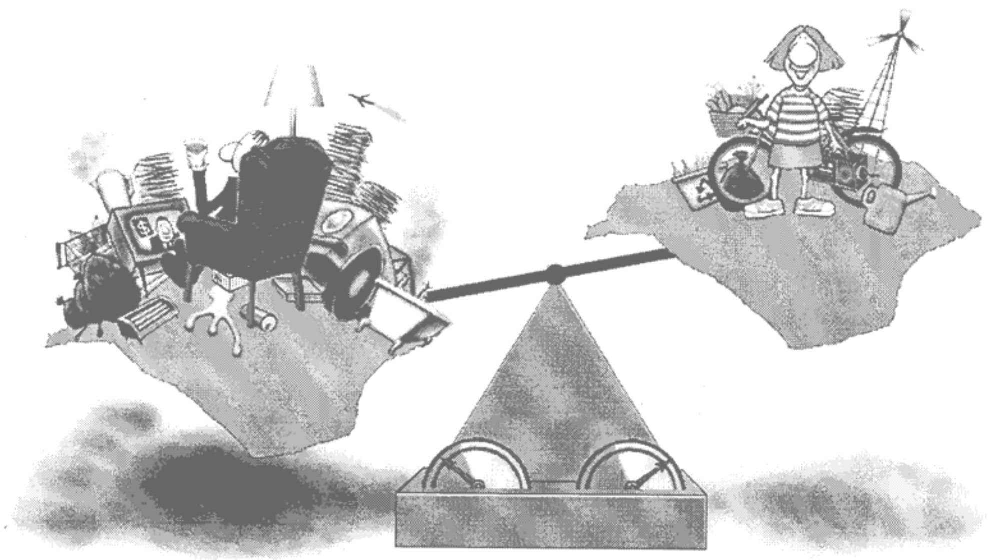
S.E. Plan

IW Special Policy Area



PREFACE

The brief issued by the South East England Regional Assembly commissions the Isle of Wight Council to produce policies for an Isle of Wight special policy area.

This paper sets out those policies which are considered appropriate for the Isle of Wight, and have been developed through discussion on a range of four options for the future role of the Island.

Isle of Wight Special Policies

The general vision for the future for the Isle of Wight is to provide development, which meets Island needs. Future growth should be based on managed economic growth and regeneration, which will not only provide physical regeneration, but also tackle other key issues:

- Skills deficits
- Housing need
- Improved public transport infrastructure.

Future development will be expected to create wealth, and a sustainable economy, whilst also respecting the environment, safeguarding biodiversity, and areas of landscape and ecological importance.

Work is underway to identify, in broad terms, the full range and cost of new infrastructure needed to support future development on the Isle of Wight, and to make communities more sustainable. This provision, includes health, education skills as well as transport, water, other utilities, leisure, and community facilities. This analysis will be verified by independent consultants who will also identify the potential sources of funding including the likely investment required from Central Government. This issue, identified at the Spring Debates, is a critical and determining consideration, as growth without supporting infrastructure is simply not acceptable.

Policy 1: Priority Area for Economic Regeneration

In order to give particular attention to actively supporting economic regeneration and renewal, and an improved quality tourism product, including inward investment, the Island is designated a Priority Area for Economic Regeneration.

As an Island economy it has particular characteristics and needs. Tailored solutions will be required to tackle the problems of unemployment and deprivation experienced on the Island. Development of tailored regeneration strategies will particularly address:

(i) The development of infrastructure and inward investment opportunities in the Medina Valley.
(ii) Support for the development of centres of vocational excellence in the sectors of composites, marine and aeronautical skills and construction related industries including any associated academic establishments.
(iii) Support for inward investment and development to regenerate the key areas identified in Ryde, Sandown Bay, Ventnor and West Wight.
(iv) Support for urban renewal and intensification particularly where this can secure contributions for improvements in the public realm.
(v) The need to improve the tourism offer to one that focuses on a higher quality, higher value product.

In diversifying the rural economy of the Island, local partners will need to ensure that all sectors of the local community are involved in the economy and that it is sensitive to the natural resources and landscape and cultural features.

Policies for implementing the PAER strategy will be developed at a local dimension, through work on the LDF, and will specifically need to consider the designation of employment sites, re-use of brownfield land, transport access and urban renewal and intensification.

The tourism product on the Island has developed organically over many years and both the quality and range of the accommodation supply is no longer sustainable if the Island is to prosper. The volume of visitors during the peak season causes significant strain on the Island's infrastructure and environment, but does not bring sufficient economic return in terms of investment and job opportunities.

A significant volume of the assets employed in this sector of the Island's economy are at risk and are currently migrating to inappropriate alternative housing uses which existing policies are unable to address.

The Island recognises the need for investment in better quality assets at a volume that the environment and community can accommodate. This will bring opportunities for brownfield development for appropriate uses as part of a deep-seated exit strategy for redundant assets. This strategy will also seek to secure adequate contributions for investment in tourism related infrastructure. The development of tailored tourism development strategies will particularly address:

- (i) Support for quality hotel development and conference facilities
- (ii) Support for appropriate tourism related retail facilities
- (iii) Support for tourism related centres of vocational excellence including any associated academic establishment
- (iv) exit strategies for redundant tourism accommodation coupled with contributions to improved tourism related infrastructure.

Policy 2: Strategic Transport Corridor

The Isle of Wight is reliant upon good links to the mainland. The strategic Cross Solent links will be maintained and improved. These links will form part of an integrated transport package.

The Isle of Wight is reliant upon good links to the mainland and it is therefore important that we maintain and improve our cross-Solent links. The Regional Transport Strategy has recognised the importance of improving our transport infrastructure and identified the development of a new transport Interchange at Ryde.

The local authority is looking to maintain and improve communications between the Island and the mainland as part of a sustainable transport strategy through the Local Development Framework, Local Transport Plan, and partnership working with transport operators. Consideration should be given to the potential to provide a second transport hub to support regeneration initiatives.

Policy 3: Rural Priority Area

The quality and character of the rural environment should be maintained and enhanced, while securing necessary change to meet the economic and social needs of local people and visitors. Special consideration should be given to rural priority areas.

A substantial area of the Island is designated as Area of Outstanding Natural Beauty, while much of its coastline is designated Heritage Coast. Areas of land and stretches of coastline are also designated for their international and national importance for wildlife.

The economic base of the Island has been undergoing change over recent years, resulting in employment decline in agriculture and related industries. The rural areas of the Island are seen as less accessible, and with fewer job opportunities, suffer from problems of isolation and lower incomes.

The policy approach to implement this strategy will be developed at a local level through the LDF, which will require a tailored and integrated approach that focuses on people as well as places, to help maintain and enhance the environment, whilst encouraging the development of diverse and sustainable communities.

The local authority will need to work with regional and local partners to develop programmes, which encourage enterprise in the rural economy as well as initiatives to sustain diverse rural communities.

Housing Numbers

Provision will be made so as to achieve a minimum annual average level of provision of at least 520 dwellings.

The range and type of housing required, together with the distribution and means of implementation will be developed through the LDF. The LDF will need to develop policies to monitor and manage the level of housing provision, and which clearly link with the objective of achieving economic regeneration and increasing and improving employment opportunities on the Isle of Wight, and the provision of affordable housing.

Higher levels of housing provision will only be expected to be provided once the economic drivers are in place and being implemented, and are likely to come into play during later stages of the plan period.

1. Background and Discussion

Background:

i. **Regional Spatial Strategy**
The Regional Assembly is preparing the spatial strategy for the South East, which will replace the existing regional planning guidance contained in RPG9 (when approved by the Deputy Prime Minister). The time period for the RPG will extend from 2016 to 2026.

ii. **The Planning and Compulsory Purchase Act (2004)**
This requires consideration of a sub-regional dimension to strategic cross-boundary issues. The Isle of Wight had originally formed part of the South Hampshire and Isle of Wight sub-regional study area. However, the study concluded that linkages between South Hampshire and the Isle of Wight were not sufficiently strong to justify the Island's inclusion in a wider sub-region. Nor is it considered appropriate for the Isle of Wight to be considered a separate sub-region: this is inappropriate for an area which is covered by only one local authority and which is producing its own local development document. Instead, the Regional Assembly has agreed that a special policy area should be drawn up for the Isle of Wight to reflect the Island's unique character and specific economic and social issues. These policies, together with the general policies of the South East Plan will provide the regional framework for the Isle of Wight and will subsequently influence the Local Development Framework for the Island to 2026. Whilst linkages with the SE sub-region are not strong, growth within the sub-region will have an impact upon the Island and links are critical.

iii. **Statements in Regional Planning Guidance (RPG9).**
Existing RPG9 identifies the Isle of Wight as a Priority Area for Economic Regeneration (PAER) and a Rural Priority Area. It states that " the Island has a long history as a holiday location and there is a need to encourage appropriate tourist facilities, while protecting the local environment.

In diversifying the rural economy of the Island, local partners will need to ensure that all sectors of the local community are involved in the economy and that it is sensitive to the natural resources and landscape and cultural features. As an Island economy it has particular characteristics and needs. Tailored solutions will be required to tackle the problems of unemployment and deprivation. The development of local supply chains will be important as will facilitating the growth of business clusters, which do not depend on the transport of large amounts of goods. Skills enhancement will be an important part of the strategy to tackle deprivation and social exclusion. Furthermore, communication between the Island and the mainland are vital to the Island's economy.

Sustainable Development:

To examine the future role that the Isle of Wight may play (within the region) in the long term with particular emphasis on the Island's economy, its regeneration needs and its unique rural and coastal environment, communities and quality of life, and in particular:

- Improved transport infrastructure with an emphasis on choice and availability in public transport.
- Investment in utilities, services and facilities to maintain and enhance quality of life for residents.
- Facilitating and encouraging inward investment, whilst recognising that indigenous growth will be the main driver of the economic future of the area.
- Ensuring that economic growth benefits all sections of the community.
- Investment in skills to enable people to participate in economic growth.
- Regeneration of areas.
- Ensuring housing development focuses on the needs of the area, including the type and mix of housing, and in particular affordable housing.
- Safeguarding the environment and biodiversity.
- Reduction in resource use, including, energy, water, materials and waste.

Key to the future role is to plan for development that is sustainable, and which needs to respect the balance between housing and employment, be of the highest quality, be supported by appropriate infrastructure, and have the least possible impact on greenfield sites and high quality spaces within and between settlements. In addition, it needs to be supported by investment in facilities, services and skills. The Island currently has an ecological footprint of 2.5 times its current "earthshare".

Guiding principles for sustainable development should be:

- ***Minimising the Island's ecological footprint*** – through concentrating on energy efficiency, renewable energy, waste minimisation and reprocessing and a reduction in the use of primary raw materials.
- ***Minimising greenhouse gas emissions*** – through the promotion of carbon neutral or low carbon development and a substantial reduction in transport movements or alternative fuels.
- ***Increasing self sufficiency*** – through development of local food chains, affordable housing, developing the local skills base and encouragement to indigenous businesses, including social enterprises.

Principles for creating sustainable communities should be:

- Mixed use developments allowing people to live, work and play within their community.
- High quality and affordable housing built at a high density.
- Sustainable construction practices using local labour and materials.
- Development on brownfield land with reuse of existing buildings.
- Local distinctiveness to provide a sense of place.
- A higher quality urban environment with open spaces and diverse habitats.
- Reduced reliance upon the private car.
- Full use of ICT.
- Good access to the countryside.

The Isle of Wight benefits from European and National recognition and protection for its landscape, wildlife, habitats, built and historic environment, and these are a key factor in the quality of life on the Island, an asset to its main economic activity of tourism, and a necessary constraint.
The environmental constraints and geomorphological risks of the coast will need special consideration and appropriate sensitive solutions which also maximises access by sea (to European and International markets).

The demographic profile of the Island requires verification through detailed research during the preparation of both the SE Plan and the new LDF, to enable robust baseline information to be established.

Each of the main issues for the future role of the Island are addressed in turn, and under each heading is a list of policy mechanisms which could be developed through the LDF, together with potential implementation/delivery mechanisms. The approach taken has been to investigate growth on an option based analysis.

Issues:

Access to Housing

As a more rural authority, the Island is characterised by a higher proportion of detached and semi detached houses. It does however tend to be a self contained market.

The overall character of any discrete housing market will mainly be defined by price or the perceptions of movers and potential movers. Whether a particular area is regarded as expensive or cheap will have an impact on decisions to move to/from that area (for both employees and residents). Variations in price and therefore dwelling affordability to a significant extent reflect variations in dwelling type as well as location and availability of accommodation (see Table 1 Dwelling Type in technical appendices).

The relationship between house prices and incomes is the key factor in determining affordability of housing. The average house price ratio for the UK is 6, (house prices are over six times greater than income), whilst for the IW, this figure is 7.3. (See graphs in technical appendices).

Over 300 homeless households are accepted each year (the 10th highest in the South East Region), and there are currently 3,500 households on the Housing Register. The Housing Strategy (2004-2009) and 2003 Housing Needs survey indicates an annual shortfall of 1,263 affordable housing units. This backlog is not being reduced. In fact between 1999-2004 the Island increased its stock of social housing by only 158 units.

The high number of second homes (3,293) and long-term empty properties (992) further reduce the number of accessible homes on the Island.

Local targets include procuring 200 new affordable housing units each year from 2004/2005, and to stop using bed and breakfast completely by 2006.

LDF policy mechanisms:

- Majority of development to be focused on existing settlements and around specific rural settlements, where this would support the creation of a sustainable community.
- Opportunities to develop sustainable homes for an ageing population, encouraged where they are supported by adequate health facilities, which meet the needs of the Island's Health Fit agenda.
- Affordable housing.
- Design for accessibility.

Delivery & Implementation:
Core Strategy and other Local Development Documents and the Housing Strategy, local PSA target. £50 million capital grant required to deliver our social and affordable targets over the next five years. In addition, the cost of infrastructure to deliver housing will need to be taken into account, including innovative design solutions and renewable energy opportunities.

Access to work, services and facilities

Journeys to work on the Island are relatively self-contained, with movement within the Island dominated by car journeys. Up-to-date commuting information has been hampered by the absence of complete Census 2001 information.

Continuing investment into cycle routes and opportunities to travel other than the car will be required to increase choice and options available to communities. Current policies contain a strong emphasis on more sustainable methods of travel.

Ferry services to mainland remain crucial, and should the Island wish to adopt a policy of economic regeneration, these links will continue to be crucial. The development of robust statistical data will be paramount to understanding the need for investment in port facilities to cope with movements including large volumes of freight.

The shared priority agreed between the Government and the LGA includes improving accessibility and public transport and reducing the problems of congestion, pollution and safety. The revised Local Transport Plan will be based around these priorities.

LDF policy mechanisms:

- Adequate infrastructure for transport network and entry ports.
- Protection of strategic corridors for integrated transport.
- Contributions for developing public transport infrastructure.
- Facilities to support cycling and walking as alternatives to modes of travel and tourism development.
- Coastal access.
- Sustainable cross-Solent services.
- Rural transport.
- Reducing congestion and pollution
- Increasing safety.
- Improving accessibility.

Mechanisms for implementation
Local Development Framework, Local Transport Plan, Local PSA Target.

Sustainable Economic Growth

Labour markets are localised with SME's providing a large proportion of businesses operating on the Island. Any inward investment strategy will need to nurture the growth of local business, to improve both capacity and skills within the area.

There needs to be a link between the skills available locally and those needed to meet the requirements of recent growth sectors. There needs to be a strong link between skills and training delivery programmes and the inward investment strategy to ensure that we are providing for skills which growth sectors require.

The Island has the lowest average earnings in the UK, with a heavy reliance on seasonal and part time work (see graphs in technical appendix). 18% of households on the Island are in receipt of income support (the highest in the region, outside of greater London). A total of 25% of residents are in receipt of means tested benefits.

Unemployment is higher on the Island than in the UK and the South East Region, at around 4.8% (compared to 2.1% in the South East Region, and 3.7% in the UK) and is concentrated in the 18-24 age group. The graphs in the technical appendix clearly illustrate the seasonal nature of the Island's job market, due to its high dependency on the tourist trade. There is however a downward trend in unemployment.

It is clear that the IW economy is under performing, and for this reason the Island was given PAER status in RPG9.

LDF policy mechanisms:

- Adequate supply of employment land to enable economic growth.
- Exit strategies for redundant tourism accommodation.
- Re-use of brownfield sites outside of development envelopes.
- Rural diversification as a vehicle to ensure sustainable rural communities.
- Development of local food networks and use of community gardens.
- Development of Further Education/Higher Education facilities.
- Support for indigenous industries.
- Local labour and skills development.
- Quality hotel and small-scale conference facilities.
- Tourism related retail facilities.
- Vitality and viability of existing town centres.
- Delivering broadband access to all new developments.
- Development of Business Improvement Districts
- Quality of design and materials used.

Mechanisms for implementation
Regional Economic Strategy; Regional Spatial Strategy; Regional Tourism Strategy; Area Investment Framework; LDF; IW Economic Regeneration Strategy, IW Tourism Strategy; IW Cultural Strategy.

Environmental Considerations

A considerable proportion of the Island is covered by landscape, natural and historic environment designations (see map in technical appendix). These designations protect and enhance the environment of the Island for Europe and the Nation by providing necessary constraint to detrimental development. The environment of the Island is an important element in its economy and landscape quality and biodiversity are key issues for local people. It is a major asset and selling point for the Island.

There are many key considerations which need to be fully investigated for any future role, including impact on tranquillity through increased noise and traffic levels, light pollution issues from development and street lighting, and the capacity for our sensitive environments to accommodate increased levels of use by an increased population.

A key consideration will be the availability of spare capacity in the abstraction licence for Testwood Lakes (Southern Water's intake from the River Test) to meet increased demand from the Island (as 25% of the Island's capacity comes from this source). Securing increased water supplies from present sources could have a critical impact on the quality of Hampshire's rivers.

A further key consideration is planning for impacts of climate change and sea-level rise. The Earth's climate is undergoing exceptional change. Research studies have shown that climate change is likely to have a major impact on land use, demand for water, patterns of recreational activity and biodiversity. These impacts are particularly likely to be felt on an Island with a soft coastline subject to erosion. The marine environment is highly dynamic and pressures on the coastline arise from construction, mineral extraction, recreation and tourism. The perceived conflict between development and conservation often appears particularly acute in the coastal zone. The guiding principles should be sustainable development, integrated management, stakeholder involvement, robust science, the precautionary principle and the conservation of the historic and built environment and biodiversity.

LDF policy mechanisms:

- Adequate physical infrastructure for water, sewage, electricity.
- Integrated coastal zone management to minimise impact beyond the shoreline and to work increasingly with natural coastal processes.
- Renewable energies.
- Protection and enhancement of landscape and nature conservation sites.
- Rural regeneration.
- Green design strategies.
- Low or zero energy housing.
- Rural vitality – linking sustainable land management to local markets.
- Identification of diversification activities that respect landscape and the natural and historic environment.
- Environmental assets – harnessing as a resource for tourism, an important factor for quality of life and health of the local community and for educational purposes.
- Tranquil Island – protecting the peace and tranquillity the currently exists.

Mechanisms for implementation
LDF, AONB Management Plan, National and local BAP's, SSSI Management Plans, Shoreline Management Plans and Strategies, and Single Farm Payment, Cross Compliance and Entry and Higher level Stewardship Agreements (likely key deliverers of agricultural change).

2. Options

Whilst the Island has a limited regional role in terms of the economic and housing growth, its future role within the region needs consideration. The needs of the Island should be accommodated within the Island.

Direction for development up to 2011 has been established through the UDP. Other local plans and strategies i.e. Local Transport Plan, Housing Strategy, AIF provide more detail and define the investment priorities for the next few years. The main focus for the IW special policy area will be from 2011 to 2026 (15 years).

Four key aspects to consider are:

I. Economic growth
II. Housing growth
III. Managing travel and infrastructure needs
IV. Physical, Natural and Historic Environmental capacity and constraints

Projections:

ISLE OF WIGHT							
Long-term projections (net migration controlled)							
	2001	**2006**	**2011**	**2016**	**2021**	**2026**	**Net Growth**
Total Population	132,700	135,828	139,707	144,458	149,737	154,818	22,000
Households	57,569	60,035	62,870	65,868	68,700	70,620	13,000
Dwellings	61,501	64,135	67,164	70,367	73,393	75,444	14,000
Labour supply	58,174	61,172	64,245	66,945	69,203	70,196	12,000

Continuation of long-term net-migration trends based upon the ten years from 1991-2001.

ISLE OF WIGHT							
Short-term projections							
	2002	**2007**	**2012**	**2017**	**2022**	**2027**	**Net Growth**
Total Population	134,900	143,000	151,000	159,000	166,800	173,900	39,000
Households	58,498	64,188	68,953	73,973	79,344	84,092	25,000
Dwellings	62,493	68,572	73,662	79,026	84,764	89,836	27,000
Labour supply	58,358	62,791	66,981	70,203	72,706	73,574	15,000

OPTION 1 – Status Quo

Rates of development to remain as set out in RPG9 (at least 520 dwellings per annum). Economic development to continue at current rates.

Development at this rate could be accommodated on sites identified in the urban capacity study. Densities achieved would need to be higher than 30 dph and a greater proportion of car parks and employment sites than that currently allowed (7%) for would need to come forward.

Implications:

- At least 7,800 additional new dwellings provided between 2011 and 2026.
- Assuming the Island housing market and economy remain the same there would remain an affordable shortfall of at least 1,263 per annum.
- A shortfall in market provision is likely, given the projections provided as part of this study.
- A shortfall in provision could adversely affect the market in terms of house price, exacerbating further the affordability issue.
- Higher density development would need to be a priority.
- Greater consideration to be given to housing development on existing car park and employment land.

OPTION 2 – Status Quo + Clearing Affordable Backlog

Rates of development to remain as set out in RPG9 (at least 520 dwellings per annum).
Economic development to continue at current rates.
1,263 new affordable units per annum over the period of the plan.

Total units required 2011-2026 = 26,745

Development on this scale could not be achieved without increased densities, additional brownfield sites coming forward and the release of some additional greenfield land.

Potential Housing Need due reducing backlog of affordable need. (1783 per annum)	26745
Potential supply 2003-2011 2003 Allocations and extant permissions Windfall sites @ 140 pa 2004-2011	 6059 980
Total supply 2003-2011	**7039**
Additional supply identified in urban capacity study	2460-2710
Potential provision 2003-2026	**9499-9749**
Shortfall 2011-2026 (1149-1133 per annum)	***17246-16996***

Implications:

- Potential for urban regeneration increased.
- Insufficient land availability to deliver the required numbers.
- Additional pressure on employment sites to be released for housing.
- Open space and greenfield sites within built up areas likely to come under greater pressure.
- Extra pressure on existing infrastructure and road systems: higher levels of pollution.
- Allocation of specific sites to bring forward affordable units.
- Additional Capital monies required to deliver affordable homes.
- Housing issue looked at in isolation.
- Clearing affordable backlog regardless of priority of need.
- Use of brownfield sites will impact upon the physical, natural and historic environment resource.

OPTION 3 – Economic and Urban Regeneration

Economic led regeneration, creating greater employment opportunities for local communities, increasing the % of people in employment.
Increase in employment of between 4,013 and 8928 over the period to 2026. (Economic forecasts provided by SEERA).
Wealth generation enabling local communities to afford market houses, together with delivering affordable housing targets.
Reducing need and deprivation through local economic regeneration and wealth creation.

Potential Housing Need due to economic regeneration 2001-2026 (560 – 1080 per annum)	14,000 – 27,000
Potential supply 2003-2011 2003 Allocations and extant permissions Windfall sites @ 140 pa 2004-2011	 6059 980
Total supply 2003-2011	**7039**

Additional supply identified in urban capacity study	2460-2710
Potential provision 2003-2026	**9499-9749**
Shortfall 2011-2026 (300-1150 pa 2011-2026)	***4501 - 17251***

NB: The higher rate of supply has yet to be tested through the urban capacity study.

This option strives to provide economic growth and regeneration to meet Island needs, but to be sustainable will need to minimise resource demands and environmental effects and ensure that development is of the right quality as well as quantity.

Implications:

- Higher levels of regeneration likely to take place, if development on greenfield sites remains restricted.
- Provision of affordable housing to meet the local need still a key issue.
- Strengthen local communities – provide a good mix of house types and create a more balanced housing market.
- Less likelihood of need to commute off the Island for employment.
- Reduce need to import workers on a daily basis into specific sectors.
- Cost of infrastructure provision to allow development needs to be fully investigated.
- Increased densities from those currently being achieved.
- Urban regeneration and intensification required.
- Allocation of appropriate additional employment sites
- Tailored solutions will be required to tackle the problems of unemployment and deprivation.
- Development of local supply chains
- Growth of business clusters, which do not depend on the transport of large amounts of goods.
- Skills enhancement will be an important part of the strategy to tackle deprivation and social exclusion.
- Communication between the Island and the mainland are vital to the Island's economy.
- Use of brownfield sites will impact upon the physical, natural and historic environment resource.
- Opportunities for improved quality of life and added economic value through green infrastructure.

OPTION 4 – Accommodating additional housing growth from SE Hampshire Sub-Region.

Strengthen links of the northern coast of the Island with the mainland via enhanced ferry services and reduced journey times.
Strong links between housing supplied on the Island and employment supplied on the mainland, particularly in the areas between Cowes, Newport and Ryde.

Depending upon density up to and beyond 30,000 units to be provided.

Implications:

- Increased pressure for the release of greenfield land, particularly in the Cowes, Ryde, Newport triangle.

- Increased need to commute off Island for employment opportunities.
- Increased pressure for fixed link.
- Infrastructure provision to enhance links between northern coast and mainland high.
- Use of brownfield sites will have a major impact upon the physical, natural and historic environment resource.

Preferred Option:

Option 3 is the preferred option. However there is further work that needs to be carried out to test the upper range of housing provision, ensuring maximum use of brownfield land and minimal need to release new greenfield sites.

Work Required/Still Required:

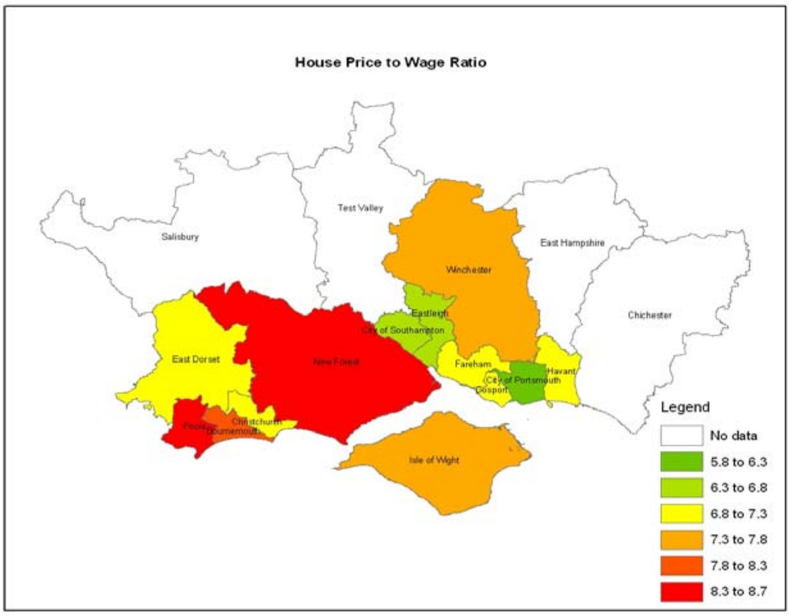
- Additional data analysis including commuting origin and destination tables from Census 2001 (assuming they are published).
- Revise urban capacity study.
- Determine policy implications for continuing loss of employment sites to other houses.
- Consider policy mechanisms to secure development on less attractive employment sites.
- Revision of the urban capacity study including revised density, brownfield sites outside of development envelopes and urban intensification.
- Constraints to augmenting water supply and issues associated with effluent discharges.
- The need to investigate the provision of adequate power supplies and opportunities to develop mechanisms to deliver renewable energy sources.
- Further work to evaluate economic drivers.
- Engaging health, education, utility providers and similar organisations in order to begin to develop the full spatial dimension – background work as part of the Core Strategy.
- Retail/data studies.
- Infrastructure costs of implications of growth to be fully worked up.
- Health Fit Agenda
- Education Provision changes
- Consider policy mechanisms for sustainable settlements.
- Tourism supply side mapping and audit.
- Policy mechanisms for rural diversification and local produce and food supply networks.
- Remodelling the Island’s ecological footprint.
- Analysing the impact of sea level rises.
- Policy mechanisms for promoting sustainable development against a backdrop of climate change and sea level rise.

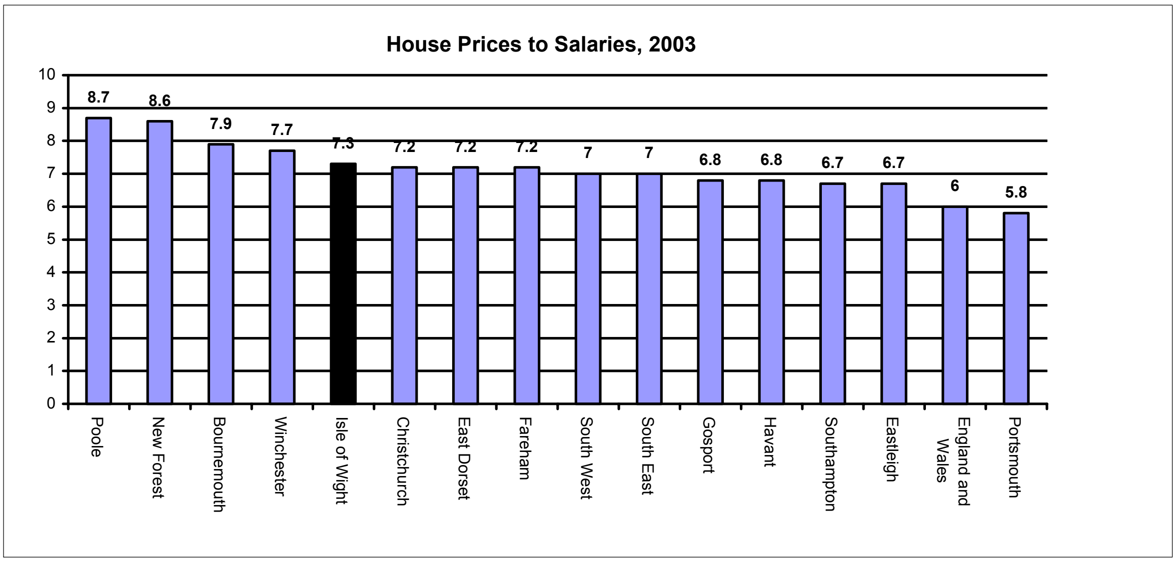
Housing and Population

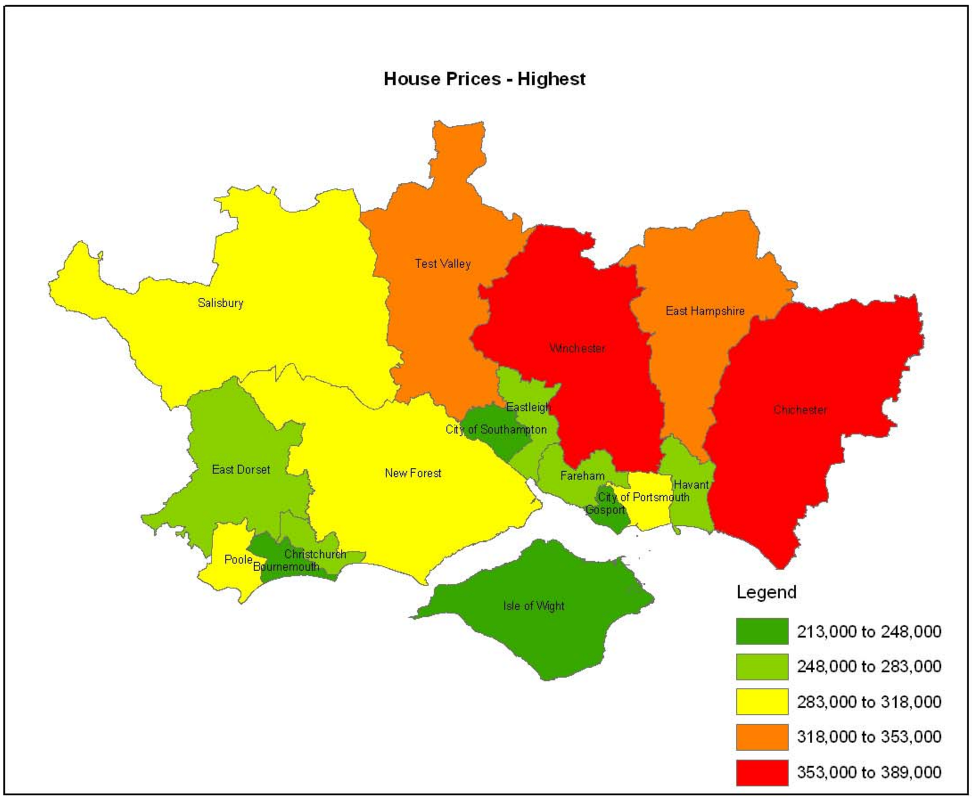
Table 1: Dwelling Type (Source 2001 Census)

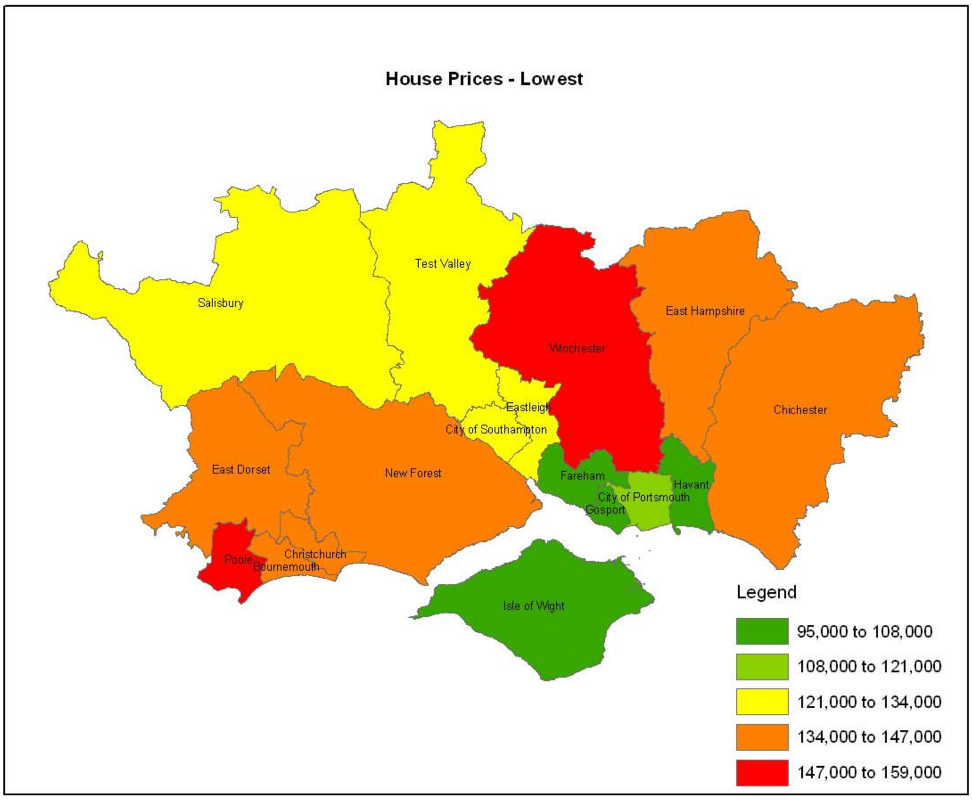
Dwelling Type (Source: 2001 Census)

Area	Dwelling Type										Total
	Detached		Semi-detached		Terraced		Flat		Caravan/Mobile		
	Total	Percent	Total	Percent	Total	Percent	Total	Percent	Total	Percent	
South Hants Urban Core	69,424	19.8	91,136	26.0	104,620	29.9	83,997	24.0	1,286	0.4	**350,463**
Eastern Dorset & Salisbury	130,062	41.9	48,371	19.7	31,025	12.6	61,491	25.0	2,100	0.9	**246,049**
South Hants Outer Areas	90,619	43.3	51,351	24.5	38,813	18.5	25,989	12.4	2,675	1.3	**209,447**
Chichester	18,944	38.8	13,748	28.1	8,750	17.9	7,026	14.4	384	0.8	**48,852**
Isle of Wight	**22,320**	**36.2**	**17,910**	**29.1**	**9,218**	**15.0**	**11,774**	**19.1**	**387**	**0.6**	**61,609**
Total	***304,369***	***33.2***	***222,516***	***24.3***	***192,426***	***21.0***	***190,277***	***20.8***	***6,832***	***0.7***	***916,420***





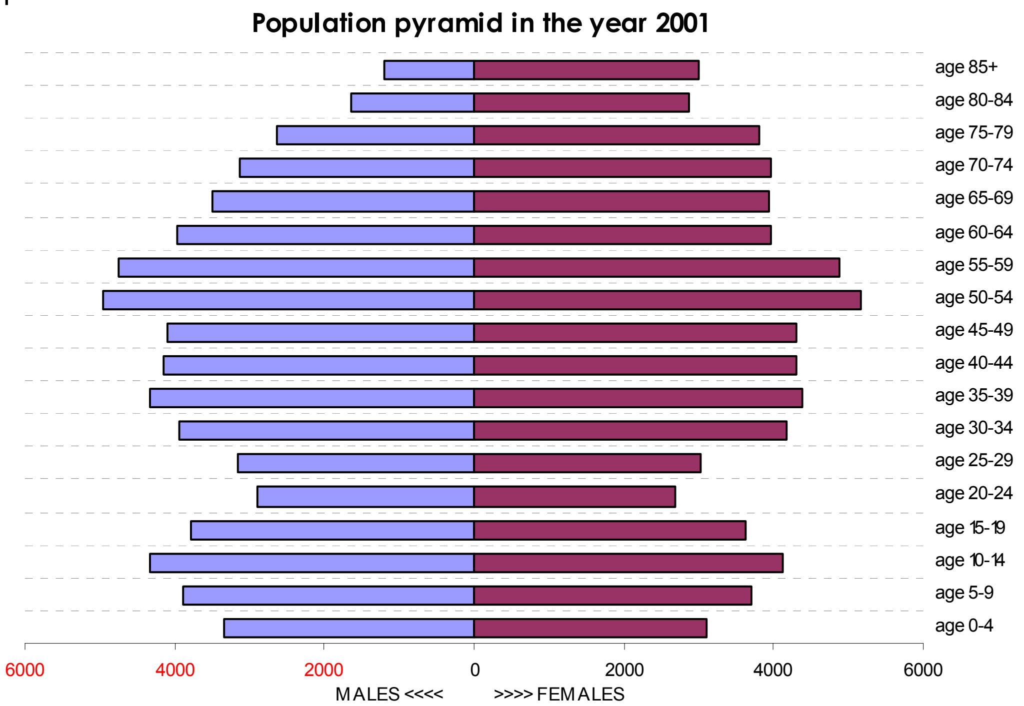

House Prices - Highest
Test Valley
Salisbury
East Hampshire
Winchester
Chichester
Eastleigh
City of Southampton
East Dorset
New Forest
Fareham
Havant
City of Portsmouth
Gosport
Poole
Christchurch
Bournemouth
Isle of Wight
Legend
213,000 to 248,000
248,000 to 283,000
283,000 to 318,000
318,000 to 353,000
353,000 to 389,000

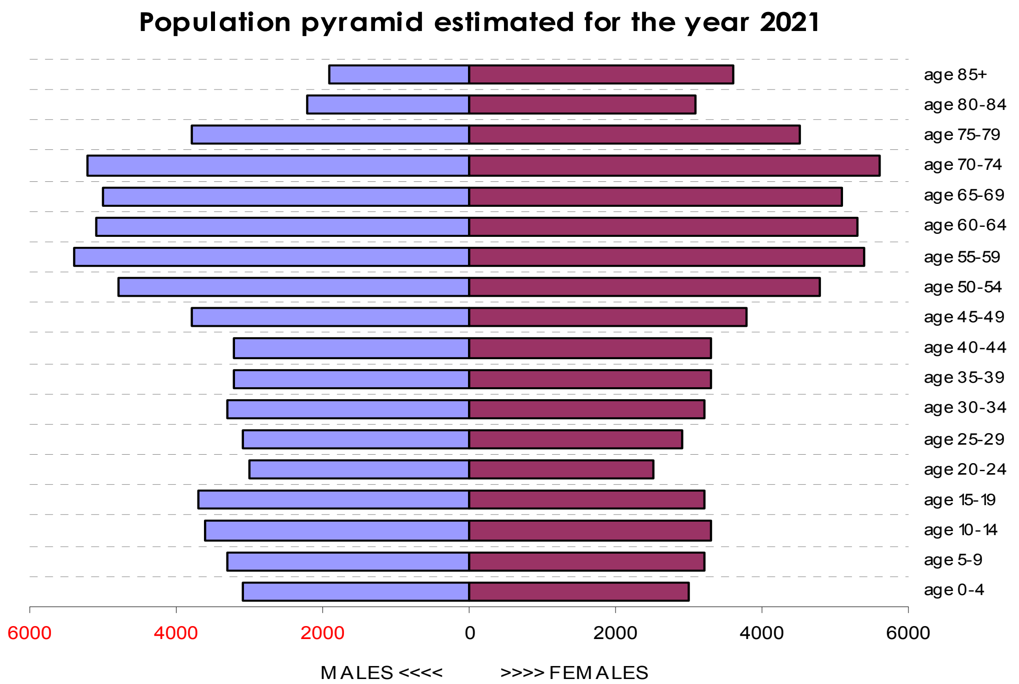

House Prices - Lowest
Test Valley
Salisbury
East Hampshire
Winchester
Chichester
Eastleigh
City of Southampton
East Dorset
New Forest
Fareham
Havant
City of Portsmouth
Gosport
Poole
Christchurch
Bournemouth
Isle of Wight
Legend
95,000 to 108,000
108,000 to 121,000
121,000 to 134,000
134,000 to 147,000
147,000 to 159,000

Vacant Housing (Source: 2001 Census)

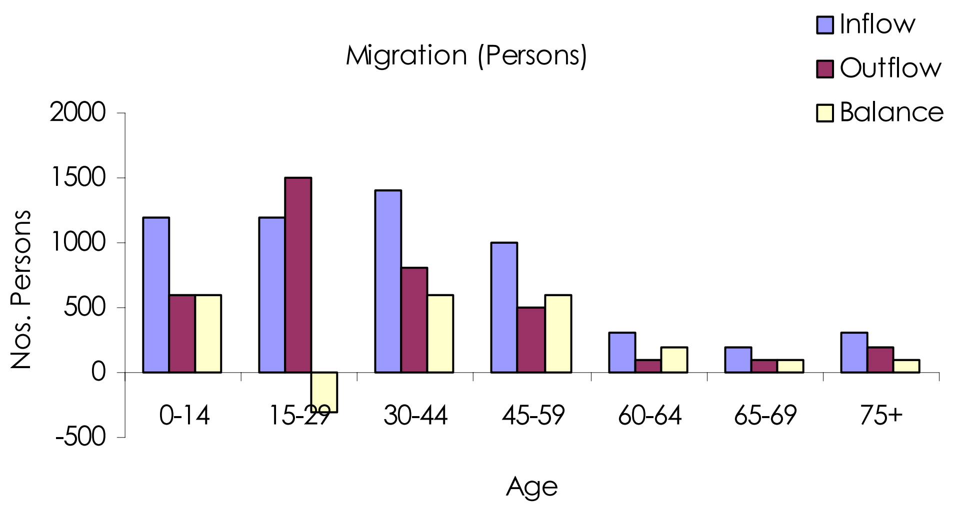
Household Spaces	IOW 2001	IOW 2001	England & Wales 2001	England & Wales 2001
	%	Nos.	%	Nos.
With residents	93.4	57,519	96.1	21,660,475
With no residents: Vacant	2.8	1,733	3.2	727,448
With no residents: 2nd residence/ Holiday Accommodation	3.8	2,357	0.7	150,718

Population Profile:





Net Migration



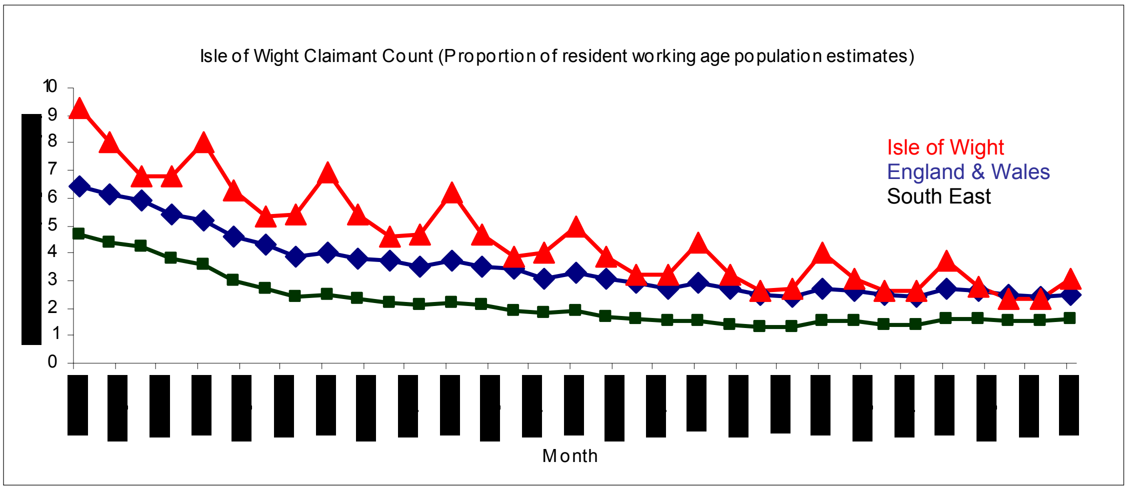
Source: National Statistics website: www.statistics.gov.uk

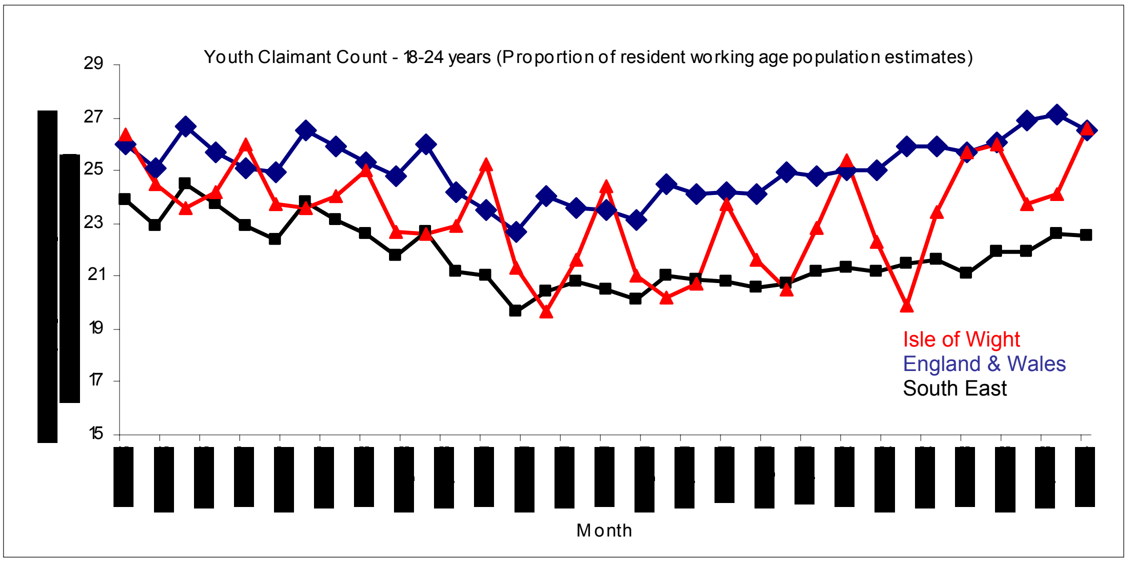
Economy and Employment

Employment by Industry Type (Source 2001 Census)

Industry type	IOW %	England & Wales %
Agriculture, hunting & forestry	2.3	1.5
Fishing	0.1	0.0
Mining & quarrying	0.1	0.3
Manufacturing	12.4	15.0
Electricity, gas & water supply	0.5	0.7
Construction	7.5	6.8
Wholesale & retail trade; repair of motor vehicles	16.8	16.8
Hotels & catering	9.7	4.8
Transport storage & communication	5.8	7.0
Financial intermediation	1.9	4.7
Real estate; renting & business activities	8.8	13.0
Public administration & defence	6.2	5.7
Education	8.1	7.8
Health & social work	13.4	10.8
Other	6.3	5.2

Unemployment





Economic Activity

Resident population aged 16 to 74 (percentage)

	Isle of Wight	England and Wales
Employed	56.6	60.6
Unemployed	3.6	3.4
Economically active full time students	2.0	2.6
Retired	18.9	13.6
Economically inactive students	3.0	4.7
Looking after home/family	6.7	6.5
Permanently sick or disabled	5.8	5.5
Economically inactive	3.4	3.1

Source: 2001 Census, ONS

Students and Qualifications

Students and schoolchildren aged 16 to 74

	Isle of Wight	England and Wales
Total number of full-time students and schoolchildren aged 16 to 74	4,477	2,648,992
Percentage of total resident population	3.4	5.1
Total number aged 16 to 17	2,613	1,014,284
Total number aged 18 to 74	1,864	1,634,708

Note : Students and schoolchildren were counted at their term-time address. Source: 2001 Census, ONS

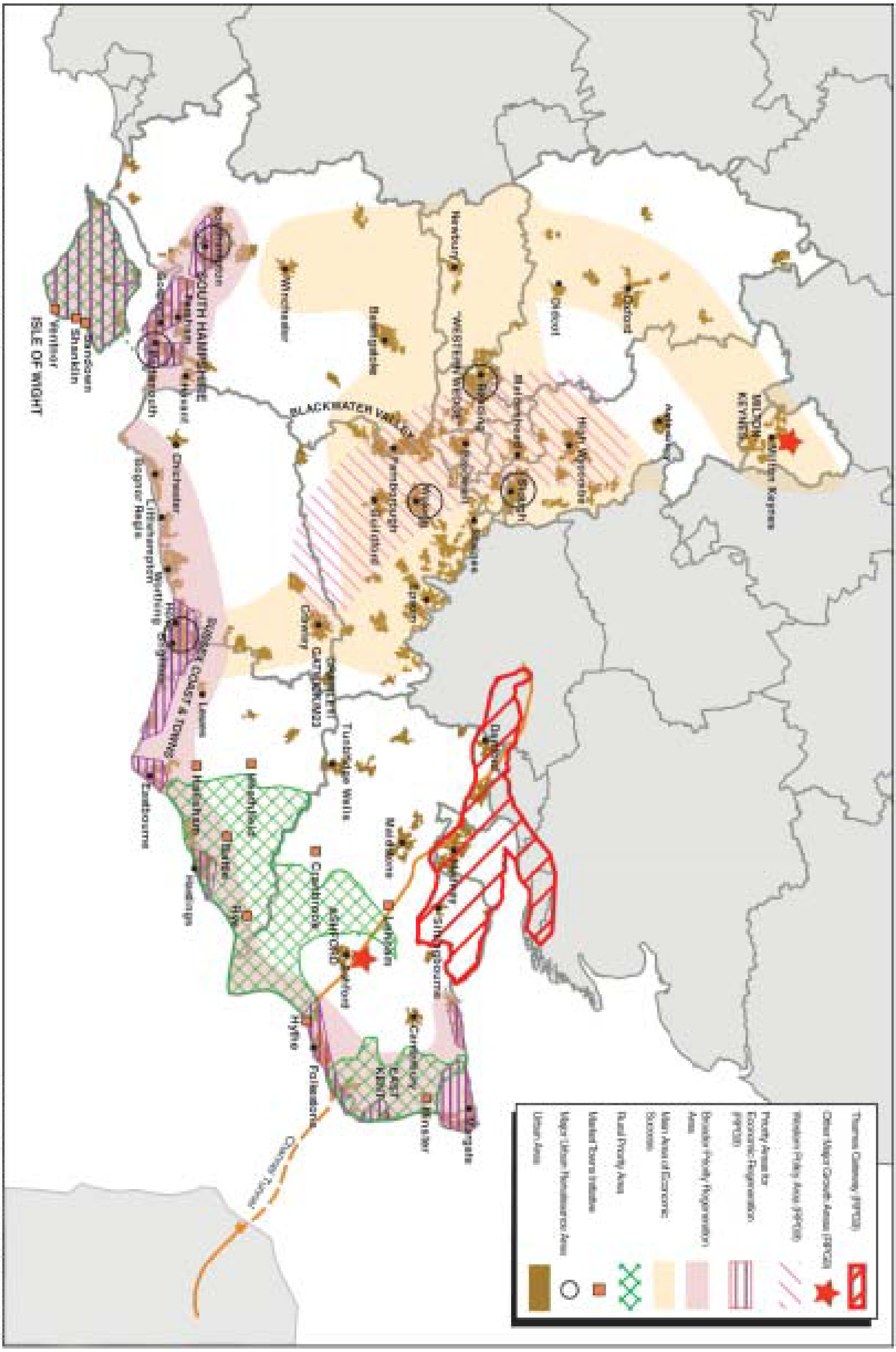
Resident population aged 16 to 74 (percentage)

	Isle of Wight	England and Wales
Had no qualifications	30.2	29.1
Qualified to degree level or higher	15.3	19.8

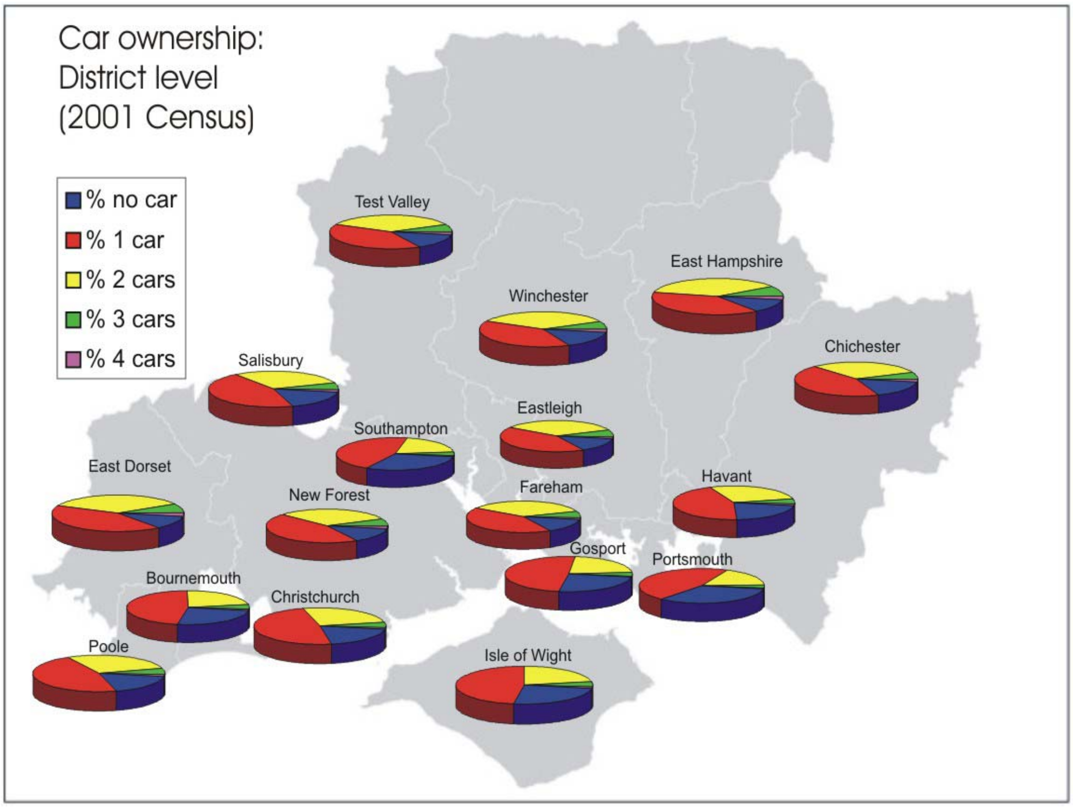
Source: 2001 Census, ONS

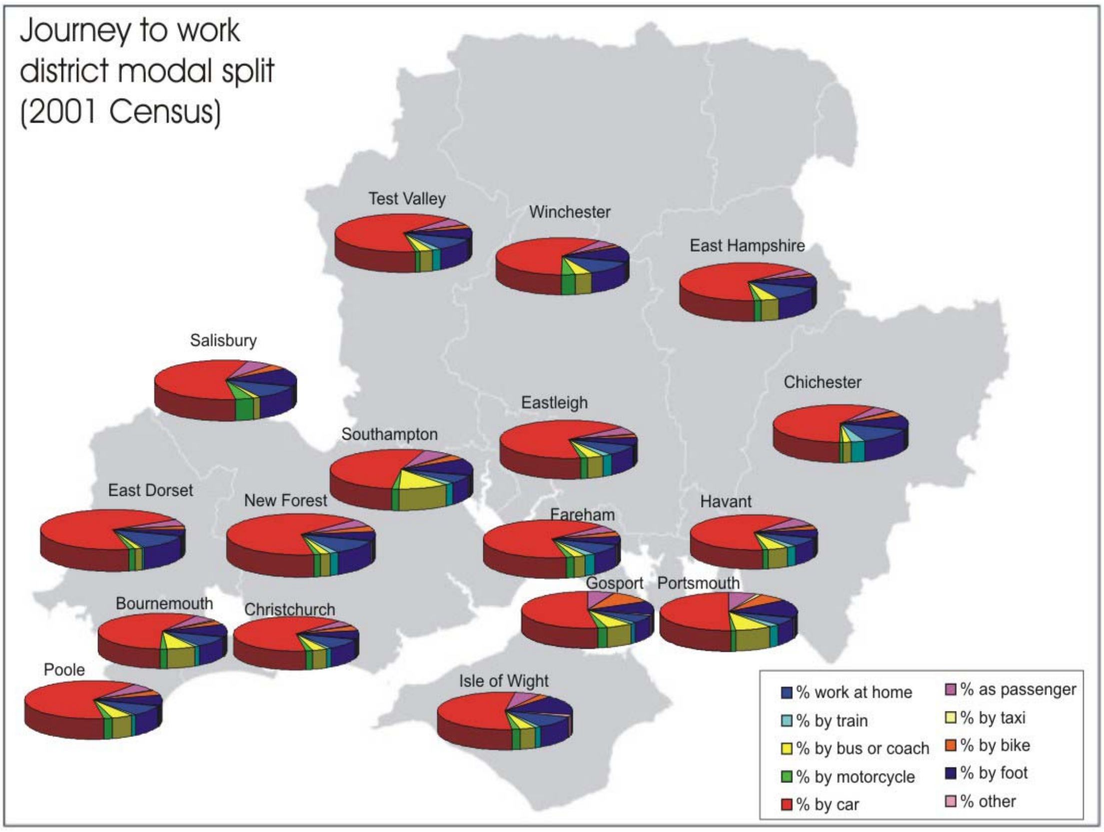
Regional Economic Strategy

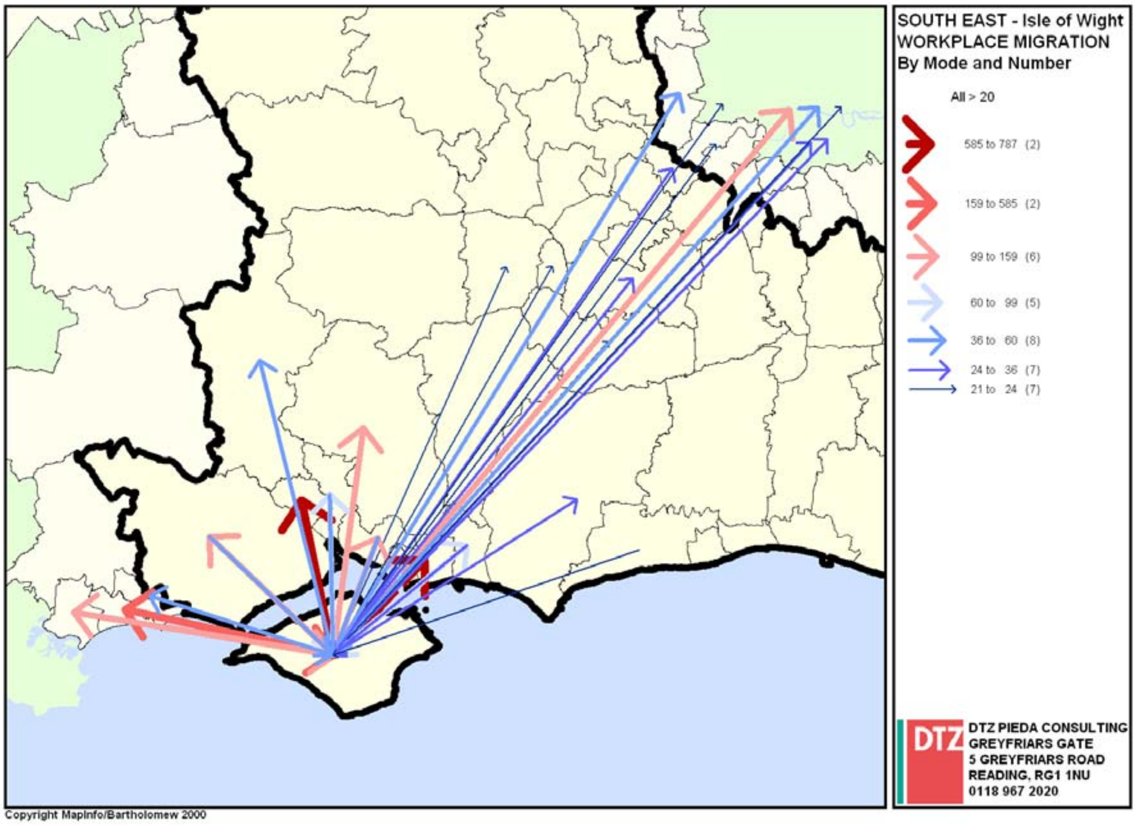
Spatial Priorities



Travel and Transport







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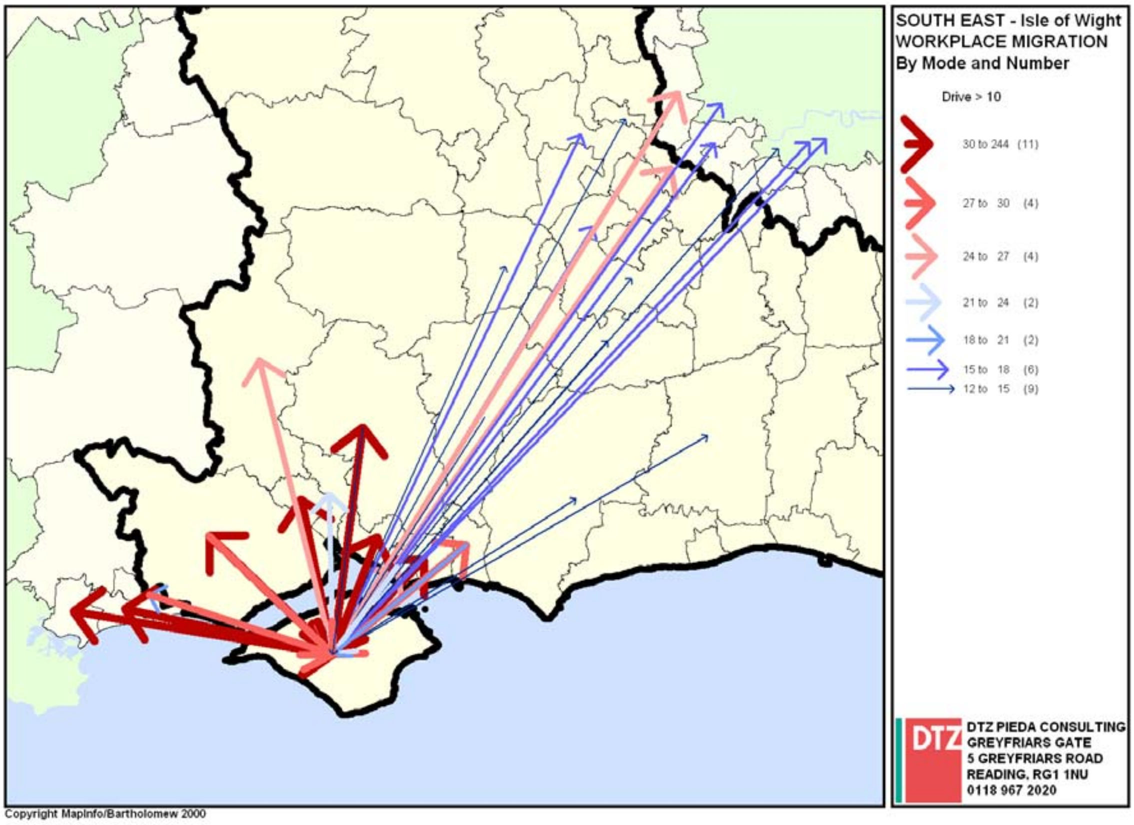

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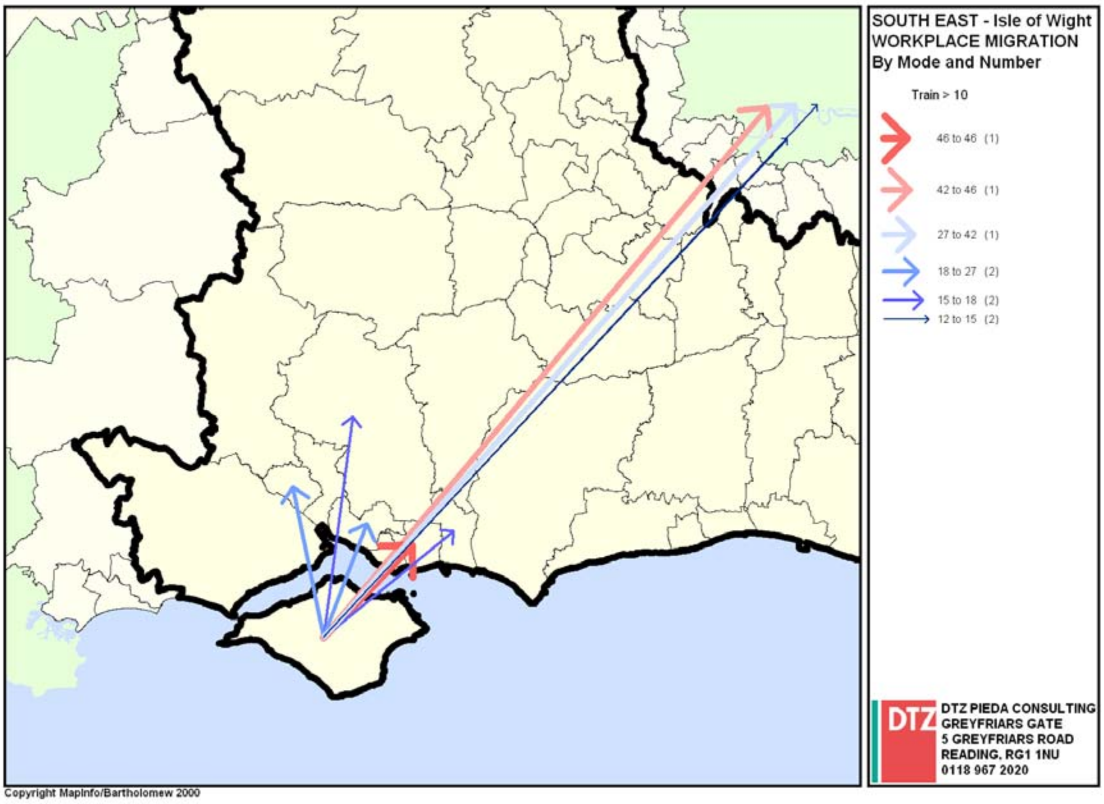
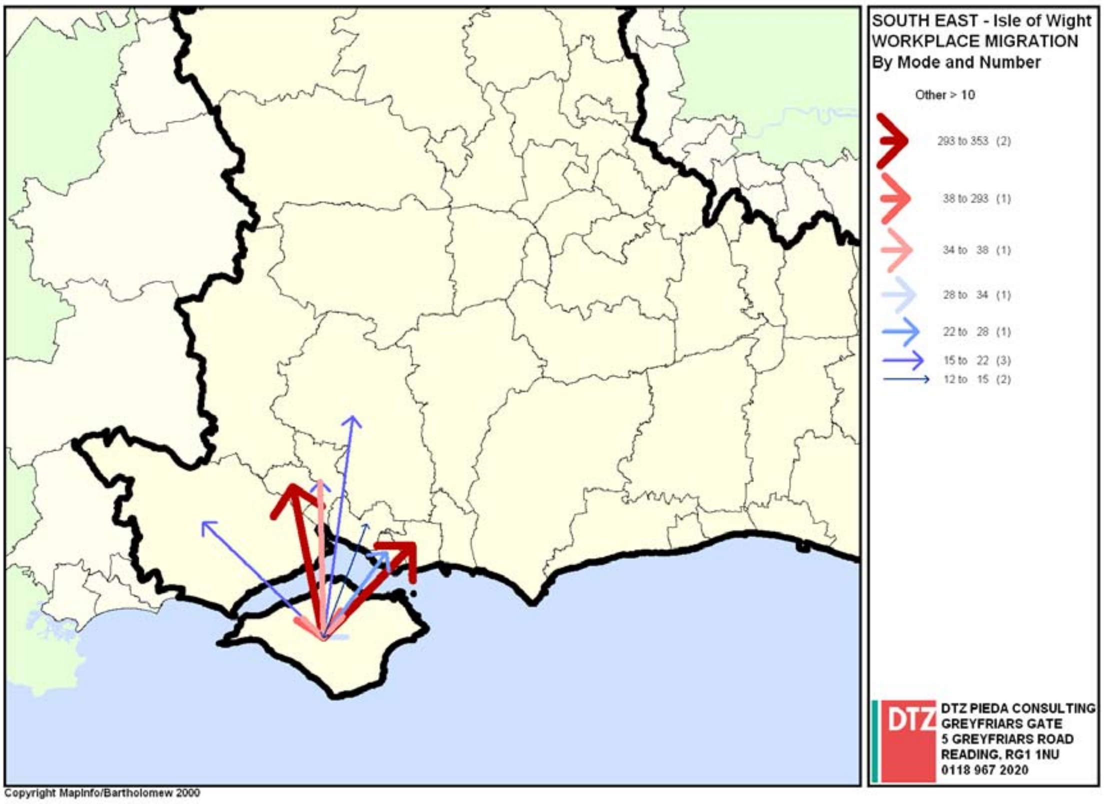
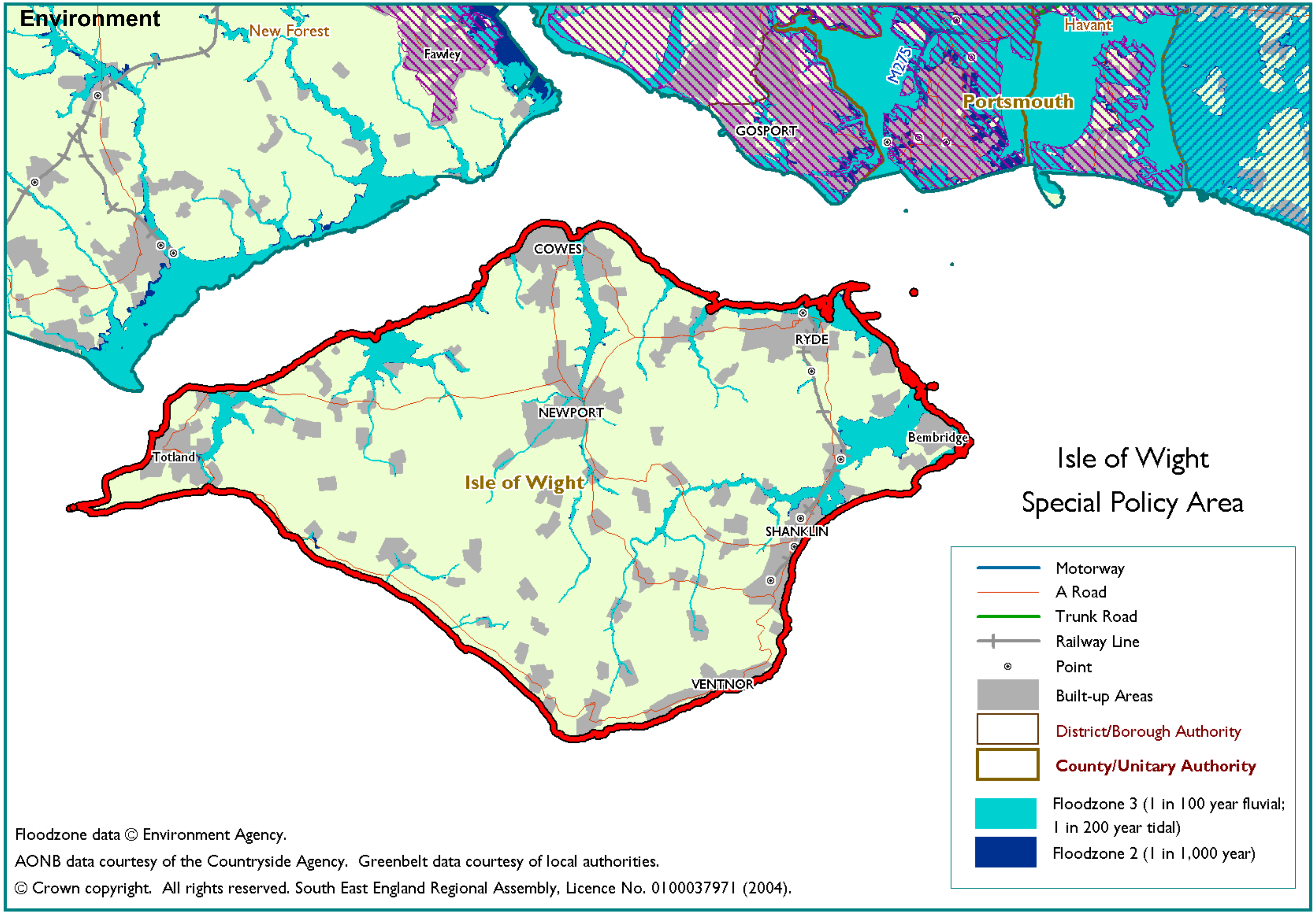




NB: Other is thought to include ferry trips, although this was not a specific choice on the Census form, and is only an assumption.

Cross Solent Statistics : 1951-2001 (Source IW Council Transport Services					
	1951	1971	1981	1991	2001
Passengers	4.0m	5.9m	6.7m	7.4m	8.9m
Cars	N/A	480,000	710,000	1.1m	1.6m
Coaches	N/A	N/A	5,600	17,000	25,000
Commercial	N/A	95,000	120,000	183,000	245,000



Environment
New Forest
Fawley
Havant
M275
Portsmouth
GOSPORT
COWES
RYDE
NEWPORT
Bembridge
Totland
Isle of Wight
SHANKLIN
VENTNOR
Isle of Wight
Special Policy Area
Motorway
A Road
Trunk Road
Railway Line
Point
Built-up Areas
District/Borough Authority
County/Unitary Authority
Floodzone 3 (1 in 100 year fluvial; 1 in 200 year tidal)
Floodzone 2 (1 in 1,000 year)
Floodzone data © Environment Agency.
AONB data courtesy of the Countryside Agency. Greenbelt data courtesy of local authorities.
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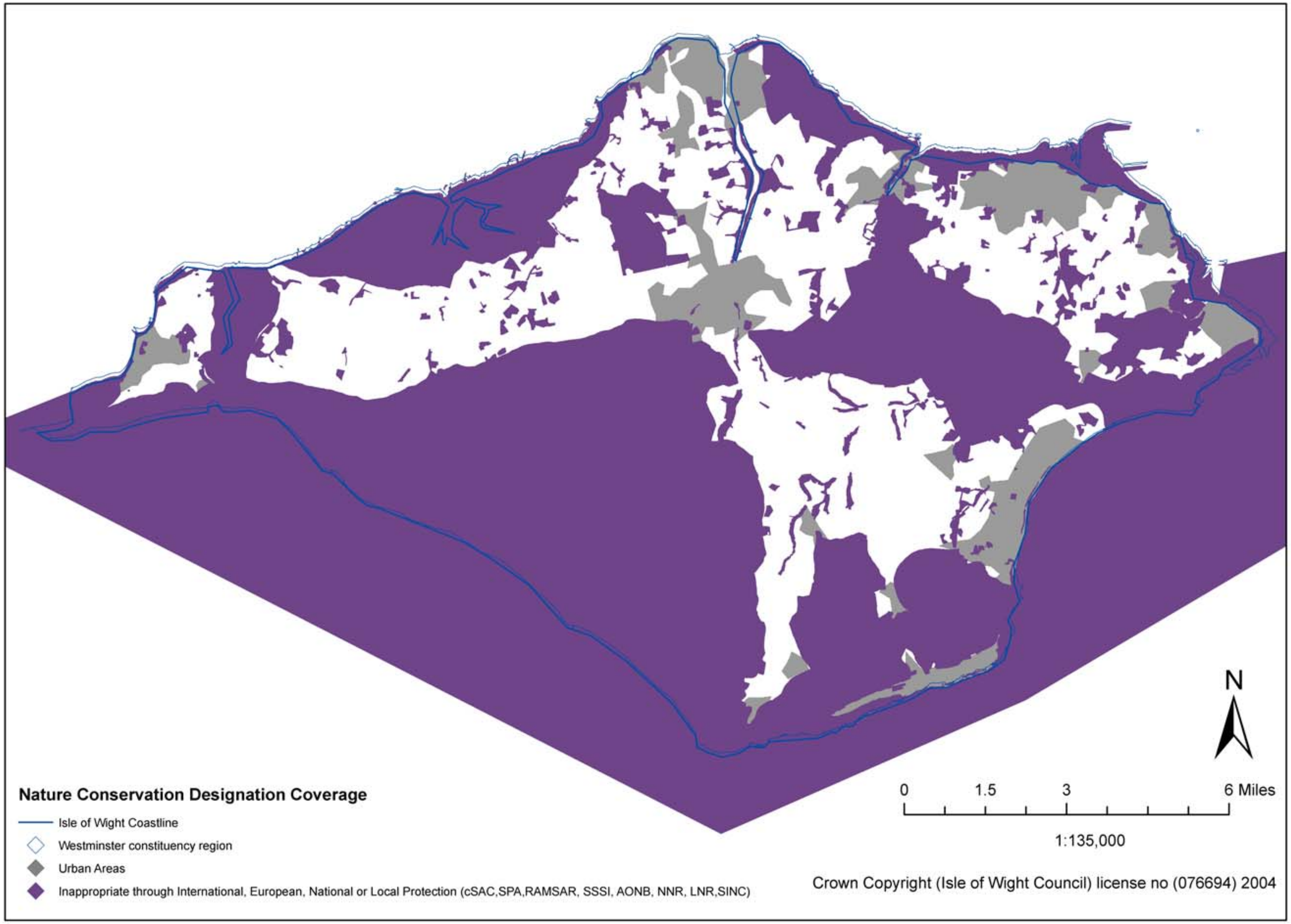
N
0
1.5
3
6 Miles
1:135,000
Nature Conservation Designation Coverage
Isle of Wight Coastline
Westminster constituency region
Urban Areas
Inappropriate through International, European, National or Local Protection (cSAC,SPA,RAMSAR, SSSI, AONB, NNR, LNR,SINC)
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Key Environmental Data for the Isle of Wight

Description	**Extent (where known)**	**European/National/Local importance**
Area of Outstanding Natural Beauty	189 KM^2 (approx 50% of land mass of IoW)	National
Heritage Coast	45KM length of coast. 121.2 KM^2 (Includes areas inland from coast and below mean low water)	National
Special Protection Area (SPA)	17.3 KM^2	European
Candidate Special Areas of Conservation (cSAC)	203.3 KM^2	European
Ramsar	15.5 KM^2	International
Site of Special Scientific Interest	38.6 KM^2 (11%)	National
National Nature Reserve	2.87 KM^2	National
Local Nature Reserve	0.76 KM^2	Local
Site of Interest for Nature Conservation	76.6 KM^2 (10%)	Local
Scheduled Ancient Monument	119	National
Sites and Monuments Record	11,000 (5,474 land-based sites; 1076 marine and coastal zone sites and 4,450 historic buildings)	National and Local
Conservation Area	5.98 KM^2 (25 areas)	Local
Historic Parks & Gardens	9.99 KM^2	National
National Priority Species	54	National
Nationally Important Species	180	National
Locally distinctive Species	455	Local
Areas of archaeological importance	5 areas	Local
Listed Buildings		National/Local
Historic Landscape Character Areas	13 areas	Local