP.
- 6.24** If suitable sites are found within the AAP boundary, the Council will allocate sites to meet the needs of the Gypsy, Traveller and Travelling Showpeople communities. The sites, if identified, will be brought forward in accordance with the criteria set out in DM6 (Gypsies, Travellers and Travelling Showpeople). The sites will be small and have a maximum capacity of five/six pitches and, to ensure an appropriate spatial distribution of sites, the Council does not expect that more than two sites will be allocated within the Medina Valley, reflecting the proportion of development allocated to the area.
- 6.25** The AAP will examine whether further allocations of employment land are required in the Medina Valley, particularly in the Newport area and establish the most appropriate sites for these. The possibility of storage and distribution facilities that could be located somewhere in the Medina Valley has been put forward a number of times in the past. The Council is keen to explore this issue and provide evidence either way of the need for such a facility and the AAP is considered the appropriate process to establish this.
- 6.26** There are a number of employment sites on the River Medina that have water access. The Council is aware of the importance of such sites and wishes to examine the approach required to ensure that appropriate water access for employment uses is retained.
- 6.27** In a similar vein, and in order to meet the target for retail floorspace set out in SP3 (Economy), the AAP will consider whether there is the need to allocate further sites, or establish a mechanism through which further retail floorspace can be brought forward within the AAP boundary. As part of this process, the existing town centre boundaries and identified Primary Retail Frontages will be reviewed and potentially expanded, should the need be demonstrated.
- 6.28** Through public consultation it is clear that settlement coalescence, whether it be real or perceived, is a significant issue, particularly between Newport and Cowes. Further work will be undertaken by the Council to establish the key landscape sensitivities in the land between Newport/Cowes and Newport/East Cowes and ways in which settlement coalescence can be prevented in the future.
- 6.29** The overall approach to addressing waste is set out in SP6 (Renewables), along with an identified need for a maximum of 9.7ha to facilitate a range of waste management technologies. Due to the level of development planned for the Medina Valley, it will be necessary to establish the precise requirements for treating waste as close to its source and as high up the waste hierarchy as possible. Clearly, once the precise location of development has been established, the most appropriate waste facility provision in terms of type, scale and location can be determined.
- 6.30** The principle of new development providing for renewable energy, particularly within Key Regeneration Areas, has been established within SP6 (Renewables). Whilst the provision of Combined Heat and Power (CHP) and/or District Heating systems is expected, the finer details of the provision will be established once the exact location and type of development is known.

- 6.31** The cycle track between Newport and Cowes, which runs along the old railway line, is a well-used facility. There is a similar link between Newport and East Cowes, although this is not of the same quality and does not provide a complete route. The Council is keen to explore ways in which improvements to these routes can be facilitated and made.
- 6.32** As set out in the supporting text to DM18 Cross-Solent Travel, in the short to medium-term up to 2020, improvement measures that can be made within current operations and the boundaries of the existing ports are expected to be able to accommodate growth in cross-Solent ferry demands. The AAPs will provide a mechanism for any proposals to be considered and ensure that, where possible, a plan-led solution can be put in place in a timely fashion that enables proposals to be considered through the planning process in good time.
- 6.33** The AAP will also examine whether further infrastructure improvements are required to support the planned level of growth. The Island-wide transport model shows us that there are unlikely to be problems associated with the road network in supporting development. However, it is likely that a more detailed and localised transport model will need to be run to establish exact details, once the exact location of development has been established. This work will also need to incorporate vehicle movements from the East Cowes ferry terminal, factoring in the level of tourism growth and economic development that is planned up to 2027.

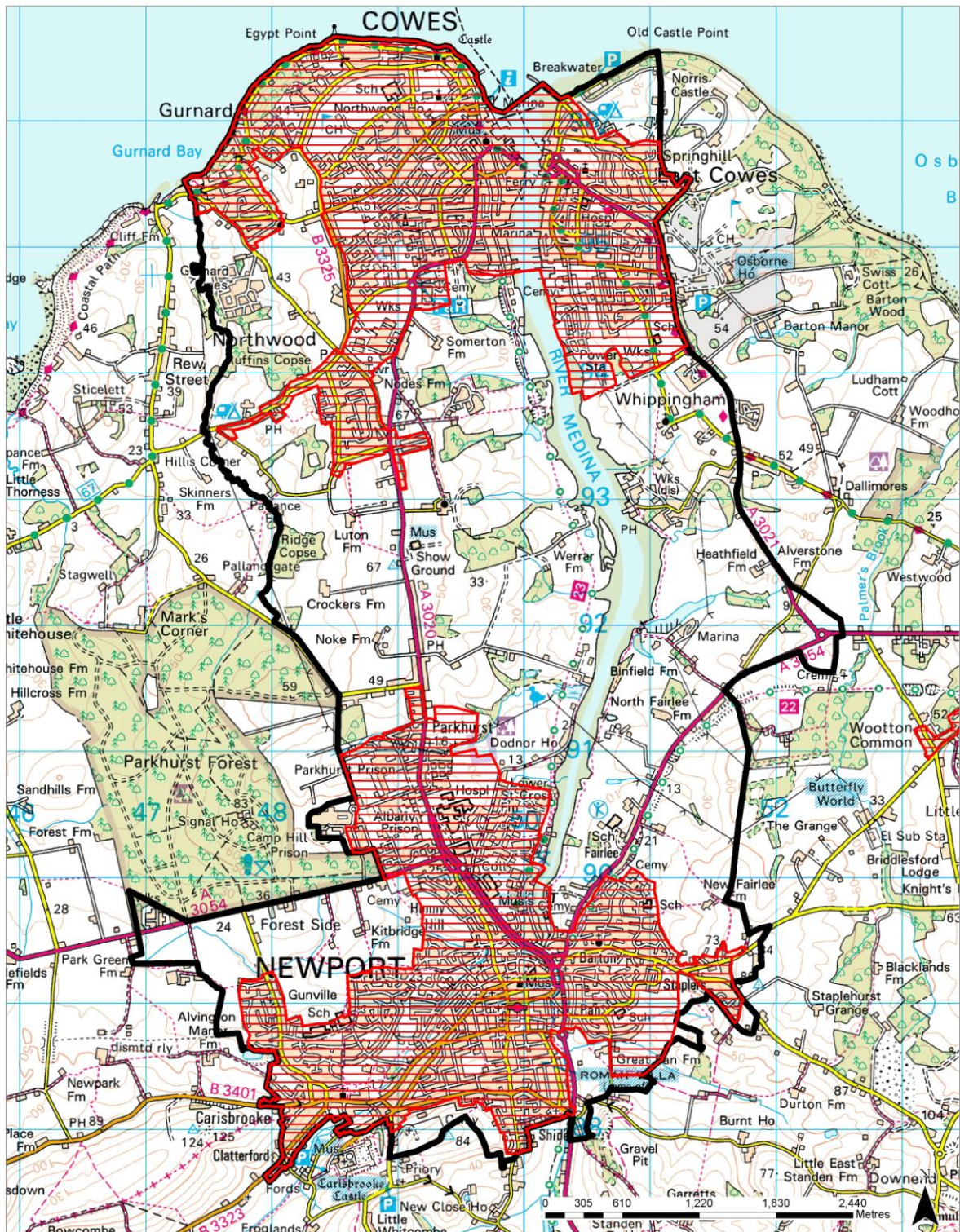
Expected adoption timetable

- 6.34** The timetable for the preparation of the Medina Valley AAP can be found in the Local Development Scheme, which is available to view on the Council's website. Whilst the principles behind the AAP have been through an SA/SEA/HRA and the Core Strategy will go through public examination, the AAP will be subject to its own SA/SEA/HRA and will go through public consultation and a public examination undertaken by an independent Planning Inspector.
- 6.35** Whilst the Council wishes to see a comprehensive and clear planning approach to the Medina Valley, and believes that the AAP is the right way to achieve it, it accepts that planning applications may come forward prior to the adoption of the AAP. Where this is the case, consideration will be given to whether the development proposal accords with the approach set out in the Core Strategy and the emerging AAP.

In relation to the Medina Valley Key Regeneration Area you may also like to look at:



PPS1: Delivering Sustainable Development
PPS12: Local Spatial Planning

HRA for the Isle of Wight Core Strategy Appropriate Assessment, 2011; IWC
SA/SEA of the Island Plan Core Strategy, 2011; IWC & Entec
Core Strategy Policies SP1-9 and DM1-22



Area Action Plan Boundary for the Medina Valley

Legend

-  Area Action Plan Boundary
-  Settlement Boundary



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Ordnance Survey 100019229

Picture 6.1 Medina Valley Key Regeneration Area and Action Plan boundary

Ryde

6.36 Ryde has been identified as being an appropriate area to accommodate further development, mainly due to the established size of the settlement and employment provision, along with sustainability work undertaken by the Council. This has been supported through consultation work and the evidence demonstrates that the area identified by the Area Action Plan (AAP) boundary has the capacity to accommodate the required level of growth.

What is there now and what is its role/function?

6.37 Ryde is known as one of the main gateways to the Island, which developed as a resort town during the Regency and Victorian periods. The town's historic street pattern, architectural quality and variety, along with its iron pier (the country's fourth longest pier) built in 1814, gives Ryde considerable historic interest and a special character and sense of place.

6.38 Considerable development in the 19th Century created a town with strong economic, social and tourism functions and a rich wealth of townscape quality. But changes in the patterns of tourism, and a gradual economic decline in the town since the 1960s, has led to a loss of economic prosperity. This has had an impact on the quality of building maintenance and led to the loss of traditional urban features and the longer term viability of the town as a whole. However, Ryde is now re-establishing itself as a destination for residents and visitors alike and is re-discovering and re-shaping its own unique identity.

6.39 Ryde is a coastal town which has the largest population of any town on the Island and serves as a secondary retail and employment centre for the Island. Surrounding the town to the south is enclosed pasture land, with pockets of landscape improvement areas. Integral to the character of Ryde is the sloping land that rises from the foreshore to the top of the town and the valley that runs through the town.

6.40 Whilst public open space is limited in Ryde, the promenade has always been, and remains, the most significant public open space in the town, both socially and as a form of recreation. Over the years, the Esplanade has been extended through Appley and Puckpool has been developed as a park.

6.41 Ryde has the highest concentration of social deprivation on the Island, and an economic-led regeneration approach is critical to tackling the challenges that this brings. The Council believes that key to tackling this will be achieving the long-term rejuvenation of the town's tourism and retail offer, combined with the attraction of new jobs.

6.42 Ryde is benefitting from a Heritage Lottery Fund Townscape Heritage Initiative (THI), which utilises the cultural, social and economic value of Ryde's vast collection of historic buildings by improving the appearance and condition of both the public realm and private building stock within the town's core retail area. The Council will, through the Ryde AAP, explore how this approach can be used throughout Ryde.

6.43 The Ryde AAP boundary extends westward to incorporate the vehicle ferry terminal at Fishbourne, due to the strategic role it plays in transporting goods and people to and from the Island.

Objectives for the Ryde Area

The following are the guiding objectives for the Ryde Area Action Plan and the provisions of the Core Strategy and the Ryde Area Action Plan will contribute to achieving them for Ryde:

Housing

A level of residential growth in the most sustainable locations it can facilitate, and that will maintain its position as the Island's largest town.

Economy

An increase in the number of jobs available, by supporting the growth of small-scale businesses and promoting clusters in knowledge driven and high technology industries, and through developing Ryde's own distinct tourism offer.

Environment

Development will be located in the most sustainable locations and managed to ensure that any negative impacts on the area's environment are avoided. Where necessary, appropriate mitigation measures will be required.

Improvement of the natural environment of Ryde and the surrounding area and accessibility to it increased. The built environment of Ryde will also improve, particularly on the esplanade and interchange area, to offer a higher quality experience.

Tourism

To expand and improve the tourism offer and experience at Ryde and to make best use of existing tourism-related sites.

Travel

The transport infrastructure and network at Ryde is fit for purpose to serve the town's residents and visitors, and opportunities for improvements have been explored.

Waste

Waste facilities, that treat waste close to its source and as high up the waste hierarchy as possible, will be well-designed to serve existing and new development and integrate with their surrounding uses.

AAP2 Ryde

The Council wants to see Ryde increase its residential capacity and employment provision, whilst developing a distinctive high quality tourism offer as a gateway to the Island.

To help achieve this, the Council will prepare an Area Action Plan (AAP) for the area identified as the Ryde Key Regeneration Area on the Proposals Map. It will set out a

definitive approach to the area whilst having regard to the HRA and the policies of the Core Strategy, the objectives for the future of the area and will:

1. Identify appropriate development sites, within or immediately adjacent to the settlement boundaries within the Area Action Plan boundary, for the majority of the 2,100 dwellings allocated for the area.
2. Demonstrate that the allocated sites, either individually or in combination, will have no adverse effects on the integrity of European sites.
3. Provide for the target of 35% of affordable housing, but consider whether levels of affordable housing higher than that set out in DM4 can be achieved on land owned by affordable housing providers.
4. Revise the settlement boundaries within the AAP boundary as required.
5. Identify and allocate suitable sites for Gypsies, Travellers and Travelling Showpeople, in line with the provisions of DM6.
6. Determine whether economic development land is required to be allocated to contribute to the delivery of SP3.
7. Establish whether there is the need for retail allocations in this general location.
8. Review the Town Centre Boundaries and Primary Retail Frontages.
9. Define and ensure that the areas which separate Ryde and the surrounding settlements are appropriately protected to prevent settlement coalescence.
10. Identify the precise type and location of waste facilities to serve development to significantly contribute to the waste target set out in SP8.
11. Establish the nature and level of renewable energy that will be brought forward through the proposed development, although the use of Combined Heat and Power (CHP) and/or District Heating schemes will be expected.
12. Determine how the identified deficiency in Green Infrastructure can be addressed.
13. Develop a clear and distinctive high quality tourism offer for Ryde.
14. Prepare a masterplan for the seafront and interchange area.
15. Understand whether improvements to the seafront/interchange area can be delivered to achieve a transport hub for Ryde.
16. Establish whether a plan-led, viable and deliverable solution can be identified to address the capacity issues at Fishbourne ferry terminal.
17. Establish whether further infrastructure provisions will be required to support the level of growth proposed.

The Council believes the issues listed above to be the key considerations for the Ryde AAP. However, it may be appropriate for the AAP to consider further issues, to those listed above, that are identified through further technical work and consultation.

The issues the AAP will look at

- 6.44** The Core Strategy plans for the provision of 2,100 new dwellings in Ryde. The Ryde AAP will allocate land within or immediately adjacent to the settlement boundaries, in accordance with policy SP2 (Housing), for the majority of this provision. With small-scale sites, within the settlement boundaries being considered acceptable in principle, we know that there is some capacity and opportunity for residential development to come forward without Council intervention⁴³. Due to the thresholds employed in the SHLAA, it is also likely that there are a number of smaller “windfall” sites that may come forward. Therefore, the Council does not anticipate the need to allocate land for the full number of dwellings to ensure the delivery of the target.

⁴³ See table 5 of the Strategic Housing Land Availability Assessment, 2010; IWC

- 6.45** The figure of 35% affordable housing is well evidenced⁴⁴ and considered to be viable on the Island. Due to the potential of housing being delivered on larger scale sites within the Key Regeneration Area, the Council wishes to explore the possibility of whether a higher contribution to the affordable housing provision on the Island would be viable.
- 6.46** A further Viability Assessment for any development site that is defined as a large-scale major development will be required to establish whether provision higher than 35% affordable housing is viable and appropriate.
- 6.47** With the planned level of growth and acceptance that a number of greenfield sites will be required, it will be appropriate for the AAP to reconsider the settlement boundaries, to ensure that they incorporate development sites allocated in the AAP.
- 6.48** If appropriate sites are found within the AAP boundary, the Council will allocate sites to meet the needs of the Gypsy, Traveller and Travelling Showpeople communities. The sites, if identified, will be brought forward in accordance with the criteria set out in DM6 (Gypsies, Travellers and Travelling Showpeople). The sites will be small and have a maximum capacity of five/six pitches and to ensure an appropriate spatial distribution of sites, the Council does not expect that more than two sites will be allocated within the Ryde Area Action Plan boundary reflecting the proportion of development allocated to the area.
- 6.49** Further employment land across the Island, above that allocated in the Core Strategy, will be required to meet the need identified in SP3 (Economy). The AAP will examine whether further allocations of employment land are required in the Ryde area, particularly with a view to stimulating the provision of clusters of high technology industries and/or start up and incubator-style units⁴⁵.
- 6.50** In a similar vein, in order to meet the target for retail floorspace set out in SP3 (Economy), the AAP will consider whether there is the need to allocate further sites, or establish a mechanism through which further retail floorspace can be brought forward within the AAP boundary. As part of this process, the existing town centre boundaries and identified Primary Retail Frontages will be reviewed and potentially expanded, should the need be demonstrated.
- 6.51** Ryde has a clear settlement boundary, which incorporates Binstead to the west. The Council is aware, following consultation, that the prevention of settlement coalescence is an issue that people feel very strongly about. Therefore, further work will be undertaken by the Council to establish the key landscape sensitivities in the land between Ryde/Binstead and the surrounding settlements of Fishbourne, Havenstreet, Seaview and Nettlestone and ways in which settlement coalescence can be prevented in the future.
- 6.52** The overall approach to addressing waste is set out in SP6 (Renewables), along with an identified need for a maximum of 9.7ha to facilitate a range of waste management technologies. Due to the level of development planned for Ryde, it will be necessary to establish the precise requirements for treating waste as close to its source and as high up the waste hierarchy as possible. Clearly, once the precise location of development has been established, the most appropriate waste facility provision in terms of type, scale and location can be determined.

⁴⁴ Affordable Housing Viability Paper, 2009; IWC

⁴⁵ A need/provision identified in the Employment Land Study, 2010; Inplace Consulting for IWC

- 6.53** The principle of new development providing for renewable energy, particularly within Key Regeneration Areas, has been established within SP6 (Renewables). Whilst the provision of Combined Heat and Power (CHP) and/or District Heating systems is expected⁴⁶, the finer, technical details of the provision will be established once the exact location and type of development is known.
- 6.54** Evidence shows us that there is a deficiency in Green Infrastructure (GI) around the Ryde area⁴⁷. This is an issue that the Council, through the Ryde AAP and Green Infrastructure Strategy SPD, is keen to address. The AAP will expect development proposals to demonstrate how they improve the existing GI network and/or how they provide new GI to meet an identified deficiency.
- 6.55** As a gateway to the Island, it is important that Ryde has a distinctive character and its own particular tourism offer. Work undertaken by the Council⁴⁸ verifies this and suggests that it should be developed drawing on the high quality historic environment of the town. This is something that the AAP will support and explore. This is an issue that spatial planning alone cannot address and the Council will be working with a number of partners to develop this.
- 6.56** Quarr Abbey is a Benedictine Monastery which is a Grade I listed building, the mediaeval ruins are a Scheduled Ancient Monument and its estate is prominently located within the Ryde AAP area, between Fishbourne and Binstead. The Quarr Estate is of high historic and environmental value and importance, illustrated by the variety of designations that cover it. For this reason the Ryde AAP will not seek to allocate development on the Quarr Estate and the impact of new development on designated areas will also need to be assessed.
- 6.57** The Esplanade, which includes the public transport interchange at the base of the pier, is an area the Council wishes to see improved. The Esplanade is important to the character of Ryde and plays a key role for both residents and tourists. There have been a number of proposals for the area over the years, particularly to improve the transport interchange.
- 6.58** The Council supports the need to improve the Esplanade, and at the very least the AAP will provide a plan-led mechanism to support change. To enable this, the Council will, through the AAP, prepare a masterplan to set out the areas it would like to see improved and the type of improvements that would be expected.
- 6.59** A significant part of this exercise will be to understand what improvements could be made to the public transport interchange at the base of the pier. Previous proposals for major projects to improve the area have not come to fruition, primarily due to the parties not being able to agree land ownership issues. Because of this it is unlikely that large-scale comprehensive schemes will come forward for the area, but the Council still wishes to take the lead in exploring the opportunities that may still exist to improve the functionality and appearance of this key transport interchange.
- 6.60** As set out in the supporting text to DM18 Cross-Solent Travel, in the short to medium-term up to 2020, improvement measures that can be made within current operations and the boundaries of the existing ports are expected to be able to accommodate growth in

⁴⁶ Following the evidence and recommendations of the Isle of Wight Heat Mapping Study, 2010; Grontmij for IWC

⁴⁷ The Isle of Wight Green Infrastructure Mapping Study, 2010; Halcrow for IWC

⁴⁸ Isle of Wight Economic Strategy 2008-2020, 2008; IWC. Economic Development Delivery Action Plan, 2010; Inplace Consulting for IWC. Economic Development Delivery Commentary, 2010; Inplace Consulting for IWC.

cross-Solent ferry demands. The AAPs will provide a mechanism for any proposals to be considered and ensure that, where possible, a plan-led solution can be put in place in a timely fashion that enables proposals to be considered through the planning process in good time.

- 6.61** The AAP will also examine whether further infrastructure improvements are required to support the planned level of growth. The Island-wide transport model shows us that there are unlikely to be problems associated with the road network in supporting development. However, it is likely that a more detailed and localised transport model will need to be run to establish exact details, once the exact location of development has been established. This work will also need to incorporate vehicle movements from the Fishbourne ferry terminal, factoring in the level of tourism growth and economic development that is planned up to 2027.

Expected adoption timetable

- 6.62** The timetable for the preparation of the Ryde AAP can be found in the Local Development Scheme, which is available to view on the Council's website. Whilst the principles behind the AAP have been through an SA/SEA/HRA and the Core Strategy will go through public examination, the AAP will be subject to its own SA/SEA/HRA and will go through public consultation and a public examination undertaken by an independent Planning Inspector.
- 6.63** Whilst the Council wishes to see a comprehensive and clear planning approach to Ryde, and believes that the AAP is the right way to achieve it, it accepts that planning applications may come forward prior to the adoption of the AAP. Where this is the case, consideration will be given to whether the development proposal accords with the approach set out in the Core Strategy and the emerging AAP.

In relation to the Ryde Key Regeneration Area you may also like to look at:

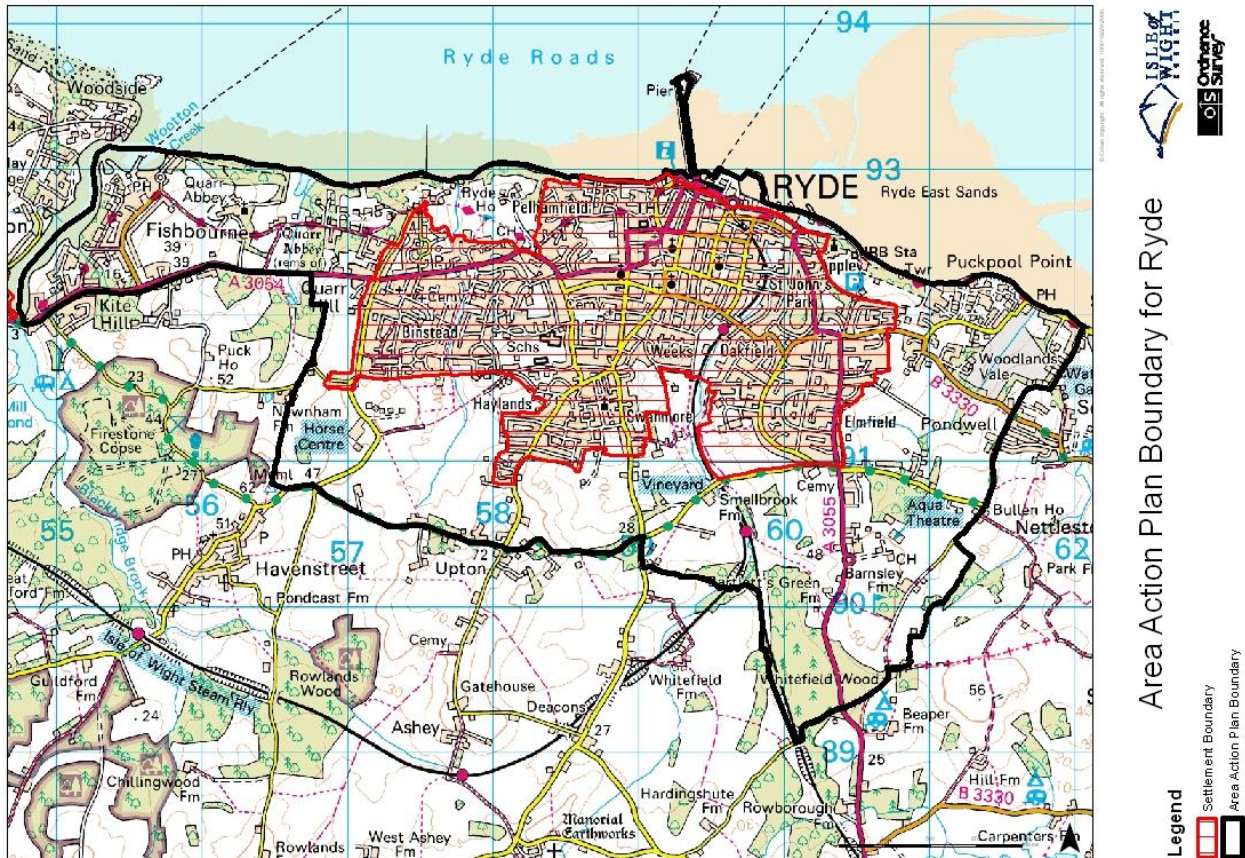
PPS1: Delivering Sustainable Development

PPS12: Local Spatial Planning

HRA for the Isle of Wight Core Strategy Appropriate Assessment, 2011; IWC

SA/SEA of the Island Plan Core Strategy, 2011; IWC & Entec

Core Strategy Policies SP1-9 and DM1-22



Picture 6.2 Ryde Key Regeneration Area and Area Action Plan boundary

The Bay

6.64 The Bay has been identified as being an appropriate area to accommodate further development, mainly due to the established size of the settlement and the nature of the existing employment provision, along with sustainability work undertaken by the Council. This has been supported through consultation work and the evidence demonstrates that the area identified by the Area Action Plan (AAP) boundary has the capacity to accommodate the required level of growth.

What is there now and what is its role/function?

6.65 The Bay area is focussed upon a linear form of development which consists of the resort towns of Sandown and Shanklin, with the settlement of Lake linking the two. This area is the focal point for larger-scale tourism on the Island and is home to a high level of the Island's tourist accommodation stock.

Sandown

6.66 Due to the Island's climate and Sandown beach, Sandown has been a resort town since Victorian times. It was during this period that the town's seafront promenades and parks and gardens were laid out, along with many town and country villas, most which have now been converted to tourist accommodation or Houses in Multiple Occupation (HMOs). This has given Sandown a high concentration of the Island's tourist accommodation and facilities.

6.67 The town has a pier, which hosts an amusement arcade, and a railway station connecting it to Ryde in the north (and onwards to the mainland) and Shanklin to the south. The town also has an important night-time economy supported, in the main, by the tourists staying in and visiting the town. The tourism industry, as a whole, economically sustains Sandown and a high number of the town's residents work in the industry.

Lake

6.68 Originally a distinct village in its own right, Lake has grown over the years and this, coupled with the expansion of both Sandown and Shanklin, has resulted in the three settlements in effect joining up with no discernible boundary, although the character of Lake village remains.

6.69 Whilst Lake has its own stretch of beach, it does not have quite the same level of tourist pressure as its immediate neighbours. Although there are some tourism facilities, the settlement primarily serves the needs of its own residents and it also benefits from a railway halt.

Shanklin

6.70 The southernmost settlement of The Bay area combines a number of characteristics of its near neighbours. The town has two distinct areas: the Esplanade, with its tourist accommodation and facilities; and the Old Village, with historic buildings and Shanklin Chine.

6.71 Like Sandown, the town has a railway station and a substantial tearoom economy supported, in the main, by the tourists staying in and visiting the town. The tourism industry as a whole economically sustains Shanklin and a high number of the town's residents work in the industry.

Rest of the area

6.72 Outside of the settlements described above, The Bay AAP boundary extends westward into relatively flat, open and generally agricultural land. A number of small watercourses run to the north of this area, resulting in large areas of land that regularly flood.

6.73 The Isle of Wight Airport, known locally as Sandown Airport, lies to the west of the urban area of The Bay. It is a small-scale grass airfield, with on-site facilities that included hangars, a small cafe and overnight accommodation. The Council understands that a number of landowners and operators are discussing how they would like to use the site in the future, and as part of that process are determining land ownership, resolving legal disputes and day-to-day operational issues.

Objectives for The Bay

The following are the guiding objectives for The Bay Area Action Plan and the provisions of the Core Strategy and The Bay Area Action Plan will contribute to achieving them for The Bay:

Housing

A level of residential development, reflecting the constraints of the surrounding area and the types of sites available for residential development, which will include the conversion of low

quality tourist accommodation stock to residential in certain locations.

Economy

Creating a seafront which offers a quality, vibrant, year round visitor destination for tourists as well as facilities which are needed by the local community. Improving the quality and range of tourist accommodation, retail offer and night-time economy.

Environment

Development will be located in the most sustainable locations and managed to ensure that any negative impacts on the area's environment are avoided. Where necessary, appropriate mitigation measures will be required.

Protect the floodplain of the Eastern Yar which fulfils an important local role in flood management and nature conservation, whilst utilising the opportunities for tourism and education facilities that focus on the natural and historic environments of The Bay and the Island as a whole.

Tourism

Achieve a tourism industry that has substantially increased its value in the economy, and through the provision of top quality tourism accommodation and facilities, making The Bay a highly desirable destination.

Travel

To ensure that the existing transport infrastructure can facilitate the planned level of development, by providing connectivity for vehicles and pedestrians alike without eroding air quality.

Waste

Waste facilities that treat waste close to its source, and as high up the waste hierarchy as possible, will be well-designed to serve existing and new development and integrate with their surrounding uses.

AAP3 The Bay

The Council wants to see The Bay develop a high quality tourism offer and increase tourism-related employment opportunities. Residential development will be of a relatively small scale to reflect the limited opportunities in The Bay area.

To help achieve this, the Council will prepare an Area Action Plan (AAP) for the area identified as The Bay Key Regeneration Area on the Proposals Map. It will set out a definitive approach to the area whilst having regard to the HRA and the policies of the Core Strategy, the objectives for the future of the area and will:

- 1. Identify appropriate development sites, within or immediately adjacent to the settlement boundaries within the Area Action Plan boundary, for the majority of the 370 dwellings allocated for the area.**

2. Demonstrate that the allocated sites, either individually or in combination, will have no adverse effects on the integrity of European sites.
3. Provide for the target of 35% of affordable housing, but consider whether levels of affordable housing higher than that set out in DM4 can be achieved on land owned by affordable housing providers.
4. Revise the settlement boundaries within the AAP boundary as required.
5. Identify and allocate suitable sites for Gypsies, Travellers and Travelling Showpeople, in line with the provisions of DM6.
6. Determine whether economic development land is required to be allocated to contribute to the delivery of SP3.
7. Establish whether there is the need for retail allocations in this general location.
8. Review the Town Centre Boundaries and Primary Retail Frontages.
9. Consider the appropriate way to develop a clear and distinctive high quality tourism offer for The Bay, particularly relating to the street economy.
10. Whether high quality existing hotel and tourist accommodation stock requires increased levels of protection.
11. Determine whether the existing hotel and tourist accommodation stock can be rationalised and what opportunities may arise for re-use of sites.
12. Define and ensure that the areas which separate Sandown/Lake/Shanklin from Brading are appropriately protected to prevent settlement coalescence.
13. Determine how the identified deficiency in Green Infrastructure can be addressed.
14. The need for a comprehensive masterplan focussing on development and the public realm along the Esplanade.
15. Ensure that development does not negatively impact on the air quality in Lake and that appropriate mitigation measures, if required, are implemented.
16. Explore opportunities for junction improvements within The Bay, particularly looking at the A3055.
17. Identify the precise type and location of waste facilities to serve development to significantly contribute to the target set out in Waste SP8.
18. Establish the nature and level of renewable energy that will be brought forward through the proposed development, although the use of Combined Heat and Power (CHP) and/or District Heating schemes will be expected.

The Council believes the issues listed above to be the key considerations for The Bay AAP. However, it may be appropriate for the AAP to consider further issues, to those listed above, that are identified through further technical work and consultation.

The issues the AAP will look at

- 6.74** The Core Strategy plans for the provision of 370 new dwellings in The Bay. The Bay AAP will allocate land within or immediately adjacent to the settlement boundaries, in accordance with policy SP2 (Housing), for the majority of this provision. With small-scale sites, within the settlement boundaries being considered acceptable in principle, we know that there is some capacity and opportunity for residential development to come forward without Council intervention⁴⁹. Due to the thresholds employed in the SHLAA, it is also likely that there are a number of smaller “windfall” sites that may come forward. Therefore, the Council does not anticipate the need to allocate land for the full number of dwellings to ensure the delivery of the target.

⁴⁹ See table 5 of the Strategic Housing Land Availability Assessment, 2010; IWC

- 6.75** The figure of 35% affordable housing is well evidenced⁵⁰ and considered to be viable on the Island. Due to the potential of housing being delivered on larger scale sites within the Key Regeneration Area, the Council wishes to explore the possibility of whether a higher contribution to the affordable housing provision on the Island would be viable.
- 6.76** A further Viability Assessment for any development site that is defined as a large-scale major development will be required to establish whether provision higher than 35% affordable housing is viable and appropriate.
- 6.77** If appropriate sites are found within the AAP boundary, the Council will allocate sites to meet the needs of the Gypsy, Traveller and Travelling Showpeople communities. The sites, if identified, will be brought forward in accordance with the criteria set out in DM6 (Gypsies, Traveller and Travelling Showpeople). The sites will be small and have a maximum capacity of five/six pitches and, to ensure an appropriate spatial distribution of sites, the Council does not expect that more than two sites will be allocated within The Bay Area Action Plan boundary reflecting the proportion of development allocated to the area.
- 6.78** Further employment land across the Island, above that allocated in the Core Strategy, will be required to meet the need identified in SP3 (Economy). The AAP will examine whether further allocations of employment land are required in The Bay area, particularly with a view to supporting the evolving tourism offer, but also to provide alternatives to tourist-related employment, should there be the need for the Council to direct the market in such a manner.
- 6.79** In a similar vein, in order to meet the target for retail floorspace set out in SP3 (Economy) the AAP will consider whether there is the need to allocate further sites, or establish a mechanism through which further retail floorspace can be brought forward within the AAP boundary. As part of this process, the existing town centre boundaries and identified Primary Retail Frontages will be reviewed and potentially expanded, should the need be demonstrated.
- 6.80** An objective of the Isle of Wight Economic Strategy is to increase the economic value of tourism. As The Bay area is already the focal point for tourism on the Island, the Council believes it is important to focus on improving the quality of the offer. It considers that improving the street economy will play an important role in this, whilst contributing to the general improvement of the urban environment. Whilst the AAP will not necessarily devise a tourism strategy itself (that will be prepared in partnership between the Council and the ISP), it will be the mechanism to deliver measures that realise such a strategy.
- 6.81** Whilst Core Tourism Areas have been identified in Sandown and Shanklin, the AAP provides the opportunity to examine whether further, more localised protection should be afforded to the tourist accommodation stock.
- 6.82** Equally, there may be the opportunity for the Council to support the rationalisation of existing tourism accommodation stock within The Bay that is of particularly low quality. Such a course of action could assist in raising the quality of the tourism accommodation whilst providing opportunities for the conversion of the property to residential.

⁵⁰ Affordable Housing Viability Paper, 2009; IWC

- 6.83** In light of the issues identified and addressed above, a comprehensive masterplan focussing on the Esplanade area will be the most appropriate and thorough way to identify and define the opportunities for tourism, development and the public realm in a location that is critical to the Island's economy.
- 6.84** As the three main settlements within The Bay area have already in effect joined together, it is important to ensure that this coalescence does not occur elsewhere. Due to the geography of the surrounding area there are few settlements where this could occur, but to the north and north-west are Brading and Yaverland. Further work will be undertaken by the Council to establish the key landscape sensitivities in these areas and ways in which settlement coalescence can be prevented in the future.
- 6.85** Evidence shows us that there is a deficiency in Green Infrastructure (GI), particularly in natural green space, within The Bay area⁵¹. This is an issue that the Council, through The Bay AAP and Green Infrastructure Strategy SPD, is keen to address. The AAP will expect development proposals to demonstrate how they improve the existing GI network and/or how they provide new GI to meet an identified deficiency.
- 6.86** The Council is aware that the nature of the current road network and the limited options for improvement restricts the traffic using the main coastal road (A3055). This is especially apparent in Lake where the A3055 intersects with the main road to Newport, the A3056. This busy junction has resulted in higher than normal levels of air pollution being recorded. Although this level is not currently of sufficiently poor quality to designate the area as an Air Quality Management Zone, there is the risk that further traffic volume may reduce the air quality even further.
- 6.87** As stated above, the Council is aware that there are limited options for improvement to the A3055. Whilst further development in The Bay may create extra traffic pressures, it may also provide through developer contributions the opportunity to identify and implement improvements. The AAP will investigate these in greater detail and identify solutions, if appropriate.
- 6.88** The overall approach to addressing waste is set out in SP6 (Renewables), along with an identified need for a maximum of 9.7 ha to facilitate a range of waste management technologies. Due to the level of development planned for The Bay, it will be necessary to establish the precise requirements for treating waste as close to its source and as high up the waste hierarchy as possible. Clearly, once the precise location of development has been established, the most appropriate waste facility provision in terms of type, scale and location can be determined.
- 6.89** The principle of new development providing for renewable energy, particularly within Key Regeneration Areas, has been established within SP6 (Renewables). Whilst the provision of Combined Heat and Power (CHP) and/or District Heating systems is expected⁵², the finer, technical, details of the provision will be established once the exact location and type of development is known.

⁵¹ The Isle of Wight Green Infrastructure Mapping Study, 2010; Halcrow for IWC

⁵² Following the evidence and recommendations of the Isle of Wight Heat Mapping Study, 2010; Grontmij for IWC

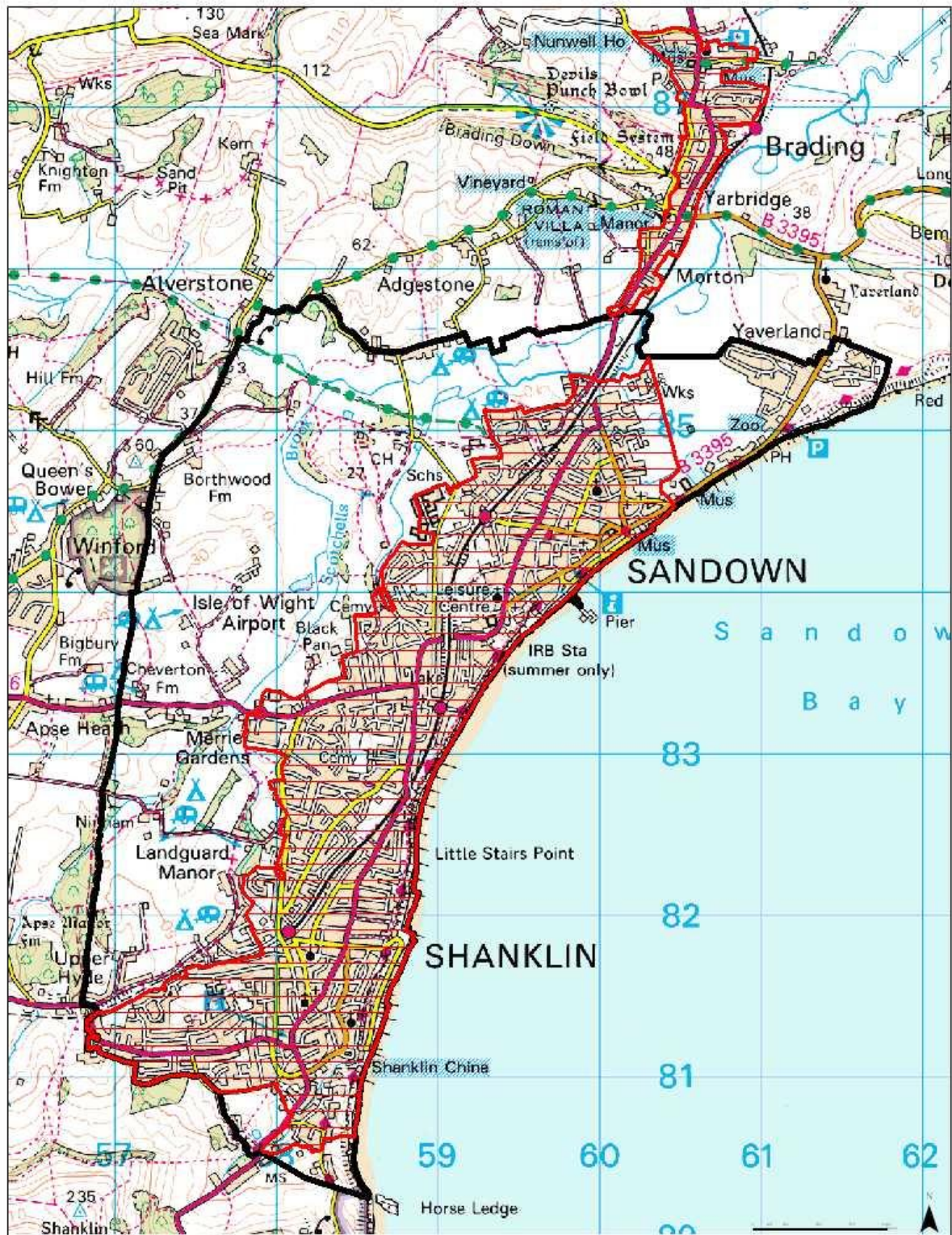
Expected adoption timetable

- 6.90** The timetable for the preparation of The Bay AAP can be found in the Local Development Scheme, which is available to view on the Council's website. Whilst the principles behind the AAP have been through an SA/SEA/HRA and the Core Strategy will go through public examination, the AAP will be subject to its own SA/SEA/HRA and will go through public consultation and a public examination undertaken by an independent Planning Inspector.
- 6.91** Whilst the Council wishes to see a comprehensive and clear planning approach to The Bay and believes that the AAP is the right way to achieve it, it accepts that planning applications may come forward prior to the adoption of the AAP. Where this is the case, consideration will be given to whether the development proposal accords with the approach set out in the Core Strategy and the emerging AAP.

In relation to The Bay Key Regeneration Area you may also like to look at:



PPS1: Delivering Sustainable Development
PPS12: Local Spatial Planning

HRA for the Isle of Wight Core Strategy Appropriate Assessment, 2011; IWC
SA/SEA of the Island Plan Core Strategy, 2011; IWC & Entec
Core Strategy Policies SP1-9 and DM1-22



Area Action Plan Boundary for The Bay

Legend

-  Area Action Plan Boundary
-  Settlement Boundary



Picture 6.3 The Bay Key Regeneration Area and Area Action Plan boundary

7. Development Management Policies

7.1 Development Management is a positive and proactive approach to shaping, considering, determining and delivering development proposals. It will be led by the Council, working closely with those proposing developments and other stakeholders. It is undertaken in the spirit of partnership and inclusiveness, and supports the delivery of key priorities and outcomes⁵³.

7.2 The Government wishes to allow significant flexibility over the detailed approach each local authority takes to development management, tailored to their area's circumstances and the resources necessary and available. However, existing good practice indicates that achieving success requires local working practices to be based around seven key elements. These are:

- a positive and proactive approach to place shaping;
- putting planning policy into action;
- front loading;
- taking a proportionate approach;
- effective engagement;
- proactive delivery; and
- monitoring and review of development management outcomes.

7.3 The relationship between development management and plan-making should be seamless. Both are integral pillars of spatial planning and together they form a continuous cycle of planning activity which is essential for successful place shaping.

7.4 The statutory development plan (the Island Plan) is the starting point for decision-makers, followed by other material considerations. Statements of national planning policy are material considerations which must be taken into account in decisions on planning applications where relevant. They provide decision-making policies for the purposes of development management.

7.5 To support the wider spatial planning approach, the Council will:

- analyse the likely impacts and outcomes of the proposed development and judge whether it helps to implement the development plan and national planning policy;
- make decisions in the wider context of contributing to sustainable development having regard to the anticipated outcomes and quality of the development proposed; and
- avoid a simply mechanistic testing of proposals against fixed criteria.

⁵³ Development Management: Proactive planning from pre-application to delivery. Consultation on a draft new planning policy statement on development management, and on draft policy annexes on the pre-application and determination stages, 2009; DCLG

Sustainable Build Criteria for New Development

DM1 Sustainable Build Criteria for New Development

Development on the Island should include measures to reduce carbon dioxide emissions from energy use, in accordance with the following energy hierarchy:

- i) Minimising energy requirements.
- ii) Incorporating renewable energy sources.
- iii) Incorporating low carbon energy sources.
- iv) Incorporating CHP/District Heating where feasible.

The Council will support proposals which contribute to both mitigating and adapting to climate change and to meeting the national targets to reduce carbon dioxide emissions. All major development will incorporate renewable energy systems to provide at least 10% of the predicted energy requirements.

Proposals for developments containing in excess of 250 housing units, or having an aggregate domestic living area of greater than 18,000m², shall be expected to install community district heating systems that use low carbon heat sources. The Council will consider the viability and feasibility of each case on its merits and will consider evidence demonstrating why a development should not be required to deliver the above.

Proposals will be expected to demonstrate how they will:

1. Exceed, if possible, the minimum required level of the Code for Sustainable Homes and 'Very Good' standard for BREEAM.
2. Implement the highest possible standards of energy efficiency.
3. Utilise, where appropriate, decentralised, renewable and low-carbon energy supply systems.
4. Promote the re-use and recycling of building materials.
5. Address waste and recycling of materials during construction.
6. Conserve water resources by:
 - a. implementing measures to restrict predicted (calculated using the Code for Sustainable Homes water calculator) internal potable water consumption measured in litres per person per day (l/p/p/p/d) to no more than 105 l/p/p/p/d (consistent with Code levels 3 & 4); and
 - b. implementing sustainable supply measures for external non-potable water consumption by providing a system to collect rain water for use in external irrigation/watering.
7. Provide for the storage of refuse and recyclable materials. For major developments, mini-recycling centres should be provided.

The Council will expect all applications to be accompanied by a sustainability checklist⁵⁴ to demonstrate the measures taken in order to comply with this policy. This should provide an easily understood auditable evidence base that as a minimum addresses

⁵⁴ the use of sustainability checklists, such as those promoted by Climate Change South East, can help deliver new homes that outperform the existing stock in terms of efficiencies in resource use.

points 1-7 above and describes the predicted performance of the development, both before the measures are applied and subsequently, and an assessment of the carbon emissions from the proposed development, together with details of the proposals to minimise this. Management measures must be detailed to ensure continued effectiveness of any proposals to meet the above requirements throughout the lifetime of the development, without placing any undue burden on the Council.

- 7.6** Buildings account for almost half of the energy consumption and carbon emissions in the UK. The ways in which we light, heat and use our buildings all contribute to this. National policy is clear that planning should support national targets for reducing carbon emissions⁵⁵ from domestic and non-domestic buildings, with a progressive tightening of Building Regulations to require major reductions in carbon emissions from new homes to get to zero carbon by 2016.
- 7.7** The evidence developed by the Council maps domestic heat consumption across the Island and shows concentrations within the Medina Valley (specifically Cowes and Newport) and Ryde Key Regeneration Areas. The heat mapping did not identify any areas as obvious candidates for the installation of significantly sized District Heating networks to supply existing properties. However, when considering potential development sites as identified through the SHLAA, there are good opportunities for District Heating networks within the Medina Valley and Ryde.
- 7.8** The requirement for all major development to incorporate renewable energy systems to provide at least 10% of the predicted energy requirements should be viewed as a minimum (unless it is not viable, see also para 8.19 and viability of delivering all Core Strategy policy requirements), reflecting basic national policy requirements. This area of planning is likely to change throughout the period of the plan as technology and practice evolves. Therefore, the Council will review this requirement in light of one or more of the following:
- new national policy, guidance and legislation;
 - the development and mainstreaming of renewable energy technology, including changing (reducing) cost; and
 - the performance of this policy target locally.
- 7.9** If technically feasible and financially viable, a higher target may be achievable and the Council would support this. Where incorporating renewable energy production equipment is shown by the applicant to make the development unviable, it would not be expected.
- 7.10** Chapter 8 Infrastructure Delivery and Development Implementation sets out in more detail issues relating to developer contributions and establishes that the mechanism for calculating and collecting them will be a CIL Charging Schedule and a Planning Obligations Supplementary Planning Document. It also outlines the need for flexibility when applying the policies of the Core Strategy and developer contributions, to ensure that the plan is sufficiently flexible to be deliverable.
- 7.11** Schemes shall not be supported until the Council has approved a report provided by the applicant identifying how the predicted CO₂ emissions of the development will be reduced by at least 10% through the use of on-site renewable energy equipment. The carbon

⁵⁵ The current national carbon reduction target is 80% reduction in CO₂ emissions (from 1990 baseline) by 2050

savings which result from this will be above and beyond what is required to comply with the relevant parts of the Building Regulations.

- 7.12** The developer shall install broadband/wireless remote sensors so that the Council (or an approved organisation) can monitor the energy usage of the development and/or the performance of the renewable and/or low-carbon energy generating equipment.
- 7.13** Before any development is occupied or sold, the renewable energy equipment shall have been installed and the Council shall be satisfied that their day-to-day operation will provide energy for the development for as long as the development remains in existence.
- 7.14** Much of the development over the plan period will be governed by increasingly stringent Building Regulations, which will ensure that dwellings are carbon neutral from 2016 and non-domestic buildings are carbon neutral from 2019. Because of this, the Council considers that there are three areas of focus to reduce Island carbon emissions:
1. Existing building stock.
 2. Transport emissions.
 3. New development.
- 7.15** Whilst it is difficult for the Council and its planning policies to influence the existing building stock, the Core Strategy is based on a sustainable approach that will contribute to managing transport emissions and that can shape new development.
- 7.16** In respect of the Code for Sustainable Homes (CSH) the Government's document Greener Homes for the future sets out a target of meeting Level 6 for all new homes built by 2016. Whilst the Council wishes to see new development to be as green as possible, it cannot seek CSH minimum in advance of national standards. It will however, bring forward the requirement (and ensure it is one that must be addressed, rather than discretionary) in relation to water usage to address an identified local issue.
- 7.17** For BREEAM (the standard that relates to non-residential development), there is no defined minimum level and buildings can be given a BREEAM rating of 'Pass', 'Good', 'Very Good' and 'Excellent or Outstanding' depending on their performance against a number of criteria. The Council will seek that development a minimum of a 'Very Good' rating, although it will encourage higher.
- 7.18** In buildings, carbon emissions are derived from the total fuel consumption measured through gas and electricity meters and from "delivered" fuels such as coal, oil and Liquefied Petroleum Gas (LPG). Island-based, grid-connected, renewable electricity schemes do not directly contribute to reducing carbon emissions on the Island, since the power is fed into the national grid rather than directly into buildings, whereas renewable heat projects will have a direct effect on reducing carbon emissions since they replace fossil fuel consumption.
- 7.19** Renewable heat is produced either through dedicated systems such as solar hot water panels, or through a CHP plant which utilises the waste heat, usually through a District Heating system. The Council also recognises that CHP/District Heating schemes can use non-renewable fuels, but are inherently more efficient than conventional non-renewable systems, hence their elevated place in the hierarchy.

- 7.20** The Department of Communities and Local Government's (DCLG) final report on the "Cost Analysis of the Code for Sustainable Homes" (July 2008) shows that the costs of achieving the higher code levels can vary quite substantially as a result of dwelling type, development type and site characteristics (e.g. ecological value and flood risk). This could have a potential negative impact on economic objectives.
- 7.21** Lowest costs are typically seen for those developments where there is potential to use site-wide, carbon saving technologies (e.g. CHP systems). These are typically sites with relatively high numbers and densities of development which is less likely on the Isle of Wight given the scale of development proposed. It will therefore be necessary to make extensive use of microgeneration technologies (e.g. PV) to achieve the standards required at Level 6 of the Code for Sustainable Homes.
- 7.22** The implementation costs are likely to be lower in the medium to long-term due to greater innovation and new technologies, improved potential to use CHP reduction, and in the costs of materials following more widespread adoption. It is expected that costs of compliance will fall over time.
- 7.23** The Isle of Wight Council is working towards establishing a target for Island-wide CO₂ reductions of 40% between 2010 and 2020. This general target (4% annual reduction) has been established through the 2008-11 Local Area Agreement and a general commitment to a substantial reduction in carbon emissions in the Eco Island Sustainable Community Strategy.
- 7.24** Planning can make a significant contribution to improving energy efficiency, for example through influencing orientation, layout, spacing and shading. Optimising use of natural heat and light through passive solar design (PSD) can displace energy which would have otherwise been generated from fossil fuel sources. Solar heated air and wind can also be used in natural ventilation or cooling systems. PSD can be used in conjunction with other efficiency measures, including increasing insulation, double glazing, draught proofing, use of energy efficient appliances and fittings, efficient heating controls and condensing boilers.
- 7.25** Opportunities must be taken to integrate renewable energy technologies into new developments which can provide a proportion of their heating, cooling or electricity needs from decentralised and renewable or low-carbon sources.
- 7.26** In line with the energy hierarchy set out in DM1, all development will be required to consider the use of decentralised CHP sources. Evidence should be submitted with planning applications to demonstrate how these requirements will be met. In the event that these requirements are not met, robust evidence will need to be submitted to show why they are not technically or financially achievable, having regard to the type of development involved and its design.
- 7.27** The Council will carry out further work into the feasibility of decentralised CHP sources as part of the work to inform the AAPs of the Key Regeneration Areas. The evidence⁵⁶ demonstrates that this is appropriate for developments above 250 units, however through the AAPs, the opportunity to provide such schemes in developments under 250 units will be explored on a site-by-site basis giving consideration to viability of both delivery of the technology and how this will affect the proposal.

⁵⁶ Following the evidence and recommendations of the Isle of Wight Heat Mapping Study, 2010; Grontmij for IWC

- 7.28** All developments should implement the use of sustainable construction techniques that promote the re-use and recycling of building materials. Evidence of use of such sustainable construction techniques should be provided, for example through the use of a Considerate Constructors Scheme as detailed in the Code for Sustainable Homes, that deals with issues such as reclamation, re-use or responsibly sourced materials as part of the consideration of construction site impacts. This evidence should also include detail on what alternatives to virgin aggregate will be used, including the amount of materials to be used and how much virgin aggregate has been displaced by this and their source.
- 7.29** The evidence provided should also be able to demonstrate how, through meeting the requirements of this policy, the proposed development will also support the following principles of Core Strategy policy DM19 (Waste):
- application of the waste hierarchy appropriate to the proposed waste stream(s) to be managed; and
 - treatment of waste as close to the source as possible.
- 7.30** It should also support the following principles of Core Strategy Policy DM20 (Minerals):
- application of a hierarchy of resource efficiency (including reducing demand and use of virgin aggregate and use of secondary and recycled aggregate and other suitable alternatives before use of virgin aggregate) and demonstrate this.

Why is water an issue on the Island?

- 7.31** The Environment Agency have identified the Isle of Wight as having the highest category of water stress classification, being “serious” (based on a methodology of water consumption and water resources per person).
- 7.32** Of all the Water Resources Management Units assessed by the Environment Agency on the Island, nearly all are classified as over-licensed or over-abstracted. The Isle of Wight Catchment Abstraction Management Strategy (CAMS) identified future housing development pressures on public water supply as a main issue.
- 7.33** In the consultation phase of the CAMS process, a number of respondents commented on the need for water efficiency measures in order to conserve water on the Island. The reduction in water demand is of prime importance if more sustainable use of this limited resource is to be realised. With 78% of the Island’s water abstracted for public water supply, increased water efficiency by domestic users would contribute significantly to this objective.
- 7.34** The public water supply is dependent upon the import of water from the mainland via an under-sea pipeline which supplies about a quarter of the Island’s needs. Southern Water operates the sub-Solent pipeline which currently has the capacity to transfer up to 11.85 megalitres per day (ml/d) under the Solent from “Hampshire South” to “Isle of Wight” resource zone. The transfer is used to support a limited availability of water on the Isle of Wight. The supply comes from the River Test at Testwood and equates to 5% of the current available supplies of Southern Water’s “Hampshire South” zone.
- 7.35** All the Water Resources Management Units of the River Test are assessed by the EA as either “No Water Available” or “Over-Licensed” through the Water Resource Assessment. The River Basin Management Plan that covers the Island states that, “Although all homes

have been metered since the 1980s, water is transferred from the mainland to supplement the Isle of Wight's supplies. For the Island to become more self-sufficient in water resources, it is critical to improve water efficiency and protect the groundwater from pollution".

Why stipulate a target of no more than 105l/p/d (Litres per day) to restrict predicted internal potable water consumption, consistent with Code levels 3 & 4?

7.36 The Environment Agency has carried out recent work that supports the 105l/p/d target, this includes:

- a. Southern Region Water Resource Strategy, published in December 2009, under the strategic objective of "New and existing homes and buildings are more water efficient" has the regional action of "...ensure that, as a minimum requirement, homes built before 2016 achieve internal water use of 105 litres per person per day (as required by Code for Sustainable Homes level 3)...". This is then cross-referenced to LDFs with planning authorities identified as those who need to be involved.
- b. River Basin Management Plan, South East River Basin District, Defra/EA December 2009 states one of its example actions as, "Ensure that local spatial planning policies for new development set out strong requirements for water efficiency measures (local authorities), seeking to achieve Code for Sustainable Homes levels 3 and 4: 105 litres per person per day consumption".

7.37 The design of all new developments should facilitate the recycling and composting of waste. The provision of facilities should be appropriate and proportionate to the development proposal and should consider:

- the most up to date Council Waste Strategy;
- the provision of Council waste facilities; and
- the Council's waste collection service.

In relation to DM1 you may also like to look at:

PPS: Planning and Climate Change - Supplement to PPS 1
 PPS: Planning and Climate Change - Practice Guidance living draft
 The Code for Sustainable Homes; Technical Guide version 2, May 2009
 CLG (Grant Shapps) Ministerial speech July 2010 'Zero-Carbon Homes'
 The Water Efficiency Calculator for new dwellings, 2009; CLG

Areas of water stress: final classification, Environment Agency 2007
 Isle of Wight Catchment Abstraction Management Strategy Final Strategy, 2004; EA
 Isle of Wight Catchment Abstraction Management Strategy Annual Update, 2008; EA
 Southern Region Water Resource Strategy, 2009; EA
 River Basin Management Plan, South East River Basin District, 2009; Defra/EA
 Isle of Wight Heat Mapping Study, 2010; Grontmij for IWC

Design Quality for New Development

DM2 Design Quality for New Development

The Council will support proposals for high quality and inclusive design to protect, conserve and enhance our existing environment whilst allowing change to take place. A robust design process with the use of skilled designers and pre-application discussions will be promoted.

Relevant information according to the site's size, location and context will be required in order for the Council to determine planning applications properly and quickly. All new development should respond to a clear understanding of physical, social, economic, environmental and policy context.

Development proposals will be expected to:

1. Provide an attractive, functional, accessible, safe and adaptable built environment with a sense of place.
2. Optimise the potential of the site but have regard to existing constraints such as adjacent buildings, topography, views, water courses, hedges, trees, wildlife corridors or other features which significantly contribute to the character of the area.
3. Be appropriately landscaped to provide an attractive setting for the development that integrates with the surroundings.
4. Complement the character of the surrounding area, particularly in Conservation Areas and AONB, as defined in Conservation Area Appraisals, Village Design Statements or other Supplementary Planning Documents that define locally distinctive areas.
5. Minimise the consumption of natural resources and the production of waste or pollution.

Development proposals which preserve or enhance a Heritage Asset or the setting of a Heritage Asset will be supported.

7.38 One of the key objectives of the Core Strategy is achieving sustainable development. Good design ensures attractive, usable, durable and adaptable places and is a key element in achieving sustainable development. The need for better urban design and guidance on how to raise standards of design are explained in 'By Design Urban Design in the planning system: towards better practice' published by DTLR 2000. Good design for new development reinforces civic pride and sense of place. In order to promote good design, the Council will pursue, through publication of Supplementary Planning Documents, a high standard of urban design, architecture and landscape design.

7.39 Even small developments can have an impact on the quality of an area. Understanding the context of a development can help ensure it makes a positive contribution to the locality. Site analysis and context appraisal should always be part of the work undertaken prior to submitting a proposal, even where Design and Access Statements are not required. A robust design process can be considered as four stages: an appraisal of the issues; a design concept; pre-application discussions; and finally the formal application.

- 7.40** Applications need to be accompanied by accurate drawings showing the plans and elevations in context, including levels and supplemented as appropriate by perspective drawings. The Council will require a location and site plan showing trees and landscape features, such as ponds, hedges and significant wildlife habitats covering not only the site but also adjacent buildings, trees and features. Where required, site plans should show proposed service provision and sustainable drainage systems which may affect trees or other features.
- 7.41** The relevant information will vary from site to site according to the nature of the proposal's size, location and character. The relevant information required for each application is set out through the 1APP planning application forms. The Council will request such information to be submitted prior to applications being determined. At each stage of the design process, remember the key criteria that the proposals reflect local distinctiveness and the development is environmentally sustainable. The Council will support this design led approach through the preparation of Conservation Area Appraisals, development briefs or design guides, particularly for the strategic development locations.
- 7.42** Some towns and villages have been altered by incongruous or jarring developments that have detracted from the settlement's character. Context and local identity are important in creating a quality environment and each settlement or site has its own distinctiveness and requirements. The Council will encourage proposals that are designed to consider social and community concerns alongside visual and functional requirements. The Council will encourage the production of Town/Parish Plans and Village Design Statements to describe the local distinctiveness and requirements of individual settlements.
- 7.43** Hard and soft landscaping are critical design issues in development. Landscape design needs to be carefully considered from the outset; good landscape design can lead to the success of a development and achieve sustainable development. The design of landscaping (both within the scheme and with regard to any impact on the surrounding landscape) will be an important consideration in assessing new development and how they integrate with their surroundings. The Council will require appropriate information to be submitted with regard to external aspects and public realm for new developments. Guidance on what information to submit is set out in "Landscape Checklist for New Development in Hampshire and Isle of Wight".
- 7.44** Development has a large impact on issues such as climate change, resource depletion and pollution. Developments, including new and refurbished buildings, should be designed in a way to reduce the impact on the environment. This should not, however, be at the expense of good urban design principles, set out in the Urban Design Compendium.
- 7.45** The management of the environment should be considered at the outset and be an integral part of the design. Development can add to an area of impermeable land which can increase the risk of flooding. Surface water must be managed by Sustainable Drainage Systems and water retention methods in developments unless there are practical or environmental reasons for not doing so.
- 7.46** The Council will seek to minimise effects on the environment by encouraging development to incorporate renewable energy technologies, energy conservation techniques and waste management facilities. Energy conservation and generation will need to be designed to minimise any adverse impact on landscape, wildlife and amenity.
- 7.47** The Council will prepare a Design Principles SPD that will set out in further detail ways in which the Council expects the requirements of SP1 (Spatial Strategy) and DM2 (Design

Quality for New Development) can be achieved. This will include information on how to prepare a robust design process with the use of skilled designers and set out when pre-application discussions will be required. Supplementary guidance will also be established on the relevant information required to accompany planning applications, according to the site's size, location and context. All new development should respond to a clear understanding of physical, social, economic, environmental and policy context and the Design Principles SPD will, in conjunction with established national design guidance, give information on how the Council expects this to be achieved.

- 7.48** Prior to the Design Principles SPD being prepared, proposals will be expected to adhere to the general design principles of the plan, particularly this policy and Village Design Statements (where applicable).

In relation to DM2 you may also like to look at:

PPS1: Delivering Sustainable Development
By Design - Urban Design in the Planning System towards better practice, 2000; DETR & CABE
By Design - better places to live, 2001; DTLR
Safer Places - The Planning System and Crime Prevention, 2004; ODPM
Planning and Access for Disabled People: A Good Practice Guide, 2003; ODPM
Manual for Streets, 2007; DfT
Building in Context, 2001; EH & CABE
Landscape Checklist for New Development in Hampshire and IOW, 2007

Balanced Mix of Housing

DM3 Balanced Mix of Housing

The Council will support development proposals that provide an appropriate mix of housing types and size, in all new development, in order to create inclusive and sustainable communities. Development proposals will be expected to:

- 1. Reflect the most up-to-date Strategic Housing Market Assessment.**
- 2. Contribute to meeting the identified housing need for the local area.**
- 3. Contribute to meeting specialist housing requirements.**

The final mix will be negotiated with the developer and will be based upon the most up-to-date Strategic Housing Market Assessment, housing need for the local area and site specific considerations.

- 7.49** Policy DM3 (Balanced Mix of Housing) expands on the Council's general approach to housing set out in SP2 (Housing) and gives specific guidance for planning applications in relation to the delivery of a balanced mix of housing supply.
- 7.50** 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. Future DPDs will allocate sites, which will stipulate the mix of type and size of housing to be provided.

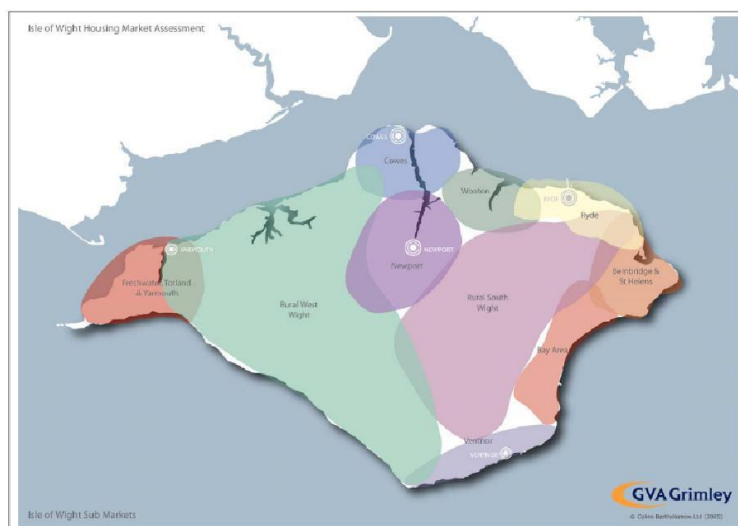
7.51 The Council will use this policy to ensure that housing being proposed provides a sufficient mix of dwelling types and sizes. The following sources will be used to inform what should be delivered, based upon location:

- Strategic Housing Market Assessment (SHMA)
- Housing Strategy
- Housing Needs Surveys
- Monitoring

7.52 The SHMA sets out the strategic context for shaping the housing market on the Island by examining the market and how it operates, and the relationship between dwellings and households. In looking at market demand, the SHMA considers any surplus or shortfall of dwellings, breaking this down by location and tenure and providing guidance on how these issues can be addressed.

7.53 The Island has been identified as a separate housing market to the rest of the South East on the basis of its separation from the mainland. Further to this, the SHMA identified 10 sub-markets on the Island:

- Newport
- Cowes (including East Cowes)
- Ryde
- Bay Area
- Freshwater, Totland and Yarmouth
- Ventnor
- Wootton
- Bembridge and St Helens
- Rural West Wight
- Rural South Wight



Map 7.1 Strategic Housing Market areas on the Isle of Wight

7.54 The SHMA informs the Council's Housing Strategy which sets out the strategic direction for the identification of housing needs and will be updated over the Core Strategy period to ensure that the Council has the most up-to-date information to advise developers and determine planning applications.

7.55 Evidence from the SHMA, the Housing Strategy and ongoing housing monitoring shows that, since 2008, 72% of approved residential units have been for 2 and 3 bedroom properties. Further analysis of these dwelling sizes was undertaken by the Council in the form of a mismatch table for each town on the Island. This work has informed any shortfalls of housing sizes across the Island and this will be monitored on a quarterly basis by the Council based upon housing completion information throughout the Core Strategy period. Developers will be able to access this information to help design housing

proposals and the Council will use this information in the determination of planning applications.

- 7.56** In addition to looking at the Island's housing market and previous approvals to inform the types and sizes of dwellings, further information on housing needs can be used. A Housing Needs Survey for the Island was undertaken as part of the SHMA and local housing needs surveys have been undertaken at town and parish level to identify particular housing needs within these communities. Developers bringing forward residential development should be addressing these identified needs as part of their proposals.
- 7.57** In line with policy SP1 (Spatial Strategy), proposals outside of defined settlement boundaries will need to demonstrate that they will meet a local need, therefore the SHMA and housing needs surveys will be key tools for developers in determining local need. Engagement with the community is also required to consider if any previously unidentified needs could be met by development proposals.
- 7.58** For the purpose of this policy, "specialist housing requirements" includes housing that meets the needs of older, disabled, low income and vulnerable persons. Whilst the housing requirements of older persons is dealt with in policy DM5 (Housing for Older People) and for low income and vulnerable persons is dealt with in policy DM4 (Locally Affordable Housing), this policy will help inform the types and location of housing which should be provided.
- 7.59** In respect of disabled persons, developers should ensure that development proposals include housing that is accessible or easily adaptable for disabled people, for example wheelchair access. Requirements within policy DM2 (Design Quality for New Development) should be taken into account when considering and designing proposals which meet such requirement.
- 7.60** In order to bring forward proposals for market housing, which reflect the demand and profile of households requiring market housing in line with PPS3: Housing, the final mix will be negotiated with the developer. This is to ensure that each scheme is assessed on a site by site basis and the appropriate mix for each site is provided.
- 7.61** Chapter 8: Infrastructure Delivery and Development Implementation sets out in more detail issues relating to developer contributions and establishes that the mechanism for calculating and collecting them will be a CIL Charging Schedule and a Planning Obligations Supplementary Planning Document. It also outlines the need for flexibility when applying the policies of the Core Strategy and developer contributions, to ensure that the plan is sufficiently flexible to be deliverable.

In relation to DM3 you may also like to look at:

PPS1: Delivering Sustainable Development

PPS3: Housing

PPS7: Sustainable Development in Rural Areas

Planning and Access for Disabled People: A Good Practice Guide, 2003; ODPM

Eco Island Sustainable Community Strategy, 2008; ISP & IWC

Housing Strategy 2007-2012, 2007; IWC

IWC Housing Needs Survey, 2007 within the Strategic Housing Market Assessment Strategic

Housing Market Assessment, 2007; GVA Grimley for IWC

Locally Affordable Housing

DM4 Locally Affordable Housing

The Council will seek to deliver around 1,790 affordable homes over the plan period. Development proposals will be expected to:

1. Provide 35% of the development as on-site affordable housing, based on developments of 15+ units in Key Regeneration Areas and 10+ units elsewhere.
2. Provide financial contributions towards affordable housing for developments of 1-14 units in Key Regeneration Areas and 1-9 units in Smaller Regeneration Areas and rural areas.
3. Deliver a target mix of 70% of affordable housing to be social/affordable rented and 30% for intermediate tenures.
4. Demonstrate how the proposals benefit the community.

The Council will support proposals for rural exception sites that would deliver affordable housing outside of identified settlement boundaries, where a local need can be demonstrated and there is no reasonable prospect of other sites meeting the identified local need.

To take account of changing economic circumstances, if a developer is unable to provide the required 35% affordable housing, the Council will require an open-book assessment of the development viability to demonstrate what level of affordable housing is viable for the site.

The contribution towards affordable housing will be set out in the Planning Obligations SPD.

- 7.62** Policy DM4 (Locally Affordable Housing) provides the specific guidance on affordable housing that will be used to consider planning applications. The policy should be read and applied in conjunction with the rest of the Core Strategy policies.
- 7.63** The Council's current Housing Strategy sets the strategic direction for the identification of housing need on the Island. This Strategy makes a clear aim to ensure that the needs of those on low incomes and vulnerable people (including those with mobility needs), as well as those wanting to gain a foot on the housing ladder, must be met.
- 7.64** The Strategic Housing Market Assessment (SHMA) has informed the Housing Strategy and has indicated that there is a need to increase the amount of affordable housing in the market place. This is in order to create a mix of housing to meet the range of requirements of different types of households and to ensure choice for all ages and incomes, and this is in line with the policy approach as set out in PPS3: Housing. Both the SHMA and the Housing Strategy will be updated over the Core Strategy plan period to ensure that the Council has the most up-to-date information to advise developers and determine planning applications.
- 7.65** As part of the SHMA, a Housing Needs Survey for the Island was undertaken and local housing needs surveys have been undertaken at town and parish level to inform housing

needs within these communities. Applications for residential development should address these identified needs as part of the proposal.

- 7.66** The Council will seek to deliver around 1,790 affordable housing units over the plan period. This equates to 35% of the total new dwellings planned for the Island in the period 2011-2027 as set out in Policy SP2 (Housing)⁵⁷. Breaking this figure down further, this equates to around 110 affordable housing units provided per year across the Island.
- 7.67** In order to deliver these required affordable housing units, the Council will seek to provide the majority of these units within Key Regeneration Areas, Small Regeneration Areas and Rural Service Centres, with a significant amount planned to be delivered within the Medina Valley and Ryde Regeneration Areas as outlined in Policy SP2 (Housing). The three Area Action Plans and the Delivery and Management DPD will allocate sites and determine the amount of affordable housing to be provided on site.
- 7.68** Given the policy approach set out in SP2 (Housing), and the required need for affordable housing identified through the SHMA and housing needs surveys, Policy DM4 (Locally Affordable Housing) will require the following on-site provision or contribution towards affordable housing.
- 7.69** Housing developments of a net increase of 15+ units in Key Regeneration Areas and a net increase of 10+ units elsewhere will be required to provide 35% of the development as on-site affordable housing. These thresholds are considered reasonable to require on-site provision within Key Regeneration Areas and elsewhere across the Island. Housing developments of a net increase of 1-14 units in Key Regeneration Areas and a net increase of 1-9 units in Smaller Regeneration Areas and rural areas will be required to provide financial contributions towards affordable housing. Where financial contributions are required, these contributions will be instead of on-site provision, not as well as.
- 7.70** Although development proposals will be expected to provide 35% on-site affordable housing provision, the Council will welcome proposals which can deliver more than the 35% target as set out in the policy.
- 7.71** For all developments that provide on-site affordable housing, the Council will expect the developer to obtain information from an affordable housing provider on the amount that they are able to pay for the units and this must be discussed with the Council's Housing Enabling Team. No assumptions should be made about the availability of grant assistance. All financial contributions towards affordable housing will be kept and spent, where possible, in the area where it was collected.
- 7.72** As identified in the Council's Development Viability Report April 2009, and in accordance with the changes introduced by PPS3 in June 2011, the Council will seek to deliver a target mix of 70% of affordable housing to be social/affordable rented and 30% for intermediate tenures on all housing developments. The proposed mix of affordable housing types will be required to be provided by the developer as part of the planning application process to ensure an appropriate mix has been provided.
- 7.73** It is important that proposals for locally affordable housing benefit the community. The Government's introduction of the "Community Right to Build" will provide local areas with the ability to take forward development that meets their own needs, including the provision of affordable housing. In the case of "Community Right to Build", if it can be demonstrated

⁵⁷ The figure of 1,790 represents some 35% of the new housing development planned in policy SP2 (5,120 units).

that the proposal has the support of the community, planning applications may not be required so long as some basic planning criteria can be met.

- 7.74** To enable proposals for affordable housing schemes to come forward which encourage community engagement, the Council will encourage an increase in choice of affordable housing providers. The Council will not only continue to work with existing partners to deliver affordable housing schemes but also seek to work with affordable housing providers where it can be demonstrated that provision can be enabled with minimal or no public subsidy.
- 7.75** These types of providers could include community groups set up under the “Community Right to Build” or other legal bodies established for the delivery of affordable housing that meets the definition of PPS3: Housing. Planning applications will need to demonstrate how proposals for affordable housing benefit the community. This could include demonstrating how housing will be provided for people living in the community or wishing to return to the community. It could also include providing a greater critical mass to support local facilities and contributing to a more sustainable and vibrant community.
- 7.76** In providing for affordable housing in rural communities, the Council will support proposals for rural exception sites outside of identified settlement boundaries. This will enable small sites to come forward for affordable housing which would not normally be considered for housing because they are subject to policy constraints. Rural exception sites should only be used for affordable housing in perpetuity and seek to address the accommodation needs of the local community whilst ensuring rural areas continue to develop as sustainable communities. The SHMA and housing needs surveys will be key tools for developers to determine the local need in the area. Engagements with the community will also be required to consider if any previously unidentified needs could be met by the development proposal.
- 7.77** Residential development will be expected to be of an appropriate scale and design which is in keeping with the local character. Where appropriate, and in respect of persons with mobility needs, developers should ensure that proposals for housing development are accessible or easily adaptable for disabled people. Policy DM2 (Design Quality for New Development) should be taken into account when considering and designing proposals which meet such requirements. The monitoring of previous approvals for affordable housing will inform the amount of affordable housing the Council will seek to deliver over the plan period. The monitoring of on-site provision and financial contributions towards affordable housing will be carried out by the Council on a quarterly basis and will be based upon housing completion information. The Council will use this information when determining planning applications.
- 7.78** The second part of the policy seeks to take account of changing economic circumstances if a developer is unable to provide the required 35% affordable housing provision on-site. In these circumstances, 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, the Council will expect an overage agreement to be in place, should future values improve over and above what has been set in the viability assessment. In these cases, both the Council and the developer will share in the improvement.
- 7.79** The Council and the developer will agree a method for sharing overage. This will be compared to land registry figures on a six monthly basis to identify where values are in relation to a value template agreed between both parties. It is expected that the overage percentage would be agreed between the Council and the developer, generally in a 70/30

split in the Council's favour. This has been the basis of the Housing Team's previous overage agreements. The Planning Obligations SPD will clearly set out the contribution required towards affordable housing.

7.80 Chapter 8: Infrastructure Delivery and Development Implementation sets out in more detail issues relating to developer contributions and establishes that the mechanism for calculating and collecting them will be a CIL Charging Schedule and a Planning Obligations Supplementary Planning Document. It also outlines the need for flexibility when applying the policies of the Core Strategy and developer contributions, to ensure that the plan is sufficiently flexible to be deliverable.

In relation to DM4 you may also like to look at:

PPS1: Delivering Sustainable Development
PPS3: Housing
PPS7: Sustainable Development in Rural Areas
Planning and Access for Disabled People: A Good Practice Guide, 2003; ODPM
Housing Strategy 2007-2012, 2007; IWC
IWC Housing Needs Survey, 2007 within the Strategic Housing Market Assessment Strategic Housing Market Assessment, 2007; GVA Grimley for IWC
Local Housing Needs Surveys

Housing for Older People

DM5 Housing for Older People

The Council will support development proposals that contribute to the delivery of a target of 2,050 units of accommodation suitable for older persons over the plan period. Development proposals will be expected to:

1. Support the development of specialist accommodation for older people in sustainable locations where a need is demonstrated.
2. Enable delivery of a combination of new schemes and the remodelling of older specialist housing which does not meet the Decent Homes Standard or Lifetime Homes Standard.
3. Deliver between 20% and 25% of the site as accommodation suitable for older people, when it is a major housing development⁵⁸. This could be provided through open market housing that has been designed to take into account the needs of older people or specialist housing for older people.
4. Ensure that accommodation suitable for older people is of a high quality specification and designed to meet the Design Criteria of Lifetime Homes Standards.
5. Protect existing specialist accommodation, unless it can be demonstrated that there is insufficient demand and/or need, or alterations to and the loss of would result in an overall improvement of provision that will meet the needs of the whole community.

⁵⁸ As set out in the Glossary (major housing development is described within the glossary of terms)

To take account of changing economic circumstances, if a developer is unable to provide the required 20% to 25% on-site, the Council will require an open-book assessment of the development viability to demonstrate what level of housing for older people is viable for the site.

7.81 The 2001 Census shows that the Isle of Wight has a much greater percentage of people aged over 60 than the South East and England. By 2025, it is calculated that the proportion of people over 65 on the Island will grow by 5% from its 2009 levels to 28%.

	Isle of Wight	South East Region	England
65-74	10.93%	8.36%	8.35%
75-84	8.27%	5.8%	5.6%
85-89	2.07%	1.44%	1.3%
90+	1.11%	0.75%	0.64%
65+	22.38%	16.35%	15.89%

Table 7.1 Over 60 population breakdown comparison for the Isle of Wight, the South East and England

7.82 With this anticipated population profile, it is critical to ensure that there are appropriate facilities and housing choices to meet the likely future need. It is important to ensure that there is housing choice located in close proximity to public transport, amenities and services, in addition to providing a range of services to help older people to stay in their own home.

7.83 There are a range of accommodation options for older people and these are needed to allow choice. On the Island, 8% (3,000) of those aged 65 and above live in specialised older persons housing and, of these, over half (1,654) currently live in registered care homes, which is 5% of the total population aged 65 and above. The proportion of those requiring accommodation which affords an element of care is likely to increase to 5.8% by 2030.

7.84 The Council will continue to monitor the need for older persons' accommodation to ensure that supply being brought forward through the normal development process is meeting the identified demand.

7.85 The work undertaken by the Council's Housing Services in "Determining the future provision requirements for older persons accommodation on the Isle of Wight 2009-27" sets out the research undertaken on the need for such facilities and the preferred approach to the spatial distribution.

7.86 In relation to accommodation for older people, the Council uses the definitions set out in the table below:

Name	Type	Planning Use Class	Reason
Restricted older persons accommodation	Includes leasehold flats and units with an older persons' occupancy condition.	C3	Domestic property with additional restrictions
Sheltered housing	Housing specially designed or designated for older people. Can include dispersed bungalows and flats. Sometimes with a warden on site or a visiting warden. May have a common room.	C3	Domestic property with additional restrictions
Extra care	Housing specially designed or designated for older people. Care is provided as and when the occupant needs it.	C3	There is no requirement that the occupant has to receive care
Close care	The freehold ownership of the property lies with the Care Home and as part of the leasehold arrangements conditions care has to be provided.	C2	The requirement of the leasehold arrangements are that the occupant has to receive care
Assisted living	The freehold ownership of the property lies with the Care Home and as part of the leasehold arrangements conditions care has to be provided.	C2	The requirement of the leasehold arrangements are that the occupant has to receive care

Table 7.2 Older People Accommodation Definitions used by the Council

- 7.87** The provision of specialist accommodation for older people is subject to Policy SP1 (Spatial Strategy). In exceptional circumstances, when a clear benefit has been proven, development may be permitted outside of settlement boundaries, but only where the development proposed has appropriate facilities for older people to ensure they are not isolated, such as a shop, travel clubs and access to health facilities by way of a dedicated transport link. If such development is permitted, the Council will not support applications for changes of use from C2 (Residential Institutions) to C3 (Dwelling Houses).
- 7.88** Proposals that utilise existing specialist housing will be supported in principle, but will need to demonstrate how they meet identified local need. The Council will expect proposals to demonstrate the requirement of point 2 of the Policy is being achieved with the involvement of existing residents and their carers in the design process. This should be based on needs evidence set out in "Determining the future provision requirements for older person's accommodation on the Isle of Wight 2009-27" and consider the range of facilities that are available on site.
- 7.89** Proposals will be expected to give appropriate thought to access to services as part the provision. If it is market housing that is being developed for older people, it must ensure that they are able to access shops and services within a reasonable distance, which the Council considers to be less than a kilometre over a manageable gradient.
- 7.90** The Council will expect that residential accommodation for older people meets the Lifetime Homes Standards and that this is delivered through meeting the Standard's most up-to-date Design Criteria. This is considered appropriate to ensure that design maximises utility, independence and quality of life, whilst not compromising other design issues such as aesthetics or cost effectiveness.

- 7.91** The Lifetime Homes Standard seeks to enable “general needs” housing to provide, either from the outset or through simple and cost-effective adaptation, design solutions that meet the existing and changing needs of diverse households. Further information on the Lifetime Homes Standard can be found at [the Lifetime Homes website](#).
- 7.92** Whilst the Council supports the retention of existing older persons’ accommodation, it does need to be flexible in managing its supply and this may entail some loss of existing provision. Proposals involving alterations to, or loss of, accommodation will need to demonstrate insufficient demand or need for such facilities, or how such a change in the provision will meet the needs of the whole community.
- 7.93** This policy applies to both open market housing and affordable housing provision. In satisfying the requirements of this policy, the solution could be to deliver 20% to 25% of the total housing provision for older persons by ensuring that the units meet the Lifetime Homes Standards. This could be achieved by building the open market housing and/or the affordable housing provision to these standards. The solution proposed should be negotiated between the developer and the Council.
- 7.94** The second part of the policy seeks to take account of changing economic circumstances if a developer is unable to provide the required 20% to 25% housing for older people provision on-site. In these circumstances, the Council will require an open-book assessment of the development viability to demonstrate what level of older persons housing is viable for the site. Where an open-book viability assessment is required, the Council will expect an overage agreement to be in place, should future values improve over and above what has been set in the viability assessment. In these cases, both the Council and the developer will share in the improvement.
- 7.95** The Council and the developer will agree a method for sharing overage. This will be compared to land registry figures on a six monthly basis to identify where values are in relation to a value template agreed between both parties. It is expected that the overage percentage would be agreed between the Council and the developer, generally in a 70/30 split in the Council’s favour. This has been the basis of the Housing Team’s previous overage agreements.
- 7.96** Chapter 8: Infrastructure Delivery and Development Implementation sets out in more detail issues relating to developer contributions and establishes that the mechanism for calculating and collecting them will be a CIL Charging Schedule and a Planning Obligations Supplementary Planning Document. It also outlines the need for flexibility when applying the policies of the Core Strategy and developer contributions, to ensure that the plan is sufficiently flexible to be deliverable.

DM5 and Habitat Regulations Assessment

- 7.97** Following the recommendations of the Habitat Regulations Assessment of the Core Strategy, proposals that relate to this policy should consider the need for mitigation measures. This will be dependent upon the type of proposal to which the Core Strategy policies are being applied and the proximity of the development proposal to European and Ramsar sites.
- 7.98** The likely mitigation measures required are set out in the following table:

Required Mitigation

Specific mitigation such as recreational provision and provision of supporting habitats as well as visitor management, site access and management, education and interpretation.

In relation to DM5 you may also like to look at:

PPS1: Delivering Sustainable Development

PPS3: Housing

Eco Island Sustainable Community Strategy, 2008; ISP & IWC

Determining the future provision requirements for older persons accommodation on the Isle of Wight, 2009; IWC

Gypsies, Travellers and Travelling Showpeople

DM6 Gypsies, Travellers and Travelling Showpeople

The Council will meet the identified need for Gypsy, Traveller and Travelling Showpeople pitches by allocating sufficient sites within the Area Action Plans and Delivery and Management DPDs and supporting proposals that are:

- 1. On appropriate land within or immediately adjacent to defined settlement boundaries.**
- 2. Accessible to shops, schools and health facilities by public transport, on foot or by cycle.**
- 3. Served, or capable of being served, by adequate on-site services for mains water, power, drainage, sewage disposal and waste disposal facilities.**

Applications will be expected to be accompanied by Site Management Plans.

7.99 Policy DM6 (Gypsies, Travellers and Travelling Showpeople) explains the approach that the Council will take with regard to the provision of housing for Gypsies, Travellers and Travelling Showpeople, which is in line with the general approach to housing set out in SP2 (Housing). This policy also gives specific guidance for planning applications.

7.100 The Housing Act 2004 conferred a duty upon Local Authorities to take account of the housing needs of Gypsies, Travellers and Travelling Showpeople when producing housing strategies and to produce a strategy on how these needs would be met. The Council is required to identify specific sites to meet the housing needs of Gypsies, Travellers and Travelling Showpeople⁵⁹.

7.101 Accommodation needs studies, undertaken at the regional level, demonstrate that there is a clear need for the provision of sites on the Island. The study undertaken by David Couttie Associates in 2006, to evidence regional requirements, identified a need for 24 pitches (including one transit site) to be provided on the Island between 2006 and 2011. Following work at the regional level to ascertain housing needs to 2016, this figure was

⁵⁹ Circular 01/2006 "Planning for Gypsy and Traveller Caravan Sites" and Circular 04/2007 "Planning for Travelling Showpeople"

increased to 27 (including one transit site) to take account of potential new family formation.

- 7.102** Taking into account the Core Strategy period of 2011 to 2027, and that there has been no delivery of sites to date (since the 2006 study), the Council considers that the provision of 27 pitches would be required to be delivered between 2011 and 2021 to meet the identified need. The Council will, through the Housing Strategy, monitor the required need over the Core Strategy period and identify any further need between 2021 and 2027 to ensure that additional land can be allocated if required.
- 7.103** The Council will allocate sites within the Area Action Plans as set out in policies AAP1 to AAP3. The remainder of the sites will be allocated within the Delivery and Management DPD which will include the required transit site. By allocating land to meet the Gypsy, Traveller and Travelling Showpeople housing needs, the Council can ensure that sites are delivered in the most sustainable locations in line with Policy SP1 (Spatial Strategy).
- 7.104** Whilst the Council will allocate sites to meet the required need, any proposals which come forward on non-allocated sites will be considered against the above policy criteria.
- 7.105** When considering applications for sites which are not allocated, the location should conform with SP1 (Spatial Strategy), unless it can be justified that the site is in a more suitable location and can be delivered to meet the identified need.
- 7.106** As part of the allocation process, the Council will look at existing unauthorised sites and pitches that are currently scattered across the Island. Provided that these sites comply with this policy, and they can be delivered for Gypsy and Traveller accommodation, the Council will consider them appropriate for allocation if required.
- 7.107** Allocated sites will be located within, or adjacent to, existing defined settlement boundaries and may be located within larger housing sites to deliver inclusive and sustainable communities as required by national guidance. In the first instance, sites will be expected to be previously developed land in line with policy SP1 (Spatial Strategy), unless a sequential assessment can evidence that alternative greenfield land is more suitable and sustainable. In line with policy DM14 (Flood Risk), sites will not be located within areas at risk of flooding as identified by the Council's Strategic Flood Risk Assessment.
- 7.108** A sustainable location is important to conform with Policy SP1 (Spatial Strategy). The location of sites is also of importance in terms of access to services and facilities such as education and health. Whilst, 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.
- 7.109** In terms of the layout and design of sites, applications will be expected to conform with the criteria set out in Policy DM2. A key issue to be addressed is the service of the site by mains water and sewerage connections. Developers will need to evidence that the site is already served, or can be served. Where mains connection is not available, the developer will need to demonstrate that alternative provision of these facilities can be made available in a sustainable manner, otherwise the Council will not consider the site suitable for development.

7.110 Developers will be expected to submit a site management plan upon application, detailing how the site will be managed through a registered housing provider and marketed appropriately for the Gypsy, Traveller and Travelling Showpeople communities. Appropriate conditions will be imposed to ensure that the site management plan is complied with.

DM6 and Habitat Regulations Assessment

7.111 Following the recommendations of the Habitat Regulations Assessment of the Core Strategy, proposals that relate to this policy should consider the need for mitigation measures. This will be dependent upon the type of proposal to which the Core Strategy policies are being applied and the proximity of the development proposal to European and Ramsar sites.

7.112 The likely mitigation measures required are set out in the following table:

Required Mitigation

Specific mitigation such as recreational provision and provision of supporting habitats as well as visitor management, site access and management, education and interpretation.

In relation to DM6 you may also like to look at:

PPS3: Housing

Circular 01/2006 'Planning for Gypsy and Traveller Caravan Sites'

Circular 04/2007 'Planning for Travelling Show People'

Good Practice Guide 'Designing Gypsy and Traveller Sites', 2008; CLG

Housing Strategy 2007-2012, 2007; IWC

Gypsy & Traveller Study, Isle of Wight Appendix, 2006; David Couttie Associates for IWC et al

Social and Community Infrastructure

DM7 Social and Community Infrastructure

The Council will support development proposals that 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. Create opportunities to provide multi-use facilities for greater community benefit.
3. Encourage appropriate intensification of existing facilities.
4. Ensure that any provision of social and community infrastructure is accessible by cycling and walking and, wherever possible, public transport.
5. Be located within defined settlement boundaries, unless it can be demonstrated that an alternative location would be more suitable to fulfil a local need.
6. Support the provision of sufficient and sustainable education facilities to meet the level of need outlined by the Council's Schools Reorganisation Project.

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. 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.**

- 7.113** Policy DM7 (Social and Community Infrastructure) sets out the approach that the Council will take in respect of the provision and loss of social and community infrastructure⁶⁰ on the Island and gives specific guidance for planning applications. This policy approach will be applied throughout the Core Strategy period to ensure that the Island maintains a level of social and community infrastructure to serve the needs of its residents.
- 7.114** For the purposes of this policy, the definition of social and community infrastructure includes indoor and outdoor recreation and sports facilities. This includes all community facilities, regardless of size and whether in public or private ownership, and those which are not identified within the most up-to-date Open Space Audit, in line with DM13 (Green Infrastructure).
- 7.115** A critically important part of achieving sustainable development is the need to encourage more sustainable settlements and communities which provide for diverse community life. Facilities can provide a focus for activities and foster community spirit and, more importantly, can provide essential services to local communities. The community is best placed to identify what social and community infrastructure is needed within their communities and these should be identified in Parish and Town Plans. 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.
- 7.116** Developers should take into account identified local needs within Parish and Town Plans 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 Parish and Town Plans. Applications should evidence that community engagement has taken place and that the proposal will address any such deficiency in provision. Developers should also consider the provision of these types of facilities (especially where sports and leisure facilities are being provided) in conjunction with Policy DM13 (Green Infrastructure), where the approach to open space is outlined.
- 7.117** 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 developments should be met through the provision of financial contributions. Policy DM22 (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.

⁶⁰ Social and community infrastructure includes schools and other educational facilities, hospital facilities, health centres, GP surgeries, dentists, childcare premises, libraries and other cultural facilities, community halls, day centres, indoor and outdoor recreation and sports facilities.

- 7.118** In line with national policy, the Council will promote the most effective and financially efficient use of land and buildings which are currently, or have previously been, in community use, by promoting opportunities for shared access. 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. drop-in clinic, clubs, societies etc. The types of uses that the proposal will need to accommodate will be informed by the developer's engagement with the community.
- 7.119** Whilst the provision of social and community infrastructure is important to maintain and enhance sustainable communities, it is vital that such provision is accessible to the community that it will serve. Accessibility will determine the location of the proposals, especially in rural areas, and therefore applications will be required to demonstrate that the most sustainable location has been chosen. This policy should be considered in conjunction with Policy DM17 (Sustainable Travel) to ensure that proposals increase travel choice and provide alternative means of travel to the car.
- 7.120** The focus for new social and community infrastructure will be within defined settlement boundaries where the Island's growth will be accommodated over the plan period, in line with the settlement hierarchy in Policy SP1 (Spatial Strategy). Development located outside of defined settlement boundaries will only be accepted where there is evidence that the 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 rural need and this would result in a more sustainable and accessible location.
- 7.121** As part of the Council's Schools Reorganisation Programme, it is expected that the five new secondary schools will provide facilities for the community, such as adult learning, community sports and childcare facilities and that these facilities will comply with the appropriate local and national standards. Proposals will need to demonstrate that community access will be delivered and how that will be managed out of school hours.
- 7.122** The Primary Care Trust on the Island has been reviewing its estates strategy and has identified that the main objective of the strategy is the rationalisation of its land holdings. This will include the provision of community hubs within some areas and any land use requirements and opportunities resulting from this will be considered through subsequent Development Plan Documents.
- 7.123** This policy also seeks to retain existing social and community infrastructure and this is applicable to any facility, located anywhere on the Island. Their potential loss can have adverse consequences, particularly in more rural settlements, where the loss can lead to unsustainable travel patterns and isolated communities. The approach set out in the second half of the policy ensures that before non-community uses are proposed, all viable community uses are considered and assessed to prevent the unnecessary loss of facilities.
- 7.124** When dealing with the potential loss of social and community infrastructure, developers should work closely with the communities the facility serves to ascertain whether alternative, existing facilities could serve the required needs prior to looking at new build. If a new facility is required, community involvement should be undertaken to ensure that any proposed alternative facility will be appropriate in terms of location and design to serve required needs.

DM7 and Habitat Regulations Assessment

7.125 Following the recommendations of the Habitat Regulations Assessment of the Core Strategy, proposals that relate to this policy should consider the need for mitigation measures. This will be dependent upon the type of proposal to which the Core Strategy policies are being applied and the proximity of the development proposal to European and Ramsar sites.

7.126 The likely mitigation measures required are set out in the following table:

Required Mitigation

Specific mitigation such as recreational provision and provision of supporting habitats as well as visitor management, site access and management, education and interpretation.

In relation to DM7 you may also like to look at:

PPS1: Delivering Sustainable Development
 PPS3: Housing
 Parish and Town Plans and Village Design Statements
 Cultural Strategy, 2004; IWC
 Leisure Needs Analysis, 2007; IWC
 The Island's Education Vision; IWC

Economic Development

DM8 Economic Development

The Council will, in principle and in line with national policy, support growth in economic development. The Council will support proposals for:

1. The extension of existing employment sites in sustainable locations.
2. The development of clusters in knowledge-driven and high technology industries. These should be focussed within the Medina Valley and Ryde Key Regeneration Areas.
3. The development of start-up units and premises that offer room for the expansion of existing Island companies and potential inward investors.
4. B1a (office) development in, or on the edge of, existing town centres, close to public transport links and accommodated as part of mixed-use development schemes, where appropriate.
5. Rural economic development opportunities and farm diversification schemes that contribute to the sustainability of the wider countryside.
6. The conversion and re-use of existing buildings.

Development proposals will be expected to ensure appropriate infrastructure is developed to facilitate the proposed development.

The loss of employment sites referred to in Policy SP3 will only be permitted if evidence of marketing for at least 12 months at an appropriate market price is provided and where

it can be shown that a mixed use redevelopment would lead to no net loss in employment opportunities within the site.

- 7.127** Policy DM8 (Economic Development) provides the specific guidance on economic development which will be used to consider planning applications. The policy should be read and applied in conjunction with other Core Strategy policies.
- 7.128** The overall development strategy for the Isle of Wight is for sustainable economic growth and regeneration which concentrates the majority of development within and around the main urban areas and reflects the approach outlined in Policy SP1 (Spatial Strategy) to concentrate development within the Key Regeneration Areas in the first instance.
- 7.129** The extension of existing employment sites located on the edge of existing urban areas, and which offer sustainable locations for development, will be encouraged. The extension of these sites can offer employment opportunities for the expansion of Island companies and potential investment of new companies looking to locate to the Island. Applications for employment uses will be expected to demonstrate that the proposal will not adversely harm the surrounding land uses, landscape or the local ecological interests of the area, including designated sites (as set out in Policies SP5 and DM12), and provide the appropriate level of mitigation as set out in DM13. In residential areas, development will not be expected to adversely impact on residential properties.
- 7.130** The Medina Valley is already a focal point for clusters of aerospace and defence companies, along with advanced manufacturing and marine technologies. In particular, Cowes is a focal point for marine businesses operating along the River Medina, requiring easy river access. To facilitate sustainable economic growth and create jobs across the Island, the Council will support the development of knowledge-driven and high technology industries.
- 7.131** Development, including the marine, renewables and composites sectors, will be focussed mainly within the Medina Valley and Ryde as they are identified hubs for employment growth. Applications for the development of these types of industries will need to demonstrate that the proposals do not adversely impact on the surrounding land uses or landscape and are easily accessible by appropriate modes of transport.
- 7.132** To encourage sustainable economic growth, and regenerate the Island's main urban areas, the Council will promote development proposals that provide opportunities for companies to start-up businesses and accommodate new premises which offer existing companies room for expansion or to improve the quality and suitability of their accommodation. In the first instance, these types of development would be expected to be located on the edge of existing urban areas and predominately within the Key Regeneration Areas of the Medina Valley and Ryde. These areas offer sustainable locations to deliver economic growth and regeneration and reflect the approach outlined in Policy SP1 (Spatial Strategy).
- 7.133** Applications which propose B1a (office) development in sustainable locations in, or on the edge of, existing town centres close to public transport will be supported where the scale of development reflects the scale and design of existing employment within the area. Where appropriate, development of employment land provided as part of a mixed use scheme will need to be phased to ensure that the overall strategy for sustainable economic growth and regeneration will be achieved.

- 7.134** As part of any planning approval, a phasing plan agreed between the Council and the developer will ensure that each element of the scheme is delivered on-site within an agreed timescale. For both office development and mixed use schemes, including town centre locations, this will be promoted where it makes a positive contribution to the character and function of the town, and does not reduce the provision of retail floorspace, as identified in the approach outlined in policy DM9 (Town Centres).
- 7.135** It is important for the economic health of the Island's rural economy to ensure that there is a continuation of a wide range of economic activity in rural areas which provide jobs and wealth creation. Proposals for new employment sites outside of defined settlement boundaries will need to demonstrate that this type of development is required to be in a rural location due to the type of economic development opportunity, or would result in a more sustainable location accessible by public transport. Development will be expected to be of an appropriate scale and design which is in keeping with local character.
- 7.136** There are a large number of farm, and other rural buildings, in the countryside which could benefit from re-use and conversion. In line with PPS4: Planning for Sustainable Economic Growth, which encourages the conversion and re-use of existing buildings, this policy seeks to make the best use of existing buildings in rural areas for economic development. The re-use of buildings can encourage farm diversification schemes to be developed and, importantly, reduce the demand for new buildings in the countryside, reduce the loss of agricultural land and greenfield sites.
- 7.137** In turn, the conversion of rural buildings will reduce the impact on the character of the site and the surrounding area. Applications for economic development will need to be of a scale and design which is in keeping with the character of the area and located with good access to the road network and public transport. Developers will be expected to apply policy DM11 (Historic and Built Environment) when proposing development which involves the re-use and conversion of rural buildings.
- 7.138** Although this policy seeks to encourage the re-use and conversion of existing rural buildings, the Council recognises that, in some cases, there are benefits to replacing poor quality buildings which would enable sustainable employment opportunities to take place. Applications for the replacement of such buildings would have to demonstrate that the buildings do not significantly contribute to the existing character of the area. The applications would also need to consider other sites which may be more appropriate for employment use.
- 7.139** In order to facilitate economic growth and serve business requirements for Island and offshore companies, it is important that the appropriate infrastructure is provided. Policy SP3 (Economy) identifies Newport, Cowes and East Cowes and Ryde as hubs of key services, infrastructure and employment and so road network improvements identified as part of the Highways PFI programme will help to facilitate growth within these areas. The Newport Traffic Model has also identified key infrastructure improvements required to facilitate growth within Newport and the Medina Valley area. The junction improvements identified in Policy SP7 (Travel) are located at St Mary's roundabout, Coppins Bridge and Hunnycross junction/Medina Way. Land required to provide for the improvement work will be identified in the Medina Valley Area Action Plan. Further improvement works may be identified within the Area Action Plans for Ryde and The Bay.
- 7.140** Aggregate wharves which have been identified in Policy SP9 (Minerals) have been safeguarded and are shown on the Proposal Maps. These wharves have been identified

as strategic because they are used for the transportation of bulk materials on and off the Island and consist of:

- a. Medina Wharf
- b. Kingston South
- c. Blackhouse Quay

7.141 These wharves are located within the Medina Valley as they require access to the River Medina and are considered as key infrastructure to maintain and facilitate economic growth. There are other commercial waterfronts located within the Medina Valley and, as stated in Policy SP9 (Minerals), the Council will be undertaking further work to better understand their role and function within the Medina Valley AAP.

7.142 Other infrastructure such as the road network and ICT connections are important to facilitate economic development. If considered necessary as part of development proposals, the Council will either require on-site delivery or financial contributions which will be secured through Section 106 agreements. Further information on Section 106 agreements and the Community Infrastructure Levy (CIL) is set out in policy DM23 Developer Contributions and its supporting text. The scale and nature of these infrastructure requirements will be assessed on a proposal-by-proposal basis. They may range from minor works to vehicular accesses to larger highway improvement and the provision of broadband connections to service the development.

7.143 The loss of large scale employment sites is explained in Policy SP3 (Economy). There are particular areas which provide accommodation for a wide range of business uses and, as such, contribute to sustaining the local economy. In order to protect the existing employment premises/site from other non-employment uses, the Council will expect evidence to demonstrate that a mixed use redevelopment would not lead to a net loss in employment opportunities. Evidence which may be required to support this decision could include details of previous uses/business accounts. The Council will also require appropriate target marketing to be undertaken to find other interested parties willing to take on the current use of the premises/site. The marketing should continue for a period of at least 12 months at an appropriate market price. The Council's preferred method for assessing likely employment density is the HCA Employment Density Guide, 2nd Edition (2010).

DM8 and Habitat Regulations Assessment

7.144 Following the recommendations of the Habitat Regulations Assessment of the Core Strategy, proposals that relate to this policy should consider the need for mitigation measures. This will be dependent upon the type of proposal to which the Core Strategy policies are being applied and the proximity of the development proposal to European and Ramsar sites.

7.145 The likely mitigation measures required are set out in the following table:

Required Mitigation

Specific mitigation such as recreational provision and provision of supporting habitats as well as visitor management, site access and management, education and interpretation.

In relation to DM8 you may also like to look at:

PPS1: Delivering Sustainable Development
 PPS4: Planning for Sustainable Economic Growth
 PPS5: Planning for the Historic Environment
 PPS7: Sustainable Development in Rural Areas
 PPS9: Biodiversity and Geological Conservation
 Eco-Island Sustainable Community Strategy, 2008; ISP & IWC
 Economic Strategy 2008-2020, 2008; IWC
 Employment Land Demand Study, 2008; GVA Grimley for IWC
 Employment Land Assessment, 2010; Consulting Inplace for IWC
 Economic Development Delivery Action Plan, 2010; Consulting Inplace for IWC
 Economic Development Commentary, 2010; Consulting Inplace for IWC
 The State of Rural Wight, 2008; IW AONB, IW Economic Partnership, IW RCC & IWC

Town Centres**DM9 Town Centres**

The Council will support proposals that contribute to the diversity, choice, vitality and viability of town centres. Development proposals will be expected to:

- 1. Preserve the retail function of Town Centres and Primary Retail Frontages as defined on the Proposals Map.**
- 2. Retain and concentrate A1 (retail) uses in Primary Retail Frontages. Proposals for the changes of use to A2 (financial and professional services), A3 (restaurants and cafes), A4 (drinking establishments) and A5 (hot food takeaways) will only be permitted where it can be demonstrated that, either individually or cumulatively, the development would have no significant adverse impacts on the retail function, character and the viability of the town centre.**
- 3. Support proposals for A2, A3, A4 and A5 uses outside of Primary Retail Frontages but within the Town Centre Boundary. Development would be expected to have no adverse impacts on the retail function and viability of the town centre.**
- 4. Support higher density mixed-use schemes in Town Centres, where they are in keeping with the local design, character and function of the centre and do not threaten the vitality and viability of town centre retail uses.**
- 5. Ensure proposals within the Town Centre Boundary for changes of use of ground floor premises to other non-retail uses will not be permitted unless it can be demonstrated that either individually or cumulatively, the development would have no significant adverse impacts on the retail function, design, character, vitality and viability of the town centre.**

Proposals for new retail development will be expected to be located within the Town Centre Boundary before edge-of-centre and out-of-centre sites are considered. Any proposal for retail development which falls outside of the identified town centre boundaries will be assessed on a sequential and impact basis as outlined in national policy.

- 7.146** Policy DM9 (Town Centres) provides the specific guidance on retail that will be used to consider planning applications. The policy should be read and applied in conjunction with the rest of the Core Strategy policies and the relevant national development management policies that are listed in Appendix II.
- 7.147** In line with PPS4: Planning for Sustainable Economic Growth, Local Development Documents are required to identify areas where development will be focussed and define these areas on the Proposals Map.
- 7.148** The approach to identifying main town and village centres is set out in SP1 (Spatial Strategy). The Isle of Wight settlement hierarchy sets the parameter for policies relating to individual settlements to ensure that these town centres can continue their distinctive role as retail centres which serve and meet the needs of local residents and businesses alike.
- 7.149** The following settlements have been identified as main town centres to accommodate additional retail, leisure and business uses: Newport; Cowes; East Cowes; Ryde; Sandown; Shanklin; Freshwater; and Ventnor. These settlement areas have an identified Town Centre Boundary and a Primary Retail Frontage and are identified on the Proposals Map. The policies associated with these designations seek to ensure town centres continue as key retail areas on the Island.
- 7.150** In addition, the following settlements of Arreton, Brighstone, Rookley, Wroxall, Bembridge, Godshill, St Helens, Yarmouth, Brading, Niton and Wootton are identified as village centres. These centres play a supporting role to the main town centres and provide an important retail function to meet the needs of local communities. The policy approach to village and rural centres is set out in Policy DM10 (Village and Rural Centres).
- 7.151** The 2009 Town Centre Health Check Study looked at the provision of existing town centres and identified areas for improvement in order to maintain and enhance the local retail offer. The defined Town Centre Boundaries and Primary Retail Frontages used to inform the Town Centre Health Check Study have been taken from the Unitary Development Plan boundaries previously identified as Town Centre and Retail Only Frontages, as these boundaries have worked well in focussing town centre uses within specific locations. Any future changes to these boundaries, and further exploration of secondary retail frontages within town centres, will be identified in the three Area Action Plans and Management DPD. Until then, the Town Centre Health Check Study will be used to inform core retailing areas outside the Primary Retail Frontage.
- 7.152** Newport is the Island's largest town and attracts a higher proportion of national and international retailers. Consequently, the Council believes that Newport should be maintained as the primary retail centre for the Island and should be the main focus for further retail development.
- 7.153** In order to ensure a balance of uses within town centres, A1 uses will be protected and concentrated within the Primary Retail Frontage. Areas outside of the Primary Retail Frontage, but within the Town Centre Boundary, will offer greater opportunities to accommodate non-A1 uses as long as these do not prejudice the vitality and viability of the town centre.
- 7.154** Applications involving the loss of A1 uses within the Primary Retail Frontage will be expected to demonstrate that the loss will not undermine the retail function and viability of the area through the proliferation of non-A1 uses. The Town Centre Health Check and

GOAD maps for the town centres will be used to inform the number and distribution of A1 uses.

- 7.155** The need to protect A1 uses will be closely monitored throughout the plan period to ensure no net loss of A1 uses within the Primary Retail Frontage. Areas outside of the Primary Retail Frontage, but within the Town Centre Boundary, will also be monitored to identify diversification of uses within these areas.
- 7.156** Mixed-use development in town centres will be encouraged. However, it is expected that office and residential development will be provided above ground floor level in order to protect and maintain retail uses within the town centre. New uses should enhance the quality, character and function of the area and contribute to a high quality, inclusive and safe environment.
- 7.157** There are particular areas outside of the Primary Retail Frontage, but within the Town Centre Boundary, that are in office use. This is particularly true in Newport, where Quay Street, Pyle Street, Lugley Street and Crocker Street provide accommodation for a wide range of business uses and, as such, have given these areas a particular appearance and character. In some of the smaller towns, such as Shanklin, Sandown and Ventnor, office uses often occupy the upper floors of shops along with a mixture of retail and storage space. Although the Council wishes to see this mix of uses retained, it is considered that non-retail uses at ground floor level could have significant adverse impacts on the retail function, character, vitality and viability of the town centre. Defined office areas within the Town Centre Boundary will be identified in the three Area Action Plans and Delivery and Management DPD.
- 7.158** To ensure that town centres continue as key retail centres on the Island, proposals for new retail development will be expected to be located within the Town Centre Boundary before edge-of-centre and out-of-centre sites are considered. As outlined in PPS4: Planning for Sustainable Economic Growth, applications for retail development outside of identified town centre boundaries will be required to be assessed on a sequential and impact basis to demonstrate that, in the first instance, there are no appropriate sites located within the Town Centre Boundary.

DM9 and Habitat Regulations Assessment

- 7.159** Following the recommendations of the Habitat Regulations Assessment of the Core Strategy, proposals that relate to this policy should consider the need for mitigation measures. This will be dependent upon the type of proposal to which the Core Strategy policies are being applied and the proximity of the development proposal to European and Ramsar sites.
- 7.160** The likely mitigation measures required are set out in the following table:

Required Mitigation
Public space / greenspace access, as well as visitor management, site access and management, education and interpretation.

In relation to DM9 you may also like to look at:

PPS1: Delivering Sustainable Development
PPS4: Planning for Sustainable Economic Growth, particularly Annex B (for definitions)
Eco Island Sustainable Community Strategy
Island-wide Retail Capacity Study Update, 2008; Drivers Jonas for IWC
Island-wide Retail Capacity Study Update, 2009; Drivers Jonas for IWC
Town Centres Health Check Study, 2009; Halcrow for IWC
Town Plans

Rural Service Centres and the Wider Rural Area

DM10 Rural Service Centres and the Wider Rural Area

The Council will support proposals that contribute to the vitality and viability of rural service centres and the wider rural area. Development proposals will be expected to:

- 1. Preserve retail uses within Rural Service Centres to ensure that appropriate levels of services are provided within the local community.**
- 2. Preserve viable retail uses located outside of defined Rural Service Centres where they meet the needs of the local community.**
- 3. Locate new retail development, in the first instance, within defined settlement boundaries of Rural Service Centres, or unless it can be demonstrated that an alternative location would be more suitable to fulfil a local need or the proposal is for a farm shop.**
- 4. Ensure any provision of new retail development is accessible by public transport, cycling and walking.**

The Council will only permit the loss of existing retail uses when it can be demonstrated that either:

- a. the retail use is no longer needed for its original purpose, or viable for any other retail use; or**
- b. an alternative retail use will be provided in a location with at least an equal level of accessibility for the community it is intended to serve.**

7.161 Policy DM10 (Rural Service Centres and the Wider Rural Area) explains the approach the Council will take on planning applications in respect of the provision and loss of retail facilities within rural service centres and the wider rural area. The policy should be read and applied in conjunction with the rest of the Core Strategy policies and the relevant national development management policies that are listed in Appendix II.

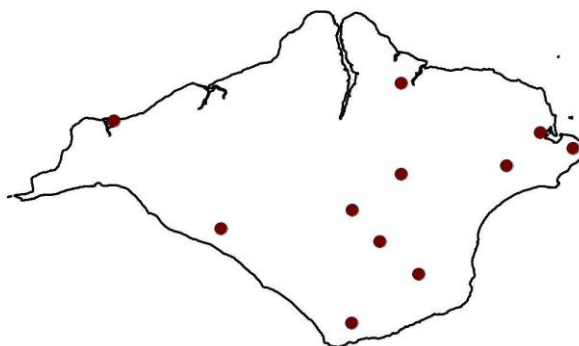
7.162 For the purpose of this policy, the importance of protecting and enhancing local shopping centres within rural locations is recognised in PPS4: Planning for Sustainable Economic Growth. Local centres are defined as "a range of small shops of local nature, serving a small catchment" and could include a small supermarket, a local shop, post office, pharmacy, newsagent, launderette, hairdresser and public house. These small scale shops play an important role in meeting the daily needs of many people in these rural service centres and the wider rural area.

7.163 An important part of achieving sustainable development is the need to encourage more sustainable settlements and communities which can provide essential services and facilities to serve people's daily needs and help reduce the need to travel. The community is best placed to identify what retail use is needed within their area and these should be identified in Parish Plans.

7.164 The approach to identifying rural service centres is set out in Policy SP1 (Spatial Strategy). In this policy, the Island's settlement hierarchy sets the parameter for policies relating to individual settlements to ensure that these centres can continue their distinctive role as retail centres which serve and meet the needs of local residents and businesses alike.

7.165 Policy SP1 (Spatial Strategy) identifies the following eleven Rural Service Centres as key centres:

- Arreton
- Bembridge
- Brading
- Brighstone
- Godshill
- Niton
- Rookley
- St Helens
- Wootton
- Wroxall
- Yarmouth



Map 7.2 Rural Service Centres

7.166 The Council supports their role as sustainable centres for outlying villages and hamlets and as supporting centres to main town centres identified in Policy DM9 (Town Centres). Rural Service Centres are defined on the Proposals Map by their settlement boundaries and the policies associated with this boundary seek to ensure these centres continue as local retail areas on the Island.

7.167 Existing retail uses within the defined settlement boundaries of the eleven Rural Service Centres will be protected to ensure appropriate levels of service are provided to meet the needs of the local community. Areas outside of the Rural Service Centres can offer essential shopping to those who have limited access to smaller centres. It is therefore important that these local centres and retail services are maintained and continue to meet the needs of the local community.

7.168 The focus for new retail in the first instance will be within the defined settlement boundaries of the eleven Rural Service Centres where development will be accommodated over the plan period, in line with the settlement hierarchy set out in Policy SP1 (Spatial Strategy). Development will be expected to be of an appropriate scale and design and shall not adversely affect other retail centres available to the community that are already easily accessible. New retail development outside of defined settlement boundaries will only be permitted where there is evidence that the retail facility is required to be in a rural location due to the type of service or facility, or is required to meet a rural need and this would result in a more sustainable location accessible by public transport.

- 7.169** Applications for new retail development should evidence that community engagement has taken place and that the proposal would address any deficiency in provision identified by the community or in the Parish Plan. Where appropriate, applications should consider the provision of retail uses (especially where mixed retail and social and community uses are being provided on-site) in conjunction with Policy DM7 (Social and Community Infrastructure) where the approach to the provision of social and community infrastructure is outlined.
- 7.170** It is vital that retail uses are accessible to the communities which they serve. Applications for the provision of retail will be required to demonstrate that the most sustainable location has been chosen in order to ensure sustainable development. This policy should be considered in conjunction with Policy DM17 (Sustainable Travel) to ensure that proposals increase travel choice and provide alternative means of travel to the car.
- 7.171** Farm shops can provide a retail offer to the community which they serve and contribute to the local and wider Island economy as places for people to visit and buy local produce. Applications for new farm shops will only be permitted where the proposal is in keeping with the local character and offers safe access onto the local road network.
- 7.172** This policy seeks to retain existing retail uses to ensure the appropriate levels of service are provided to meet the needs of the community. Their potential loss could adversely affect the sustainability of the community and increase the need to travel. The policy ensures that before non-retail uses are proposed, in the first instance, all viable retail uses are considered and assessed to prevent the loss of facilities.
- 7.173** The loss of a retail use may be permitted if it can be demonstrated that the facility is no longer viable. The Council will require appropriate target marketing to be undertaken to find other interested parties willing to take on the current use of the premises/site. The marketing should continue for a period of at least 12 months at an appropriate market price. Evidence which may also be required to support this decision could include details of previous uses/business accounts. Where appropriate, the site should also be offered to the local community to manage the facility or other viable social and community facilities should be considered.
- 7.174** When dealing with the loss of retail uses, developers should work closely with the community to ensure that any proposed non-retail uses are acceptable in terms of location, design and scale to serve the required needs of the community.

DM10 and Habitat Regulations Assessment

- 7.175** Following the recommendations of the Habitat Regulations Assessment of the Core Strategy, proposals that relate to this policy should consider the need for mitigation measures. This will be dependent upon the type of proposal to which the Core Strategy policies are being applied and the proximity of the development proposal to European and Ramsar sites.
- 7.176** The likely mitigation measures required are set out in the following table:

Required Mitigation

Public space / greenspace access, as well as visitor management, site access and management, education and interpretation.

In relation to DM10 you may also like to look at:

PPS1: Delivering Sustainable Development
 PPS4: Planning for Sustainable Economic Growth, particularly Annex B (for definitions)
 PPS7: Sustainable Development in Rural Areas

Eco Island Sustainable Community Strategy
 Island-wide Retail Capacity Study Update, 2008; Drivers Jonas for IWC
 Island-wide Retail Capacity Study Update, 2009; Drivers Jonas for IWC
 Town Centres Health Check Study, 2009; Halcrow for IWC
 Parish and Town Plans

Historic and Built Environment**DM11 Historic and Built Environment**

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

1. Deliver economic led regeneration.
2. Relate to the continued use, maintenance, rescue/refurbishment, repair and re-use of heritage assets and historic places, especially where identified as being at risk, or likely to become at risk.
3. Relate to the conservation, enhancement and enjoyment of the Island's heritage assets and public realm.
4. Consider and balance the relationship between the quality of place, economic, social and environmental characteristics.
5. Be informed by sufficient evidence to reveal impacts upon the significance of heritage assets and their settings which may include the Council's Conservation Area Appraisals and Management Plans and the Local List Supplementary Planning Document.

The demolition or substantial harm to non-designated heritage assets and their settings, which make a positive contribution to the special character and/or local identity of an area, will be resisted.

Demolition or substantial harm to designated heritage assets and their settings will only be permitted in exceptional or wholly exceptional circumstances. Depending on their significance and only once a lack of appropriate viable alternatives to demolition or substantial alteration have been demonstrated. Consent will be refused unless it can be demonstrated that:

- i. The substantial harm to or loss of significance is necessary in order to deliver substantial public benefits that outweigh that harm or loss; or
- ii.
 - a. the nature of the heritage asset prevents all reasonable uses of the site; and
 - b. no viable use of the heritage asset itself can be found in the medium term that will enable its conservation; and
 - c. conservation through grant-funding or some form of charitable or public ownership is not possible; and

d. the harm to, or loss of, the heritage asset is outweighed by the benefits of bringing the site back into use.

7.177 Policy DM11 (Historic and Built Environment) expands on the Council's general approach to the historic and built environments set out in Policy SP5 (Environment) and explains the approach that the Council will take in respect of the built and historic environment on the Island, giving specific guidance for planning applications.

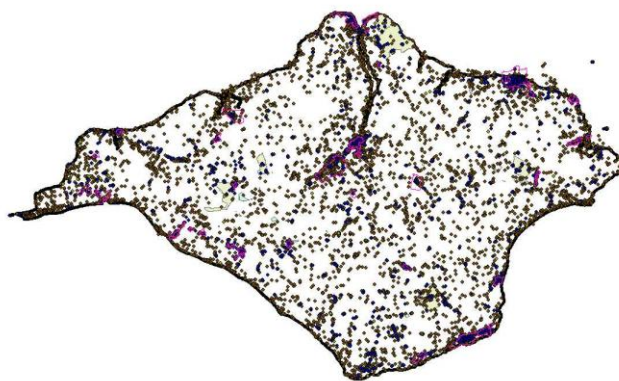
7.178 The historic environment encompasses listed buildings, conservation areas, historic landscapes, sites of archaeological interest and non-statutorily designated buildings or sites⁶¹, which are collectively known as heritage assets⁶². These heritage assets are invariably important in their own right, but also form an important context which should be respected when new development is being considered. Heritage assets that are statutorily protected or nationally designated will be afforded the highest protection in line with the relevant legislation and guidance.

7.179 The settings of heritage assets are also given protection. The setting of a heritage asset can be dynamic and does not have a fixed boundary. It can embrace all the surroundings from which the asset can be experienced or that can be experienced from the asset. Consideration of the contribution that setting makes to the significance of a place is irrespective of whether it was designed to do so or whether there are public rights and an ability to access or experience that setting.

7.180 The Island's historic environment provides a wealth of these distinctive features, that either individually or collectively help to define their surrounding area.

7.181 As at the date of the Core Strategy Submission, the Historic Environment Record (HER), which catalogues these, currently includes:

- 2,502 Listed Buildings and Structures⁶³, of which:
 - 29 are Grade I listed
 - 50 are Grade II* listed
 - 1882 are Grade II listed
- 189 buildings, structures or parks on the Local List
- 34 Conservation Areas
- 128 Scheduled Monuments
- 11,712 important sites of archaeological importance
- 8 historic parks and gardens on the English Heritage Register of Parks and Gardens of Special Historic Interest
- 27 historic parks and gardens included on the Isle of Wight Council's Local List



Map 7.3 Historic Environment Record entries on the Isle of Wight

⁶¹ Non-statutorily designated buildings or sites are those which are not listed, but that positively contribute to the character of a conservation area, are on the local list or are identified as of local importance in Parish and Town Plans and Village Design Statements.

⁶² Heritage Assets are currently defined as "a building, monument, site or landscape of historic, archaeological, architectural or artistic interest whether designated or not". Heritage assets are components of the historic environment. The Council will use the most recent central Government definition.

⁶³ 2,502 is the total number of buildings and structures that are listed on the Island. The overall number does not correlate with the number of Grade I, II* and II given above, as one single listing can include any number of buildings and/or structures.

- 7.182** The location of these are shown diagrammatically above, but can be seen in greater detail on the Proposals Map, except for the important sites of archaeological importance.
- 7.183** The Isle of Wight is made up of many different places, each with their own distinctive characteristics with regard to development, historic features and the public realm. It is these characteristics that create such a strong sense of place, which is valued by the Island's Council, communities and visitors alike.
- 7.184** In line with the approach of the Core Strategy, this policy aims to deliver economic led regeneration of the Island's built and historic environment. For applications, this will mean that proposals will need to demonstrate how they will deliver economic led regeneration. This could 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.
- 7.185** The emphasis is also on the conservation and enhancement of heritage assets, to ensure longevity and to reduce the number of assets that have been or are likely to be identified as being at risk. For the purposes of this policy, 'at risk' is as identified in the most recent publication of the At Risk register, which is available from English Heritage. The Council will support applications that fulfil this criteria, which may range from the simple maintenance of windows, thatching and pointing, to more radical works such as extensions to heritage asset or the retrofitting of environmentally friendly technologies (in line with Policies DM16 (Renewables) and DM14 (Flood Risk) to meet the challenges of climate change. There are opportunities for delivery of green infrastructure and enhanced biodiversity within existing development which can be part of a suite of tools to deliver avoidance measures and mitigation. Developers will need to take this into account and show how they will form part of any proposed development.
- 7.186** 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 or streetscape. The insensitive development of a heritage asset, or land surrounding it, can have negative consequences, such as loss of local identity and even, in extreme circumstances, the loss of the asset altogether. The Council will not support proposals which result in such a negative impact upon the built and historic environment.
- 7.187** To ensure this, the Council will require that all development proposals demonstrate that design has been conceived through a full assessment of the context of the local areas, particularly where the local areas have special character or features of interest. This full assessment should be in the form of a Heritage Statement, which should assess the impact of the significance of the heritage asset. Using this approach should result in proposals which emerge from a robust design process that requires an understanding of local context. Where Heritage Statements are required, they will need to demonstrate that a full assessment of the impact of a proposal upon the significance of a heritage asset has been made. The Council will consider proposals taking into account the role the heritage asset plays in its local context and the wider Island context ensuring that all economic, social and environmental factors are considered.

- 7.188** Conservation Management Plans and/or Historic Building Records are an essential tool in managing complex change sustainably and in realising an asset's significance as physical evidence and recording communal and other values. Management Plans and Historic Building Records may be requested by the Council as part of an application or as a condition upon granting of consent. This type of professional conservation research can provide the appropriate knowledge and understanding of significance necessary to inform sustainable decision making with regard to any type of heritage assets - whether this is a park and garden, archaeological remains or a building. Where all or part of a significant place is to be lost then its potential to yield information about the past should be realised through the production and dissemination of analysis and recording.
- 7.189** Heritage values are the framework for assessing an asset's importance on many levels (communally, historically, aesthetically and as evidence) 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.
- 7.190** The Council will continue to prepare Conservation Area Appraisals to identify the potential for new conservation areas. We will also undertake Conservation Area Appraisal reviews of existing conservation areas to ensure that the areas are properly identified and understood. These appraisals will inform the special characteristics of these areas and any development will need to show how these documents have been used to inform any proposals.
- 7.191** The Council will develop its Local List, with a view to adopting it as a Supplementary Planning Document to inform development management decisions. The Council will also continue to work in partnership with Parish and Town Councils to prepare Village Design Statements, Character Assessments and Parish and Town Plans which reflect the local character and identity of areas, with a view to adopting them as Supplementary Planning Documents.
- 7.192** The emphasis of this policy is to ensure the protection, conservation and enhancement of heritage assets and therefore the Council will resist proposals which will result in the loss or partial loss of a heritage asset. In line with national policy, developers will be required to provide justification for the harm to a heritage asset. Part of the justification should include, for example, an assessment of alternative uses for the asset prior to its loss. The level of justification will need to be proportionate to the type of asset being the subject of the proposal, as such assets which are of the highest significance⁶⁴ will require 'wholly exceptional circumstances' to allow their loss. The Council will only consider the loss of an asset where there is an overriding public benefit resulting from the proposal and as such, each application will be considered on its own merits.

In relation to DM11 you may also like to look at:

PPS5: Planning for the Historic Environment
Conservation Principles, 2008: English Heritage
Historic Environment Local Management (HELM) at www.helm.org.uk

⁶⁴ Developers should take account of PPS5, particularly Policy HE9, which sets out the guiding principles on significance at paragraph 1 and defines a 'designated heritage asset' and 'significance' in Annex 2.

Eco-Island Sustainable Community Strategy, 2008; ISP & IWC
 Conservation Area Appraisals, various; IWC
 The IW Historic Environment Action Plan (HEAP), 2008; IWC
 Parish and Town Plans and Village Design Statements
 IW Historic Environment Record (HER)

Landscape, Seascape, Biodiversity and Geodiversity

DM12 Landscape, Seascape, Biodiversity and Geodiversity

The Council will support proposals that conserve, enhance and promote the landscape, seascape, biodiversity and geological interest of the Island. Development proposals will be expected to:

1. Protect the integrity of international, national and local designations relating to landscape, seascape, biodiversity and geodiversity and the reasons for these designations and the weight given to them and enhance their features of interest wherever possible.
2. Ensure new development avoids both direct and indirect adverse effects upon the integrity of designated sites and, if necessary, provides appropriate mitigation measures.
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 AONB Management Plan, the Council's Landscape Character Assessment, 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 geodiversity.

7.193 Policy DM12 (Landscape, Seascape, Biodiversity and Geodiversity) should be read and applied in conjunction with the other policies of the Core Strategy.

7.194 The Island has an extensive network of sites which are important for biodiversity and geological conservation, so much so that some are covered by European and Ramsar designations. 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. The plan or development can only proceed if it can be clearly demonstrated that the integrity of European site will not be adversely affected, other than in exceptional circumstances relating to overriding public interest.

7.195 The Island is located close to the New Forest National Park and as such any proposals as a result of the Island Plan Core Strategy, where there is good (or strong circumstantial) evidence of a detrimental impact on the aims and objectives of this national designation, will need to be assessed and, if necessary, reduce any significant impacts through changes to the proposal or other forms of mitigation.

- 7.196** However all development proposals will be expected to demonstrate how they have taken account of the hierarchy of designations through a sequential search for the most appropriate site that causes the least harm, with further consideration given to the positive benefits to the Island's landscape, seascape, biodiversity and geological interest.
- 7.197** The requirement for the provision of mitigation measures to avoid adverse effects is recognition by the Council that any development, whether alone or in combination with other projects and plans, regardless of its location or type, can have an impact (for example the indirect impacts associated with leisure and recreational pressures as a result of new housing development) on the Island's environmental assets. Both the requirement for, and nature of, mitigation will be determined by the proposal (i.e. the nature of the activity associated with the proposed development and its location) and the Council will only permit development requiring such mitigation where the proposed mitigation measures are acceptable to both the Council and relevant key environmental stakeholders (this will vary depending on the environmental asset and the Council will advise on who this is as early in the pre-application process as possible).
- 7.198** 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). Proposals will be expected to demonstrate consideration of both the existing Green Infrastructure of the Island and what positive contribution the proposal can make to this network in accordance with policy DM13 (Green Infrastructure).
- 7.199** Within the AONB 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.

Seascape – the character of the Island's coastline

- 7.200** 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'.
- 7.201** 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."⁶⁵ 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).
- 7.202** Every seascape therefore has three defined components:
- an area of sea (the visible seaward component);

⁶⁵ Based on DTI & Defra guidance, "Guidance on the Assessment of the impact of offshore wind farms: Seascape and visual impact report" (2005)

- 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).

7.203 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.

7.204 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.

7.205 Seascape is a development of the concept of landscape and where no appraisal (such as through the Heritage Coast designation, AONB Management Plan or other landscape assessment) exists, the Council will carry out an assessment so that by 2014 all the Island's coastline will have a seascape appraisal. This local definition of seascapes will be used to assess the likely impact of proposals. In the interim all coastal development (i.e. development that is visible within one of the three defined components) will be required to carry out an assessment of the likely impacts of the proposed development on the local coastline and wider seascape. This should include consideration of local assets and all designations that contribute to the character of the coast in that area, including:

- conservation areas;
- listed buildings;
- landscape designations; and
- views from the coast to the sea, the sea to the coast and along the coastline.

7.206 Whilst the character of the Island's coastline should not be compromised by development, the consideration of seascape should not be one of constraint. Rather it should be used to inform both location and design.

7.207 The myriad of designations that cover the Island are shown in detail on the Proposals Map. Associated with these are the AONB Management Plan, the Isle of Wight's Local Biodiversity Action Plan and Local Geodiversity Action Plan. Each of these plans have aims and objectives that are reviewed regularly and all development proposals will be expected to demonstrate how these aims and objectives have been considered where they are relevant and how the proposal will make positive contributions towards them.

7.208 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.

7.209 All development will be expected to demonstrate consideration of the effects of climate change on the Island's natural environment and how the proposal may aid or hinder adaptation. Particular consideration should be given to:

- How the landscape is likely to change over both the plan period and the life of the development proposal, so that any development that may appear relatively incongruous now, will not in time detract from the landscape and character of an area.
- The requirement for habitats and species to migrate and not be squeezed between development and habitat loss.
- The natural resource requirements of the environment such as water (both volume and quality), air quality and soil condition in order to allow natural processes and ecosystems to function as near a natural state (i.e. without human intervention) as possible.
- The extent and setting of geological features and exposures of significance (for example RIGG sites) where these are identified in the Geodiversity Action Plan as under pressure from both the effects of climate change (through physical processes and sea-level rise) and human activity, such as exploitation of mineral resources, new development and supporting infrastructure.

In relation to DM12 you may also like to look at:

PPS7: Sustainable Development in Rural Areas
PPS9: Biodiversity and Geological Conservation
PPG20: Coastal Planning
Draft PPS: Planning for a Natural and Healthy Environment
AONB Management Plan 2009-2014, 2009; IW AONB Partnership
Historic Landscape Characterisation Study, 2008; IWC & English Heritage
Isle of Wight Biodiversity Action Plan, 2000 onwards; IW Biodiversity Partnership
Isle of Wight Local Geodiversity Action Plan, 2010; IWC & Natural England
Guidance on the Assessment of the Impact of Offshore Wind Farms: Seascape and Visual Impact
Report, 2005; DTI

Green Infrastructure

DM13 Green Infrastructure

The Council will support proposals that protect, enhance and manage a diverse network of multi-functional Green Infrastructure (GI) assets across the Island. Development proposals will be expected to:

- 1. Protect and enhance the integrity and connectivity of the Island's GI network as identified in the Isle of Wight Green Infrastructure Mapping Study.**
- 2. Provide opportunities to enhance and increase the coverage, connectivity and multi-functionality of the Island's GI network. Where on-site provision is not possible, contributions will be sought to make appropriate GI provision and/or enhancement off-site.**

3. Provide appropriate mitigation measures for the loss of GI assets, where it is shown that the loss of the asset is unavoidable in securing appropriate development.
4. Ensure that development within the Key Regeneration Areas delivers the appropriate levels of GI provision.
5. Ensure that the areas which separate the key settlements of Cowes/Newport, East Cowes/Newport, Ryde/Wootton and The Bay/Brading are appropriately protected to prevent settlement coalescence. These areas will be further defined within the Area Action Plans.

As part of the GI network, the Council has identified sites which are important for open space, sport and recreation and these are shown on the Proposals Map. The Council will support proposals which protect, enhance and increase the coverage of these sites by:

- a. Ensuring that new development provides opportunities to enhance existing sites and/or increase the provision of new sites as a network, where appropriate, in line with the local provision standards set out in the Council's Open Space Audit.
- b. Preventing the loss of an existing site unless:
 - i. an alternative site of equivalent or better quality and type is available or can be provided at an equally accessible location to comply with the Open Spaces Audit local provision standards; or
 - ii. a significant enhancement to the nature and quality of an existing facility will result from the redevelopment of an appropriate proportion of the site for alternative uses.

7.210 Policy DM13 (Green Infrastructure) expands on the Council's general approach to the environment that is set out in Policy SP5 (Environment) and explains the approach that the Council will take in respect of the Green Infrastructure and open space provision on the Island giving specific guidance for planning applications.

Green Infrastructure

7.211 This policy aims to deliver a network of accessible, high quality, high value green spaces which promote sustainability, support biodiversity and contribute to the economic, social and environmental aspirations of the Island. Green Infrastructure (GI) identifies sites which have particular landscape, biodiversity and/or recreational functions as a network. The key functions of GI⁶⁶ can be summarised as follows:

- Conservation and enhancement of biodiversity, including the need to mitigate the potential impacts of new development.
- Creating a sense of place and opportunities for greater appreciation of valuable landscapes and cultural heritage.
- Increasing recreational opportunities, including access to, and enjoyment of, the countryside and supporting healthy living.
- Improved water resource and flood management and sustainable design.
- Making a positive contribution to combating climate change through adaptation and mitigation of impacts.
- Sustainable transport, education and crime reduction.
- Production of food, fibre and fuel.

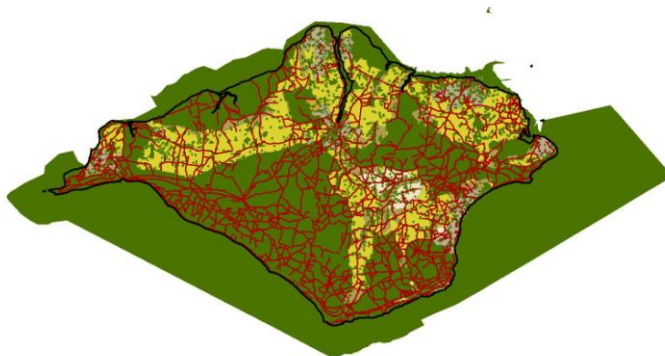
⁶⁶ Taken from the South East Green Infrastructure Framework (June 2009)

7.212 The types of assets that make up the GI network are varied and the table below shows what these may consist of:

Local, neighbourhood and village scale	Town, city and district scale	City-region, regional and national scale
Street trees, verges and hedges	Business settings	Regional parks
Green roofs and walls	City / district parks	Rivers and floodplains
Pocket parks	Urban canals	Shoreline
Private gardens	Urban commons	Strategic and long distance trails
Urban plazas	Forest parks	Forests, woodlands and community forests
Town and village greens & commons	Country parks	Reservoirs
Local rights of way	Continuous waterfront	Road and railway networks
Pedestrian & cycle routes	Municipal plazas	Designated green belt and Strategic Gaps
Cemeteries, burial grounds and churchyards	Lakes	Agricultural land
Institutional open spaces	Major recreational spaces	National Parks
Ponds and streams	Rivers and floodplains	National, regional or local landscape designations (AONBs, NSAs and AGLVs), canals
Small woodlands	Brownfield land	Common lands
Play areas	Community woodlands	Open countryside
Local nature reserves	(Former) mineral extraction sites	
School grounds	Agricultural land	
Sports pitches	Landfill	
Swales and ditches		
Allotments		
Vacant & derelict ground		

Table 7.3 The Types of assets that form the GI network

- 7.213** The GI network provides a high quality environment to be enjoyed and valued for its landscape, biodiversity, historic, recreation and tourism value, accessibility, economic and health benefits. GI can also contribute to a cleaner and greener Island by making provision for, and enhancing assets, which help reduce the impact of climate change, such as contributing to urban cooling, sustainable drainage systems and helping to reduce flooding risks.
- 7.214** Some sites, due to their location, ownership or biodiversity interests, may not be directly accessible. However, public benefit is not limited to accessible land and benefits to the landscape and to biodiversity can still be significant on land which is not open to the public. By its nature, the GI network will consist of land in a variety of ownerships and under different types of management.
- 7.215** Equally, GI should not be limited to urban areas, as the countryside has an important role in the GI network, as well as corridors that connect the spaces and places between urban and rural locations. In particular, gaps between settlements are important to ensure that our major urban settlements do not suffer from urban sprawl and to help maintain the identity of local settlements ensuring that they do not coalesce with surrounding areas. The Council will identify areas around key settlements highlighted in the above policy where development should be carefully considered to prevent settlement coalescence. The GI network will be used to inform these areas within the Area Action Plans.
- 7.216** The emphasis of this policy is on the protection and enhancement of GI assets which collectively form the GI network. Each site performs either a single or multiple functions and therefore has different requirements in terms of maintenance and enhancement. Development will be expected to deliver GI to maintain and enhance the integrity of this network as well as delivering opportunities to increase network coverage. Opportunities should also be considered for existing sites to increase multi-functionality or access, where appropriate. For example providing measures for sustainable drainage or flood alleviation, food production or recreation in addition to the primary function of the site.
- 7.217** The Council has undertaken a GI mapping study to identify existing assets along with deficiencies and opportunities which need to be addressed within the Core Strategy period.
- 7.218** The identified deficiencies and opportunities are illustrated within this mapping study which looks at GI Island-wide and in more detail within the three Area Action Plans. Areas where the most growth will be accommodated over the plan period. Any deficiencies or opportunities highlighted through the mapping project will be identified within the Area Action Plans or the Delivery and Management DPD and will specify the amount and type of GI to be delivered. Additionally, the Council's Rights of Way Improvement Plan will be used to



Map 7.4 Green Infrastructure

inform deficiencies in connectivity and opportunities for new connections and enhancement across the network. Development over the Core Strategy period will be expected to work towards remedying these deficiencies and delivering the opportunities either through on-site provision or financial contributions.

7.219 For the purposes of assessing environmental capacity, the GI mapping study looked at the sensitivity of sites based upon the vulnerability of the habits to recreational (public) pressure. Sites from the International to the local were assessed by habitat and given either a low, medium or high sensitivity score. This work allows the Council to consider where the most sensitive areas are in conjunction with the growth areas on the Island. In conjunction with the outputs from the Open Space audit, the Council can identify areas where either new recreation provision will be required, and/or whether existing provision can be enhanced to mitigate any adverse impact from new development.

7.220 Where proposed development would result in adverse impact upon the GI network either through direct loss or increased pressure on the use of sites, developers should incorporate measures into development proposals to avoid any adverse impacts. If the impact cannot be avoided then measures should be used to mitigate any impacts such as on-site or alternative provision of GI before providing financial contributions towards the network locally. Of particular importance is ensuring that development does not result in negative impacts upon Natura 2000 sites across the Island arising from recreational pressure. Work emerging from the Solent Disturbance and Mitigation Project has looked at the management of existing sites to reduce negative impacts from recreational (public) pressure. The Project has highlighted a number of techniques that could be used as part of the management of sites such as:

- Creation of dog walk routes.
- Physical barriers to segregate recreational users from wildlife.
- Codes of Conduct or information leaflets to deter use of more sensitive areas.
- Zoning and management of areas for different recreational uses.

7.221 The Green Infrastructure Strategy will provide further guidance on the approach that developers should take to mitigation, including provision standards based upon Accessible Natural Greenspace Standards (ANGSt) and the identification of Alternative Green Infrastructure Provision (AGIPs). A project team will be set up to ensure that work undertaken meets the requirements of Habitats Regulations Assessment. This group will help to ensure the requirements for mitigation under the Habitats Directive are met, as set out in the Core Strategy HRA. It is proposed that the Island Plan Environment Steering Group, which comprises the statutory consultees under the SEA Regulations (Environment Agency, Natural England and English Heritage) as well as Southern Water, RSPB, Wildlife Trust, the Isle of Wight AONB Unit and Coastal Management Group, will undertake this role.

Green Infrastructure Strategy

7.222 The detailed guidance on the application of this policy will be contained within a Green Infrastructure Strategy SPD which will further the work of the GI mapping project on the identification of the network and the different functions of the assets. It will also look at mitigation, identify management responsibilities and plans for the network, as well as sources of funding and delivery mechanisms. The Strategy will also identify detailed monitoring criteria and responsibilities to ensure that the network is expanded and

maintained to a sufficient quality and quantity, together with the functions required from it. The strategy is programmed for adoption by the Council in May 2012.

- 7.223** The Planning Obligations SPD will set out the requirements for financial contributions. The Council will use developer contributions to facilitate improvements to the integrity and connectivity of the GI network.
- 7.224** Chapter 8: Infrastructure Delivery and Development Implementation sets out in more detail issues relating to developer contributions and establishes that the mechanism for calculating and collecting them will be a CIL Charging Schedule and a Planning Obligations Supplementary Planning Document. It also outlines the need for flexibility when applying the policies of the Core Strategy and developer contributions, to ensure that the plan is sufficiently flexible to be deliverable.

In relation to Green Infrastructure you may also like to look at:

PPS1: Delivering Sustainable Development
 Planning and Climate Change – Supplement to PPS1
 PPS7: Sustainable Development in Rural Areas
 PPS9: Biodiversity and Geological Conservation
 PPS12: Local Spatial Planning
 PPG17: Planning for Open Space, Sport and Recreation
 Companion Guide to PPG17
 Consultation PPS: Planning for a Natural and Healthy Environment
 The South East Green Infrastructure Framework, 2009; The South East Green Infrastructure Partnership
 Green Infrastructure Guidance, 2009; Natural England
 Biodiversity by Design, 2004; TCPA
 Nature Nearby - Accessible Natural Greenspace, 2010; Natural England
 Green Infrastructure Mapping Study, July 2010; IWC
 Rights of Way Improvement Plan, 2006; IWC

Open Space, Sport and Recreation Sites

- 7.225** Whilst open space, sport and recreation sites fall under the umbrella term of Green Infrastructure, national policy requires that the Council manages its spaces and sites to meet the current and future recreational needs of the Island's residents.
- 7.226** To help establish the quantity, quality and value of open spaces and outdoor recreation facilities, a comprehensive audit and qualitative assessment of existing recreation and open space provision has been undertaken, recording the quality and value of each site, facility or space.
- 7.227** The typology audited is set out in national policy and includes parks and garden, natural and semi-natural areas, green corridors, amenity green space, provision for children and young people, outdoors sports facilities, allotments, cemeteries and churchyards and civic spaces.
- 7.228** The Audit assessed over 500 sites on the Island which are located within urban settlements as well as in rural areas. Whilst the Audit has highlighted that the Island has a large amount of high quality open spaces that have a high level of accessibility, it has also

identified deficiencies in both the urban and rural areas. These deficiencies will be addressed through this policy and can be summarised by typology as follows:

Typology	Provision Issues	Accessibility Issues
Allotments	Need to improve provision within the Key Regeneration Areas, Rural Areas, West Wight, Wroxall, St Helens and Brading.	Need to improve accessibility in the north and north west of Newport, the middle of Shanklin, East Cowes, West Wight, the west of Ventnor and Binstead.
Green Corridors	Need to improve provision in the north east of the Island and look at links to the coastal footpath.	
Amenity Greenspace	There is a lack of provision in Bembridge, Ryde and the West Wight.	There is a need to improve accessibility to local amenity greenspace in the south west of Newport, the south of Cowes and central Ryde.
Children and Young Persons	Provision varies across the Island and provision of teenage facilities is limited.	Within the Urban Areas need to improve accessibility in the east, centre and north of Newport, the centre and south of Cowes, the centre of Shanklin and West Wight. Within Rural Areas there is a need to improve accessibility generally.
Parks and Gardens		Need to improve accessibility in Newport and the West Wight.
Natural Greenspace	No extra provision required, should concentrate on enhancement of sites.	No deficiencies.
Sports Pitches	The Open Space Audit concludes provision is about right. However, reference should be made to the Playing Pitch Strategy 2010 for the most recent assessment.	Need to improve accessibility within East Cowes.

Table 7.4 Open Space deficiency by typology

- 7.229** The Isle of Wight has a legacy of a number of quality parks, countryside sites (including coastal areas) and other green spaces. However, there is a need to refocus green space planning to ensure effective provision and good management of green spaces in the future. The Council is committed to good quality, well managed parks, open spaces and recreational facilities and this policy will be used to deliver this commitment.
- 7.230** This open space policy approach will be undertaken throughout the plan period, with specific consideration being given to open space issues identified in the Open Space Audit. The Audit itself will be updated on a regular basis to ensure that the most up-to-date information is available as to provision, accessibility, quality and value.
- 7.231** This audit has identified spaces and facilities that should be protected and identified, deficiencies, priorities for enhancement and opportunities for new provision. The Council will use the local provision standards contained within the most up-to-date Open Space

Audit to ensure that local communities have access to an appropriate mix of green spaces, providing for a range of recreational needs.

- 7.232** In the first instance, the Audit should be used to inform whether there are any deficiencies of open space in the locality where the development is proposed. If so, the Council will expect the developer to address this deficiency on-site in accordance with the provision standards set out in the Audit.
- 7.233** On sites allocated for development, either within the Area Action Plans or the Delivery and Management DPD, the Council will identify whether open space provision is required and will prescribe the type and amount to be provided.
- 7.234** Not every development will require additional provision. If the amount and quality of provision of the proposed development within the distance thresholds in the Open Space Audit match or exceed the provision standards when the development is complete, there is no need for either additional provision or the enhancement of any existing provision.
- 7.235** The need for enhancement of existing provision of open space arises when the proposed development will not result in a deficiency of the quantity of provision of open space, but the quality of the open space fails to meet the standards set out in the Open Space Audit. In this instance, developers will be required to make financial contributions to remedy any deficiencies in quality. The Council will use Section 106 contributions to deliver improvements to existing, and provision of new, open spaces as part of the GI network. Details on the required financial contributions will be set out in the Planning Obligations SPD.
- 7.236** Where proposed development involves the loss of open space, the Audit should be used to inform whether its loss would result in a deficiency in the locality. Where the open space consists of a playing field or pitch, the Playing Pitch Assessment and Strategy should be used to inform any potential loss. If this is the case, the Council will only support the loss if an alternative site can be provided in line with this policy. Where the loss of an open space would not result in a deficiency, the Council will require developers to make financial contributions for the enhancement of other open spaces in the locality.

DM13 and Habitat Regulations Assessment

- 7.237** Following the recommendations of the Habitat Regulations Assessment of the Core Strategy, proposals that relate to this policy should consider the need for mitigation measures. This will be dependent upon the type of proposal to which the Core Strategy policies are being applied and the proximity of the development proposal to European and Ramsar sites.
- 7.238** The likely mitigation measures required are set out in the following table:

Required Mitigation

Specific mitigation such as recreational provision and provision of supporting habitats as well as visitor management, site access and management, education and interpretation.

In relation to Open Space, Sport and Recreation, you may also like to look at:

PPS1: Delivering Sustainable Development
Planning and Climate Change – Supplement to PPS1
PPS7: Sustainable Development in Rural Areas
PPS9: Biodiversity and Geological Conservation
PPS12: Local Spatial Planning
PPG17: Planning for Open Space, Sport and Recreation & the Companion Guide
Consultation PPS: Planning for a Natural and Healthy Environment
Nature Nearby - Accessible Natural Greenspace, 2010; Natural England
Planning and Design for Outdoor Sport and Play; Sport England
Open Space Audit, 2010; Halcrow for IWC
A Playing Pitch Assessment and Strategy for the Isle of Wight, 2010; Halcrow for IWC

Flood Risk

DM14 Flood Risk

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. **Demonstrably meet the aims and objectives of the Council's Strategic Flood Risk Assessment. When undertaking FRAs in Flood Zones 2 and 3, an allowance for climate change has to be provided. PPS25 requires this allowance to be a minimum of 100 years.**
2. **Provide appropriate on-site sustainable draining systems (SuDS) for the disposal of surface water in order to ensure there is no net loss of flood storage capacity or impact on water quality. This will need to meet national and local standards for SuDS to a sufficient level so as to gain approval by the SuDS Approving Body.**
3. **In addition to national requirements for a Flood Risk Assessment, planning applications for all new developments on sites over 0.25 hectares in Flood Zone 1 should be accompanied by a Drainage Strategy.**
4. **Where a proposal is in an identified Flood Risk Area, as defined by the Council under its responsibilities as a Lead Local Flood Authority, the Council will expect it to support the objectives and measures of the relevant flood risk management plans and strategy.**

SuDS should be sensitively designed and located to promote biodiversity, enhanced landscape and good quality spaces that improve public amenities in the area. Proposed SuDS schemes should demonstrate consideration of the contribution they can make to the Island's Green Infrastructure Strategy. The contribution made to the GI network should be proportionate to the scheme proposal and any wider environmental mitigation requirements the proposed development associated with the SuDS scheme requires.

On greenfield sites, SuDS will be required to achieve no increase in the relevant net run-off rate to that prior to development. All other sites should aim to achieve a reduction from the existing run-off rate but must at least result in no net additional increase in run-off rates. All developments will be expected to maintain and improve (wherever possible) river and groundwater quality.

For specific locations around the Island, a Flood Risk and Vulnerable Coastal Communities SPD will be developed which will address the specific flood risk related issues that will need to be considered by development proposals within areas covered by the SPD. The SPD will outline what measures will need to be demonstrated so that new developments would not be at risk of flooding as a result of climate change, or would not worsen flood risk elsewhere.

- 7.239** The Council has adopted the predicted 1 in 200 year tidal flood map for the year 2115 as a replacement to the current tidal Flood Zone 3. It has also adopted the predicted 1 in 1000 year tidal flood mapping for the year 2115 as a replacement to the current tidal Flood Zone 2. These adopted Flood Zones are shown on the Proposals Map along with fluvial areas which are potentially susceptible to climate change. This approach ensures that the possible impacts of climate change are incorporated into the spatial planning process.
- 7.240** The requirement for a minimum allowance of 100 years is related to the established lifetime of residential development and for non-residential development this has generally been viewed as between 60 to 70 years. However, where a proposal in a flood zone has an allowance of less than 100 years this will need to be justified based on use (vulnerability) and lifespan of the development and will need to be reflected in an associated planning condition (for example time-limited consent). Such proposals will still need to adhere to the principles of the sequential approach to flood risk and been in conformity with this policy.
- 7.241** The policy will allow development to be located appropriately, in conformity with PPS25: Development and Flood Risk, taking into account both flood risk and other sustainability objectives. Flooding can cause extensive damage and it is imperative that every effort should be made to ensure that development is located so that it is not put at risk, or displaces flood water, creating problems elsewhere.
- 7.242** Following the sequential approach, development in areas at risk of flooding will be avoided wherever possible. However, where there are no reasonable alternatives, such as the regeneration of previously developed land, less vulnerable uses will be given higher priority than more vulnerable development.
- 7.243** Where a Drainage Strategy is required, it should detail how the proposed development does not increase current run-off rates. For previously developed sites, the Drainage Strategy should describe how the development reduces surface water run-off rates and volumes. The Drainage Strategy could be carried out as a desktop study and should be proportionate to the proposal.
- 7.244** In many instances, a previously developed site will be predominantly hard standing and thus run-off rates and volumes will be high. Requiring a reduction in these rates and volumes will reduce the pressure on the receiving surface water drainage network and/or watercourse. This approach utilises redevelopment to deliver local flood risk reductions which is in-line with the Pitt Review and emerging approaches to managing surface water flood risk reductions.
- 7.245** If, however, the site discharges directly to the sea, then this requirement to manage rates and volumes may be reduced, while concerns relating to pollution control may be increased and advice should be sought from the Council and the Environment Agency.

- 7.246** As a minimum, evidence of existing surface conditions across the site should be provided and how infiltration rates will be maintained or improved to achieve the required run-off rates, where appropriate. A check of the site should be made against the indicative SuDS assessment in the SFRA Site Database and Settlement Appendices. This will help inform the most appropriate management method for surface water run-off.
- 7.247** The use of SuDS will be important in the management of surface water flows as they provide an alternative means of managing surface water. SuDS should be appropriate to both the proposed development and local conditions, with the SFRA being used as the start point to inform provision. While the environmental benefits of SuDS are well known, equal consideration should be given to the potential flood storage capacity that provision of Green Infrastructure may deliver. In addition, long term strategies, such as Catchment Management and Shoreline Management Plans, will be material considerations in decision making.
- 7.248** 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.
- 7.249** Therefore, the Council will expect all proposals to demonstrate consideration of the potential supplementary water supply benefits that can be gained from SuDS that will support the policy objectives of Core Strategy Policy DM1 (Sustainable Build Criteria for New Development) on conserving the Island's water resources. Where proposals do not adopt this approach, the Council will expect justification.
- 7.250** 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.
- 7.251** The Council has new statutory responsibilities in the area of flood risk:
- Under the Flood Risk Regulations (2009) the Council is identified as a **Lead Local Flood Authority**. The Council is required to prepare management plans for identified Flood Risk Areas (by June 2015) and these will set objectives and measures that relate to the prevention of flooding. Lead Local Flood Authorities are also required to develop and implement local flood risk management strategies. Local flood risk includes surface run-off, groundwater, and ordinary watercourses (including lakes and ponds).
- 7.252** The Council will need to consider the full range of measures consistent with a risk management approach in developing a local flood risk strategy. Resilience, and other approaches where planning can have an influence (for example through site selection, design, materials and layout) in minimising the impact of flooding, should be considered where a proposal is in an identified Flood Risk Area. The Council will also expect such proposals to support the objectives and measures of the relevant flood risk management plans and strategy.
- Under the Flood and Water Management Act (2010) the Council is a **SuDS Approving Body**. The Act requires that future construction which has drainage implications will not be able to take place until approval of the drainage system has been given by the SuDS Approving Body. Thus the Sustainable Drainage Systems

(SuDS) approval process is closely linked to the planning process and all relevant development proposals will need to demonstrate how they conform with local and national SuDS requirements. This applies to permitted developments and those that require planning permission.

- 7.253** Where both planning permission and SuDS approval are required, the processes will run together. Applications for the drainage system and for planning permission will be submitted together to reduce the burden on the applicant. The planning authority will notify the developer of the outcome of both the planning permission and drainage approval at the same time, including any conditions of approval.
- 7.254** Pre-application discussions should ensure that SuDS are considered at the earliest stages of site design in order to maximise their use on the development and ensure a smooth approval process. SuDS assets that serve more than one property will be adopted and maintained by the local authority when it has been completed to the Council's satisfaction. The drainage system must function as approved, including any conditions, in the plans for the drainage system.
- 7.255** For certain locations around the Island, a Flood Risk and Vulnerable Coastal Communities SPD will be developed which will address the specific flood risk related issues that will need to be considered by development proposals within areas covered by the SPD. The SPD will outline what measures will need to be demonstrated so that new developments would not be at risk of flooding as a result of climate change, or would not worsen flood risk elsewhere. The timetable for the preparation of this document is set out in the Council's Local Development Scheme. The Flood Risk and Vulnerable Communities SPD will be subject to a Habitats Regulations Assessment to assess potential effects on European and Ramsar sites.

In relation to DM14 you may also like to look at:

PPS25: Development and Flood Risk
 PPS25 Practice Guidance
 PPS25 Supplement: Development and Coastal Change
 PPS25 Supplement Practice Guide
 Isle of Wight Strategic Flood Risk Assessment, 2010; Entec for IWC

Coastal Management

DM15 Coastal Management

This policy sets out the Council's approach to managing development in coastal areas affected by coastal change. The Council will identify Coastal Change Management Areas (CCMAs) within the Flood Risk and Vulnerable Coastal Communities SPD.

Development proposals will be expected to:

- 1. Take a sustainable and practicable approach to coastal protection and flood risk management. Applications for development in CCMAs will be considered where it can be demonstrated to the satisfaction of both the Council and the Environment Agency that:**

- a. an assessment of vulnerability has been carried out that shows that the development will be safe over its planned lifetime and will not have an unacceptable impact on coastal change;
 - b. the character of the coast, including designations and seascape (as defined in DM12), is not compromised;
 - c. the development provides wider sustainability benefits; and
 - d. the development does not hinder the creation and maintenance of a continuous signed and managed route around the coast.
2. Support appropriate defences and/or other management approaches for the built-up areas of the Island, to a level consistent with predicted sea level rise and increased water flows arising from climate change.

Any development proposal that includes flood defence work with the potential to have significant effects on European and Ramsar sites will be subject to a project level Habitats Regulations Assessment.

The Council will support these requirements by:

- a. Identifying areas likely to be affected by physical changes to the coast and define these as Coastal Change Management Area (CCMAs).
- b. Identify the types of development that will be appropriate in CCMAs.
- c. Setting out the circumstances in which certain types of development may be permissible within CCMAs.
- d. Identifying allocations of land for appropriate development within CCMAs⁶⁷.
- e. Make provision for sufficient, suitable land outside CCMAs, where development and infrastructure needs to be relocated from CCMAs.

7.256 Policy DM15 (Coastal Management) should be read and applied in conjunction with other policies within the Core Strategy.

7.257 For the purposes of this policy, coastal change means physical change to the shoreline (i.e. erosion, coastal landslip, permanent inundation and coastal accretion).

7.258 The Council is making stronger links between the management of the coastline, set out in the Shoreline Management Plan (SMP), and hierarchical risk-based sequential approach to planning informed by the SFRA. As a single island planning authority, we are, by necessity, in a unique position to lead the way and be proactive on planning and coastal management. Because of this, we will seek to implement the Government's objectives on coastal change, to ensure that the Island's coastal communities continue to prosper and adapt to coastal change.

7.259 The Council is the lead agency in the production of the SMP, which covers the coast around the Island. This document identifies management approaches and policies for defending the coastline of the Island over the next 100 years and these will have implications for coastal development. It also identifies locations for coastal protection and flood defence works, including areas where contributions are required to construct new defences. The SMP will be subject to Habitats Regulations Assessment. When

⁶⁷ As required by the Marine and Coastal Access Act 2009

determining the types of coastal protection and flood risk management works required to protect coastal assets, consideration will be given to the potential impacts upon designated biodiversity, archaeology, geological or landscape areas of these and where necessary mitigated against.

7.260 Identifying parts of the Island's coast where defence may no longer occur, supports the Government's objectives of a sustainable approach to coastal development that seeks to work with natural processes. This is likely to result in multiple benefits, including:

- taking pressure off existing defended areas, for example through an increase in sediment supply, dissipation of wave energy, etc;
- provide potential habitat gains that can offset losses through coastal squeeze or other pressures; and
- highlight areas where inappropriate development should be avoided. This will be a key element in informing the Island's Coastal Change Management Areas.

7.261 The Flood Risk and Vulnerable Coastal Communities SPD will set out the Council's approach to Coastal Change Management Areas (CCMAs) and associated guidance so that communities vulnerable to coastal change have the necessary spatial planning framework to manage this change in the most sustainable manner. The CCMAs will be identified by drawing on evidence from the SMP and SFRA and, importantly, in partnership with relevant local communities, key stakeholders and statutory consultees.

7.262 Once defined, CCMAs will be identified on the Proposals Map and will be accompanied by Development Management guidance in the Flood Risk and Vulnerable Coastal Communities SPD. In the interim, all applications likely to be affected by CCMAs should refer to the relevant national policy and sections of the SMP and SFRA. The Council will indicate when a proposal is likely to be affected (based on the recommended policy approach of the relevant stretch of coastline in the SMP, the proximity of the proposal and the proposed use[s]).

In relation to DM15 you may also like to look at:

PPS25: Development and Flood Risk
 PPS25 Practice Guidance
 PPS25 Supplement: Development and Coastal Change
 PPS25 Supplement Practice Guide
 Isle of Wight Strategic Flood Risk Assessment, 2010; Entec for IWC
 Isle of Wight Shoreline Management Plan (2), 2010, IWC

Renewables

DM16 Renewables

The Council will, in principle, support proposals for the utilisation, distribution and the development of renewable sources of energy. Development proposals will be expected to:

- 1. Be informed by a landscape character assessment.**

- 2. Demonstrate how the provision of renewable energy in the proposed location contributes to the viability and financial sustainability of Island businesses and communities.**
- 3. Reflect the capacity and sensitivity of the landscape of the Island, in line with Policy DM12.**
- 4. Wherever possible, source any required fuels from Island-based renewable sources, with consideration given to waste streams as potential fuel sources. Where this is not possible, proposals will need to justify the need for non Island-based renewable fuel sources.**

- 7.263** Policy DM16 (Renewables) expands on the Council's general approach to renewables set out in SP6 (Renewables) and gives further guidance for planning applications in relation to the provision of renewable energy. It relates not just to the provision of renewable sources of energy, but also to the distribution of the energy through appropriate means.
- 7.264** The use of landscape character assessments, drawing on advice from Natural England, may help in informing specific proposals relating to location, scale and design of renewable energy developments, particularly in areas of sensitive landscape.
- 7.265** Proposals for renewable sources of energy should demonstrate the environmental and economic benefits of the scheme. The Council will expect this in the form of supporting information to any application and should be commensurate to the scale of the proposal.
- 7.266** The importance of the landscape on the Isle of Wight is well established, and proposals for renewable sources of energy should be aware of the landscape capacity to accommodate the proposals and the sensitivity of the landscape to the proposals.
- 7.267** Where schemes require a fuel source, the Council expects the fuel source to be Island based 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.
- 7.268** There is a strong synergy between the fuel source requirements for certain renewable energy technologies and the role that waste can play in supplying such technology. Treating waste as a resource in its own right, in this instance as a fuel source, meets both the policy requirements of SP8 (Waste) and national waste policies on treating waste as high up the waste hierarchy as possible.
- 7.269** By using waste as a fuel source, not only are there the benefits associated with a locally generating energy supply, but also the reduction in landfill demand by diversion. However, proposals intending to use waste as a fuel source will still need to comply with other areas of SP8 (Waste), particularly demonstrating how the proposal supports and does not undermine the waste hierarchy. All renewable energy proposals will provide evidence on how they have considered the use of waste as a fuel source where this is relevant to the technology being proposed.
- 7.270** It is important that renewable energy generated on the Island contributes to the Island and this can occur in a number of different ways. The Council expects proposals for renewable sources of energy to contribute to the viability and financial sustainability of Island businesses and the community and the ways in which this will occur should be made clear in any application. This could include: an assessment of direct job creation through the installation and operation of renewable energy infrastructure and supply of feedstock;

indirect job creation such as the manufacture of components; and induced economic effects through recirculation of income in the local economy.

- 7.271** Renewable energy schemes can also contribute to the diversification of rural economies through providing income streams for landowners and opportunities for involvement in the supply chain e.g. production of biomass fuels.
- 7.272** Communities can benefit directly from renewable energy schemes and proposals should indicate the extent of this benefit through resident shareholding, the establishment of environmental funds for the local community, reduced fuel bills or some other mechanism to benefit those affected by a scheme.

DM16 and Habitat Regulations Assessment

- 7.273** Following the recommendations of the Habitat Regulations Assessment of the Core Strategy, proposals that relate to this policy should consider the need for mitigation measures. This will be dependent upon the type of proposal to which the Core Strategy policies are being applied and the proximity of the development proposal to European and Ramsar sites.
- 7.274** The likely mitigation measures required are set out in the following table:

Required Mitigation

Location of facilities away from vulnerable areas. Requiring removal of pollutants by the use of taller chimney stacks. Siting of turbines away from potential bat and bird foraging and migration routes. Provision of supporting habitats. Site access and management.

In relation to DM16 you may also like to look at:

PPS1: Delivering Sustainable Development
 Planning and Climate Change – Supplement to PPS1
 PPS10: Planning for Sustainable Waste Management
 PPS22 Renewable Energy
 Planning for Renewable Energy: A Companion Guide to PPS22
 Renewable Energy Capacity in Regional Spatial Strategies: Final Report, 2009; Ove Arup & Partners Ltd for DCLG

Sustainable Travel

DM17 Sustainable Travel

The Council will support proposals that increase travel choice and provide alternative means of travel to the car. Development proposals will be expected to:

1. Contribute to meeting the aims and objectives of the Island Transport Plan.
2. Provide and improve accessibility for pedestrian, cycling, equestrian and public transport, especially when they:

- a. create sustainable routes between urban and rural areas;
 - b. retain former railway line routes for future sustainable transport use;
 - c. provide new cycle routes as part of the national and/or local cycle network; and
 - d. provide safer routes to schools.
3. Comply with the Council's Residential and Non-Residential Parking Guidance Supplementary Planning Document.
 4. Demonstrate they are well-related to the Island's Strategic Road Network and that the network has adequate capacity to accommodate the development.

7.275 Reducing the need to travel, particularly by private motor car, is an important theme for the Council, and is inherent in the aims and objectives of the Eco Island Sustainable Community Strategy and the policies of the Core Strategy. This is primarily through the spatial strategy that focusses the majority of development in the most sustainable locations and the other strategic policies that dictate the broad locations of certain types of development.

7.276 The Council has also produced the Island Transport Plan (ITP) which sets out how we will work with others to improve transport on the Island. Formally adopted in June 2011, the plan covers the years 2011-2038 and will be delivered in partnership with the road maintenance Private Finance Initiative (PFI) project. The plan sets out our local transport "vision", six key "goals" and six "objectives". These are to:

- Enhance and maintain our highway assets.
- Maintain and improve journey time reliability and predictability for all road users.
- Protect and enhance the environment and quality of life.
- Improve road safety.
- Reduce the need to travel.
- Promote travel choice.

7.277 Development proposals will be expected to demonstrate how they contribute to meeting the aims and objectives of the ITP.

7.278 An important part of this is reducing the dependency on the private motor car, through improving the provision of pedestrian, cycling, equestrian and public transport. Development proposals will be expected to demonstrate how this will be achieved.

7.279 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. As part of this approach, the utilisation of former railway routes to deliver such provision is also encouraged and the Council does not wish to see development occur that may prejudice this.

7.280 The provision of adequate, attractive and safe walking and cycling facilities (including cycle parking) is a prerequisite of a sustainable transport strategy. The Council will support improved pedestrian and cycle facilities and will ensure that development proposals help fund the necessary improvements. Any new cycle and pedestrian routes will help add to the existing sustainable transport network and will facilitate non-motorised travel on the Island.

- 7.281** Through the Unitary Development Plan, the Council operated a system of Parking Zones across the Island. This established the parking provision of new development to ensure that appropriate levels were delivered and maintained across the Island. This general approach will be updated in light of evolving national policy and guidance and will be set out in the Council's Residential and Non-Residential Parking Guidance Supplementary Planning Document.
- 7.282** Development which is expected to generate significant car and/or goods vehicle movement should have good links to the Island's Strategic Road Network (ISRN), which is shown on the Key Diagram and indicatively below. It is also important, for safety reasons and potential traffic delays, that new developments avoid a proliferation of new access points onto the ISRN. New accesses and intensified use of existing access onto the ISRN will not be permitted if it is considered that an increased risk of road traffic accidents or significant delays would result.
- 7.283** Within the rural area, the suitability and capacity of the road network to accommodate traffic generated by a proposal will be key to judging its acceptability. This is particularly the case when new proposals could reduce road safety through the generation of increased traffic and a greater use of larger vehicles.

In relation to DM17 you may also like to look at:

PPG13: Transport

Delivering a Sustainable Transport System: Main Report, 2008; DfT

LTP3 Guidance, 2009; DfT

The Island's Local Transport Plan 2011-2038, 2011; IWC

Isle of Wight Rights of Way Improvement Plan, 2003; IWC

Cross-Solent Travel

DM18 Cross-Solent Travel

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. Within the short to medium-term, proposals are expected to be within the boundaries of the existing foot passenger and vehicle ferry terminals.
2. Meet the expected growth in cross-Solent travel.
3. 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 landscape and biodiversity of the Island, in line with Policy DM12.

The Area Action Plans and Delivery and Management DPD will, should it be necessary, identify any additional land required to enable growth and/or improvements to services, including the associated traffic implications.

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

- 7.284** The optimal and efficient use of existing cross-Solent passenger and vehicular terminals is of benefit to the Island's residents and visitors alike. Over the life of the Core 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.
- 7.285** 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 necessarily have to be land-use related. The Council will consider proposals for such development in line with other Core Strategy policies and have regard to environmental health issues that may occur as a result of the proposals.
- 7.286** Through ongoing dialogue with the ferry operators, and because of the positive approach to encouraging and facilitating tourism, the Council expects an incremental growth in cross-Solent travel over the plan period. Whilst it is not yet clear how big this increase may be, the cross-Solent terminals will need to be able to accommodate it.
- 7.287** In the short to medium-term, up to 2020, improvement measures that can be made within current operations and the boundaries of the existing ports are expected to be able to accommodate growth in cross-Solent ferry demands. There are inherent uncertainties in assumption forecasting beyond this period and more detailed investigation will be required to review the forecast demands and determine longer-term requirements.
- 7.288** A fundamental issue relating to the operation of the cross-Solent passenger and vehicular terminals is the impact on the immediate vicinity of traffic movements associated with the ferries. Whilst these are primarily operational issues, the Council will welcome proposals that identify and deliver appropriate solutions.
- 7.289** Should proposals for new facilities come forward, they will be expected to demonstrate their environmental and economic benefits to the immediate local area and the wider Island. Such proposals will need to consider the other policies of this plan, particularly SP5 (Environment) and DM12 (Landscape, Seascape, Biodiversity and Geodiversity).
- 7.290** Through subsequent DPDs, the Council will, following discussions with operators and the public, identify any necessary additional land to enable growth and/or improvements to the services provided. This particularly refers to addressing any traffic issues that may arise through increased passenger numbers and traffic movements.

DM18 and Habitat Regulations Assessment

7.291 Following the recommendations of the Habitat Regulations Assessment of the Core Strategy, proposals that relate to this policy should consider the need for mitigation measures. This will be dependent upon the type of proposal to which the Core Strategy policies are being applied and the proximity of the development proposal to European and Ramsar sites.

7.292 The likely mitigation measures required are set out in the following table:

Required Mitigation

Consideration of appropriate multiple use green buffers to intercept potential impacts (eg air, light, noise, run-of etc) and in the case of ports and marine facilities provide the ability to set back to avoid future potential coastal squeeze from sea level rise (being in mind limitations placed by existing development). Where appropriate, landscape screening may provide multiple benefits such as green corridors, thereby adding to the GI network.

In relation to DM18 you may also like to look at:

PPG13: Transport

Delivering a Sustainable Transport System: Main Report, 2008; DfT

LTP3 Guidance, 2009; DfT

The Island's Local Transport Plan 2011-2038, 2011; IWC

Isle of Wight Rights of Way Improvement Plan, 2003; IWC

Cross Solent Movement Study, 2006; MVA for IWC

Waste

DM19 Waste

Proposals for waste management facilities will be expected to demonstrate how they will:

1. Support the delivery of the Council's Municipal Waste Management Strategy.
2. Apply the waste hierarchy appropriate to the proposed waste stream(s) to be managed.
3. Provide treatment of waste as close to the source as possible.
4. Consider the co-location of waste facilities.
5. Apply a sequential approach including consideration of both existing waste sites and allocations.
6. Address the principal environmental impacts associated with waste development, including existing and proposed neighbouring land uses, protection of water resources, land stability, visual intrusion, nature conservation, historic environment and built heritage, air emissions including dust, odours, vermin and birds, noise and vibration and litter.
7. Minimise the adverse impacts of the transport of waste, including traffic and access.
8. Maximise the beneficial after-use of the site through Restoration Plans and where appropriate, the provision of a Restoration Bond.

9. Deliver appropriate remediation that enhances the landscape, biodiversity and geodiversity and, where possible contributes to the Island's Green Infrastructure network.

7.293 Waste development will not only need to take account of all other relevant Core Strategy policies (such as ensuring good design through policy DM2 (Design Quality for New Development) but due to the specialist nature of waste management facilities, and therefore the related specific considerations and associated impacts, it is necessary to detail the specific criteria against which all waste management proposals will be considered. This is in addition to the strategic waste policies of SP8 (Waste) that also apply to waste management proposals.

7.294 Waste should not be treated in isolation; waste management is fundamental to sustainable communities. By considering sites for waste management as part of the allocations in the AAPs, it will allow greater consistency and integration of waste management with other spatial planning considerations. This can range from the review of site options through to the integration of local waste management opportunities in new development and promoting good urban design.

7.295 The following waste streams will require treatment to meet recycling and composting recovery targets:

- Household, commercial and industrial and demolition residual.
- Municipal solid waste (MSW) and commercial and industrial food and green waste.
- MSW and commercial recyclables.
- Inert commercial and industrial waste

7.296 It is anticipated that a combination of the following facilities will be required, in addition to the landfill allocation, to treat the predicted level of waste that will be generated over the plan period:

- Food waste composting – Anaerobic Digestion/In Vessel Composting (IVC)/Windrow.
- Green waste composting - Anaerobic Digestion/IVC/Windrow.
- Inert commercial and industrial waste – Recycling/Reprocessing plant.
- MSW, commercial and industrial recyclables – Materials Recycling Facility

7.297 Once a waste management facility has reached the end of its life, the potential of the site to provide other waste management infrastructure should be considered, taking into account relevant environmental constraints and consistency with the Core Strategy. Where a waste management facility has a limited life span, with no prospect of further use of the site for the purposes of waste management, careful consideration should be given to the subsequent after-use of the site, including:

- addressing the key environmental impacts identified as a result of the proposal;
- contributing to the Island's Green Infrastructure including improving public access to open space;
- the improvement of biodiversity; and
- positive improvements to the local landscape and character.

- 7.298** Waste management proposals will not be permitted unless there is satisfactory provision for remediation/restoration of the site, within a reasonable timescale, for an after-use consistent with the above. This should be detailed in a Restoration Plan and, where determined necessary by the Council, secured through a Restoration Bond that will provide the certainty of site restoration through a financially guaranteed delivery mechanism.

DM19 and Habitat Regulations Assessment

- 7.299** Following the recommendations of the Habitat Regulations Assessment of the Core Strategy, proposals that relate to this policy should consider the need for mitigation measures. This will be dependent upon the type of proposal to which the Core Strategy policies are being applied and the proximity of the development proposal to European and Ramsar sites.

- 7.300** The likely mitigation measures required are set out in the following table:

Required Mitigation

Landscaping provision, visitor management, site access and management, education and interpretation.

In relation to DM19 you may also like to look at:

PPS10: Planning for Sustainable Waste Management
 Planning for Sustainable Waste Management: Companion Guide to PPS10
 Municipal Waste Management Plan 2008-2011, 2008; IWC
 Waste Needs Assessment, Technical Modelling, 2008; Entec for IWC
 Waste Needs Assessment, Addendum to Technical Modelling, 2008; Entec for IWC
 Assessment of Options for Waste Sites and Other Alternatives to Landfill on the Island, Site Options
 Report, 2009; Entec for IWC
 Island Plan Waste Sites Summary Report, 2009; Entec for IWC
 Landfill Options Assessment, 2010; Entec for IWC

Minerals

DM20 Minerals

Mineral related development proposals (including wharves, quarries, borrow pits and associated processing plants) will be expected to demonstrate how they will:

- 1. Contribute to overall levels of provision for primary land won aggregates, imported and marine dredged and secondary and recycled materials over the Plan period (as set out in SP9) and for land won aggregates, how they contribute to the maintenance of the Island's landbank (of at least 7 years) of sand and gravel.**
- 2. Apply a hierarchy of resource efficiency (including reducing demand and use of virgin aggregate and use of secondary and recycled aggregate and other suitable alternatives before use of virgin aggregate) and demonstrate this.**

3. Apply a sequential approach including consideration of both existing mineral sites and allocations.
4. In the first instance avoid the principal environmental and nature conservation impacts associated with mineral development and where necessary mitigate these impacts, including noise, dust, air quality, vibration, mineral waste, visual, impact on archaeological and heritage features, ground and surface water and land stability.
5. Minimise the adverse impacts of the transport of minerals and associated construction materials, including traffic and access.
6. Maximise the beneficial after-use of the site through Restoration Plans and where appropriate, the provision of a Restoration Bond.
7. Demonstrate appropriate remediation that enhances the landscape, biodiversity and geodiversity and, where possible contributes to the Island's Green Infrastructure network.

In conjunction with mineral extraction, the Council will, wherever possible, promote mineral use minimisation and opportunities to re-use associated waste products, together with the promotion of the use of recycled aggregate and/or demolition waste as set out in DM1. Planning permission will not be granted for any form of development within a Mineral Safeguarding Area that is incompatible with safeguarding the mineral unless:

- a. the applicant can demonstrate to the satisfaction of the Council that the mineral concerned is no longer of any value or potential value; or
- b. the mineral can be extracted satisfactorily prior to the incompatible development taking place; or
- c. the incompatible development is of a temporary nature and can be completed and the site restored to a condition that does not inhibit extraction within the timescale that the mineral is likely to be needed; or
- d. there is an overriding need for the incompatible development.

7.301 In order to meet one of the main themes outlined in the UK Sustainable Strategy, 'Prudent Use of Natural Resources', there is a need to maximise the use of secondary and recycled materials (alternatives). Government guidance acknowledges that primary aggregates are a finite resource and therefore alternative secondary and recycled sources of aggregates should form an even greater proportion of future supply.

7.302 Through sustainable construction policies and standards as detailed in DM1 (Sustainable Build Criteria for New Development), the Council will seek, wherever practical, the use of construction materials that reduce the demand for primary minerals. This will be achieved through the requirement of evidence to demonstrate how a development has used sustainable construction methods, including the use of recycled and secondary aggregates in new projects.

7.303 The terms 'recycled' and 'secondary' aggregate are often used interchangeably. The term 'recycled aggregates' refers to aggregates that have been used previously in construction. Recycled aggregates can comprise of construction, demolition and excavation wastes, asphalt road planings and used railway ballast. 'Secondary aggregates' are by-products of other processes, and will not have been used previously as aggregates.

7.304 Construction, demolition and excavation waste (C, D & E) are the main sources of recycled materials. A main objective of the Council is to reduce the amount of inert waste (C, D & E) going to landfill. On-site recycling of building waste, and improved provision of

processing plant to produce good quality recyclates, are two of the main ways in which this objective can be achieved. The Government's Waste Strategy 2007 sets out a target for Government and industry to halve the amount of construction, demolition and excavation waste going to landfill by 2012.

7.305 Whilst the extraction of minerals may occur over a prolonged period of time, in planning terms such operation is viewed as a temporary use. Therefore, the Council views restoration plans and the proposed after-use of extraction sites as an essential element of any permission. As such, it will be expected that any proposal for mineral extraction can demonstrate how it has effectively taken account of the existing environment and potential needs in terms of amenity, recreation and nature conservation, consulting relevant plans and documents including the IW Biodiversity Action Plan, the Local Geodiversity Action Plan and the Green Infrastructure Strategy SPD.

7.306 All developers and operators will be expected to work with local communities and relevant groups that will be determined by the restoration proposals and the existing interests of the land prior to extraction (for example, if the site is located within the AONB, then the AONB Steering Group should be consulted). The Council will view favourably proposals that will bring multiple benefits, either during operation (such as educational school visits or access to geological exposures of significance), or through restoration.

7.307 Where demand for minerals is generated by specific major construction projects that can be demonstrated as outside of that which the planned apportionment intends to provide for, the use of borrow pits will be considered, where it can be demonstrated to the satisfaction of the MPA that:

- There are distinct environmental advantages to do so.
- The site(s) will be managed to a high standard.
- Restoration and aftercare will be as good as, but preferably exceed, those standards required of other extractive operations.
- All the mineral development criteria listed in this policy has been complied with.

7.308 Additional aggregate demand in the future may come from engineering or building projects, such as the Highways PFI Project. Although it is understood that this demand is anticipated to be unpredictable it lends support for the need for safeguarding minerals. The purpose of MSAs is not to preclude automatically other forms of development, but to make sure that mineral resources are adequately and effectively considered in development decisions.

DM20 and Habitat Regulations Assessment

7.309 Following the recommendations of the Habitat Regulations Assessment of the Core Strategy, proposals that relate to this policy should consider the need for mitigation measures. This will be dependent upon the type of proposal to which the Core Strategy policies are being applied and the proximity of the development proposal to European and Ramsar sites.

7.310 The likely mitigation measures required are set out in the following table:

Required Mitigation

Protection of groundwater and geodiversity resources. Management of site operations including provision of landscaping, re-routing of Rights of Way through enhancement or creation of green corridors. Restoration and aftercare for recreational and/or biodiversity provision.

In relation to DM20 you may also like to look at:

MPS1: Planning and Minerals

Planning and Minerals: Practice Guidance

MPS2: Controlling and Mitigating the Environmental Effects of Mineral Extraction in England

MPG2: Applications, permissions and conditions

MPG5: Stability in surface mineral workings and tips

MPG7: Reclamation of mineral workings

Mineral Resource Information in Support of National, Regional and Local Planning, Isle of Wight
– British Geological Survey Commissioned Report CR/02/130N

Aggregate Wharf and Rail Depots in South East England, 2007; SEEDA

Isle of Wight mineral site options and MSAs, 2010; Entec for IWC

AONB Management Plan 2009-2014, 2009; IW AONB Partnership

8. Implementation and Infrastructure Delivery

- 8.1 PPS12: Local Spatial Planning identifies deliverability as one of the key aspects that a sound Core Strategy will need to address. This includes making it clear how infrastructure that is needed to support the levels of development set out in the Core Strategy will be planned, funded and delivered.

Utility Infrastructure Requirements

DM21 Utility Infrastructure Requirements

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.

- 8.2 Whilst there are no known issues in terms of the overall capacity of the Island's infrastructure to accommodate the level of development within the broad locations identified in the Core Strategy, further development management policy direction is required to adequately deal with issues at the planning application stage.
- 8.3 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.
- 8.4 The Council will expect applicants to give due consideration to the issue of connection to existing utility infrastructure, and where appropriate demonstrate that the relevant utility providers have been involved in the process of preparing the application.
- 8.5 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.
- 8.6 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.
- 8.7 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.
- 8.8 Consideration should be given by applicants to linking the requirements outlined above with those in DM14 Flood Risk, especially those relating to SuDS and Drainage Strategies.

DM21 and Habitat Regulations Assessment

8.9 Following the recommendations of the Habitat Regulations Assessment of the Core Strategy, proposals that relate to this policy should consider the need for mitigation measures. This will be dependent upon the type of proposal to which the Core Strategy policies are being applied and the proximity of the development proposal to European and Ramsar sites.

8.10 The likely mitigation measures required are set out in the following table:

Required Mitigation

Consideration of appropriate multiple use green buffers to intercept potential impacts (eg air, light, noise, run-off etc) and in the case of ports and marine facilities provide the ability to set back to avoid future potential coastal squeeze from sea level rise (bearing in mind limitations placed by existing development). Where appropriate, landscape screening may provide multiple benefits such as green corridors, thereby adding to the GI network.

In relation to DM21 you may also like to look at:

PPS1: Delivering Sustainable Development
 PPS12: Local Spatial Planning
 Management Plans of the relevant utility provider

Provision of Required Infrastructure

8.11 The evidence base prepared to inform and support the Core Strategy demonstrates that, in general terms, the Island's infrastructure can accommodate the level of development set out in the Core Strategy. However, a number of road network issues have been identified and need to be addressed.

8.12 The modelling work undertaken by the Council demonstrates that three road junctions in Newport will need improving once the quantum of development has reached a certain level. The Housing Trajectory work shows that this quantum occurs in 2020. Therefore, the improvements will need to be made to the following junctions to satisfactorily accommodate development.

Junction Location	Date required by
Coppins Bridge	2020
Hunnyhill/Hunnycross and Riverway Junction and Medina Way from the junction to Coppins Bridge Roundabout	2020
St Mary's Roundabout	2020

Table 8.1 Junction improvements required

- 8.13** Work is ongoing to establish appropriate technical solutions to resolve these capacity issues, which will be finalised to inform the Medina Valley Area Action Plan. In addition, the Council will ensure, wherever possible, that the Newport junction improvement schemes give consideration to the needs of walkers and cyclists and, where feasible, look to provide 'off road' segregation, taking account of existing and potential road space and the ability of junctions to accommodate such provision without detrimental impact on traffic flows.
- 8.14** The mechanism for ensuring the above consideration will be through liaison between those responsible for developing the junction schemes (currently the Council's Highways Department) and Planning and Regulatory Services. This will be through a three phased consultation process for each scheme; preliminary design, detailed design and construction. These will be carried out in parallel with the statutory C section notices that Highways consult upon. Any necessary air monitoring will be agreed with Environmental Health and should be related to existing air quality hotspots, with the aim of avoiding Air Quality Management Areas (AQMAs).

Strategic Approach to the Provision of Mitigation and Green Infrastructure

- 8.15** Based on the Habitats Regulations Assessment (HRA) of the Island Plan Core Strategy, it is clear that the Plan's policies will lead to significant impacts upon the Solent and Southampton Waters SAC/SPA/Ramsar sites, unless avoidance and mitigation measures are built in to remove or reduce the effects.
- 8.16** The HRA identified the policies which would require some form of mitigation, where necessary, to be factored into a proposal. The need to apply such measures will be dependent upon the type of proposal to which Core Strategy policies are being applied and the proximity of the development proposal to European and Ramsar sites.
- 8.17** The policy approach in SP5 Environment and DM13 Green Infrastructure sets the context for the requirement for types of mitigation set out in the table below:

Policy No.	Required Mitigation
SP3	Specific mitigation such as recreational provision and provision of supporting habitats as well as visitor management, site access and management, education and interpretation.
SP3(a)	On-site provision of natural greenspace, pedestrian/cycle way route to access existing Rights of Way network, visitor management, site access and management, education and interpretation.
SP3(b)	Provision of appropriate greenspace buffer strip with the following elements; an area of no access, visitor management, site access and management, education and interpretation.
SP3(c)	Specific mitigation such as recreational provision and provision of supporting habitats as well as visitor management, site access and management, education and interpretation.
SP3(d)	Specific mitigation such as recreational provision and provision of supporting habitats as well as visitor management, site access and management, education and interpretation.
SP3(e)	Specific mitigation such as recreational provision and provision of supporting habitats as well as visitor management, site access and management, education and interpretation.

Policy No.	Required Mitigation
SP4	Specific mitigation such as potential recreational provision and provision of supporting habitats as well as visitor management, site access and management, education and interpretation.
SP6	Location of facilities away from vulnerable areas. Requiring removal of pollutants by the use of taller chimney stacks. Siting of turbines away from potential bat and bird foraging and migration routes. Provision of supporting habitats. Site access and management.
SP7	Consideration of appropriate multiple use green buffers to intercept potential impacts (eg air, light, noise, run-off etc) and in the case of ports and marine facilities provide the ability to set back to avoid future potential coastal squeeze from sea level rise (bearing in mind limitations placed by existing development). Where appropriate, landscape screening may provide multiple benefits such as green corridors, thereby adding to the GI network.
SP8	Enhancement of existing corridors off-site. On-site provision of appropriate greenspace buffer with no access, visitor management, site access and management, education and interpretation.
SP9	Protection of groundwater and geodiversity resources. Management of site operations including provision of landscaping, re-routing of Rights of Way through enhancement or creation of green corridors. Restoration and aftercare for recreational and/or biodiversity provision.
DM5	Specific mitigation such as potential recreational provision and provision of supporting habitats as well as visitor management, site access and management, education and interpretation.
DM6	Specific mitigation such as potential recreational provision and provision of supporting habitats as well as visitor management, site access and management, education and interpretation.
DM7	Specific mitigation such as potential recreational provision and provision of supporting habitats as well as visitor management, site access and management, education and interpretation.
DM8	Specific mitigation such as potential recreational provision and provision of supporting habitats as well as visitor management, site access and management, education and interpretation.
DM9	Public space / greenspace access, as well as visitor management, site access and management, site access and management, education and interpretation.
DM10	Public space / greenspace access, as well as visitor management, site access and management, site access and management, education and interpretation.
DM13	Specific mitigation such as potential recreational provision and provision of supporting habitats as well as visitor management, site access and management, education and interpretation.
DM16	Location of facilities away from vulnerable areas. Requiring removal of pollutants by the use of taller chimney stacks. Siting of turbines away from potential bat and bird foraging and migration routes. Provision of supporting habitats. Site access and management.

Policy No.	Required Mitigation
DM18	Consideration of appropriate multiple use green buffers to intercept potential impact (eg air, light, noise, run-off etc) and in the case of ports and marine facilities provide the ability to set back to avoid future potential coastal squeeze from sea level rise (bearing in mind limitations placed by existing development). Where appropriate, landscape screening may provide multiple benefits such as green corridors, thereby adding to the GI network.
DM19	Landscaping provision, visitor management, site access and management, education and interpretation.
DM20	Protection of groundwater and geodiversity resources. Management of site operations including provision of landscaping, re-routing of Rights of Wight through enhancement or creation of green corridors. Restoration and aftercare for recreational and/or biodiversity provision.
DM21	Consideration of appropriate multiple use green buffers to intercept potential impacts (eg air, light, noise, run-off etc) and in the case of ports and marine facilities provide the ability to set back to avoid future potential coastal squeeze from sea level rise (bearing in mind limitations placed by existing development). Where appropriate, landscape screening may provide multiple benefits such as green corridors, thereby adding to the GI network.

Table 8.2 Different types of mitigation required by the policies of the Core Strategy

Developer Contributions

DM22 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 develop a Community Infrastructure Levy (CIL) Charging Schedule to secure infrastructure requirements that result from development. Developer contributions will be sought from residential developments of one or more dwellings, or from other types of development, where such development would add to the overall impact on infrastructure. In addition to any CIL requirements the Council will negotiate affordable housing contribution and on-site requirements and will use Section 106 Agreements to secure on-site requirements for infrastructure.

As set out in the applicable policies, development proposals will be expected to demonstrate, through an open book viability assessment, why each requirement cannot be met to the level required in the plan.

The Council will prepare and annually review its affordable housing contributions and on-site S106 requirements through a Planning Obligations Supplementary Planning Document. This will set out the mechanism through which contributions are achieved and will ensure that contributions are based upon a co-ordinated and consistent approach and are in accordance with any relevant legislation.

In order to achieve this, the Council will:

- 1. Work with the Infrastructure and Delivery Theme Group of the Island Strategic Partnership.**
- 2. Collect and use contributions from developers to support improvements in services and infrastructure that are required as a result of development. This will include:**
 - a. site specific measures to directly mitigate the impact of development; and**
 - b. infrastructure facilities and services required to mitigate its impact and support growth.**
- 3. Pool contributions, when appropriate, and prepare a CIL charging schedule to secure the delivery of larger scale infrastructure which is made necessary by the cumulative impacts of development.**

- 8.18** An Indicative Economic Viability Assessment of the potential development sites identified in the Strategic Housing Land Availability Assessment has been undertaken at a strategic level and based on 2010 prices/values. Whilst it contains a number of high level assumptions that would not necessarily be applicable to every potential site on the Island, it provides the Council with an overview and a starting point for viability discussions with developers.
- 8.19** The Indicative Economic Viability Assessment highlights that in some instances it is likely that developments would not be viable if they were to deliver all the policy requirements of the Core Strategy. This means that the Council will need to be flexible in its application of the requirements of the Core Strategy policies, to ensure delivery and that the broad objectives of the Core Strategy and indeed the Council are being met.
- 8.20** Throughout this document economic viability toolkit, development viability and open book viability are referred to. The Isle of Wight Council's preferred method of assessing development viability will be by using the Homes and Communities Agency (HCA) Development Appraisal Tool (DAT). The DAT is designed to appraise in detail the viability of an individual site.
- 8.21** The DAT is freely available for use on the Homes and Communities Agency website at www.homesandcommunities.co.uk. It should be prepared and used collaboratively between the Isle of Wight Council and developers to help establish the viability of development and thereby justifying the level of provision of the requirements of the Core Strategy and developer contributions obligations at an early stage in the planning process. It can be used as a gap funding model as well as a residual land value model. The model includes analytical tools including capacity to run sensitivity analysis scenarios.
- 8.22** The Planning Obligations SPD will set out, through its annual updates (informed by the Annual Monitoring Report) the delivery priorities across the Island. This will give developers a clear steer of what the Council will expect to be delivered and where flexibility may be appropriate.
- 8.23** However, the flexibility of delivery cannot and should not solely be informed by Council evidence. As set out in the applicable policies, development proposals will be expected to demonstrate, through an open book viability assessment why each requirement cannot be met to the level required in the plan.

8.24 Within the Core Strategy this approach primarily applies to:

- DM1 Sustainable Build Criteria for New Development
- DM3 Balanced Mix of Housing
- DM4 Locally Affordable Housing
- DM5 Housing for Older People
- DM13 Green Infrastructure

8.25 Because future development may put pressure on existing infrastructure improvements may be required and, in some cases, the provision of additional infrastructure will also be required.

8.26 New development will therefore be expected to provide or contribute towards the provision of the necessary infrastructure to enable it to be provided in a timely manner and support growth on the Island.

Contributions	Collected and used	Contributions for
On-site	Negotiated and provided on-site or directly related to the site. Contributions and requirements will be negotiated through S106 Agreements.	<ul style="list-style-type: none"> • Affordable housing • Local open space • Environmental enhancements and/or improvements • On-site transportation requirements • Renewable energy supply • Water recycling/ treatment/ waste
Off-site contribution to wider plan objectives	Contributions to meet wider plan objectives. Contributions will be collected through either S106 Agreements or CIL as appropriate.	<ul style="list-style-type: none"> • Local traffic management • Public transport/ walking/ cycling • Renewable energy supply • Waste minimisation and recycling schemes • Education • Local skills, labour and training initiatives • Leisure, arts, culture and heritage • Healthcare • Community halls
Strategic infrastructure projects identified within the spatial strategy and/or other LDF documents	Island-wide to provide key infrastructure. Collected through CIL.	<ul style="list-style-type: none"> • Major roadworks and traffic management • Environmental facilities, including flood mitigation, water supply improvements • Strategic open space and green infrastructure, arts, sport, leisure, culture and heritage • Wider landscape creation and enhancement • Higher education, including further education and training to up-skill employees

Table 8.3 Expected contributions from development

- 8.27** The types of contribution that could be required to be secured are outlined above. The details of any specific tariff and on site requirements for Affordable housing provision, together with other on-site related requirements will be set out in the Planning Obligations Supplementary Planning Document (SPD). This will be accompanied by an economic testing viability paper which will ensure that tariffs are set to reflect market conditions at the time. Contributions towards wider infrastructure requirements will be collected via a CIL Charging Schedule. Contributions and delivery of infrastructure will be monitored through the Annual Monitoring Report (AMR). The tariff will be reviewed on an annual basis so that it accurately reflects any changes to the economy and best practice guidance.
- 8.28** Recent Regulations have introduced the Community Infrastructure Levy (CIL), which provides the Council with greater powers to apply a charging schedule to developments and the Council will implement CIL.

In relation to DM22 you may also like to look at:

PPS1: Delivering Sustainable Development
PPS3: Housing
National Policy on Community Infrastructure Levy

9. Monitoring

- 9.1** This chapter is fundamental to the success of the delivery of the Core Strategy, as monitoring is essential for an effective strategy and forms an important aspect of the 'plan, monitor, manage' approach.
- 9.2** A series of monitoring indicators and targets have been identified and selected from the national indicator set, the LDF Core Output indicators and the indicators associated with the Isle of Wight Local Area Agreement (LAA). They have been selected to ensure that there is no duplication of effort in terms of indicators that are more appropriately monitored elsewhere, such as in the Local Transport Plan
- 9.3** Monitoring outcomes will be reported on an annual basis (from 1st April to 31st March) and will be reported through the Annual Monitoring Report (AMR). The AMR is published by the Council at the end of every calendar year. Each document that forms part of the LDF is monitored and reported individually in the AMR.

Contingency planning

- 9.4** The AMR will identify whether any contingency planning is required. There are three key aspects of the Core Strategy, which are of significant importance in terms of delivery of the Vision. These are:
- Employment land delivery and supply
 - Housing delivery and supply
 - Provision of affordable housing

Employment land delivery and supply

- 9.5** In the event that take up of land allocated for economic uses does not meet the targets in the Core Strategy over a three year period, the Council will review existing allocations and if needed, identify additional sites in subsequent DPDs in locations consistent with the overall spatial strategy.

Housing delivery and supply

- 9.6** In the event that housing delivery falls below the projected cumulative and annual target by more than 20% over a three year period, and the projected five year supply does not identify how the shortfall can be addressed, the Council will use the Area Action Plans to identify contingency areas for growth. These will be identified using a sequential approach of:
1. Bring forward additional sites for housing within the Key Regeneration Areas in locations consistent with the overall spatial strategy. Sites will be identified within the Area Action Plans.
 2. Use planning powers and, where appropriate, compulsory purchase powers to ensure allocated land is brought forward for development.

Affordable Housing

9.7 Delivery of affordable housing is linked to delivery of housing. The above measures will, to a certain extent, address the delivery of affordable housing. In addition, should monitoring of the Council's Housing Strategy indicate that affordable housing delivery has fallen more than 20% below the three year target, and the Core Strategy cannot identify how the shortfall will be met, the Council will:

1. Review its approach to planning obligations, prioritising funds in order that affordable housing is considered as a first priority.
2. Review Council owned land to see if there is potential to increase the delivery of affordable housing on Council owned sites.
3. Reconsider the possibility, subject to economic viability, of achieving a higher proportion of affordable housing on an individual basis on allocated sites.

SP1 Spatial Strategy

Core Strategy Objectives	Policy	Target(s)	Indicator(s)	Implementation and Delivery	Delivery Partners
1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	SP1 Spatial Strategy	81% of new housing development to be delivered within or immediately adjacent the settlement boundaries within the Key Regenerations Areas and Smaller Regeneration Areas over the plan period	Number of housing development delivered within or immediately adjacent the settlement boundaries within the KRAs and SRAs per annum	Subsequent DPDs will provide detailed sites for development and allocated land for various uses	IWC Developers Parish and Town Councils
Eco-Island Theme(s): Thriving Island Inspiring Island Healthy and Supportive Island			Number of applications for housing development delivered within or immediately adjacent the settlement boundaries of the Rural Service Centres and Wider Rural Areas per annum	Use of AONB Landscape Character Assessment, IW Biodiversity Action Plan, and the IW HEAP in determining planning applications	
Safe and Well-kept Island		At least 42 hectares of employment development to be delivered within the Key Regeneration Areas of the Medina Valley and Ryde over the plan period	Amount of employment land delivered in the Medina Valley and Ryde per annum Amount of employment land delivered elsewhere per annum	Use of Housing Strategy to inform decisions about housing development Use of Local Transport Plan to inform decisions about developments	
		At least 10 hectares of retail land to be provided in the Key Regeneration Area of Medina Valley over the plan period	Amount of retail land delivered in the Medina Valley provided per annum Amount of retail land provided elsewhere per annum	Use of Parish, Town and Neighbourhood Plans to inform decisions about local need	

SP2 Housing

Core Strategy Objectives	Policies	Target(s)	Indicator(s)	Implementation and Delivery	Delivery Partners
1, 2, 3, 4, 5 Eco-Island Theme(s): Thriving Island Inspiring Island Healthy and Supportive Island Safe and Well-kept Island	SP2 Housing	520 dwellings per annum over the plan period	Net annual dwellings provided	Subsequent DPDs will provide detailed sites for development and allocated land for various uses Use of AONB Landscape Character Assessment, IW Biodiversity Action Plan, and the IW HEAP in determining planning applications Use of Housing Strategy to inform decisions about housing development Use of Local Transport Plan to inform decisions about developments Use of Parish , Town and Neighbourhood Plans to inform decisions about local need	IWC Developers Parish and Town Councils
		4,140 new dwellings built within or immediately adjacent to the settlement boundaries within the KRAs, SRAs over the plan period	Number of dwellings built within or immediately adjacent to the settlement boundaries within Medina Valley per annum Number of dwellings built within or immediately adjacent to the settlement boundaries within Ryde per annum Number of dwellings built within or immediately adjacent to the settlement boundaries within The Bay per annum Number of dwellings built within or immediately adjacent to the settlement boundary of West Wight per annum Number of dwellings built within or immediately adjacent to the settlement boundary of Ventnor per annum		
		980 new dwellings built within or immediately adjacent to the settlement boundaries within RSCs and the Wider Rural Area	Number of dwellings built within or immediately adjacent to the settlement boundaries within RSCs Number of dwellings built the Wider Rural Area		
		At least 60% of housing development on brownfield land per annum for the first 5 years of the plan period	Amount of housing development built on brownfield land per annum Amount of housing development built on greenfield land per annum		

SP3 Economy

Core Strategy Objectives	Policies	Target(s)	Indicator(s)	Implementation and Delivery	Delivery Partners
1, 2, 4, 6 Eco-Island Theme(s): Thriving Island Inspiring Island Healthy and Supportive Island Safe and Well-kept Island	SP3 Economic Development	Creation of 7,550 new jobs over the plan period	Number of new jobs created by employment type per annum Employment statistics from ONS	IW Economic Strategy IW Economic Development Delivery Action Plan	IWC Natural Enterprise IW CCTI Developers Inward Investors LSP Island Companies
		At least 42 hectares of employment land to be delivered over the plan period	Amount of employment land delivered per annum per type	Use of economic forecast data for the Island	
		At least 9 hectares of B1b, B1c and B2 uses to be delivered over the plan period	Amount of B1b uses delivered per annum Amount of B1c uses delivered per annum Amount of B2 uses delivered per annum	Continuous partnership working with relevant organisations to ensure targets are met Use of Local Transport Plan to inform decisions about developments	
		At least 13 hectares of B8 uses to be delivered over the plan period	Amount of B8 uses delivered per annum	Use of employment land assessment to inform planning decisions	
		At least 20 hectares of B1a uses to be delivered over the plan period	Amount of B1a uses delivered per annum	Use of GOAD maps to inform planning decisions	
		75,159m ² of net retail floorspace to be delivered over the plan period	Amount of net retail floorspace delivered per annum		

SP3(a) Horsebridge Hill

Core Strategy Objectives	Policies	Target(s)	Indicator(s)	Implementation and Delivery	Delivery Partners
1, 2, 4, 6 Eco-Island Theme(s): Thriving Island Inspiring Island Healthy and Supportive Island Safe and Well-kept Island	SP3(a) Horsebridge Hill	17ha for a range of employment generating uses including B1, B2 and B8 reflecting the split in Policy SP3 To retain 7.5ha of Natural Green Space	3.7ha of B1b, B1c and B2 5.4ha of B8 8.3ha of B1a The retention of 7.5ha of Natural Green Space	IW Economic Strategy IW Economic Development Delivery Action Plan Use of Economic forecast data for the Island Continuous partnership working with relevant organisations to ensure targets are met Use of Island Transport Plan to inform decisions about developments Use of employment land assessment to inform planning decisions Use of GOAD maps to inform planning decisions	IWC Natural Enterprise IW CCTI Developers Inward Investors LSP Island Companies

SP3(b) Stag Lane

Core Strategy Objectives	Policies	Target(s)	Indicator(s)	Implementation and Delivery	Delivery Partners
1, 2, 4, 6 Eco-Island Theme(s): Thriving Island Inspiring Island Healthy and Supportive Island Safe and Well-kept Island	SP3(b) Stag Lane	8.8ha for B1, B2 & B8 employment uses primarily relating to renewable energy	No. of ha developed for B1, B2 & B8 employment uses primarily relating to renewable energy No. of jobs created primarily relating to renewable energy	IW Economic Strategy IW Economic Development Delivery Action Plan Use of Economic forecast data for the Island Continuous partnership working with relevant organisations to ensure targets are met Use of Island Transport Plan to inform decisions about developments	IWC Natural Enterprise IW CCTI Developers Inward Investors LSP Island Companies

Core Strategy Objectives	Policies	Target(s)	Indicator(s)	Implementation and Delivery	Delivery Partners
				Use of employment land assessment to inform planning decisions Use of GOAD maps to inform planning decisions	

SP3(c) East of Pan Lane

Core Strategy Objectives	Policies	Target(s)	Indicator(s)	Implementation and Delivery	Delivery Partners
1, 2, 4, 6 Eco-Island Theme(s): Thriving Island Inspiring Island Healthy and Supportive Island Safe and Well-kept Island	SP3(c) East of Pan Lane	2.8ha for B1 & B2 uses suitable for a mixed-use scheme	No. of ha developed for B1 & B2 uses suitable for a mixed-use scheme	IW Economic Strategy IW Economic Development Delivery Action Plan Use of Economic forecast data for the Island Continuous partnership working with relevant organisations to ensure targets are met Use of Island Transport Plan to inform decisions about developments Use of employment land assessment to inform planning decisions Use of GOAD maps to inform planning decisions	IWC Natural Enterprise IW CCTI Developers Inward Investors LSP Island Companies

SP3(d) South of Nicholson Road

Core Strategy Objectives	Policies	Target(s)	Indicator(s)	Implementation and Delivery	Delivery Partners
1, 2, 4, 6 Eco-Island Theme(s): Thriving Island	SP3(d) South of Nicholson Road	14.7ha of primarily smaller scale B1 & B2 uses	No. of ha developed for primarily smaller scale B1 & B2 uses	IW Economic Strategy IW Economic Development Delivery Action Plan Use of Economic forecast data for the Island	IWC Natural Enterprise IW CCTI

Core Strategy Objectives	Policies	Target(s)	Indicator(s)	Implementation and Delivery	Delivery Partners
Inspiring Island				Continuous partnership working with relevant organisations to ensure targets are met	Developers
Healthy and Supportive Island				Use of Island Transport Plan to inform decisions about developments	Inward Investors
Safe and Well-kept Island				Use of employment land assessment to inform planning decisions	LSP
				Use of GOAD maps to inform planning decisions	Island Companies

SP4 Tourism

Core Strategy Objectives	Policies	Target(s)	Indicator(s)	Implementation and Delivery	Delivery Partners
1, 2, 3, 4, 7 Eco-Island Theme(s):	SP4 Tourism	Become an all year round tourism destination	Number of permissions without seasonal restrictions	Use of Economic Strategy and Tourism Development Plan to inform planning decisions	IWC
Thriving Island			Number of permissions with seasonal restrictions		Natural Enterprise
Inspiring Island		Manage the number of bedspaces	Number of tourism bed spaces consented per annum		IW CCTI
Healthy and Supportive Island			Number of tourism bed spaces lost per annum		Developers
Safe and Well-kept Island					Inward Investors
					ISP

SP5 Environment

Core Strategy Objectives	Policies	Target(s)	Indicator(s)	Implementation and Delivery	Delivery Partners
1, 2, 4, 8 Eco-Island Theme(s): Thriving Island Inspiring Island Healthy and Supportive Island Safe and Well-kept Island	SP5 Environment	No applications decided contrary to the advice of statutory consultees	Number of applications decided in accordance with statutory consultee advice Number of applications decided contrary to statutory consultee advice	Use of Conservation Areas, Parish, Town and Neighbourhood Plans and Village Design Statements etc in determining planning applications	IWC Natural England Environment Agency English Heritage AONB Partnership Parish/Town Councils Developers Landowners
		No reduction in the number of Heritage Assets	Number of Listed Buildings completely demolished Number of Listed Buildings added to/ removed from the statutory list or at risk The number and location of new and reviewed Conservation Areas Number of buildings/ structures on the Local List Number of Parks and Gardens on the Local List Number and condition of heritage assets recorded on the IW HER The number of heritage assets completely destroyed, removed from/ added to the statutory list or at risk	Identification and protection of buildings/ structures, parks and gardens of local importance Use of AONB Landscape Character Assessment, IW BAP, IW LGAP and IW HEAP in determining planning applications	
		Reduction in the number of Heritage Assets on EH's At Risk register	Number of Heritage Assets on EH's At Risk register		
		No net loss in extent of areas designated for their intrinsic	Condition of RAMSAR, SPA, SAC, SSSI, NNRs and RIGGS		

Core Strategy Objectives	Policies	Target(s)	Indicator(s)	Implementation and Delivery	Delivery Partners
		environmental value, including sites of international, national, regional and sub-regional (COI 108 a(ii)) (ha)	<p>Number and area of land designated as LNRs</p> <p>Number and area of land designated as SINC</p> <p>NI197 active conservation management</p> <p>% of woodland subject to woodland grant scheme and/or active management (HLS) (AONB)</p> <p>Number of new RIGGS identified</p> <p>Number of areas of geological and paleontological importance that are at risk</p>		
		No net loss of priority habitats and species (by type) (COI 198 a(i)) (ha)	Change in priority habitats & species (by type)		
		The protection and enhancement of the Green Infrastructure Network over the plan period	<p>Amount of GI lost per annum by type</p> <p>Amount of GI gained per annum by type</p> <p>Amount of GI delivered per annum through on-site contributions by type</p> <p>Amount of GI delivered per annum through off-site contributions by type</p>		
		No new dwellings in flood risk zones 2, 3a and 3b	Number of new dwellings in flood risk zones 2, 3a and 3b		

SP6 Renewables

Core Strategy Objectives	Policies	Target(s)	Indicator(s)	Implementation and Delivery	Delivery Partners
<p>1, 2, 4, 9</p> <p>Eco-Island Theme(s):</p> <p>Thriving Island</p> <p>Inspiring Island</p> <p>Healthy and Supportive Island</p> <p>Safe and Well-kept Island</p>	SP6 Renewables	Up to 100MW installed capacity of electricity production for the Island by 2020	Amount of installed capacity (MW) of electricity delivered per annum	Continuous dialogue with the utility companies and relevant statutory consultees	IWC Natural Enterprise AONB Partnership IW CCTI Developers Inward Investors LSP Utility Companies
		Amount of installed capacity (MW) of electricity delivered per annum per type			
		Renewable energy capacity installed by type (domestic/commercial/industrial)			
		Provision of domestic and medium-scale and large-scale schemes	Number of schemes approved per annum		
			Number of applications refused per annum		
		At least 22.5 MW of capacity installed from wind technologies, 15MW of capacity installed from photovoltaics, 7.4 MW capacity installed from waste and 6 MW of capacity installed from biomass over the plan period	Renewable energy capacity installed by type per annum (domestic/commercial/industrial)		
		Large-scale wind schemes to be located outside of the AONB	Large-scale wind schemes approved outside of the AONB Large-scale wind schemes approved within the AONB		
Large-scale photovoltaics schemes to be located outside of the AONB and grade 1-3a agricultural land	Large-scale photovoltaics schemes approved outside of the AONB and grade 1-3a agricultural land				

Core Strategy Objectives	Policies	Target(s)	Indicator(s)	Implementation and Delivery	Delivery Partners
			Large-scale photovoltaics schemes approved within the AONB and grade 1-3a agricultural land		
		Provision of large-scale heat projects	Scale and capacity of delivered heat projects for housing Scale and capacity of delivered heat projects for commercial buildings		

SP7 Travel

Core Strategy Objectives	Policies	Target(s)	Indicator(s)	Implementation and Delivery	Delivery Partners
1, 2, 4, 10 Eco-Island Theme(s): Thriving Island Inspiring Island Healthy and Supportive Island	SP7 Travel	100% of major applications submitted with either a workplace, retail or school travel plan Completion of junction improvements in the Medina Valley by 2020	Number of major applications submitted with either a workplace, retail or school travel plan Number of major applications submitted without either a workplace, retail or school travel plan Date of completion of junction improvements at St Mary's roundabout Date of completion of junction improvements at Coppins Bridge Date of completion of junction improvements at Hunny Hill / Hunnycross and Riverway junction and Medina Way from the junction to Coppins Bridge roundabout	Discourage the use of the private car Request travel plans for new large schemes Encourage high density development in sustainable locations New development to be provided in accordance with the objectives of the Island Transport Plan	IWC LSP Local public transport operators Quality Transport Partnership Freight Forum

SP8 Waste

Core Strategy Objectives	Policies	Target(s)	Indicator(s)	Implementation and Delivery	Delivery Partners
<p>1, 2, 4, 11</p> <p>Eco-Island Theme(s):</p> <p>Thriving Island</p> <p>Inspiring Island</p> <p>Healthy and Supportive Island</p> <p>Safe and Well-kept Island</p>	SP8 Waste	<p>To deliver up to 9.7 hectares by 2027 of a range of waste management treatments, diverting waste from landfill, so that zero non-essential waste to landfill is achieved by 2015</p> <p>All new development to contribute to waste minimisation</p> <p>Minimise the use of landfill so that by:</p> <p>2015 there is 79% diversion from landfill of all waste</p> <p>2020 there is 84% diversion from landfill of all waste</p> <p>2025 there is 86% diversion from landfill of all waste</p>	<p>Number of hectares of consented waste development per annum by:</p> <p>Capacity, and;</p> <p>Treatment/facility type</p> <p>Number of applications with IWC approved sustainable design, construction and waste minimisation methods per annum</p> <p>Number of applications with IWC agreed on-site waste management provision per annum</p> <p>Number of applications with contributions made to the provision of waste management infrastructure per annum</p> <p>Amount of waste by stream type diverted from landfill by treatment type per annum</p> <p>Amount of waste sent to landfill per annum</p>	AAPs and Delivery and Management DPD will allocate sites for waste management facilities	<p>IWC</p> <p>Waste Operators</p> <p>Environment Agency</p>

SP9 Minerals

Core Strategy Objectives	Policies	Target(s)	Indicator(s)	Implementation and Delivery	Delivery Partners
1, 2, 4, 12 Eco-Island Theme(s): Thriving Island Safe and Well-kept Island	SP9 Minerals	To secure a continued supply of aggregate to the Island over the plan period	Amount of indigenous land-won aggregate produced per annum Maintenance of a 7 year land bank (tonnes of permitted sand and gravel) per annum	Core Strategy allocates sites for mineral extraction and safeguard future resources for the plan period	IWC Mineral Operators Environment Agency
		Conserving indigenous mineral assets over the plan period	Number of permissions for the winning of indigenous minerals not allocated or within an identified MSA per annum Number of applications for non-mineral development permitted within MSAs per annum Number of applications refused for non-mineral development within MSAs per annum Type and scale of applications for non-mineral development permitted within MSAs Number and estimated annual capacity of Island wharves to import aggregate Amount of mineral by type imported to the Island via wharves per annum		
		Producing 0.1 mtpa of recycled and secondary minerals by 2016	The amount (per tonne) of recycled and secondary minerals produced per annum		

Core Strategy Objectives	Policies	Target(s)	Indicator(s)	Implementation and Delivery	Delivery Partners
			Number and capacity of permissions granted associated with the provision of recycled and secondary minerals		

AAP1 Medina Valley

Core Strategy Objectives	Policies	Target(s)	Indicator(s)	Implementation and Delivery	Delivery Partners
<p>1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12</p> <p>Eco-Island Theme(s):</p> <p>Thriving Island</p> <p>Inspiring Island</p> <p>Healthy and Supportive Island</p> <p>Safe and Well-kept Island</p>	AAP1 Medina Valley	Preparation of AAP in line with Local Development Scheme	Achievement of milestones for the preparation of the Medina Valley AAP within the Local Development Scheme	<p>Further target(s) to be determined and monitored through the AAP</p> <p>To be delivered through the Medina Valley Area Action Plan</p>	<p>IWC</p> <p>Parish and Town Councils</p> <p>Local amenity groups</p> <p>Developers</p>

AAP2 Ryde

Core Strategy Objectives	Policies	Target(s)	Indicator(s)	Implementation and Delivery	Delivery Partners
<p>1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12</p> <p>Eco-Island Theme(s):</p> <p>Thriving Island</p> <p>Inspiring Island</p> <p>Healthy and Supportive Island</p> <p>Safe and Well-kept Island</p>	AAP2 Ryde	Preparation of AAP in line with Local Development Scheme	Achievement of milestones for the preparation of the Ryde AAP within the Local Development Scheme	<p>Further target(s) to be determined and monitored through the AAP</p> <p>To be delivered through the Ryde Area Action Plan</p>	<p>IWC</p> <p>Parish and Town Councils</p> <p>Local amenity groups</p> <p>Developers</p>

AAP3 The Bay

Core Strategy Objectives	Policies	Target(s)	Indicator(s)	Implementation and Delivery	Delivery Partners
1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 Eco-Island Theme(s): Thriving Island Inspiring Island Healthy and Supportive Island Safe and Well-kept Island	AAP3 The Bay	Preparation of AAP in line with Local Development Scheme	Achievement of milestones for the preparation of The Bay AAP within the Local Development Scheme	Further target(s) to be determined and monitored through the AAP To be delivered through The Bay Area Action Plan	IWC Parish and Town Councils Local amenity groups Developers

DM1 Sustainable Build Criteria for New Development

Core Strategy Objectives	Policies	Target(s)	Indicator(s)	Implementation and Delivery	Delivery Partners
1, 2, 3, 4 Eco-Island Theme(s): Thriving Island Inspiring Island Healthy and Supportive Island Safe and Well-kept Island	DM1 Sustainable Build Criteria for New Development	All major development to incorporate renewable energy systems to provide at least 10% of the predicted energy requirements.	Number of developments reaching required CSH or BREEAM standards set out within Policy DM1 per annum Number of developments with a water consumption per household of 105lpppd per annum Number of major developments not providing a minimum of at least 10% of the predicted energy requirements from renewable energy systems per annum	All development proposals should embrace all aspects of design, including sustainable construction, efficiency measures, security and accessibility Robust design and access statements Pre-application advice which is consistent and robust Public realm strategies Design Briefs	IWC Developers Architects & Agents Parish & Town Councils Design Council Local amenity groups
		100% provision of community district heating in line with thresholds of the policy	Number of major developments where District Heating is installed & capacity per annum		

Core Strategy Objectives	Policies	Target(s)	Indicator(s)	Implementation and Delivery	Delivery Partners
		All developments to exceed if possible the minimum required level of the CSH and BREEAM	Number of developments reaching required CSH or BREEAM standards set out within Policy DM1 per annum Number of developments not reaching required CSH or BREEAM standards set out within Policy DM1 per annum		
		Increase use of recycled or secondary building materials in new developments over the plan period	The number of developments using recycled or secondary building materials in new development per annum		
		All new developments to result in no more than 105lpppd water consumption per household	Number of developments with a water consumption per household of more than 105lpppd per annum		
		All applications to be submitted with a sustainability checklist	Number of applications received with a sustainability checklist per annum Number of applications received without a sustainability checklist per annum		

DM2 Design Quality for New Development

Core Strategy Objectives	Policies	Target(s)	Indicator(s)	Implementation and Delivery	Delivery Partners
1, 2, 3, 4 Eco-Island Theme(s): Thriving Island	DM2 Design Criteria for New Development	All applications to be submitted with a design and access statement	Number of applications received with a design and access statement per annum		IWC Developers Architects & Agents

Core Strategy Objectives	Policies	Target(s)	Indicator(s)	Implementation and Delivery	Delivery Partners
Safe and Well-kept Island			Number of applications received without a design and access statement per annum Number of appeals lost on design grounds		Parish and Town Councils Design Council Local amenity groups

DM3 Balanced Mix of Housing

Core Strategy Objectives	Policies	Target(s)	Indicator(s)	Implementation and Delivery	Delivery Partners
1, 2, 3, 4 Eco-Island Theme(s): Thriving Island Inspiring Island Healthy and Supportive Island Safe and Well-kept Island	DM3 Balanced Mix of Housing	Appropriate target by SHMA area	Number of 1 bedroom dwellings per type permitted per annum Number of 2 bedroom dwellings per type permitted per annum Number of 3 bedroom dwellings per type permitted per annum Number of 4 bedroom dwellings per type permitted per annum Number of 5 bedroom dwellings per type permitted per annum Number of 6+ bedroom dwellings per type permitted per annum	Masterplans and design briefs for major sites will identify scope for residential intensification and provision of housing Continuous partnership working with relevant organisations to ensure targets are met Housing Strategy Funding from national sources for provision of affordable housing Use of developer contributions attached to planning permissions to secure affordable housing	IWC Developers House Builders Housing Associations Registered Social Landlords Private & Public landowners Parish & Town Councils

DM4 Locally Affordable Housing

Core Strategy Objectives	Policies	Target(s)	Indicator(s)	Implementation and Delivery	Delivery Partners	
<p>1, 2, 3, 4</p> <p>Eco-Island Theme(s):</p> <p>Thriving Island</p> <p>Inspiring Island</p> <p>Healthy and Supportive Island</p> <p>Safe and Well-kept Island</p>	DM4 Locally Affordable Housing	At least 35% affordable housing units over plan period	Number of affordable housing units delivered per annum	Continuous partnership working with relevant organisations to ensure targets are met Housing Strategy Funding from national sources for provision of affordable housing Local housing needs survey Use of developer contributions attached to planning permissions to secure affordable housing	IWC Developers House Builders Housing Associations Registered Housing Providers Private & Public landowners Parish & Town Councils	
			Number of affordable housing units delivered within Medina Valley per annum			
			Number of affordable housing units delivered within Ryde per annum			
			Number of affordable housing units delivered within The Bay per annum			
			Number of affordable housing units delivered within West Wight per annum			
			Number of affordable housing units delivered within Ventnor per annum			
			Number of affordable housing units delivered within the RSCs			
			Number of affordable housing units delivered across the Wider Rural Area			
			100% of developments to provide 35% on site affordable housing where it is required			Number of developments that provide 35% and above affordable housing on site per annum Number of developments that provide under 35% affordable housing on site Number of developments that do not provide on site affordable housing per annum
			100% of developments to provide financial contributions where on site			Number of developments that provide financial contributions per annum

Core Strategy Objectives	Policies	Target(s)	Indicator(s)	Implementation and Delivery	Delivery Partners
		provision is not required	Number of developments that do not provide financial contributions per annum		
		70% of affordable housing to be social / affordable rented	Number of social rented affordable housing units delivered		
		30% of affordable housing to be intermediate tenures	Number of intermediate tenures affordable housing units delivered		

DM5 Housing for Older People

Core Strategy Objectives	Policies	Target(s)	Indicator(s)	Implementation and Delivery	Delivery Partners
1, 2, 3, 4 Eco-Island Theme(s): Thriving Island Inspiring Island Healthy and Supportive Island Safe and Well-kept Island	DM5 Housing for Older People	2050 units of accommodation suitable for older persons over the plan period	Number of housing units suitable for older persons delivered per annum Number of housing units not suitable for older persons delivered per annum % of older persons accommodation units meeting Lifetime Homes standards	All development proposals should embrace all aspects of design, including sustainable construction, efficiency measures, security and accessibility Robust design and access statements Pre-application advice which is consistent and robust	IWC Developers Architects & Agents Parish & Town Councils Design Council Local amenity groups
		20 to 25% of all major housing developments to be accommodation suitable for older people	Number of housing units suitable for older persons within major developments delivered per annum Number of housing units not suitable for older persons within major developments delivered per annum		
		No net loss of housing units suitable for older persons housing over the plan period	Number of housing units suitable for older persons delivered per annum Number of housing units suitable for older persons lost per annum	Public realm strategies Design Briefs	

DM6 Gypsies, Travellers and Travelling Showpeople

Core Strategy Objectives	Policies	Target(s)	Indicator(s)	Implementation and Delivery	Delivery Partners
1, 2, 3, 4	DM6 Gypsies, Travellers and Travelling Showpeople	Delivery of 27 pitches by 2021	Number of pitches delivered per annum	Subsequent DPDs will provide detailed sites for provision and allocate land for future development Continuous partnership working with relevant organisations to ensure targets are met	IWC
Eco-Island Theme(s):		100% of applications accompanied by a site management plan	Number of applications accompanied by a site management plan		Developers
Thriving Island			Number of applications not accompanied by a site management plan		Landowners
Inspiring Island					Parish & Town Councils
Healthy and Supportive Island					GT&T Communities
Safe and Well-kept Island					

DM7 Social and Community Infrastructure

Core Strategy Objectives	Policies	Target(s)	Indicator(s)	Implementation and Delivery	Delivery Partners
1, 2, 4, 5	DM7 Social and Community Infrastructure	All development to be approved within defined settlement boundaries in the first instance, unless an identified local need requires a location outside of the settlement boundary	Number of developments approved within settlement boundaries	Cultural Strategy	IWC
Eco-Island Theme(s):			Number of developments approved outside of settlement boundaries	Leisure Needs Analysis	Developers
Thriving Island				Public Health Report	Sport England
Inspiring Island		No net loss of community, leisure and recreation per annum	Number of community facilities delivered by type per annum	Economic Strategy	English Heritage
Healthy and Supportive Island				Education Review	Service Providers
Safe and Well-kept Island		Number of community facilities lost by type per annum	Sports Strategy	LSP	
			Open Space/ Play Space Audit	Parish & Town Councils	
			Parish, Town and Neighbourhood Plans		

DM8 Economy

Core Strategy Objectives	Policies	Target(s)	Indicator(s)	Implementation and Delivery	Delivery Partners
1, 2, 4, 6 Eco-Island Theme(s): Thriving Island Inspiring Island Healthy and Supportive Island Safe and Well-kept Island	DM8 Economic Development	Creation of 7,550 new jobs over the plan period	Number of new jobs created by employment type per annum Number of applications permitted by employment type per annum Employment statistics from ONS	Delivery Action Plan Continuous partnership working with relevant organisations to ensure targets are met	IWC Developers Inward Investors Island Companies LSP
		Locate B1a (office) development in or on the edge of existing town centres	Number of applications approved within the town centre boundary Number of applications approved outside of the town centre boundary but within the settlement boundary Number of applications approved outside of the settlement boundary	Use of employment land assessment to inform planning decisions Use of Local Transport Plan to inform decision about developments	
		No net loss of employment sites of 1 hectare or above, where they are important to sustaining the local economy	Number of employment sites of 1 hectare or above lost per annum Number of employment sites of 1 hectare or above gained per annum		
		No net loss of employment sites within settlement boundaries	Number of employment sites lost per annum Number of employment sites gained per annum		

DM9 Town Centres

Core Strategy Objectives	Policies	Target(s)	Indicator(s)	Implementation and Delivery	Delivery Partners
1, 2, 4, 6 Eco-Island Theme(s): Thriving Island Safe and Well-kept Island	DM9 Town Centres	No net loss of A1 uses within Primary Retail Frontages	Number of A1 uses approved in Primary Retail Frontages	Use of retail capacity studies to inform planning decisions	IWC Natural Enterprise
			Number of A1 uses lost in Primary Retail Frontages		
		Locate A2, A3, A4 and A5 uses outside of Primary Retail Frontages, but within the Town Centre Boundary	Number of A2, A3, A4 and A5 uses approved in Primary Retail Frontages	Use of Parish, Town and Neighbourhood Plans to inform planning decisions	Inward Investors LSP
			Number of A2, A3, A4 and A5 uses approved outside of Primary Retail Frontages but within the Town Centre Boundary		
		Number of A2, A3, A4 and A5 uses approved outside of the Town Centre Boundary but within the Settlement Boundary			

DM10 Rural Service Centres and the Wider Rural Area

Core Strategy Objectives	Policies	Target(s)	Indicator(s)	Implementation and Delivery	Delivery Partners
1, 2, 4, 6 Eco-Island Theme(s): Thriving Island Safe and Well-kept Island	DM10 Village and Rural Centres	No net loss of A1 uses and public houses in the Rural Service Centres	Number of A1 uses and public houses approved in Rural Service Centres	Use of retail capacity studies to inform planning decisions	IWC Natural Enterprise
			Number of A1 uses and public houses lost in Rural Service Centres		
		No net loss of A1 uses or public houses outside Rural Service Centres where a local need can be identified	Number of A1 uses and public houses approved outside of Rural Service Centres	Use of Parish, Town and Neighbourhood Plans to inform planning decisions	Inward Investors LSP
			Number of A1 uses and public houses lost outside of Rural Service Centres		

DM11 Built and Historic Environment

Core Strategy Objectives	Policies	Target(s)	Indicator(s)	Implementation and Delivery	Delivery Partners
1, 2, 4, 8 Eco-Island Theme(s): Thriving Island Safe and Well-kept Island	DM11 Built & Historic Environment	No reduction in the number of Heritage Assets	Number of Listed Buildings completely demolished Number of Listed Buildings added to/removed from the statutory list or at risk The number and location of new and reviewed Conservation Areas Number of buildings/structures on the Local List Number of Parks and Gardens on the Local List Number and condition of heritage assets recorded on the IW HER The number of heritage assets completely destroyed, removed from/added to the statutory list or at risk	Use of Conservation Areas, Parish, Town and Neighbourhood Plans and Village Design Statements etc in determining planning application Identification and protection of buildings/structures, parks and gardens of local importance	IWC Natural England AONB Partnership English Heritage Parish and Town Councils Interested local groups
		Reduction in the number of Heritage Assets on EH's At Risk register	Number of Heritage Assets on EH's At Risk register		
		90% of Parish Plans & Village Design Statements to be adopted as SPD within 12 months of the adoption of the Core Strategy or within 6 months of receipt by the LPA post Core Strategy adoption	Number of Parish Plans & Village Design Statements adopted as SPD within 12 months of the adoption of the Core Strategy or within 6 months of receipt by the LPA post Core Strategy adoption		

DM12 Landscape, Seascape, Biodiversity and Geodiversity

Core Strategy Objectives	Policies	Target(s)	Indicator(s)	Implementation and Delivery	Delivery Partners
1, 2, 4, 8 Eco-Island Theme(s): Thriving Island Inspiring Island Healthy and Supportive Island Safe and Well-kept Island	DMLandscape, Seascape, Biodiversity and Geodiversity	No net loss in extent of areas designated for their intrinsic environmental value, including sites of international, national, regional and sub-regional (COI 108 a (ii)) (ha)	Condition of RAMSAR, SPA, SAC, SSSI, NNRs and RIGGS Number and area of land designated as LNRs Number and area of land designated as SINC NI197 active conservation management % of woodland subject to woodland grant scheme and/or active management (HLS) (AONB) Number of new RIGGS identified Number of areas of geological and paleontological importance that are at risk	Use of AONB Landscape Character Assessment, IW BAP, IW LGAP and IW HEAP in determining planning applications	IWC Natural England Environment Agency AONB Partnership Parish/Town Councils Developers Landowners Environment Groups
		No net loss of priority habitats and species (by type) (COI 198 a(i)) (ha)	Change in priority habitats & species (by type) per annum Amount of habitat lost due to climate change (including coastal squeeze) per annum % of applications granted within designated areas per annum Number of applications granted within designated areas as a % of those submitted or Area of designations lost as a result of development per annum		
		Ensure that new development mitigates or compensates any adverse	Number of applications requiring mitigation measures per annum		

Core Strategy Objectives	Policies	Target(s)	Indicator(s)	Implementation and Delivery	Delivery Partners
		impacts upon designated sites	Number of applications requiring compensation per annum Number of applications requiring: Mitigation Compensation Additions to the Island's GI Number of Water Resources Management Units classified as over licensed or over abstracted Status of the Water Resources Management Units of the River Test, Hampshire		
		No inappropriate development to take place within areas designated for their landscape beauty	Number of applications granted consent contrary to advice of the AONB Unit Number of AONB/DC recommendations accepted by the LPA Number and type of development within the AONB Number of major developments granted consent within the AONB (PPS7)		

DM13 Green Infrastructure

Core Strategy Objectives	Policies	Target(s)	Indicator(s)	Implementation and Delivery	Delivery Partners
1, 2, 4, 5, 8 Eco-Island Theme(s): Thriving Island Inspiring Island Healthy and Supportive Island Safe and Well-kept Island	DM13 Green Infrastructure	The protection and enhancement of the Green Infrastructure Network over the plan period	Amount of GI lost per annum by type	Identification of shortfall in provision and where appropriate seek developer provision/ contributions Biodiversity Action Plans Parish, Town and Neighbourhood Plans/ Village Design Statements Green Infrastructure Strategy SPD Open Spaces Audit Playing Pitch Strategy	IWC Natural England Sport England EA Parish/ Town Councils Developers
			Amount of GI gained per annum by type		
		Amount of GI delivered per annum through on-site contributions by type			
		Amount of GI delivered per annum through off-site contributions by type			
		No net loss of open space provision (ha)	Area of new open space provided as part of residential development (ha) (Local)		
			Amount of open space lost to development within development envelopes (ha) (Local)		
			Increase in number of open spaces meeting ANGST/PPG17 Audit standards (Local)		
			Increase in number of open spaces meeting ANGST/PPG17		
		Increase the open space sites managed to green flag award	Number of sites with green flag status (COI)		
			Number of open space sites without green flag status		

DM14 Flood Risk

Core Strategy Objectives	Policies	Target(s)	Indicator(s)	Implementation and Delivery	Delivery Partners
1, 2, 4, 8 Eco-Island Theme(s): Thriving Island Safe and Well-kept Island	DM14 Flood Risk	No new dwellings in flood risk zones 2, 3a and 3b	Number of new dwellings in flood risk zones 2, 3a and 3b	Use of SFRA to guide development away from vulnerable areas Flood Risk and Vulnerable Coastal Communities SPD	IWC EA
		No planning applications granted contrary to EA advice on flood defence grounds throughout plan period	Number of planning applications granted contrary to EA advice on flood defence grounds (COI) Number of applications permitted in Flood Zones 2 & 3 NI 189 Flood and Coastal Erosion		
		At least 80% of planning applications granted to include SuDS	Number of planning applications granted that include SuDS and capacity Number of SuDS adopted by the SAB Number of SuDS supplementing potable water supply and volume of water supplied Number of SuDS contributing to GI & amount and type of contribution		
		No net increase in run-off rates from proposals for greenfield sites	Applications resulting in no increase in run-off rates on greenfield sites per annum Applications resulting in an increase in run-off rates on greenfield sites per annum		
		All applications for sites over 0.25 hectares in flood zone 1 should be accompanied by a drainage strategy	Number of applications submitted with a drainage strategy per annum Number of applications submitted without a drainage strategy per annum		

DM15 Coastal Management

Core Strategy Objectives	Policies	Target(s)	Indicator(s)	Implementation and Delivery	Delivery Partners
<p>1, 2, 4, 8</p> <p>Eco-Island Theme(s):</p> <p>Thriving Island</p> <p>Safe and Well-kept Island</p>	DM15 Coastal Management	No new developments in areas where coastal protection is required	<p>Number of new developments (by type) in areas where coastal protection is required</p> <p>Number of non-residential developments in areas where coastal protection is required</p> <p>NI 189 Flood and Coastal Erosion</p> <p>Number of proposals or % in CCMA's permitted on a time-limited consent</p> <p>Number of proposals built in CCMA's against either Council or EA advice</p>	<p>Use of SFRA to guide development away from vulnerable areas</p> <p>Flood Risk and Vulnerable Coastal Communities SPD</p>	<p>IWC</p> <p>EA</p> <p>NE</p>

DM16 Renewables

Core Strategy Objectives	Policies	Target(s)	Indicator(s)	Implementation and Delivery	Delivery Partners
<p>1, 2, 4, 8, 9</p> <p>Eco-Island Theme(s):</p> <p>Thriving Island</p> <p>Safe and Well-kept Island</p>	DM16 Renewables	<p>At least 100MW installed capacity of electricity production for the Island by 2020</p> <p>All developments to exceed if possible the minimum required level of the CSH and BREEAM</p>	<p>Amount of installed capacity (MW) of electricity delivered per annum</p> <p>Amount of installed capacity (MW) of electricity delivered per annum per type</p> <p>Renewable energy capacity installed by type (domestic/commercial/industrial)</p> <p>Number of planning applications approved with capacity for energy production from renewable resources as a proportion of the total</p> <p>Number of developments reaching required CSH or BREEAM standards set out within Policy DM1 per annum</p> <p>Number of developments not reaching required CSH or BREEAM standards set out within Policy DM1 per annum</p>	<p>All development proposals should embrace all aspects of design, including sustainable construction, efficiency measures, security and accessibility</p> <p>Robust design and access statements</p> <p>Pre-application advice which is consistent and robust</p>	<p>IWC</p> <p>Developers</p>

DM17 Sustainable Travel

Core Strategy Objectives	Policies	Target(s)	Indicator(s)	Implementation and Delivery	Delivery Partners
1, 2, 4, 10 Eco-Island Theme(s): Thriving Island Healthy and Supportive Island	DM17 Sustainable Travel	To achieve a 12.1% increase in bus passenger journeys based on 2003/04 levels	Number of annual bus passenger journeys made on local buses on the Isle of Wight (reported in thousands)	Discourage the use of the private car	IWC ISP
		To achieve a 20% increase in train passenger journeys based on 1999/2000 levels	Number of train passenger journeys on Island Line trains per annum (reported in thousands)	Request travel plans for new large schemes	Local public transport operators
		To triple the number of cycling trips compared to 2000 base	Annualised index of cycling trips	Encourage high density development in sustainable locations	Quality Transport Partnership
		By 2010/11 to increase by 5% the number of households able to access Newport within 30 minutes by walking, cycling or public transport	Percentage of Island households able to access Newport town centre within 30 minutes by walking, cycling or public transport per annum	New development to be provided in accordance with the objectives of the Island Transport Plan	Freight Forum
		Number of designated Air Quality Management Areas to remain 0 over the plan period	Number of designated Air Quality Management Areas (AQMAs) per annum		
		Restrict traffic growth by 2.3% per annum	Change in area wide traffic mileage per annum		
			Number of major schemes permitted per annum outside of defined settlement boundaries		

DM18 Cross-Solent Travel

Core Strategy Objectives	Policies	Target(s)	Indicator(s)	Implementation and Delivery	Delivery Partners
<p>1, 2, 4, 10</p> <p>Eco-Island Theme(s):</p> <p>Thriving Island</p>	DM18 Cross-Solent Travel	To achieve a 10.6% increase in ferry passenger journeys based on 2004 levels	Number of passenger journeys per annum on the Isle of Wight ferries (reported in thousands)	New development to be provided in accordance with the objectives of the Island Transport Plan	<p>IWC</p> <p>LSP</p> <p>Local public transport operators</p> <p>Quality Transport Partnership</p> <p>Freight Forum</p>

DM19 Waste

Core Strategy Objectives	Policies	Target(s)	Indicator(s)	Implementation and Delivery	Delivery Partners
<p>1, 2, 4, 11</p> <p>Eco-Island Theme(s):</p> <p>Thriving Island</p> <p>Safe and Well-kept Island</p>	DM19 Waste	<p>100% of waste management developments have pre-agreed after-use benefits</p> <p>Provide treatment of waste as close to the source as possible</p>	<p>Number of waste planning permissions per annum where the proposed operation has a limited life/capacity with:</p> <p>Restoration plans</p> <p>Restoration bonds</p> <p>Number and size of sites in the AAPs allocated for waste management</p> <p>Number and size of sites in the AAPs granted permission for waste management</p>		<p>IWC</p> <p>Waste Operators</p> <p>Environment Agency</p>

DM20 Minerals

Core Strategy Objectives	Policies	Target(s)	Indicator(s)	Implementation and Delivery	Delivery Partners
1, 2, 4, 12 Eco-Island Theme(s): Thriving Island Safe and Well-kept Island	DM20 Minerals	Application of a resource efficiency over the plan period	Amount (per tonne) of recycled and secondary minerals produced per annum Number and capacity of permissions granted associated with the provision of recycled and secondary minerals per annum	Core Strategy allocates sites for mineral extraction and safeguard future resources for the plan period	IWC Waste Operators Environment Agency
		Application of a sequential approach to mineral development over the plan period	Number of permissions per annum for the winning of indigenous minerals not allocated or within an identified MSA Number of permissions per annum for the winning of indigenous minerals allocated or within an identified MSA		
		100% of mineral related development mitigates all potential significant environmental negative effects and where permission is temporary, multiple benefits to the wider Island over the plan period	Number of mineral planning applications per annum where the permission is temporary with: Restoration plans Restoration bonds Number of mineral related development permissions per annum, with mitigation agreed by the Council where: The mitigation has been checked/signed off by the Council The mitigation (including restoration) remains outstanding		

DM21 Utility Infrastructure Requirements

Core Strategy Objectives	Policies	Target(s)	Indicator(s)	Implementation and Delivery	Delivery Partners
<p>1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12</p> <p>Eco-Island Theme(s):</p> <p>Thriving Island</p> <p>Inspiring Island</p> <p>Healthy and Supporting Island</p> <p>Safe and Well-kept Island</p>	DM21 Utility Infrastructure Requirements	100% of developments to provide appropriate utility infrastructure	<p>Number of developments provide appropriate utility infrastructure</p> <p>Number of developments directly connecting to existing appropriate utility infrastructure</p>	Work with utility providers and developers to ensure the provision of appropriate utility infrastructure	<p>IWC</p> <p>Utility providers</p> <p>Developers</p>

DM22 Developer Contributions

Core Strategy Objectives	Policies	Target(s)	Indicator(s)	Implementation and Delivery	Delivery Partners
<p>1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12</p> <p>Eco-Island Theme(s):</p> <p>Thriving Island</p> <p>Inspiring Island</p> <p>Healthy and Supporting Island</p> <p>Safe and Well-kept Island</p>	DM22 Developer Contributions	100% of S106 Agreements fully complied within agreed timescales	<p>Amount of funds secured through developer contributions</p> <p>Amount of funds spent on the intended purposes</p>	<p>Ensure all appropriate opportunities are taken to secure necessary infrastructure to support new development</p> <p>Planning Obligations SPD to support the policy</p>	<p>IWC</p> <p>Service providers</p> <p>Developers</p> <p>Parish & Town Councils</p>

10. Glossary of Terms

References	Description
Air Quality Management Area (AQMA)	An area where monitoring demonstrates that national air quality objectives are not being achieved. A Local Air Quality Action Plan is then required to improve the air quality.
Anaerobic Digestion	Anaerobic digestion is a treatment that composts biodegradable waste in the absence of oxygen, producing a biogas that can be used to generate electricity and heat.
Ancient Woodland	Woodland which has been in continuous existence since 1600. It is identified in the ancient woodland inventories produced by Natural England and there is an obligation to consult the Forestry Commission on all planning applications within or adjoining ancient woodlands.
Annual Monitoring Report (AMR)	Part of the Local Development Framework, the AMR will assess the implementation of the Local Development Scheme and the extent to which policies in Local Development Documents are being successfully implemented.
Area Action Plans (AAP)	An AAP is used to provide a planning framework for areas of change and areas of conservation. They have the status of development plan documents. The identified AAP boundaries form an 'area of study', within which the issues identified in the AAP policies will be considered.
Area of Outstanding Natural Beauty (AONB)	Landscape of national importance, designated under the National Parks and Access to the Countryside Act 1949. The primary purpose of the AONB designation is to conserve and enhance the natural beauty of the landscape with secondary aims to have consideration for the interests of those who live and work there and support the need for quiet enjoyment of the countryside.
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.
Climate Change	A change in the climate's mean and variability for an extended period of decades, or more. The term is sometimes used to refer specifically to climate change caused by human activity; for example, the United Nations Framework Convention on Climate Change defines it as "a change of climate which is attributed directly or indirectly to human activity that alters the composition of the global atmosphere and which is in addition to natural climate variability observed over comparable time periods".
Coastal Change Management Areas (CCMAs)	Identified areas where coastal change (the physical change to the shoreline, such as erosion, coastal landslip, permanent inundation and coastal accretion) will be managed.

Code for Sustainable Homes (CSH)	The Code measures the sustainability of a new home against categories of sustainable design, rating the whole home as a complete package. The code uses a 1 to 6* rating system to communicate the overall sustainability performance of a new home. The Code sets minimum standards for energy and water use at each level and, within England, replaces the EcoHomes scheme.
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.
Commercial and Industrial (C&I) Waste	Waste produced by businesses and commerce, and includes waste from schools, restaurants, offices, retail and wholesale businesses, and manufacturing industries.
Community Infrastructure Levy (CIL)	A charging mechanism for local authorities to use on most types of development. CIL charges will be based on simple formulae, which relate the size of the charge to the size and character of the development paying it. The proceeds of the levy will be spent on infrastructure to support the development of the area.
Community Right to Build	A process advocated by the Coalition Government, which is likely to be set out in the Localism Bill. It involves giving groups of local people the power to deliver development in their local community, with minimal involvement in the planning process.
Conservation Areas	Areas 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.
Conservation Area Appraisals	A document that identifies whether an area should be designated as a conservation area. They are undertaken by Local Authorities and need to be based on rational and consistent judgements.
Construction and Demolition (C&D) Waste	Non-putrescible waste arising from construction or demolition activity, and has the potential for resource recovery. It may include materials such as brick, timber, concrete and steel.
Core Strategy	It sets out the long term spatial vision for the local planning authority area, as well as the spatial objectives and the strategic policies to deliver that vision. The Core Strategy has the status of a development plan document.
Council's Waste Procurement Strategy	A document, prepared by the Council, which will identify key decisions and make recommendations on: waste reduction, reuse; recycling and composting; residual waste treatment; and waste disposal. These decisions will: be made in conjunction with all relevant stakeholders; include relevant community engagement and education; and detail the required collection systems and infrastructure necessary to implement and deliver the decisions.

Delivery and Management DPD	This will facilitate appropriate delivery and management of development outside of the Area Action Plan boundaries, in line with the overarching principles of the Core Strategy.
Department of Communities and Local Government (DCLG)	The government department responsible for promoting community cohesion and equality, as well as responsibility for housing, urban regeneration, planning and local government. It prepares and publishes national Planning Policy Statements.
Design Principles SPD	Will set out in further detail ways in which the Council expects the requirements of SP1 and DM2 can be achieved. This will include information on how to prepare a robust design process with the use of skilled designers and set out when pre-application discussions will be required. Supplementary guidance will also be established on the relevant information required to accompany planning applications, according to the site's size, location and context. All new development should respond to a clear understanding of physical, social, economic, environmental and policy context and the Design Principles SPD will, in conjunction with established national design guidance, give information on how the Council expects this to be achieved.
Designated Heritage Asset	A World Heritage Site, Scheduled Ancient Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated as such under the relevant legislation.
Developer Contributions	Payments made to ensure that new development provides or contributes towards the provision of necessary infrastructure.
Development Plan Document (DPD)	Development plan documents (DPDs) consist of spatial planning documents that are subject to independent examination.
Eco-Island	See Sustainable Community Strategy.
Economic-Led Regeneration	<p>Economic development and regeneration are areas of growing responsibility for local government. At their heart, they involve linking policy on place shaping with policy on labour markets. This is to ensure that local residents, particularly the low paid and unemployed, benefit from growth in the economy. They are large and complex areas, so much so that we need two different but overlapping terms to cover them. They include activities like support for enterprise and growth, skills training, action on joblessness, sustainable development and more.</p> <p>Regeneration tends to focus on physical activity. It crosses over into other core local government functions like planning and community development. Economic development and regeneration also involve collaboration and partnership working with businesses, the third sector and statutory national bodies. Economic-led regeneration therefore is the regeneration of a site, area or locality with a focus on economic development.</p>

Employment Land	Employment land is defined as that land which is allocated for such uses, or has an existing B class use or extant permission for such use.
Employment Zones	Areas of land adjacent to existing employment sites which could link existing employment sites to one another via new employment development.
European (Natura 2000) Sites	An EU-wide network of nature protection areas established under the 1992 Habitats Directive. The aim of the network is to assure the long-term survival of Europe's most valuable and threatened species and habitats. It is comprised of Special Areas of Conservation (SAC) designated by Member States under the Habitats Directive, and also incorporates Special Protection Areas (SPAs).
Farm Shops	Shops which sell local produce directly from the producers to the consumer without using distributors or other third parties.
Feed in Tariffs (FITs)	An environmental programme introduced by the Government to promote widespread uptake of a range of small-scale renewable and low-carbon electricity generation technologies. It is intended that FITs will open up low-carbon electricity generation beyond the traditional energy companies by making it more cost effective for communities and householders to buy electricity. The scheme covers a number of technologies up to a maximum capacity of 5MW.
Flood Risk and Vulnerable Coastal Communities SPD	A document to set out the Council's approach to Coastal Change Management Areas and associated guidance, so that communities vulnerable to coastal change have the necessary spatial planning framework to manage this change in the most sustainable manner.
Front loading	Front loading is the idea that a strong emphasis needs to be placed upon work at the early stages of the plan making and <u>planning application processes</u> , so that the later stages will run more smoothly.
Full Time Equivalent (FTE)	Full time equivalent is the ration of number of paid hours during a period (part time, full time, contracted) by the number of working hours in that period, Monday to Friday.
Gasification	A thermal recovery and treatment process, similar to incineration and pyrolysis, which can be used to generate heat and power.
Geodiversity	Geological diversity is the variety of earth materials, forms and processes that constitute either the whole Earth or a specific region of it.
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.
Goad Maps	A large scale map showing individual shops and businesses and their names.
Green Infrastructure (GI)	The physical environment within and between cities, towns and villages, specifically the network of open space, waterways, woodlands, green corridors and open countryside.

Green Infrastructure Network	A network of GI sites which collectively provide a high quality environment to be enjoyed and valued for its landscape, biodiversity, historic, recreation and tourism value, accessibility, economic and health benefits.
Green Infrastructure SPD	An SPD which will set out more detailed guidance on GI and will further the work of the GI mapping project on the identification of the network and the different functions of the assets. It will also identify detailed monitoring criteria and responsibilities to ensure that the network is expanded and maintained to a sufficient quality and quantity.
Gross Domestic Product (GDP)	The total market value of all final goods and services produced in a country in a given year, equal to total consumer, investment and government spending, plus the value of exports, minus the value of imports.
Gross Value Added (GVA)	An established measure of the contribution to the economy of each individual producer, industry or sector in the UK and is used in the estimation of Gross Domestic Product.
Gypsies, Travellers and Travelling Showpeople	<p>Gypsies and Travellers are defined as persons of nomadic habit of life, whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.</p> <p>Travelling Showpeople are defined as members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily or permanently, but excludes Gypsies and Travellers.</p>
Habitats Regulations Assessment (HRA)	In the UK, all land-use plans which are considered likely to have a significant effect on European (Natura 2000) sites are required to undergo HRAs. The purpose of this is to assess the impact of the plan against the conservation objectives of European designations.
Hazardous Waste	Waste that contains hazardous properties that may render it harmful to human health or the environment. The European Commission has issued a Directive on the controlled management of such waste (91/689/EEC) and hazardous waste is defined on the basis of a list, the European Waste Catalogue, drawn up under that Directive.
Heritage Asset	A building, monument, site, place, area or landscape positively identified as having a degree of significance meriting consideration in planning decisions. Heritage assets are the valued components of the historic environment. They include designated heritage assets (as defined in PPS5) and assets identified by the Local Planning Authority during the process of decision-making or through the plan-making process (including local listing).

Heritage Coast	Undeveloped stretches of the coastline particularly noted for their beauty, tranquillity and scientific interest, as defined by Natural England. The primary aim of the Heritage Coast definition is to protect and enhance people's quiet enjoyment of these coasts and to maintain and improve the environmental health of the inshore waters and beaches.
Heritage-Led Regeneration	Heritage-led regeneration can be defined as the improvement of disadvantaged people or places through the delivery of a heritage focused project. There are three distinct types of heritage-led regeneration: <ul style="list-style-type: none"> • Area-based regeneration (for instance physical regeneration of a town centre, conservation area, or historic landscape). • Single building regeneration (the physical regeneration of a single building). • Heritage project regeneration (a socially beneficial project not involving physical regeneration, but based around a historic building).
High end/high value visitors	The type of visitor that the Island is seeking to attract, to raise the profile of the Island as a tourist destination and to maximise revenue from tourism.
Highways Private Finance Initiative (PFI)	The Council is procuring a private sector partner to upgrade, operate and maintain most of the Island's highways network and street scene for a period of approximately 25 years. The highways and street scene will typically be upgraded in the first 5 to 10 years of the contract and then maintained at agreed service levels for the remainder of the contract term.
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, planted or managed flora. Those elements of the historic environment that hold significance are called heritage assets.
In Vessel Composting (IVC)	The aerobic decomposition of shredded and mixed organic waste within an enclosed container, where the control systems for material degradation are fully automated. Moisture, temperature and odour can be regulated, and stable compost can be produced much more quickly than outdoor windrow composting.
Indices of Multiple Deprivation	Indices of deprivation identify areas of multiple deprivation at the small local level. They are based on a methodology developed by the Social Disadvantage Research Centre at the University of Oxford and separate indices have been constructed for England, Northern Ireland, Scotland and Wales.
Inert Waste	The Landfill Directive defines waste as inert if: <ol style="list-style-type: none"> 1) It does not undergo any significant physical, chemical or biological transformations. 2) It does not dissolve, burn or otherwise physically or chemically react, biodegrade or adversely affect other matter with which it comes into contact in a way likely to give rise to environmental pollution or harm to human health. 3) Its total leachability and pollutant content and the ecotoxicity of its leachate are insignificant and, in particular, do not endanger the quality of any surface

	water or groundwater.
Island Plan Core Strategy	See Core Strategy.
Island Strategic Partnership (ISP) (also known as a Local Strategic Partnership or LSP)	A partnership of stakeholders who develop ways of involving local people in shaping the future of their neighbourhood in how services are provided. They are often single, multi-agency bodies which aim to bring together locally the public, private, community and voluntary sectors.
Island Strategic Road Network (ISRN)	The Island does not have any roads that are under the control of the Highways Agency and defined as part of the national Strategic Road Network. There is, though, a locally important strategic road network on the Island which for the purposes of the Island Plan is referred to as the Island Strategic Road Network (ISRN).
IW Biodiversity Partnership	Established in 1999 and includes representatives of conservation bodies, statutory agencies, local government, landowners and local groups. A steering group meets regularly to oversee the work involving the delivery of the IW Biodiversity Plan and related biodiversity events.
IW Catchment Abstraction Management Strategy (CAMS)	Addresses the management of water resources at a local level. They make more information on water resources and licensing practice publicly available and allow the balance between the needs of abstractors, other water users and the aquatic environment to be considered in consultation with the local community and interested parties.
Key Regeneration Areas (KRAs)	Areas identified in the Island Plan Core Strategy as focal points for development over the plan period.
Kilowatt (KW)	A measurement of energy (often electricity) of one thousand watts.
Knowledge Driven and High Technology Industries	Knowledge driven industries refer to technologies (such as engineering or management) that can provide economic benefit and job creation. High technology industries refer to the most advanced technology currently available.
Landbank	In relation to minerals, the landbank is the sum in tonnes of all permitted reserves with valid planning permission including dormant sites and current non-working sites, but not those so defined in the relevant schedules of the Planning and Compensation Act 1991 and the Environment Act 1995 at a specified time.
Local Development Documents (LDDs)	The collective term in the Planning and Compulsory Purchase Act for the development plan documents, the supplementary planning documents, and the statement of community involvement.

Local Development Framework (LDF)	The name for the portfolio of local development documents consisting of development plan documents, supplementary planning documents, a statement of community involvement, the local development scheme and annual monitoring reports. Together these documents provide the framework for delivery the spatial strategy for the area.
Local Development Scheme (LDS)	Sets out the programme for preparing local development documents.
Major Development	As defined by the Town and Country Planning (General Development) Order 1995 major development is defined as the provision of dwelling houses where: <ul style="list-style-type: none"> • the number of dwelling houses to be provided is 10 or more; or • the development is to be carried out on a site having an area of 0.5ha or more and it is not known whether the development falls within para (a) (i) of the Order; or • the provision of buildings or buildings where the floorspace to be created by the development is 1,000m² or more; or • development is carried out on a site having an area of 1 hectare or more; or waste development.
Materials Recovery Facility (MRF)	A MRF is a facility at which components of a mixed waste stream are extracted by the use of mechanical separation techniques. MRFs may be high and low technology facilities, depending on the sophistication of plan and equipment employed and the numbers of staff working in the operation of the process.
Megawatt (MW)	A measurement of energy (often electricity) of one million watts.
Mitigation	Involves taking action to reduce the impact of human activity, usually in the form of development, on the environment.
Mixed use schemes	These refer to development which combine residential with commercial or retail development and is often located in town centres.
Municipal Solid Waste (MSW)	Household waste and any other wastes collected by the Council, or its agents, such as municipal parks and gardens waste, beach cleansing waste, commercial or industrial waste and waste resulting from the clearance of fly-tipped materials.
Municipal Waste Management Strategy	The Council's strategy that sets out how it will sustain and improve its performance on waste prevention, recycling, collection, energy recovery and waste disposal. The Council currently has a short term Strategy in place (2008-11) and is working towards a longer term Strategy.
National Policy Statements	Set out the national requirements for particular types of major infrastructure, together with a series of criteria relating to the benefit and impacts of a development.

Newport Traffic Model	A technical document which incorporates traffic data collection, the updating of existing traffic models and a number of recommendations in light of the traffic modelling. Originally undertaken in 2008, with an update in 2010.
Parish and Town Plans	Parish and Town Plans set out a vision for how the community wants to develop and identify the action needed to achieve it. It makes links between issues and set out a broad vision for the future. They are prepared by Parish and Town Councils, with assistance from the Council.
Planning Obligations SPD	An SPD that will set out developer contribution requirements from development towards items such as services, infrastructure and facilities that arise from new development on the Island.
Planning Policy Guidance (PPGs)	Notes that set out the Government's policies on different aspects of planning. Now being replaced by PPSs (see below).
Planning Policy Statements (PPSs)	<p>Planning Policy Statements (PPSs) are prepared by the Government after public consultations to explain the statutory provisions and provide guidance to Local Authorities and others on planning policy and the operation of the planning system.</p> <p>They also explain the relationship between planning policies and the other policies which have an important bearing on issues of development and land use. Local Authorities must take their contents into account in preparing plans and guidance may also be relevant on individual planning applications and appeals.</p>
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.
Primary Retail Frontages	Areas identified on the Proposals Map, which include a high proportion of retail uses and in which there is a presumption against the loss of retail uses.
Priority Delivery Groups (for the ISP)	The groups responsible for delivering the ISP's priorities.
Procurement Strategy for the Future of Waste/ Municipal Waste Strategy	The Council is seeking to develop a Procurement Strategy for the Future of Waste. The development of the strategy will identify key decisions and make recommendations on: waste reduction; reuse; recycling and composting; residual waste treatment; and waste disposal.
Proposals 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.

Ramsar Site	Sites identified by the signatory states to the International Convention at Ramsar, Iran in 1971, for the protection of internationally important wetlands and wildfowl habitats. In England, the sites are identified by Natural England on behalf of DEFRA.
Regionally Important Geological/ Geomorphological Site (RIGGS)	Areas of land which are important for the conservation of geological and geomorphological features worthy of protection for their educational, research, historical or aesthetic importance.
Renewables Obligations Certificates (ROCs)	A facility which, using a range of potential methods and technologies, is capable of using household and business waste, leftover after recycling and composting, as a fuel to generate heat and electricity.
Resource Recovery Facility (RRF)	A facility which, using a range of potential methods and technologies, is capable of using household and business waste, leftover after recycling and composting, as a fuel to generate heat and electricity.
Restoration Bonds	A financial mechanism for the delivery of Restoration Plans. Usually this is a financial bond paid to the local Council, only to be used if the Restoration Plan is not implemented satisfactorily.
Restoration Plans	A Plan, in relation to either waste or mineral uses that sets out how the site will be restored, once the waste or mineral use has finished. Usually they relate to and elaborate on aftercare conditions requiring that the restored land is landscaped, planted, cultivated, fertilised, watered, drained or otherwise treated for a specific period so as to bring it to a required standard to provide benefits to biodiversity, geodiversity and the local landscape and for agriculture, forestry or amenity use.
Rural Service Centres	Settlements with a population of around 3,000 or less. Not only do they provide important facilities for their residents, they also support a wider range of nearby smaller, more rural villages and hamlets.
Safeguarding	A broad term relating to the method of protecting needed land, facilities or reserves and of preventing inappropriate development from affecting it.
Settlement Boundary	The defined extent of a settlement, identified in line with national guidance is shown on the Proposals Map. The focus for development is within and immediately adjacent the settlement boundary as set out in Policy SP1.
Site of Important for Nature Conservation (SINC)	A series of non-statutory sites designated to seek to ensure, in the public interest, the conservation, maintenance and enhancement of species and habitats of substantive nature conservation value. SINCs should include all areas of substantive value, including both the most important and the most distinctive species, habitats, geological and geomorphological features within a national, regional and local context.

Site of Special Scientific Interest (SSSI)	Areas of land of special scientific interest notified by Natural England under the Wildlife and Countryside Act 1981, as amended. The national SSSI series provides statutory protection for the best examples of the UK's flora, fauna, geological or physiographical features. Many SSSIs are also designated as site of international importance (SAC, SPA and/or Ramsar sites).
Smaller Regeneration Areas (SRAs)	Medium-sized settlements which have a relatively large population in the Isle of Wight context. These areas will experience a level of growth over the plan period.
Source Protection Zone (SPZ)	The Environment Agency has defined Source Protection Zones (SPZs) for 2000 groundwater sources such as wells, boreholes and springs used for public drinking water supply. These zones show the risk of contamination from any activities that might cause pollution in the area. The closer the activity, the greater the risk. There are three main zones (inner, outer and total catchment) and a fourth zone of special interest, which is occasionally applied, to a groundwater source.
South East Plan	The Regional Spatial Strategy for the South East, which forms of the Development Plan. The Coalition Government has stated its intention to revoke all Regional Spatial Strategies and has included the mechanism for doing this in its Localism Bill.
Special Areas of Conservation (SAC)	Areas of open water and land of international importance designated under the EC Habitats Directive for the conservation of natural habitats and wild fauna and flora, which are considered rare or endangered and are recognised as being under particular threat. In the UK, the Government has decided that all land areas included will already be SSSIs, but that SACs may include areas at sea.
Special Protection Area (SPA)	SPAs are areas which have been identified as being of international importance for the breeding, feeding, wintering or migration of rare and vulnerable species of bird found within European Union countries. They are European designated sites, classified under the 'Birds Directive 1979' which provides enhanced protection given by the SSSI status all SPAs also hold.
Statement of Community Involvement (SCI)	It sets out the standards which authorities must achieve in involving local communities in the preparation of local development documents and development management decisions.
Strategic Flood Risk Assessment (SFRA)	A document which outlines the flood risk on the Island and, in particular, the flood risk associated with future development as part of the Island Plan.
Strategic Housing Land Availability Assessment (SHLAA)	An assessment of land availability for housing which informs the Island Plan. It is a requirement of Planning Policy Statement 3: Housing.

Strategic Housing Market Assessment (SHMA)	An assessment of housing need and demand which informs the Island Plan. It is a requirement of Planning Policy Statement 3: Housing.
Supplementary Planning Document (SPD)	Supplementary planning documents provide supplementary information about the policies in development plan documents. They do not form part of the development plan and are not subject to independent examination.
Sustainability Appraisal/ Strategic Environmental Assessment (SA/SEA)	A sustainability appraisal is a tool for appraising policies to ensure they reflect sustainable development objectives (i.e. social, environmental and economic factors) and are required to be undertaken for all local development documents. This is often undertaken in conjunction with the strategic environmental assessment, which is a generic term used to describe environmental assessment as applied to policies, plans and programmes. The European SEA directive (2001/42/EC) requires a formal environmental assessment of certain plans and programmes, including those in the field of planning and land use.
Sustainable Development	Sustainable development is the core principle underpinning planning. At the heart of sustainable development is the simple idea of ensuring a better quality of life for everyone, now and for future generations. A widely used definition was drawn up by the World Commission on Environment and Development in 1987, “development that meets the needs of the present without compromising the ability of future generations to meet their own needs”.
Sustainable Community Strategy (SCS)	A sustainable community strategy sets out the strategic visions for a place and provides a vehicle for considering how to address difficult issues such as the economic future of an area, social exclusion and climate change. It is a vision document which needs to be aligned with the Core Strategy. For the Isle of Wight, the SCS is the Eco-Island document.
Sustainable Drainage Systems (SuDS)	A sequence of management practices and control structures, often referred to as SuDS, designed to drain water in a more sustainable manner than some conventional techniques. Typically, these are used to attenuate run-off from development sites.
S106 Agreements	Section 106 of the Town and Country Planning Act 1990 (as amended) allowing Local Planning Authorities to negotiate arrangements whereby the developer makes some undertaking if they obtain planning permission. These are known interchangeably as planning agreements, planning obligations or planning gain.
Town Centre Boundary	An area defined in line with PPS4, which includes the primary shopping area and areas of predominantly leisure, business and other main town centre uses within or adjacent to the primary shopping area.
Unitary Development Plan (UDP)	The UDP was adopted in 2001 and was the statutory planning document for the Island until 2007 when a limited number of policies of the UDP were saved in line with the Planning and Compulsory Purchase Act 2004. These saved policies will be replaced when the Core Strategy is adopted.

Village Design Statement (VDS)	Village Design Statements are produced by communities to identify local character and set out design guidance to help guide new development and can be adopted as SPD.
Waste Hierarchy	A national hierarchy that shows preference for different waste management options: reduction; re-use; recycling and composting; energy recovery; and disposal.
Windrow	Free standing compost heaps made up of a size of around two to four cubic metres. If the heap gets much larger than this, the weight of material tends to force air out and the process turns anaerobic. Once a heap has reached 1.5m or so in height, it should be extended lengthways, making what is known as a windrow. This is basically a long, low mound shaped heap, wider at the bottom than at the top.

Appendix 1: Schedule of Saved UDP Policies to be Replaced

UDP ref	UDP Policy	Core Strategy Policy Replacement
S3	Strategic Policy	SP1 Spatial Strategy
S7	Strategic Policy	SP2 Housing
S8	Strategic Policy	SP3 Economy
G1	Development Envelopes	SP1 Spatial Strategy
G4	General Locational Criteria	SP1 Spatial Strategy
G5	Development Outside Defined Settlements	SP1 Spatial Strategy
G11	Coastal Development	DM15 Coastal Management
D1	Standards of Design	DM2 Design Quality for New Development
D5	Shop Fronts and Signs	DM2 Design Quality for New Development & DM9 Town Centres
D9	Works of Art, Artefacts or Architectural Features	DM2 Design Quality for New Development & Design Principles SPD
D13	Energy Conservation	DM1 Sustainable Build Criteria for New Development
D14	Light Spillage	DM2 Design Quality for New Development & Design Principles SPD
B7	Demolition of Non-Listed Buildings	DM11 Historic and Built Environment
B9	Protection of Archaeological Heritage	DM11 Historic and Built Environment
B10	Parks, Gardens and Landscapes of Historic Interest	DM11 Historic and Built Environment
H3	Allocated Residential Sites	SP2 Housing
H7	Extensions and Alterations	DM2 Design Quality for New Development
H9	Outside Development Boundaries	SP1 Spatial Strategy & SP2 Housing
H14	Locally Affordable Housing – Developers Contributions	DM4 Locally Affordable Housing & DM22 Developer Contributions
H15	Rural Exceptions	SP1 Spatial Strategy
E3	Change of Use Employment Land	SP3 Economy & DM8 Economic Development
E5	Allocation of Employment Sites	SP3 Economy & DM8 Economic Development
E7	Essential Deep Water Frontages	SP9 Minerals & AAP1 Medina Valley & DM8 Economic Development
C11	Sites of Local Importance for Nature Conservation	DM12 Landscape, Seascape, Biodiversity and Geodiversity
C12	Development Affecting Trees and Woodland	DM12 Landscape, Seascape, Biodiversity and Geodiversity
C17	Conservation of Barns and Other Rural Buildings	DM8 Economic Development & DM11 Historic and Built Environment

UDP ref	UDP Policy	Core Strategy Policy Replacement
C22	Keeping of Horses for Recreational Purposes	
C23	Stables and Field Shelters in the Countryside	
C24	Commercial Riding Establishments	
L4	Protection of Open Spaces, Village Greens and Allotments	DM13 Green Infrastructure
L5	Development within Parks and Gardens	DM13 Green Infrastructure
L10	Open Space in Housing Developments	DM13 Green Infrastructure & DM22 Developer Contributions
M3	Criteria for New Mineral Workings	SP9 Minerals & DM20 Minerals
M6	Aggregate Wharves	SP9 Minerals
M8	Restoration and Aftercare	DM20 Minerals
M9	Mineral Sites	SP9 Minerals
W2	Landfill	SP8 Waste
W3	Waste Collecting, Sorting, Reclamation and Transfer Sites	SP8 Waste
TR7	Highway Considerations for New Development	SP7 Travel & DM17 Sustainable Travel
TR16	Parking Policies and Guidelines	DM17 Sustainable Travel
TR17	Public Rights of Way	DM17 Sustainable Travel
TR18	Railway Line and Former Railway Network	SP7 Travel & DM17 Sustainable Travel
TR19	Airports	
T4	Designation of Hotel Areas	SP4 Tourism
T5	Development Outside of Defined Hotel Areas	SP4 Tourism
T6	Permanent Accommodation Sites (Other than Hotels)	
T10	The Use of Tourist Accommodation for Permanent Residential Use	AAP3 The Bay
R1	Existing Town Centres	DM9 Town Centres
R2	New Retail Development	DM9 Town Centres
R5	Retail-Only Frontages	DM9 Town Centres
R6	Areas Outside Retail-Only Frontages	DM9 Town Centres
U2	Ensuring Adequate Educational, Social and Community Facilities for the Future Population	DM7 Social and Community Infrastructure & DM22 Developer Contributions
U5	Schools Provision	DM7 Social and Community Infrastructure & DM22 Developer Contributions

UDP ref	UDP Policy	Core Strategy Policy Replacement
U7	Provision of School Playing Fields and Protection from Development	DM7 Social and Community Infrastructure & DM13 Green Infrastructure & DM22 Developer Contributions
U10	Provision of Burial Grounds and Crematoria	DM7 Social and Community Infrastructure
U18	Development of Renewable Energy	SP6 Renewables & DM16 Renewables