

# APPENDIX 1

## DPD Matters

**Title of Document**

Submission Core Strategy (DPD)

**Subject Matter**

The Core Strategy sets out the vision, strategic objectives, and spatial strategy and core policies for the future development of the Isle of Wight through to 2026.

**Period of Representations**

Monday 5<sup>th</sup> June until 16:00 on Friday 21<sup>st</sup> July 2006.

**Address for Representations**

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**Notification of Examination & Adoption**

Please indicate if you wish to be notified of either or both of the following:

- (i) the publication of recommendations of the Inspector who carried out the independent examination into the Core Strategy DPD
- (ii) that the Core Strategy DPD has been adopted.

Any such notification will be sent to the address on your representation unless you indicate otherwise.

# Policy Replacement

The following is the list of UDP policies that the Core Strategy will replace.

- S1 - Location of major new development
- S2 - Brownfield land.
- S3 - Location of major new developments.
- S4 - Protection of the countryside.
- S5 - Quality of life.
- S6 - High design standards.
- S7 - Housing provision.
- S8 - Employment land provision.
- S9 - Major new employer.
- S10 - Nature conservation and historic environment.
- S11 - Transport.
- S12 - Minerals.
- S13 - Waste.
- S14 - Retail.
- S15 - Natural resources.
- E1 - Promotion of New Employment Uses
- T1 - Promotion of tourism.
- TR1 - Integrated transport network

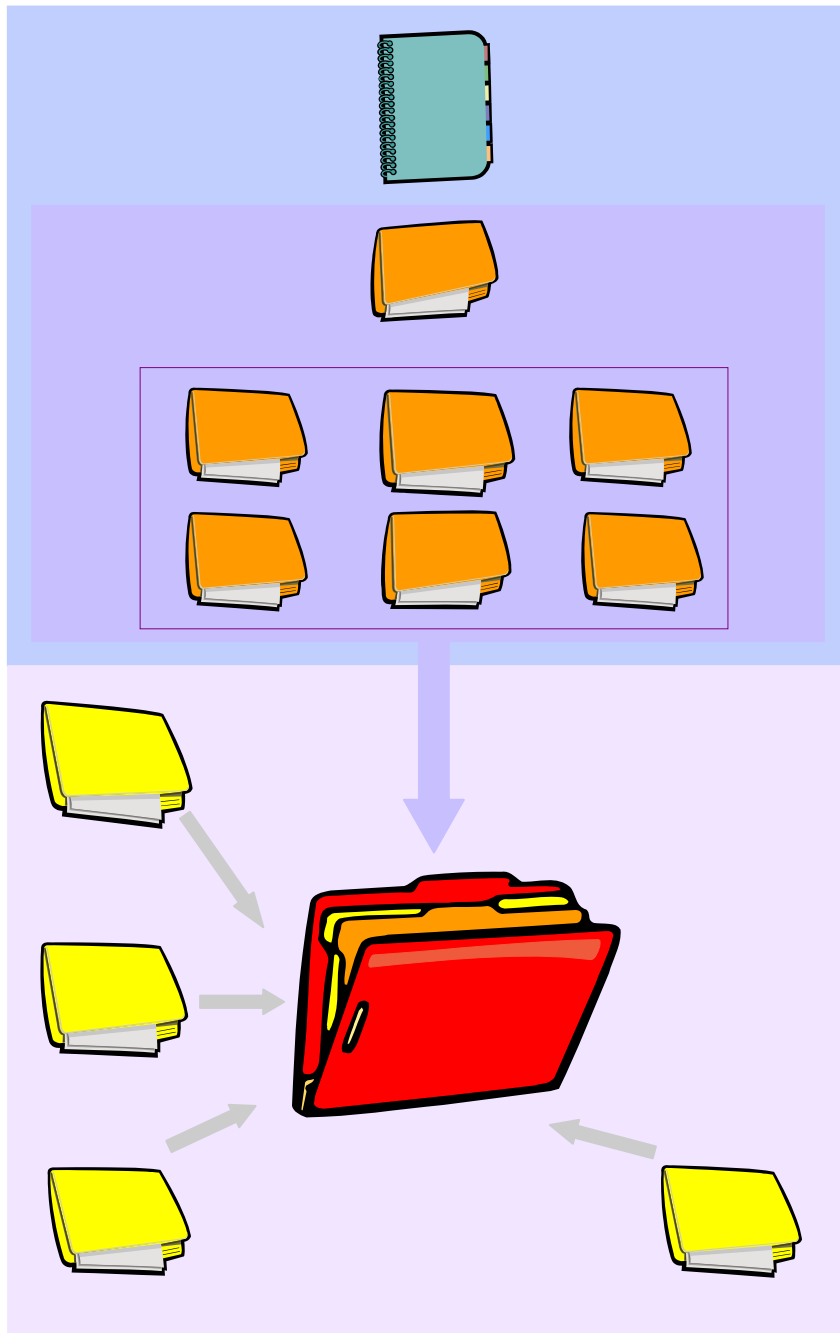
# 1 Introduction

## Overview

- 1.1 The Core Strategy is based upon a vision to establish a strong focus on regeneration using economic growth, new employment and the development of skills to drive prosperity.
- 1.2 The Isle of Wight has a role to play in the South East and UK economy. The Council and the Island Strategic Partnership are committed to economic-led regeneration as the central driver of improvements to the well-being and quality of life for everyone. This plan represents the spatial strategy to achieve this change.
- 1.3 While the **Island Plan** is driven by the need for sustainable development and economic regeneration, the Council must also be guided by housing requirements established in current Regional Planning Guidance (RPG9) and the emerging Regional Spatial Strategy (the South East Plan), together with national guidance in the form of Planning Policy Guidance and Planning Policy Statements. The Island's environmental quality remains a significant factor for the future of the Island.
- 1.4 This regional plan has many strategic policies but significantly includes the housing allocation which the Island must plan to deliver.
- 1.5 National planning guidance is set out mainly within Planning Policy Guidance Notes and Planning Policy Statements. These set out the Government's national policies on different aspects of planning and the **Island Plan** has to be in line with national guidance. Where appropriate reference is made to national guidance in relation to the relevant proposed policy approach.
- 1.6 In the interim, prior to adopting the Island Plan, the Unitary Development Plan (UDP) will continue to be the statutory planning framework. The Council will use the current policies to protect the environment and deliver the infrastructure that the Island needs.

## The New Planning System

- 1.7 The *Planning and Compulsory Purchase Act 2004* requires the Isle of Wight Council to prepare a Local Development Framework (LDF) to supersede the current Unitary Development Plan (UDP).
- 1.8 The documents forming the LDF will set out the Council's planning policies and proposals for meeting the community's economic, social, and environment needs in terms of spatial land use, and will be titled the **Island Plan**.
- 1.9 The Island Plan will be much more than a land use plan. It will look at quality of life and well-being, and define the spatial strategy and core policies that are needed to create and maintain sustainable communities. Critically, it will look at the infrastructure needed to deliver the Plan.
- 1.10 The Plan can be thought of as a folder of related documents that will govern the Island's Core Strategy whilst conforming to the more strategic, regionally based South East Plan (the Regional Spatial Strategy). The Island Plan will determine a suitable distribution of development as a key part of the LDF process.
- 1.11 The Island Plan will consist of the following documents:



### The Role of the Core Strategy

- 1.12 The first policy document of the Island Plan to be prepared is the Core Strategy. This sets out the Council's vision and strategic spatial objectives for the Island.
- 1.13 The Core Strategy will provide a broad strategy for the location of development. Other **Island Plan** documents will need to conform to the Core Strategy and will provide greater policy detail on particular areas and themes.
- 1.14 The Core Strategy will set:
  - Long-term Vision for the Island until 2026;

- Strategic spatial objectives relating to the Vision;
- Approach to the future sustainability of the Isle of Wight;
- Approach to protect the environment.
- Broad spatial distribution of development;
- Approach to the provision of employment and supporting economic regeneration;
- Approach to the provision of housing;
- Approach to the design of new development.

## **Relationship to Community Strategy & Island Strategic Partnership**

- 1.15 The Community Strategy is an important document which aims to shape the social, economic, and environmental well-being of the Island over the next ten years, whilst contributing to the achievement of sustainable development. The *Island Plan* documents will need to complement and, where suitable, help to deliver the Community Strategy and Local Area Agreement themes of:
- Economic Development and Enterprise: A thriving Island
  - Healthier Communities: A Healthy Island.
  - Children and Young People: A skilled and educated Island.
  - Safer and Stronger Communities: A safe and strong Island

## **Purpose of the Submission Core Strategy**

- 1.16 The submission Core Strategy is the third step in the creation of the Island Plan Core Strategy. It has been prepared following consultation on issues and options in Sept/Oct 2005 and consultation on the preferred core strategy in Feb/March 2006.
- 1.17 This report is intended to build agreement between the Council, the local community, and statutory bodies on the spatial vision, objectives and core policy directions which will deliver future economic regeneration and enhance the quality of life for all living, working and visiting the Island.
- 1.18 The approach set out in the Core Strategy should reflect, and in some instances help to deliver elements of other local plans and strategies. These include for example, the Housing Strategy, the Local Transport Plan, the Tourism Development Plan, the AONB Management Plan and others. Where appropriate, reference is made to other plans and strategies throughout the document.
- 1.19 The Council has considered all of the views and proposals put forward through the consultation exercises before agreeing the Core Strategy for submission. They have been individually considered and responded to and are summarised in the Consultation Response Reports, which are available alongside the Core Strategy. The Council has carried out a Sustainability Appraisal of the Core Strategy as it has been prepared, and taken account of its results in the

submission document. The final report of the Sustainability Appraisal is also available alongside the Core Strategy.

- 1.20 The timetable for the preparation of the **Island Plan** Core Strategy is set out below:

| Key Stages                            | Timetable     | 1.21 | Status      |
|---------------------------------------|---------------|------|-------------|
| Submission Core Strategy Consultation | May 2006      |      | Completed   |
| Examination                           | January 2007  |      | On-Schedule |
| Inspectors Report                     | June/Jul 2007 |      | On-Schedule |
| Adoption                              | August 2007   |      | On-Schedule |

### Ensuring Sustainability: The Role of the Sustainability Appraisal

- 1.22 As part of the Island Plan preparation a Sustainability Appraisal (SA) has been undertaken. This considers the potential impact of the Island Plan on the environment, people and the economy.
- 1.23 The first step was to set the sustainability criteria that cover a range of issues that are important to the Island. This includes air quality, water, climatic factors, landscape, health and economic performance. The SA also has to satisfy the requirements of the European Union Directive on the assessment of the effects of plans and programmes on the environment (2001/42/EC), known as the Strategic Environmental Assessment (SEA) Directive.
- 1.24 The sustainability criteria were subject to consultation with key local, regional and national stakeholders, including the Countryside Agency, Environment Agency, English Heritage and English Nature. The recommended criteria are included in a Sustainability Scoping Report that was published in July 2005.
- 1.25 The Submission Core Strategy has been subject to a Sustainability Appraisal using the sustainability criteria set by the SA process. The work on the appraisal is running simultaneously and iteratively to the development of the Core Strategy and by involving stakeholders and experts along the way, sustainability is becoming fully integrated into the plan. Various ways of meeting the needs of the population were presented at the Issues and Options stage and these approaches were assessed for their sustainability impacts. The findings helped influence and refine the approach set out in this document.
- 1.26 The flow-chart included in the Sustainability Appraisal Report illustrates where the sustainability appraisal process and the work to develop the core strategy have been integrated over the course of developing the plan.

## 2 Spatial Vision & Objectives

### Introduction

- 2.1 This section sets out the preferred spatial vision and objectives for the **Island Plan** Core Strategy.

### Vision

- 2.2 The vision for the Isle of Wight is established in the Island Futures Community Plan Strategy. The overall vision is for:

A progressive Island built on economic success, high standards and aspirations and a better quality of life for all.

- 2.3 The **Island Plan** Core Strategy is set firmly within the context of the Island Futures Community Plan Strategy and Local Area Agreement commitments as well as many other strategies (for example Local Transport Plan; Tourism Development Plan, AONB Management Plan). These strategies and plans emphasise the need for the regeneration of the Isle of Wight's economy in parallel with improvements to quality of life and the well-being of Island communities. The Preferred Core Strategy is founded upon and structured around the four themes within the Community Strategy:

- Safer Island;
- Healthy Island;
- Thriving Island;
- Skilled & Educated Island.

- 2.4 The South East Plan Regional Spatial Strategy identifies the Isle of Wight as a Special Policy Area, guiding the location of future development and investment to focus on existing urban settlements and brownfield sites, transport corridors, urban extensions and lastly greenfield sites. The South East Plan calls for:

- The development of infrastructure and inward investment opportunities in the Medina Valley;
- Support for inward investment and development to regenerate the key areas identified in Ryde, Sandown Bay, Ventnor and West Wight;
- Support for urban renewal and intensification.

### Objectives

- 2.5 To deliver sustainable development, the following spatial objectives have been defined that will provide a framework to help development of policies. The objectives provide the basis for the spatial strategy, including the core policies and maximise opportunities for regeneration in all settlements, while ensuring the sustainability of the natural, historic and built environment, economy, and local communities.

| Spatial Objectives      |   |
|-------------------------|---|
| Sustainable Development | 1 To ensure a balance in achieving environmental, economic & social goals   |
|                         | 2 To provide for growth which is regeneration led and shaped to meet the Island's diversity of needs  |
|                         | 3 To maintain and improve the built and natural environment, and to mitigate the effects of new development upon the natural and historic environment.  |
|                         | 4 To ensure attractive, high quality design and well integrated development is delivered which is linked to the infrastructure it needs.  |
|                         | 5 To ensure that public, private and community sectors focus on implementation.   |
|                         | 6 To focus on and support the role of the towns of Newport, Cowes, East Cowes, Ryde, Sandown, Shanklin and Ventnor because they are the places with the greatest concentration of jobs, services, public transport connections, housing and people and the greatest opportunity to recycle brownfield land. |
|                         | 7 To direct new development to brownfield sites.  |
|                         | 8 To implement a phased sequential approach that supports regeneration initiatives in all settlements, throughout the plan period, prioritising where policy and delivery steps are required given current commitments and future objectives.   |
|                         | 9 To complete the current regeneration strategy focus on Newport, Cowes and East Cowes.   |
|                         | 10 To strengthen the role of Ryde as a gateway for tourists and as a place for people to live, work, shop and visit during all seasons.   |
|                         | 11 To strengthen the role of Sandown, Shanklin and Lake as a centre for a 21 <sup>st</sup> Century tourism offer and as places for people to live, work and shop, throughout the year.  |
|                         | 12 To encourage the regeneration of Ventnor.  |
|                         | 13 To support Totland, Freshwater and Yarmouth as centres for public services and shopping in the West Wight.   |
|                         | 14 To encourage and support the role and functions of Cowes, East Cowes, Fishbourne, Ryde and Yarmouth as key cross-Solent gateways to the Island.  |
|                         | 15 To support and maintain the viability of rural towns and villages.   |

**Settlement profiles:**

**Newport**

2.6 Located in the centre of the Island, Newport, with its narrow streets and town squares, is the capital of the Isle of Wight. All major roads from across the Island converge in Newport. It is situated on the River Medina, which is a navigable estuary with access to/from the Solent. Its town Quay, now used mainly by pleasure craft, was historically used for cargo ships and barges bringing supplies to the Island. The town centre is a mix of bustling streets, twisting



lanes, and grand Georgian buildings. St Thomas's Square, Church Litten and St James's Square provide the main public spaces in the town.

- 2.7 Georgian, Victorian, 1950s, and 1990s development predominate with a mixture of town houses, terraces, flats, bungalows, semi and detached type residential properties. Current development areas are focused around Carisbrooke, Gunville, and Pan.
- 2.8 Newport is the main employment centre on the Island with almost all major public sector employers based here, for example, Isle of Wight Council, HM Prison, and St Mary's Hospital.
- 2.9 Newport is set to benefit from the Cowes Waterfront Initiative, which is a regeneration project, sponsored by the Isle of Wight Council, Isle of Wight Economic Partnership, SEEDA and English Partnerships. The initiative is focused on the Medina Valley with the aim of creating jobs, attracting investment and bringing new facilities to Cowes, East Cowes and Newport Harbour.

S02.1. Newport.

**The Isle of Wight Council will seek to ensure that Newport continues to evolve as the Island's primary centre and as a high quality place to live, work, visit, access health, education and social services and connect to the Isle of Wight's other settlements. This will be achieved by:**

- Maintaining Newport's central role as a civic, shopping, job, tourism, education and public service centre;
- Supporting Newport's role as home to the Island's larger businesses requiring larger sites along with a diverse range of other businesses to support the local economy;
- Encouraging new development to use brownfield sites;
- Ensuring that any housing developments on urban extensions offer a high quality, mixed-use environment that integrates them with surrounding neighbourhoods and the amenities and services Newport can offer;
- Supporting Newport's role as a public transport hub;
- Strengthening public transport connections to Ryde and the new public transport interchange and cross Solent services;
- Avoiding impacts on sensitive land and water environments in the Medina Valley.

## Cowes

- 2.10 Cowes is famed around the world for its yachting activities, with the annual Cowes week in August attracting thousands of enthusiasts from around the world. Cowes sits at the mouth of the River Medina at the northern tip of the Island where a high-speed ferry takes foot passengers to Southampton. Cowes High Street is now mainly a pedestrianised thoroughfare of restaurants, cafes and shops selling outdoor and sailing gear aimed at the yachting and tourist market.
- 2.11 Cowes is home to a mixture of town houses, flats, and semi and detached type properties many with a waterfront location. The town is predominantly Victorian along with 1950s and 1990s development and recent development fronting the water edge. There is a considerable number of maritime related services and supply businesses along the waterfront. Princes Green and Northwood Park are important green spaces within the urban area.

## East Cowes

- 2.12 East Cowes is situated on the east of the Medina river mouth and is accessible from west Cowes via the floating bridge, which is one of only a few left in service in the world. The Red Funnel car ferry service runs from East Cowes to Southampton. Osborne House, the holiday home of Queen Victoria and now a popular tourist attraction is situated on the outskirts of East Cowes. Industrial activity is contained along the waterfront of the Medina and the Solent. The town is home to GKN who make aircraft components and are a major employer.
- 2.13 Both Cowes and East Cowes are set to be the main beneficiaries of the Cowes Waterfront Initiative, attracting investment in new facilities and job creation.

### S02.2.Cowes and East Cowes.

The Isle of Wight Council will seek to ensure that the towns of Cowes and East Cowes evolve as important places to work, live and visit and connect to the mainland via its multiple cross Solent connections. This will be achieved by:

- Maintaining and expand the historic role of Cowes and East Cowes as an engineering town in conjunction with its role as a marine service, tourism and visitor destination;
- Encouraging tourism and visitor related development;
- Strengthening public transport links to Newport and Ryde;
- Supporting public transport links to the mainland;
- Encouraging new development to use brownfield sites;
- Ensuring any larger housing developments on urban extensions offer a high quality, mixed-use environment that integrates them with surrounding neighbourhoods and the amenities and services Cowes or and East Cowes can offer;
- Avoiding impacts on sensitive land, water and coastal environments in the Medina Valley and the Solent.

## Ryde

- 2.14 Located on the north-east of the Island, Ryde has developed into a linear town along the coast, and development over the years has expanded the urban area so that it now encompasses adjacent settlements such as Binstead, Haylands, Weeks, Oakfield, Elmfield and Appley.
- 2.15 Known as the gateway to the Island, Ryde is a pleasant Victorian resort town with a range of holiday facilities. The town's iron pier was built in 1814, is over half a mile long and is still in use today, with the passenger ferry terminal to Portsmouth located on the pier. The Victorian esplanade and Georgian and Victorian Union Street, the town's main thoroughfare, house many typical seaside shops, cafes and arcades. Ryde also has a significant year-round residential community and is the major shopping centre in the North East Wight. Appley and Puckpool Park are important green spaces within the area.
- 2.16 A Public Realm Strategy has been prepared for Ryde to establish a locally distinctive framework to guide future regeneration proposals in the area. A new interchange has also been planned, offering enhanced transport facilities for ferry, rail, bus and taxi users.

### S02.3. Ryde.

The Isle of Wight Council will seek to ensure that Ryde builds on its role as a hub for high-speed, cross

Solent connections and an Island public transport interchange to strengthen its role as a residential community, centre for small businesses and gateway for tourists and business visitors. This will be achieved by:

- Supporting the development of a diverse range of small businesses serving Island and mainland markets;
- Supporting Ryde's role as a tourism destination and gateway especially for those coming travelling without a car and using public transport to access East-Wight visitor resources;
- Supporting Ryde town centre's role as a shopping centre in the North East Wight;
- Encouraging new development to use brownfield sites;
- Ensuring any residential growth to the south of Ryde will strengthen public transport services, particularly the Island Line railway;
- Ensuring any housing developments on urban extensions offer a high quality, mixed-use environment that integrates them with surrounding neighbourhoods and the amenities and services Ryde can offer;
- Safeguarding the route of the railway line;
- Avoiding impacts on sensitive coastal environments on the Solent;
- Avoiding impacts on sensitive lands to the south of Ryde.

## Sandown & Shanklin

2.17 Further along from Ryde, located on the Southeast of the Island and linked to Ryde by the only remaining commuter railway on the Island, the resorts of Sandown and the quieter Shanklin have developed into a linear town along the coast. Shanklin was developed by the Victorians who built its wide promenades, large villas and formal gardens. The town is separated into a number of distinct areas that include Shanklin Old Town, the Seafront, the High Street and the main residential areas.

2.18 Leisure is the main commercial activity of the town, with little industrial activity apart from some service business. Amusement arcades, hotels and seaside gift shops dominate the seafront. There is a mixture of predominantly Victorian town houses, terraces, flats, bungalows, semi and detached type properties with 20<sup>th</sup> Century housing predominantly developed in estates.

S02.4 Sandown and Shanklin.

**The Isle of Wight Council will encourage the repositioning of Sandown and Shanklin as a home for an evolving tourism industry, a more diverse business base and a stronger residential role. This will be achieved by:**

- Supporting the consolidation, repositioning and strengthening of the tourism sector with greater focus on facilities for short-break, active, out-door and eco-tourism markets;
- Supporting the town centre for resort and residential shopping purposes;
- Encouraging the development of a diverse range of smaller service oriented businesses located to meet local needs and maximising the value of rapid links to the mainland via the Isle of Wight railway;
- Maintaining and strengthen public transport connections to Ryde to the north and Ventnor to the

south;

- Strengthening the residential role of Sandown and Shanklin;
- Encouraging new development to use brownfield sites;
- Supporting residential growth to the west and north of Sandown and Shanklin where it can be close to Island Line railway stations;
- Ensuring any housing developments on urban extensions offer a high quality, mixed-use environment that integrates them with the surrounding neighbourhoods and the amenities and services that Sandown and Shanklin can offer;
- Avoiding impacts on sensitive coastal, flood plain and wetland environments;
- Avoiding impacts on sensitive lands to the west of Sandown and Shanklin;
- Encouraging economic and tourism development where it can support the viability of Ventnor.

S02.5 Ventnor.

**The Isle of Wight Council will seek to strengthen the town of Ventnor to continue to serve as a local centre for communities in the south of the Island. This will be achieved by:**

- Supporting local shopping, health, education and social services in as a year-round centre of activity for local communities;
- Strengthening public transport connections to Sandown, Shanklin and Newport;
- Encouraging new development to use brownfield sites;
- Supporting the tourism role of Ventnor
- Avoiding impacts on environmentally sensitive lands.
- Avoiding impacts on sensitive coastal environments.

## West Wight Towns

- 2.19 To link in with the overall development options suggested later in this report, the western towns of Yarmouth, Freshwater, and Totland will be discussed collectively.
- 2.20 Yarmouth is the oldest town on the Island with its charter going back to 1135. It is a popular yachting centre with a colourful harbour and a 19<sup>th</sup> Century pier. The Lymington car ferry berths in Yarmouth bringing many summer visitors. The town centre is flanked by the 18<sup>th</sup> Century town hall and has a number of shops and restaurants. The town is physically constrained with the sea to the north, the River Yar to the west and a large expanse of marshland to the south.
- 2.21 Freshwater, the main town on the western side of the Island sprawls beside the valley of the River Yar. The old part of the town has a small number of houses and limited facilities whilst the newer part, a mile north west is centred on two streets of shops which serve the majority of the West Wight. The spread of the town in recent years means it now reaches the village of Totland which is the western most village on the Island.

- 2.22 Totland with its similar architecture grew from mainland visitors building holiday mansions here as their healthy seaside retreats and has schools, churches and a few shops. Totland beach is popular with tourists and locals alike.

S02.6 Totland, Freshwater and Yarmouth.

**The Isle of Wight Council will seek to strengthen the towns of Totland, Freshwater and Yarmouth to serve as local centres for communities in West Wight. This will be achieved by:**

- Supporting local shopping, health, education and social services in Freshwater as a year-round centre of activity for the communities that make up West Wight;
- Strengthening public transport connections to Newport;
- Encouraging new development to use brownfield sites;
- Supporting the tourism role of Yarmouth and Totland;
- Avoiding impacts on environmentally sensitive lands;
- Avoiding impacts on sensitive coastal environments.

S02.7 Smaller Settlements.

**The Isle of Wight Council will seek to maintain the viability of smaller settlements on the Isle of Wight. This will be achieved by:**

- Allowing a modest amount of housing within smaller settlements where it can support local services, local needs and contribute to village life;
- Maintaining local health, education and social facilities where they are viable;
- Encouraging new development to use brownfield sites;
- Strengthening public transport connections to the larger settlements to provide access to the services they provide;
- Supporting the tourism role of smaller settlements;
- Avoiding impacts on environmentally sensitive lands.

S02.8 The Countryside, Designated Sites, Coastal Areas and Sensitive Landscapes.

**The Isle of Wight Council will seek to maintain the viability, quality and sustainability of areas outside the major and smaller settlements. This will be achieved by:**

- Supporting the rural economy and the role of agriculture and tourism in rural areas;
- Maximising opportunities for landscape enhancement, whilst limiting development where it will threaten the rural character of the countryside and quality of local landscapes;
- Encouraging new development to use brownfield sites;
- Improving access to and recreation facilities within the countryside, where it would not have an

adverse impact;

- Avoiding development or infrastructure that will impact sensitive or designated coastal areas;
- Avoiding development or infrastructure that will impact sensitive or designated lands.

### SO3: Spatial Development Sequence

The Isle of Wight Council will seek to establish a phased sequential approach that supports regeneration initiatives in all settlements throughout the plan period, prioritising where policy and delivery steps are required given current commitments and future objectives.

1. Establish policies that emphasise the Medina Valley in the 2006 – 2010 period while supporting the development of necessary initiatives in other settlements:

- Encourage the completion of the existing regeneration and growth planned in East Cowes, Cowes & Newport;
- Strengthen transport links between Newport, East Cowes, Cowes and Newport;
- Establish early policy and regeneration initiatives in Ryde and the Bay Area to support housing, economic development and tourism objectives;
- Encourage investment that supports the viability of Freshwater, Totland and Yarmouth.

2. Establish policies that prepare the way for an emphasis on Ryde and the Bay Area as the focus for delivery of regeneration in the 2011 – 2015 period:

- Encourage economic and housing growth in Ryde;
- Support housing growth in the Bay Area;
- Encourage the re-use of obsolete hotel facilities and sites to meet housing objectives;
- Encourage investment in new tourism facilities in the Bay Area;
- Increase investment in local and Island wide public transport connections;
- Increase investment in port infrastructure at Cowes, East Cowes, Fishbourne and Ryde.

3. Establish policies that complete the regeneration of East Wight in the 2016 – 2025 period:

- Encourage economic regeneration and growth in Ryde;
- Complete the re-use of poor quality and obsolete hotel facilities and sites to meet housing objectives in the Bay area;
- Continue to encourage investment that supports the viability of Freshwater, Totland and Yarmouth.

## 3 Core Policies

### Introduction

- 3.1 In order to meet the vision for the Island and the objectives set out in chapter 2, a set of core policies have been developed that will provide the necessary framework to guide future development. This framework will form the basis of more detailed policies and proposals to be set out in other planning policy documents.
- 3.2 This section sets out the core policy directions and justifications which the Core Strategy will include. These are organised to address a series of key issues faced by the Island, and the key policy directions that will respond to them. They are also intended to deliver on the goals set by the Community Strategy. The overall strategy is also illustrated through the Key Diagram.
- 3.3 The policies are grouped under specific issues, however the issues are interdependent and the policies need to be read as a whole.

### THE ECONOMY

- 3.4 The Isle of Wight is faced by a set of key economic issues and driving forces:
- Declining levels of manufacturing and agricultural employment;
  - A growing and changing tourism market;
  - Relatively narrow economic and employment base;
  - A history of comparatively low Per Capita GDP, earnings and levels of economic activity;
  - A mismatch between local skills and recent growth sectors;
  - Growth of jobs in lower added-value sectors;
  - Perceived training and school to work transition gaps;
  - Concentration of unemployment in the young;
  - Poorest people suffer from high unemployment, seasonal work and low wages;
  - The time, cost and logistical barrier of the Solent;
  - Ageing transshipment and port infrastructure.
- 3.5 While facing these challenges, the Isle of Wight can also anticipate an evolving and growing economy. The service sector will continue to grow while the rate of decline in manufacturing will slow and current levels of engineering employment will stabilise. Key trends that have been identified include:
- Above average growth in construction;
  - Above average growth in Health and Education;
  - Employment growth in Retailing;
  - Strong employment growth in Communications;

- Modest growth in Hotels and Catering and targeted investment opportunities;
- Modest growth in Business Services;
- Maintenance of employment levels in Engineering;
- Contracting employment in Transport;
- Contracting employment in Public Administration and Defence.

3.6 These, and other trends, will translate into a requirement for employment land over the 2006 – 2026 Core Strategy plan period.

3.7 The UDP identified a requirement for 70 hectares of employment land. This translated into an average requirement of 4.6 hectares per year. This was based on trends prior to 1996. As of December 2006, 59 hectares of identified employment land had yet to come forward. The annual rate had fallen to less than 2 hectares per year. However, there are a number of indicators that suggest that a similar employment land requirement will be needed for the Core Strategy.

3.8 There is a regional focus on economic and employment development on the Isle of Wight. There has been considerable regional focus through the South East of England Development Agency with their development at East Cowes and other initiatives on the Island.

3.9 The Regional Spatial Strategy anticipates 3400 new jobs on the Island from 2006 to 2016. This potentially translates into 6,800 jobs over the entire 2006 – 2026 plan period.

3.10 Similarly, forecasts of economic growth sectors prepared for the Isle of Wight Council forecast almost 4,000 new jobs for the 2006 to 2016 period, potentially translating into 8,000 new jobs over the entire 2006 – 2026 plan period.

3.11 The Regional Spatial Strategy also anticipates 10,400 new housing units. With an average of 2.2 people per dwelling on the island according to the 2001 Census, this could house 22,900 people on the Island. With a 55% economic activity rate across the entire population, this could mean a need for 12,500 new jobs.

3.12 The number of jobs can be translated into an estimated projected employment land requirement. By assuming that an average of 30 square metres of building space is required for each job and that employment building area is typically 50% of an employment site area, a land demand can be set.

|                             | <b>Potential Jobs<br/>2006 – 2016</b> | <b>Potential Land Requirement<br/>2006-2016</b> |
|-----------------------------|---------------------------------------|---|
| RSS Economic Scenario       | 6,800                                 | 41 Ha   |
| IOW Growth Sectors Scenario | 8,000                                 | 48 Ha   |
| RSS Housing Scenario        | 12,500                                | 75 Ha   |

3.13 The Core Strategy should make allowance for an overall employment land requirement of 70 hectares. Over a longer 20-year plan period, this translates into 3.75 hectares of employment land per year. While this is at the higher end of the range set by the above scenarios, this will provide the Island with considerable flexibility in responding to potential employment generating opportunities and the employment needs of a growing population. It is anticipated that a considerable amount of this will be achieved through the re-use of brownfield land in existing industrial areas and within existing settlements, particularly Newport and Cowes, the historic industrial centres of the Island. However, there will also be a role for smaller employment areas and sites in Ryde and Sandown and Shanklin and other, smaller settlements on the Isle of Wight.



#### E1: Supporting Employment Generating Sectors

Economic regeneration and growth is at the heart of the Isle of Wight's future objectives. The Council will support employment-generating sectors that have the greatest potential for future growth, higher added value and a stronger income base for Island residents. This will be achieved by:

- Identifying a range of employment generating sites and premises that offer up to 70 hectares of employment land between 2006 and 2006. This will allow for the accommodation of growth in the anticipated growth sectors, continue to offer choices to employers that are growing on or attracted to the Island, and offer flexibility;
- Encouraging the re-use of brownfield employment sites within existing settlements;
- Encouraging employment development proposals which contribute to the growth and creation of high Gross Value Added businesses offering high quality jobs and higher wage and salary levels in manufacturing, renewable energy technology, hi-tech, composites, marine, aeronautical and business service sectors;
- Encouraging employment development proposals which provide incubator or starter units;
- Encouraging employment development proposals which contribute to the diversification of the rural economy, improving opportunities for smaller and medium sized enterprises in rural areas where viable and sustainable;
- Encouraging development proposals that extend the visitor and tourism offer of the Island particularly in terms of value and quality of offer and those which support tourism in off-peak seasons, as well as supporting sustainable and eco-tourism;
- Supporting expanded capacity and ability of education and training providers to deliver appropriate skills and work-based and lifelong education and training;
- Encouraging university level research and teaching facilities in technology, science and environmental sectors related to current and future employers and employment on the Island;
- Improving the level of service of transportation infrastructure through support for new and enhanced air and port, freight and goods handling and passenger transport facilities in appropriate locations, while working to reduce the need for travel and haulage of goods in line with transportation and sustainability objectives;
- Improving the level of service of information technology infrastructure through identification of suitable sites, premises and delivery projects;
- Encouraging business/enterprise which will increase/improve access to cultural facilities or activities on the Island.

#### E2: Economic Growth Locations

The urban areas of Newport, Cowes, East Cowes, Ryde, Sandown, Shanklin and the West Wight settlements of Totland, Freshwater and Yarmouth will be the principal locations for future economic growth. Smaller settlements and the rural areas of the Island will contribute to economic regeneration through the diversification of local economic activities. This will be achieved by:

- Identifying and encouraging the release of employment land in locations that reflect the preferred spatial sequence of future development. While economic growth opportunities will be encouraged in all locations identified by overall spatial policies, the initial plan period will encourage the completion of the existing economic regeneration & growth in East Cowes, Cowes & Newport;
- Encouraging businesses with larger land requirements to consider employment sites in Newport,

Cowes and East Cowes; and those that need immediate access to water for transport to consider the Medina Valley or the Cowes waterfront;

- Encouraging those employers in the business services sector to consider all locations in Newport, Cowes and East Cowes, Ryde and Sandown and Shanklin;
- Encouraging the economic development of Ryde as a gateway for tourism and retail sectors, and providing for the regeneration of Sandown and Shanklin to provide a 21<sup>st</sup> Century visitor offer aimed at serving new and emerging tourism markets;
- Safeguarding existing employment sites and identifying new small footprint employment generating uses in urban areas where they are compatible with the amenity of the local community and contribute to the sustainability and vitality of the area where they are located. This will include identifying sites and premises for community businesses and social enterprise to support wider economic regeneration objectives;
- Controlling the release of employment land for other uses against criteria and conditions that consider whether the site is no longer suitable or viable or surplus to requirements for employment uses.

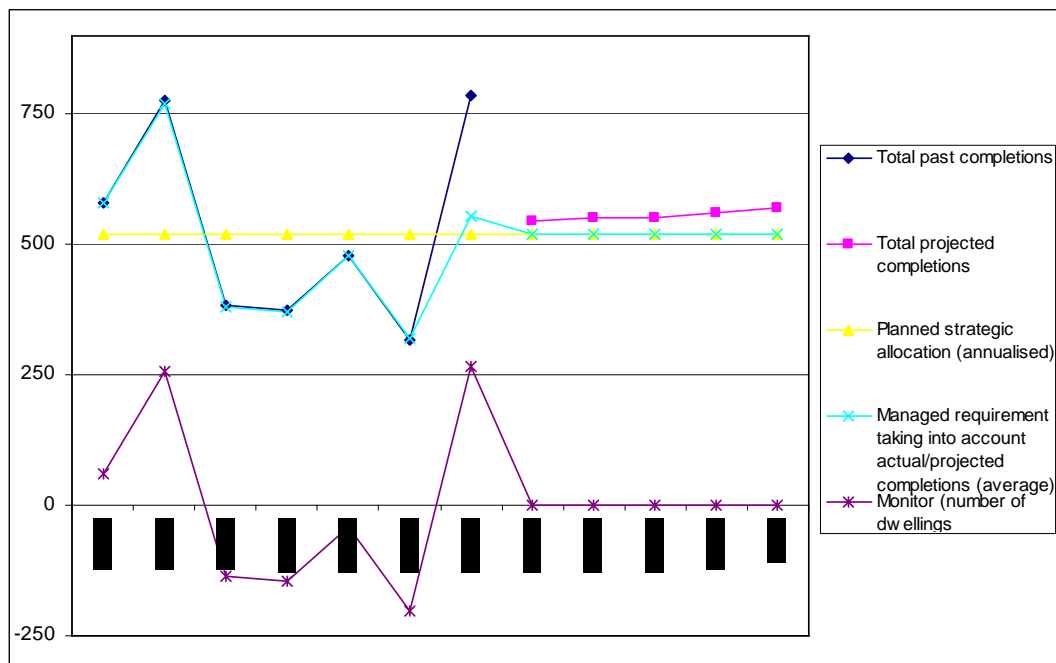
## Housing

- 3.14 The **Island Plan** is guided by housing requirements established in current Regional Planning Guidance (RPG9) and in the submission South East Plan Regional Spatial Strategy. The Regional Spatial Strategy indicates an annual, minimum construction of some 520 new homes and that this should continue to 2026 subject to the necessary infrastructure being put in place. The Island Plan Core Strategy recognises the requirements of the existing Regional Planning Guidance and the emerging South East Plan RSS in identifying the amount of future housing to be provided. The levels of housing proposed can only be delivered subject to investment in necessary physical and social infrastructure.
- 3.15 Land is a scarce resource for the Isle of Wight. It is being placed under pressure by increasing demands for new development. In order to optimise the use of available sites and reduce pressure on greenfield land, the Government has prioritised the use of brownfield land (land that has been in development in the past) and established minimum density targets of 30 to 50 dwellings per hectare in PPG3. More recent guidance PPS3 (consultation draft) identifies a broader range of appropriate densities, dependent upon the location of a particular site, extending up to 70 dwellings per hectare in central urban locations.
- 3.16 The Island's future housing requirement will be met through existing commitments (sites with planning permission or with an adopted allocation for housing), urban potential sites and future allocations of land. This provision will be monitored and reviewed on an annual basis. The housing allocations will be reviewed in the Island Plan Housing and Employment DPD.
- 3.17 In order to manage the rate of development and to prioritise the use of brownfield land, the Council will monitor, manage and phase the release of housing land to reflect the Islands needs and the spatial strategy in policy SO2.
- 3.18 65% of existing commitments and allocations are brownfield sites, and total some 5788 units. The **Island Plan** Housing and Employment Allocations Development Plan Document will need to identify and allocate further new housing sites, using appropriate sustainability criteria, sufficient to provide for some 4,600 homes over the plan period. Levels of affordable housing can only be provided subject to appropriate sites that deliver private and public funding arrangements.
- 3.19 The Island's housing Urban Capacity Study was updated in December 2005 and concludes that all previously developed land identified will provide up to 2,690 homes (based on existing densities of around 40 dwellings per hectare) in the period 2001 to 2011 (1,467 homes on previously used land in the period 2006-2011). Rolling the analysis forward for the period 2012 to 2026 and assuming that the existing rates of housing development from different sources of

previously developed land (large and small windfall sites, conversions, vacant and under-utilised housing, etc.) continue, previously developed land should provide a further 3,750 homes. Overall, for the period 2006 to 2026, if developed at the current densities previously developed land is expected to provide some 5,217 new homes, equating 50% of the Island's total housing requirement. The Island Plan Core Strategy aims to encourage the better use of previously developed land, through increased average densities of housing development to that previously achieved and on this basis sets a target for 60% of future housing provision to be made on previously used land.

3.20 The Urban Capacity Study also highlights the requirement to retain existing allocated housing sites within the Island Plan LDF. These existing allocations are necessary to ensure the supply of housing land in the period to 2011.

3.21 Over the the past five years, new housing development has achieved an average density of 40 per hectare, although the actual density at specific sites has depended upon the location and nature of the sites. Town centre and urban sites can achieve high quality development at densities within and above the target range as many sites in these locations are suitable for apartment and flat developments. Higher density development need not be poorer quality development and the requirements for high quality and sustainable development will not be compromised to achieve higher densities.



3.22 In order to meet economic regeneration objectives as well as to protect the quality of environment and secure a form and scale of development which is sustainable, the Council will aim to achieve the optimum density of development that is compatible with quality urban design and amenity of existing and future residential occupiers.

3.23 Affordable housing is defined as housing built or acquired by a Registered Social Landlord that is provided with a subsidy to enable the selling price, rent or combination to be lower than the prevailing market place in the locality and which is subject to mechanisms that ensure that the housing remains affordable for those who cannot afford market or sub-market housing.

3.24 Sub market housing is defined as housing that is provided with a subsidy to enable the selling price, rent or combination to be lower than the prevailing market place in the locality and which is subject to mechanisms that ensure that housing is adaptable to meet the needs of residents and to achieve a balanced housing market.

3.25 Subsidy for affordable housing and sub market housing is provided for the public sector, through the Housing Corporation or local authority, or from the private sector through planning obligations.

- 3.26 The Isle of Wight has a buoyant demand for housing and a strong developer interest in provision driven by local demand and that created by retirees and 2<sup>nd</sup> home owners. This market dynamism masks an increasing affordability gap, with the Island's average house price being 7.3 times the average income caused by substantial year-on-year increases in house prices. A skewed mix of house types, sizes, locations and tenures coupled with a low delivery rate of affordable housing provision (some 220 dwellings in total since 2000) has created a substantial affordability gap and inadequate supply. The Island's Housing Strategy and Housing Needs Surveys confirm this position.
- 3.27 The **Island Plan** addresses the affordability gap, which the latest Housing Needs Survey shows is an annual shortfall of over 1,200 dwellings, through policy which increases the affordable housing supply and addresses the needs of different groups and individuals who require such provision. The proportion of affordable housing sought reflects the levels identified in the Regional Spatial Strategy. Further guidance on thresholds, targets and mechanisms will be included in the Island Plan Housing DPD and will be subject to regular monitoring and review.
- 3.28 The Island does not currently have any permanent sites for Gypsies and Travellers, nor does it have a transit site. The Council, with its partners has commissioned a joint survey of the housing needs of gypsies and travellers which is due to be completed in July 2006. This will inform the adequacy of provision for gypsies and travellers on the Island. The Council will also continue to work to co-ordinate its approach to meeting the needs of gypsies and travellers in accordance with Circular 1/2006 and the Housing Act, 2004. Policy H3 sets high level criteria to guide site selection, setting out the need for gypsy and traveller sites to be located sensitively in terms of residential and business amenity, protection of local character, distinctiveness and quality of life and to ensure suitable sites are well served or capable of being so by infrastructure and transport services. Further guidance on location, targets and mechanisms to accommodate gypsies and travellers will be included in the Island Plan Housing DPD and the Site Allocation DPD.

#### H1 – Housing Numbers

The Isle of Wight will make provision for housing sites for 10,400 new dwellings (at an average annual rate of 520 new dwellings) in the period 2006-2026.

1. All new housing development will need to demonstrate its contribution to the:
2. Island's economic regeneration objectives;
3. Provision of sufficient and appropriate infrastructure;
4. Achievement of a high quality of development and built form;
5. Creation of sustainable neighbourhoods and communities;
6. Environmental sustainability of the Island.

#### H2 – Housing Locations

The urban areas of Newport, Cowes, East Cowes, Ryde, Sandown, Shanklin, Ventnor and the West Wight settlements of Totland, Freshwater and Yarmouth will be the principal locations for future housing growth in the plan period.

Housing location will support the principles of sustainable development by:

1. Promoting the re-use of previously used, brownfield sites, setting a target of 60% of the Island's housing provision to be delivered on previously developed land over the Plan period;
2. Providing housing where sufficient community infrastructure is available or can be readily made

available to support sustainable communities;

3. Providing housing where sufficient transport infrastructure is available or can be readily made available to support the use of sustainable modes of transport and reduce the need to travel;
4. Supporting housing development which provides an appropriate range and mix of housing types, sizes and tenures to meet local housing needs of island residents;
5. Providing new housing in and adjoining smaller settlements and the rural areas where the development proposed demonstrates, following a local assessment of need, clear benefits to the existing local community in supporting local services, facilities or employment;
6. Requiring densities of housing development which are in excess of 30 dwellings per hectare, subject to character, local distinctiveness and environmental considerations. Higher density levels will be expected in the urban and sub-urban locations and in areas with or capable of good transport accessibility by a range of modes.

### H3 – Affordable Housing, Tenure & Size

Housing will be required to meet locally identified needs in partnership with landowners, developers and providers of subsidy. Quality and choice of housing in terms of affordability, tenure and stock size is essential. Housing choice is essential to meeting the wider needs of the community to ensure sustainability, well-being and a balanced housing market. This will be achieved by:

1. Giving affordable housing and sub market housing provision a high priority. Ensuring that 35% of all new housing is affordable housing, made up of a mix of tenures and types of units required as provision on site, unless site specific considerations dictate otherwise. It is expected that affordable housing on private developments will be provided without public subsidy, unless site specific considerations dictate otherwise.
2. Ensuring that affordable housing and sub market units will be fully integrated and indistinguishable from other units built on the same site;
3. Encouraging a broad mix of housing tenure and sizes to reflect the diverse needs of Island residents, including older persons and supported housing, the nature and character of the development in question and the location of the development proposed. Tenure will be negotiated on a site by site basis to reflect the nature of the development and local needs;
4. Ensuring appropriate provision for gypsies and travellers sites. Suitable sites will be identified through the Site Allocations DPD. Potential sites will be required to demonstrate: sensitivity to the amenity of surrounding residential and business uses; no adverse impact on local distinctiveness, character and quality of life; that the site has suitable infrastructure facilities and access to a range of means of transport, or the ability to provide these.
5. Preparing a Housing Development Plan Document that sets out targets, thresholds and detailed policy for meeting all of the Island's housing needs.

## Transport and Accessibility

3.29 Encouraging economic regeneration and improving the quality of life of the Island will require efficient and sustainable connections between all the urban centres and smaller settlements and, critically, between the Island and the mainland. The Isle of Wight Council will encourage the implementation of transport policies that support spatial, regeneration and sustainability objectives.

3.30 The **Island Plan** policies conform with the Isle of Wight Special Policy Area, within the Regional Spatial Strategy, which highlights:

- The development of infrastructure and inward investment opportunities in the Medina Valley;
- Support for inward investment and development to regenerate the key areas identified in Ryde, Sandown Bay, Ventnor and West Wight;

- Support for urban renewal and intensification throughout the Island.
- 3.31 The **Island Plan** Core Strategy is developing in parallel with the Local Transport Plan (LTP) 2006 – 2011. The objectives of the LTP include: improving accessibility; promoting economic prosperity and regeneration, improving road safety and health, improving air quality and the environment, tackling congestion and ensuring effective management. Transport issues that need to be addressed by the **Island Plan** Core Strategy include: over reliance on cars; in-town congestion at peak periods; air quality impacts; inefficiencies and gaps in the public transport network; high public transport fares; and inefficiencies in freight interchange, and staging and loading facilities at ports.
- 3.32 Emphasis for the location of new development is placed on those areas that offer the strongest potential for the use of public transport and alternatives to the car and offer the best access to cross-Solent transport connections.

## **T1 – Transport & Accessibility**

Improvements to the entire Island's transport networks, including infrastructure and facilities are of critical importance to the successful economic regeneration and quality of life of the Island. It is essential that the **Island Plan** contributes to regional and sub-regional transport objectives to deliver sustained and sustainable improvements to transport including road, rail, water and air. However, it should not create an incentive to increase discretionary journeys or excess haulage of goods particularly those available on the Isle of Wight

Development proposals will be required to provide an appropriate level of contribution to the implementation of measures and initiatives which will help the delivery of the Isle of Wight Local Transport Plan and its subsequent reviews to deliver improved accessibility through integrated and sustainable transport modes. This will be achieved by, where appropriate, working with our partners to:

1. Develop appropriate improvements to the road and rail networks and infrastructure to deliver improvements to Island-wide accessibility, improving travel choice, reduce congestion, improve freight distribution and cross Solent travel and to manage the demand for road and ferry space;
2. Reduce the predominant reliance on the private car for access to key services such as healthcare, education, employment and retail centres by improving access by public transport, walking and cycling.
3. Ensure new residential, service and facilities developments are in locations, which are accessible by a full range of transport choices;
4. Help reduce the impact of seasonal traffic growth through the encouragement of car free and off-peak tourism;
5. Strengthen and extend the cycle and pedestrian network and access as part of the public realm;
6. Safeguard existing and former rail transport routes for future use for sustainable transport purposes;
7. Widen travel choice particularly through car share, rail, bus, taxi, cycling and walking;
8. Encourage the development and implementation of Travel Plans for employment, education and health facilities (Work Place and School Travel Plans) by voluntary agreement as part of the formal planning process;
9. Encourage employers to allow "smarter choices" such as home working and flexitime to reduce travel needs and peak hour impacts;
10. Safeguard and upgrade Cross-Solent port gateways for future use for transportation, passenger and freight handling purposes;
11. Realise the potential of the Solent to function as a sustainable transport corridor for the movement of goods and people;
12. Provide for the development of high quality transport interchanges at key locations such as the Cross Solent gateways and within the principal towns;
13. Support modern port and interchange facilities at access points to the Island and at major transport hubs to achieve efficient staging, loading and unloading;
14. Establish effective bulk material handling infrastructure at suitable locations to improve capacity and support economic regeneration;
15. Apply vehicle and cycle parking standards in line with PPG13 to reduce overall reliance on the private car, taking account of local accessibility and the need to promote economic regeneration;
16. Encourage local products and services for local communities to be sourced from the Island where possible to reduce the need for cross-Solent and cross Island transportation of goods and products.

## **Community, Social & Health Facilities**

- 3.33 The Council's aim is to make the Island a healthier place where quality of life of is enhanced by better provision of social, meeting, health, education and sports facilities.

General Community, Social & Health Facilities

- 3.34 Communities require a range of facilities to meet their needs. There are existing deficiencies in provision and quality of many of these facilities which underpins the need to extend the range,

availability and quality of facilities for communities. New development will need to contribute appropriately to meeting the community and social facility needs generated by the development.

#### Education Facilities

- 3.35 The Local Education Authority currently operates a three-tier education system and maintains 69 schools on the Island. The Isle of Wight College is based in Newport and provides a wide variety of courses. There are also several private schools.
- 3.36 Educational attainment on the Island remains on or just below the national average. In the academic year 2003/04, 43.9 percent of pupils in Isle of Wight achieved 5 or more GCSE's graded A\* to C, compared to an average for England of 53.7. However, the proportion of pupils achieving at least level 4 at Key Stage 3 has changed from 64 percent in 1999 to 70 percent in 2004 for Mathematics and from 68 % to 75 % in English.
- 3.37 In 2001, 15% of the Island population aged 16-74 had attained level 4/5 (degree level) education. This compared with 22% for the South East and 20% for England and Wales. Many well-educated and skilled young people leave the Island for further or higher education, or for greater employment opportunities.
- 3.38 The *Island Plan* Core Strategy needs to reflect this situation. The aim is to support the provision of high quality education and training to ensure that everyone can share in the Island's growing prosperity.
- 3.39 Ensuring that there are sufficient and suitable education facilities for communities is crucial for the Island's regeneration objectives.

#### Health & Well Being

- 3.40 Generally the level of health on the Island is better than the average for England and Wales but is not as good as elsewhere in the South East, which may be due to lower income levels. The Island has recently been designated an Associated Health Action Zone in recognition of health deprivation in some areas.
- 3.41 The 2001 Census showed 65% of Islanders perceived their health to be 'good' compared with 72% for the South East and 69% for England and Wales. 38% of Isle of Wight households had one or more persons with a Limiting Long Term Illness (LLTI), compared with 29% for the South East and 34% for England and Wales.
- 3.42 There are 18 GP practices on the Island with secondary healthcare provided at St. Mary's Hospital in Newport.
- 3.43 The *Island Plan* Core Strategy will make provision for the Health Authority and Primary Care Trust to continue to develop excellent health care facilities which are accessible to all. The provision of other healthcare facilities such as dentists, optometrists and care homes is also supported.
- 3.44 Healthcare and well-being are closely linked. The *Island Plan* supports the provision of sports, recreation and children's play facilities in appropriate, accessible locations throughout the Island. New developments will be expected to make suitable provision or contributions towards such facilities, particularly where there are existing deficits.

### **SF1 – Health, Education, Community & Social Facilities**

Inclusive and accessible health, education, community and social facilities to encourage well-being, healthy living, and lifelong learning for everyone will be important to the sustainability of new and existing neighbourhoods on the Island. The Council will:



### **General Community, and Social Facilities**

1. Protect and upgrade existing facilities and promote the development of new facilities in association with new development, with a focus on the principal centres of Newport, Ryde, Cowes and East Cowes, Sandown and Shanklin, Totland, Freshwater and Yarmouth. Facilities of a suitable scale and nature are supported in smaller settlements and rural locations where appropriate;
2. Require all facilities to be accessible via public transport and as far as possible meet the needs of the entire community, particularly socially excluded groups;
3. Complement and support other strategies and initiatives in education, health, and social care sectors; in particular the provision of multi-use facilities.
4. Require opportunities for faith facilities to be provided through new residential developments where appropriate;
5. Ensure that new developments contribute appropriately to meeting community and social facility needs that they generate.

### **Education Facilities**

1. Support the existing and future provision of schools in line with the development of new housing and in accessible locations;
2. Support the existing and future further and higher education provision in line with the development of new housing and in accessible locations;
3. Encourage the out of hours use of school premises and facilities to maximise use and value to local communities;
4. Ensure that new developments contribute appropriately to meeting education needs that they generate.

### **Health & Well Being**

1. Support the adequate provision of GP surgeries, clinics, hospital accommodation, dentists and care homes on the Island, focused mainly in the principal urban areas and in larger villages accessible by a range of means of transport;
2. Support the retention and development of health facilities and provide a focus for specialist treatment.
3. Ensure that new developments contribute appropriately to meeting health and well being needs that they generate;
4. Promote healthy lifestyles by addressing existing and future deficiencies in provision, upkeep, quality and access of sports facilities, playing pitches, parks, gardens and green spaces across the Island.

## **TOWN CENTRES, RETAILING & LEISURE**

- 3.45 Planning positively for the growth of and development in existing centres is a key national and regional objective, which needs to be reflected in the *Island Plan*. Provision should be made for a range of shopping, leisure and local services that meet the needs of the entire community.
- 3.46 The vitality of Island town and village centres is essential to the Island's prosperity. Central to commercial health is the scale, mix and quality of the retail and leisure offer within a high quality environment. Town centres should have a range of shopping, restaurants and pubs and a choice of entertainment and cultural activities. There should be a mix of quieter and more vibrant areas, but sufficient levels of activity to make it feel safe. Through such an approach the Council can secure vitality and viability of the Island's centres, strengthening the shopping and leisure roles in the face of competition from significant new retail and leisure developments in both Portsmouth and Southampton.
- 3.47 The Isle of Wight Retail Needs Assessment (Jan 2006) has reviewed the town centres and retail health of the Island. The report identifies gaps in provision and the need for additional retail floorspace in the period to 2026. Additionally, it identifies the existing town centres as the primary locations for additional retail and leisure development with Newport remaining as the principal retail destination in the Island.

- 3.48 In 1998 the Isle of Wight was losing 4.9% of available comparison goods expenditure to the mainland, and this is likely to have increased. Given the cross-Solent transport links much of this expenditure is likely to be leaking to Gunwharf Quays as well as central Southampton and Portsmouth. It is evident that Southampton and Gunwharf Quays offer high end retail and department stores and as such represent an attractive, accessible retail destination to residents of the Isle of Wight.
- 3.49 Newport is currently the dominant comparison retail destination on the Island both in terms quantity and quality of retail floorspace; it has some 52% market share. The centre comprises a traditional town centre as well as a number of edge-of-centre retail warehouse units. Access to Newport by public and private transport is good although pedestrian linkages between the edge of centre units and the town centre are poor. In recent years rents have risen steadily and currently stand at £700 p/sqm with yields remaining steady. There is a low vacancy rate and retailer demand is reasonable given the size of the town.
- 3.50 Newport does however suffer from limited provision of high end/ comparison anchor stores. Newport town centre is lacking in store formats that meet modern retailer requirements and as such edge of centre retail warehousing has been developed. Many of the other centres provide a specialist niche or tourist role and any strategy going forward needs to focus and build upon these strengths.
- 3.51 Ryde appears to rely heavily on tourist income, which is evident from the large number of gift shops. Rents have not been experiencing the same growth of those in Newport and currently stand at £431 per sqm (after increasing in 2004 for the first time in a number of years). Yields are high at 9% and have remained steady since 2001. There is some retailer demand for the town as well as a low vacancy rate.
- 3.52 Cowes main strength lies in its strong marine heritage and the specialist/ niche comparison offer reflects this. Although there is no published rental or yield data this centre appears to be healthy and performing well with few vacancies.
- 3.53 Shanklin appears to rely heavily on the tourist trade with a high number of gift, and cafes and fish and chip shops. The centre also has a high number of charity shops. Although there is no rental or yield data the low number of vacant units and busy feel to the town suggest that the town is an important destination throughout the year for residents.
- 3.54 The smaller centres of Sandown, Ventnor, Freshwater and East Cowes all provide essential local convenience and service needs. Due to its more isolated location on the west of the Island, the role of Freshwater in serving the local community is particularly important.
- 3.55 On the basis of retail/town centre analysis, Newport should be promoted as the main focus for retail activity on the Island. The quality of retail offer in Newport is essential to maintaining and/or improving the Islands current market share. Newport needs to meet the mainstream comparison shopping needs of the Island's population and maintain its role as a regional centre in line with the South East Plan. The overall approach to Newport should be to focus retail and leisure provision within the town centre, and ensure that any new development is well integrated into the town centre. This is to ensure that it does not function as a separate destination. Linkages between the town centre and the more recent edge of centre retail and leisure developments need to be improved to provide a cohesive town centre.
- 3.56 Neighbourhood and local centres will remain important resources which enable people to meet their daily needs without having to travel to the town centres. The **Island Plan** seeks to protect these valuable local facilities and allow for the provision of additional local retail and service activities where appropriate in terms of the scale and nature of the retailing and services proposed, their impact on the character, sustainability and vitality of the centre in question.
- 3.57 Existing centres will be the preferred location for retail and leisure activities, although in some particular circumstances the Council recognises that this may not be appropriate due to locational constraints, or the ability to access the centre by sustainable modes of transport. In these situations it may be more appropriate to bring forward new retail sites and local centres which will address imbalances in overall provision and contribute towards creating sustainable communities.

### **SF2 – Town Centres, Retail & Leisure**

The vitality and viability of the existing town centres on the Isle of Wight is essential to the Island's prosperity and its sustainability. High quality town centre environments with a vibrant mix of uses are important in ensuring quality of life and well-being for local communities and in attracting visitors. Smaller settlements should retain, and where possible, enhance retail and leisure facilities provision to support their future sustainability. This will be achieved by:

1. Identifying Newport as the preference for all forms of retail development and town centre uses attracting large numbers of people, followed by the other principal town centres of Cowes, Ryde, Sandown, Shanklin, East Cowes, Ventnor, Totland, Freshwater and Yarmouth;
2. Requiring all new retail and leisure developments to be accessible;
3. Requiring proposals for retail or leisure development in an edge of centre or out of centre location to demonstrate that there is a need for the proposed development and that it would contribute to meeting the needs of the Island. Sequential testing should also show that suitable, alternative, sites are not available, and that the development would not adversely effect existing centres
4. Protecting and supporting existing retail and town centre functions within defined town centre areas. All new retail and leisure developments must be appropriate to the function, size and character of the centre concerned and must meet people's day to day needs. The predominance of A1 retail uses will be protected within town centres;
5. Maintaining retail and leisure facilities in local areas/neighbourhoods and rural villages to ensure the vitality and viability of these communities. Policies will discourage the loss of local shops and facilities where possible and prevent the growth of car-borne shopping;
6. Enhancing consumer choice by making provision for a range of shopping, leisure and local services and facilities, which allow genuine choice to meet the needs of the entire community, and particularly socially-excluded group and areas in need of regeneration.

## **ENVIRONMENT**

- 3.58 Protection of the natural environment and use of natural resources is of increasing concern, particularly the use of non-renewable energy and the consumption of water. There have been increasing demands placed on all the Island's natural resources and with significant future development and growth planned it is essential that measures for protection and where possible reduction in natural resource consumption are put in place.
- 3.59 The Isle of Wight has a rich and varied natural environment, much of which is protected through European and national legislation. The Council has a duty to conserve, protect, manage and enhance the natural environment of the Island, ensuring that the environmental resources and assets are retained for future generations.
- 3.60 The Council will continue to protect and manage designated areas and sites of nature and environmental importance. Protection includes implementing policies which seek to direct development away from such sites and areas, maximising the use of previously developed land and buildings; controlling the release of greenfield sites for future development and seeking effective remedies for pollution impacts.
- 3.61 Management and enhancement of the natural environment is an active process involving the way in which land and coastal areas are used, balancing conserving the environment against the economic and social demands of the Island. Enhancement of the natural environment will be sought both through implementation of specific projects such as restoration, increasing habitats and species diversity and improving interpretation of environmental resources. In appropriate circumstances use of contributions from future development could be used for proactive measures.

### **ENV1 – Conserving , Managing & Enhancing the Natural Environment**

Environmental resources, including agricultural land, will be conserved, managed and enhanced in

order to underpin the overall quality of life of the Island as a dynamic environment and support wider social and economic sustainability objectives. This will be achieved by:

1. Conserving, enhancing and managing designated nature, conservation and other environmental assets, and the processes on which they depend;
2. Maximising the use of previously developed land, where it will not compromise nature conservation interest, to minimise encroachment onto greenfield sites;
3. Promoting landscape character assessments;
4. Providing for the effective management of land on the fringes of urban and village built up areas and promoting green infrastructure across the Island;
5. Preventing, reducing or remedying all forms of pollution including water, soil, air, light and noise;
6. Conserving and enhancing the Island's bio-diversity of flora and fauna, habitats and species;
7. Conserving and enhancing the Island's sensitive and historic landscapes;
8. Conserving and enhancing the Island's geological and geomorphological assets;
9. Recognising the important link between water abstraction on the Island and habitats, such as wetlands.

### **ENV2 – Use & Protection of Natural Resources**

The use and protection of natural resources is essential to the overall quality of life of the Island and to support wider social and economic sustainability objectives. This will be achieved by:

1. Promoting the greater use of renewable energy sources through a Local Energy Strategy which supports energy generation from biomass, marine, waste, solar, CHP and wind sources where available and acceptable in terms of impact on quality of life, amenity, viability and nature conservation;
2. Proactive water conservation through the management of demand and local abstraction through Catchment Abstraction Management Plans to reduce the dependence upon off-Island water importation. New developments will be expected to ensure greater use is made of water recycling and storage technologies, and that river water quality will be maintained and improved where possible;
3. Reducing the loss of non-renewable environmental resources caused by development proposals. Developments which result in the loss of renewable environmental resources should mitigate and compensate for any loss and use natural resources more sustainably.

### **ENV3 – Renewable Energy**

The Council supports the development of renewable energy sources to contribute to the sub-regional targets for the Isle of Wight and Hampshire (2010 – 115MW, 2016 – 122MW, 2020 – 154MW) and to meet the Island's Renewable Energy Target of 10% of electricity consumption from renewable sources by 2010. This will be achieved by:

1. Supporting the development of a full range of current and emerging renewable energy technologies that are of an appropriate scale for the intimate nature of the Island's landscape and provide benefit to the community;
2. Recognising their benefit in reducing greenhouse gas emissions;
3. Supporting community led schemes;
4. Ensuring that new developments contribute to the renewable energy targets by incorporating on-site renewable energy generation..
5. Providing more detailed policies and targets in the Development Plan Document's.

- 3.62 The **Island Plan** will provide for sustainable waste management within the Island. The Council recognises the need to meet its existing waste management obligations and to ensure there is sufficient flexibility within the **Island Plan** to deal with future waste management requirements.
- 3.63 To date, like much of the UK, the Island has been reliant on landfill and exporting of waste off-island. The need for greater sustainability and reduction in local environmental impacts means the Island must minimise the waste it generates and look to new technologies, such as gasification plants, to recycle, recover from and treat its domestic and commercial waste.
- 3.64 The **Island Plan** provides the framework through which the Isle of Wight can maximise its contribution to self-sufficiency, recycling and waste minimisation and management. Where new waste facilities are needed a suitable site or sites will be identified to accommodate a range of strategic waste management facilities. Local sites for recycling, composting and other waste minimisation opportunities will also be identified as appropriate.

#### **ENV4 – Sustainable Waste Management**

The Isle of Wight will take a socially, environmentally and economically responsible approach to waste management which will show a positive trend in waste minimisation, significant increases in recycling and energy recovery and a decrease in waste sent to landfill.

Facilities for waste management, in accordance with the proximity principal, will be provided to allow local self-sufficiency in waste handling and recycling, with the opportunity for reprocessing waste material where appropriate. This will be achieved by:

1. Provision of sufficient waste sites to maximise the contribution to sustainable waste management and to allow for management of Hazardous waste;
2. Ensuring all new development will maximise its potential contribution to waste minimisation, re-use and recycling through promotion of waste minimisation, recycling and sustainable resource use in the development design, during construction and land remediation and over its lifetime. Adequate facilities for recycling must be provided in new developments;
3. Promotion of public and commercial awareness of waste issues and minimisation;
4. Providing more detailed policies and targets in the Waste and Minerals Development Plan Document.

#### **ENV5 – Minerals**

Existing minerals sites and planned reserves will be safeguarded from other inappropriate development and provide and maintain a land bank sufficient to allow for 0.05 mtpa of sand and gravel, in line with targets set in the Regional Spatial Strategy. The plan also recognises the need to ensure that the role of the existing wharf facilities for importing and distributing imported aggregates is maintained.

- 3.65 Climate change will have a profound impact upon the environment of the Island, with long-term predictions for sea level rises and erosion of existing coastal areas and land beside rivers. The **Island Plan** recognises that development and use of land in areas of flood risk and those at risk of coastal erosion processes must be effectively managed as a priority.
- 3.66 Government policy emphasises the need for flood risk to influence the location of development and for development plans to follow a sequential test in relation to the level of flood risk, directing development away from areas at risk of flooding. This approach has to be balanced with the needs of the Island to deliver an economic regeneration and improve the quality of life for all communities. Provision is made for the mitigation and minimisation of flood risk in areas prone to flooding and the Council will expect new development to provide a detailed flood risk assessment and to demonstrate suitable mitigation and enhancement measures as part of the design.

- 3.67 Coastal locations are important habitat areas for many species of fauna and flora. The Council is in the process of preparing Shoreline Management Plans which will protect, manage and propose enhancement measures for the Island's shoreline. The Core Strategy will seek to protect coastal and shoreline areas from inappropriate development which would compromise the ability to protect or manage these areas. Protection must be balanced against the use of much of the coast and shoreline for public amenity, recreation and business and transportation purposes.

#### **ENV6 – Flood Risk & Coastal Protection**

Climate change coupled with increased flood risk and sea level change is an evident factor which the Isle of Wight must face. The use of land in and adjacent to areas of flood risk and those in coastal locations requires an approach which minimises those risks and gives priority to development in areas not considered to be at risk of flooding or coastal erosion.

Development in areas identified as at risk of flooding by the Environment Agency will be avoided unless mitigation is practicable and acceptable for the development itself and surrounding areas. Flood risk will be minimised by:

1. Using Strategic Flood Risk Assessment prior to site allocation;
2. Implementation of Catchment Flood Management Plans;
3. Positive adaptation of developments to reduce the risk of flooding;
4. Natural coastal and river system restoration;
5. Implementation of Sustainable Urban Drainage (SUDS), including adequate long-term maintenance of such systems.

In coastal locations, the Council will implement the Shoreline Management Plans and the AONB Management Plan and aim to ensure an integrated approach to Coastal Zone planning and management. Compensatory habitats will need to be provided where existing coastal habitats are affected over time. Access to the coastline for public amenity and maintenance will be secured, providing this does not conflict with nature conservation interests.

### **BUILT ENVIRONMENT**

- 3.68 The quality of the built environment is critical to the regeneration and sustainability of the Isle of Wight. A high quality of place is required to support business retention and tourism and encourage continued local and inward investment; to provide pride of place, community stability, social cohesion, and a safe urban environment.
- 3.69 National objectives for design have been set by Planning Policy Statement 1 *Delivering Sustainable Development*, which outlines the common characteristics of what high quality and inclusive design should achieve. Key objectives include:
- Well-mixed and integrated developments;
  - Well-planned public spaces;
  - Long term quality and character;
  - High quality and visually attractive buildings and spaces;
  - Connecting people, places, jobs and services;
  - Integration with existing built form and natural environment; and

- Maximising the efficient use of resources.

- 3.70 Planning Policy Guidance 3 housing calls for new housing and residential environments to be well designed and make a significant contribution to promoting urban renaissance and improving the quality of life. Planning Policy Statement 6 (Town Centres) calls for the promotion of good design, improving the quality of public spaces, protecting and enhancing the architectural and historic heritage of centres, and ensuring that town centres provide an attractive and safe environment for businesses, shoppers and residents.
- 3.71 Planning Policy Statement 1 (Delivering Sustainable Development) calls for the provision of good quality open space and the protection and enhancement of the historic environment in both the rural and urban area. Planning Policy Statement 12 (Local Development Frameworks) states that local policies must address design as a crucial element of the delivery of sustainable development. Well designed development is identified as responding to the local, physical, social and economic context, being safe, clean attractive and accessible for all users.
- 3.72 As the **Island Plan** provides for future development of housing, business premises, public buildings, transport facilities, streets and open spaces, attention to the creation of high quality buildings, infrastructure and public spaces is needed.

### **BE1 – Promoting Design Quality**

Raising the design quality of new buildings, developments, the public realm of streets, parks and open spaces is essential to the future quality of place, quality of life and sustainability of the Isle of Wight. The Isle of Wight Council will achieve this by:

1. Encouraging innovation and excellence in design to create places of distinction through proactive design of urban form and the urban framework;
2. Focusing on the quality of buildings individually, and collectively so that they combine together to create an attractive, accessible, mixed use and safe environment with the provision where appropriate, for open and green spaces;
3. Respecting local context, character and distinctiveness of existing places, spaces and buildings in designing new developments;
4. Providing good quality open space and built recreation facilities as an integral part of new communities in order to make them attractive places to live;
5. Encouraging the use of designing out crime mechanisms that enhance community safety by encouraging active frontages, greater pedestrian use, natural surveillance from surrounding buildings and where appropriate a well lit public realm;
6. Encouraging the use of approaches such as development frameworks, masterplans, design codes, design parameters and details at the earliest stage that carry through to completion of the development;
7. Ensuring Area Action Plans and Supplementary Planning Documents contain detailed design statements and approaches.

### **BE2 – Conserving, Protecting, Managing & Enhancing the Built Environment**

The historic built environment will be conserved, protected, managed and enhanced in order to underpin the overall quality of life of the Island as a living environment and support wider social and economic sustainability objectives. This will be achieved by:

1. Protecting and managing designated Conservation Areas and their settings through character and impact appraisals;
2. Protecting and managing the re-development and use of listed and non-listed structures of local importance, and preserving Scheduled Ancient Monuments;
3. Optimising the use of previously developed land and existing buildings to actively contribute to the

future built environment;

4. Encourage where appropriate, opportunities for heritage led regeneration on the Island.

### **BE3- Conserving, Protecting, Managing & Enhancing the Historic Environment**

The historic environment will be conserved, protected and managed so that important historic environment resources and assets survive for future generations. This will be achieved by:

1. Protecting and managing important sites and their settings against development which could adversely affect them;
2. Identifying all archaeological sites, monuments and areas of archaeological importance, including historic landscapes, historic parks and gardens and coastal sites so that sustainable management options can be identified;
3. Encouraging the use of the historic environment resource to underpin and inform sustainable development, economic regeneration, sustainable tourism and education;
4. Appropriate protection of archaeological remains.

### **BE4 – Building Quality & Efficiency**

Minimising the environmental impact of the construction and operation of new buildings is essential to creating sustainable communities and neighbourhoods. Sustainable design and construction standards will be expected for new developments to maximise use of renewable materials, reduce distances materials must travel to site, improve energy efficiency of building systems and appliances and allow the flexible re-use of buildings in the future. This will be achieved by providing targets for the proportion of new developments that the Council will ensure meets with these standards in terms of:

1. Conformity to an excellent BREEM standard (or Sustainable Buildings Code standard once finalised by Government) which will include a LPA sustainability checklist;
2. Measures to minimise consumption of natural resources, maximise the use of renewable resources, minimise the potential for emission of pollutants, reduce waste and reduce flood risk;
3. Flexibility and adaptability over a building's lifetime where appropriate to the role and function of the development;
4. Ability to use stored energy through reclamation of building materials in refurbishment and conversion of developments;
5. Promoting efficient use of water and wastewater infrastructure.

### **BE4 – Inclusive Development**

Inclusive developments are required if the Isle of Wight is to thrive. The Council will encourage the creation of safe, socially inclusive and adaptable environments for a range of occupiers and users which meets the long term needs of all. To achieve this, particular attention will be paid to providing housing and services that meet the needs of:



1. An ageing population, particularly in terms of appropriate housing and access to health care facilities;
2. Young people, providing housing opportunities that allow them to stay on the Island;
3. People with special needs, including the disabled or those with learning disabilities;
4. Minority groups with distinct housing, public service or access issues.

## DELIVERY, IMPLEMENTATION & MONITORING

- 3.56 The **Island Plan** must be capable of delivery and implementation over its lifetime. The *Planning and Compulsory Purchase Act, 2004* has made delivery and implementation issues critical for plan preparation. Part 2 of the Act requires the Council to prepare an Annual Monitoring Report to measure, evaluate and guide performance in the delivery of the **Island Plan**.

### Delivery & Implementation

- 3.57 The **Island Plan** Core Strategy sets out a deliverable vision and objectives. Nevertheless, the vision and objectives of the **Island Plan** will only be achieved if the necessary infrastructure and provision of new facilities and enhancements to existing facilities are delivered and implemented.
- 3.58 Many of the **Island Plan's** objectives will be implemented through the development control process of considering planning applications and seeking developer contributions towards the provision of infrastructure and facilities related to the development proposed, through planning obligations. This will, in itself, not be sufficient to meet the vision and objectives of regenerating the Island. It will be essential that adequate resources and the right business and market conditions are created and sustained to maximise the potential of land and property to bring forward investment and the provision of quality development in the required locations and forms.
- 3.59 Infrastructure to support the overall delivery of the objectives of the Island Plan can be categorised into the following key areas:

|   |   |
|---|---|
| <b>Physical</b>                             | Utilities and telecommunications  |
| <b>Transport</b>                            | Roads, rail links, wharf and port related, public transport                               |
| <b>Environmental</b>                        | Public realm, green spaces and open space   |
| <b>Social, Recreation, Arts and Culture</b> | Health and education centres, sports facilities and cultural and performing arts centres. |

- 3.60 The Isle of Wight Council will play a central role in co-ordinating, enabling, managing and funding projects and interventions that will deliver the necessary infrastructure and facilities. A range of sources of funding within its control to delivery the objectives of the **Island Plan** include developer contributions through Section 106 funding, Council owned land and property assets through active asset management driven by its Asset Management Plan, Compulsory Purchase powers (CPO) available to the Council and other key public partners and new forms of developer contribution through mechanisms such as Planning Gain Supplement, tariffs and thresholds.
- 3.61 Other public, private and voluntary sector partners also have significant roles to play, alongside the Council. A co-ordinated approach will result in an effective use of funding opportunities such as
- Funding associated with agencies who are part of the Island Strategic Partnership ;
  - The pooling of funds with other public sector agencies through the Local Delivery Vehicle

- Private Finance Initiative agreements, to secure long term private partner funding for critical infrastructure and facilities;
- The Island's voluntary and community sectors, through the provision of a range of services, representation and advocacy to service local communities and business across the Island.

## Monitoring & Review

- 3.62 The Annual Monitoring Report will include an assessment of the extent to which national, regional and local key objectives and key indicators are being met. Change and progress will be recorded against a baseline position developed at the time of implementation of the **Island Plan**.
- 3.63 The Annual Monitoring Report will also review progress in the preparation of the **Island Plan** Local Development Documents against the adopted Local Development Scheme and any subsequent updates of it.
- 3.64 Analysis and assessment of Core Strategy monitoring data will be undertaken with particular emphasis on:
- Spatial implications of policies and their targets;
  - Impact on urban and rural areas, specifically the profile, role and function of principal urban areas and smaller settlements;
  - The delivery of economic regeneration in a sustainable manner to the Island's communities.

### IMP1 – Delivery & Implementation

The delivery and implementation of projects and interventions that will provide the necessary infrastructure and facilities to support the growth and change of the Island according to the **Island Plan** vision and objectives is critical. Delivery and implementation to meet the **Island Plan** objectives will be achieved by:

#### Immediate Council controlled opportunities

1. Mainstreaming and co-ordination of Council's existing resources to support the delivery of the objectives outlined in the Core Strategy.
2. Exploring the use of the Council's own corporate asset base through the Council's Asset Management Plan
3. Securing planning obligations to ensure development proposals meet the reasonable costs of new infrastructure, including transport, utilities, housing, education, health, community facilities, leisure, flood risk and environmental impact mitigation and waste management. Planning obligations will also be sought to provide compensatory provision where development proposals result in the loss of a significant amenity or resource;
4. Making effective use of Compulsory Purchase Order (CPO) powers to assemble land to enable development schemes in appropriate circumstances;
5. Preparing Development Plan and Supplementary Planning Documents to provide additional guidance on how developer contributions will be calculated and the application of any thresholds or tariffs to be applied;
6. Establishment of a Local Delivery Vehicle to co-ordinate and manage delivery in association with other public sector bodies;
7. Planning and working in conjunction with and supporting a wide range of national, regional and local level public, private and voluntary sector delivery partners;
8. Exploring the potential of planning tariffs to enhance developer contributions.

**Council in association with other partners:**

9. Potential to pool resources with other local partner agencies through work on the Isle of Wight Local Area Agreement;
10. The development and implementation of appropriate Private Finance Initiative funding agreements;
11. Exploring opportunities to identify a range of future revenues to leverage future investments.

Overall, development should be implemented by:

12. Ensuring that development is delivered at a scale and capacity to meet local needs and meet relevant quality standards.
13. Encouraging the assembly of sites of a variety of scales to deliver a range of development.
14. Work with delivery partners to support the principle of planning permission and other consents to achieve the timely delivery of necessary infrastructure within the lifetime of the Core Strategy.
15. Work with partner agencies to develop policies and strategies that support the vision and objectives of the core strategy.

**IMP2 – Monitoring & Review**

The Council will undertake regular monitoring of the Island Plan to:

1. Measure the effectiveness of its policies and proposals. This is critical to securing the vision and objectives of the Island Plan and ensuring that the Island benefits from the economic regeneration, environmental sustainability and enhancements to quality of life and community well-being to which the Council and Local Strategic Partnership aspire;
2. Appraise the performance of the preparation of the Island Plan against the adopted Local Development Scheme;
3. Identify the need to refine, revise or modify Island Plan policies;
4. Identify the need to prepare additional Area Action Plan or Supplementary Planning Documents to support the vision and objectives of the Island Plan.

## Monitoring Framework

| Objective  | Relevant policy                     | Indicators   | Targets   |
|--|-------------------------------------|--|---|
| To ensure a balance in achieving environmental, economic & social goals  | E1 H1 H3 SF2                        | <ul style="list-style-type: none"> <li>a. % of affordable housing.</li> <li>b. Net balance between economically active and jobs.</li> <li>c. Amount of employment land available.</li> <li>d. The amount of completed retail development.</li> <li>e. The percentage of eligible open space managed to green flag award standard.</li> </ul>   | <p>35% on qualifying sites. Housing Strategy target of 200 per annum (LAA C2)</p> <p>70 ha allocated in the Employment DPD.</p> |
| To provide for growth which is regeneration led and shaped to meet the Island's diversity of needs   | E1 T1 SF1 BE4                       | <ul style="list-style-type: none"> <li>a. Level of housing completions.</li> <li>b. Density of housing development.</li> <li>c. Housing Trajectory</li> <li>d. The amount of employment land lost to residential development.</li> </ul>   | <p>520 units per annum</p> <p>&gt;30 dph.</p>   |
| To maintain and improve the built and natural environment, and to mitigate the effects of new development upon the natural and historic environment. | SO2.8 ENV1<br>ENV2 ENV3<br>ENV4 BE2 | <ul style="list-style-type: none"> <li>a. Development permitted in AONB.</li> <li>b. Permissions granted which are contrary to Environment Agency advice re flood defence or water quality.</li> <li>c. Tree preservation orders.</li> <li>d. The change in areas and populations of biodiversity importance, including: change in priority habitats and species (by type); and change in areas designated for their intrinsic environmental value including sites of international, national, regional or sub-regional</li> </ul> |   |

| Objective   | Relevant policy                | Indicators  | Targets  |
|---|--------------------------------|---|--|
|   |                                | <p>significance.</p> <p>e. Implementation of AONB Management Plan</p> <p>f. The number of ancient monument and county sites of archaeological.</p> <p>g. The number of developments on sites within areas of high archaeological potential for which a prior assessment of the archaeological resources was prepared.</p> <p>h. The number of listed buildings removed or added from/to the statutory list or at risk.</p> <p>i. The number and location of new and reviewed Conservation Areas.</p> <p>j. The production of primary land won aggregates.</p> <p>k. The capacity of new waste management facilities by type.</p> <p>l. The amount of municipal waste arising, and managed by management type, and the percentage each management type represents of the waste managed.</p> <p>m. The production of secondary/recycled aggregates.</p> | <p>Total of 37 conservation areas by March 2007. 50% of conservation areas to have character appraisals by march 2007. Provide for 0.05mtpa.</p> |
| <p>To ensure attractive, high quality design and well integrated development is delivered which is linked to the infrastructure it needs.</p> | <p>SF1 BE1 BE2<br/>BE3 BE4</p> | <p>a. Local Transport Plan core indicators on public transport passengers and accessibility, cycling, walking and travel plans.</p> <p>b. Use of energy efficient measures in new development.</p>  |  |

| Objective  | Relevant policy                       | Indicators  | Targets                                   |
|--|---------------------------------------|---|---|
|  |                                       | <ul style="list-style-type: none"> <li>c. Renewable energy capacity installed by type.</li> <li>d. Green spaces within development envelopes (hectares) lost/developed.</li> </ul>  |   |
| <p>To ensure that public, private and community sectors focus on implementation.</p>   | <p>IMP1 IMP2</p>                      | <ul style="list-style-type: none"> <li>a. Planning benefits secured on large housing developments in accordance with UDP policies.</li> <li>b. The percentage of completed non-residential development complying with car parking standards set out in the local development framework.</li> </ul>  |   |
| <p>To focus on and support the role of the towns of Newport, Cowes, East Cowes, Ryde, Sandown, Shanklin and Ventnor as the places with the greatest concentration of jobs, services, public transport connections, housing and people and the greatest opportunity to recycle brownfield land.</p> | <p>SO2.1 SO2.2<br/>SO2.3 SO2.4 E1</p> | <ul style="list-style-type: none"> <li>a. The amount of land developed for employment, by type, which is in development and/or regeneration areas defined in the local development framework.</li> <li>b. Loss of employment land in (i) development/regeneration areas and (ii) Isle of Wight.</li> <li>c. The percentage of completed retail development in town centres.</li> <li>d. The percentage of completed leisure development in town centres.</li> </ul> |   |
| <p>To promote a sequential approach to the location of new development, prioritising existing towns and places that are, or can be, served by public transport first, and transport corridors second and extensions to existing towns as locations for new development.</p>                        | <p>SO2.1 - SO2.8<br/>SO3 H2</p>       | <ul style="list-style-type: none"> <li>a. % and amount of housing and employment development on Brownfield Sites.</li> <li>b. % of development within development envelopes.</li> <li>c. The amount of derelict and vacant land in urban areas (ha)</li> </ul>  | <p>65%</p>                                |
| <p>To implement a phased sequential approach that supports regeneration initiatives in all settlements, throughout the plan period, prioritising where policy and</p>  | <p>SO2.1 – SO2.8<br/>SO3</p>          | <ul style="list-style-type: none"> <li>a. Milestones in the LDS met.</li> </ul>   | <p>To meet the milestones in the LDS.</p> |

| Objective  | Relevant policy    | Indicators  | Targets |
|--|--------------------|---|---------|
| delivery steps are required given current commitments and future objectives.   |                    |   |         |
| To complete the current focus on Newport, Cowes and East Cowes.  | SO2.1 SO2.2 SO3    | Will be through an area breakdown of indicators already listed.   |         |
| To strengthen the role of Ryde as a gateway for tourists and as a place for people to live, work, shop and visit during all seasons.   | SO2.3 SO3          | Will be through an area breakdown of indicators already listed.   |         |
| To strengthen the role of Sandown, Shanklin and Lake as a centre for a 21 <sup>st</sup> Century tourism offer and as places for people to live, work and shop, during all seasons. | SO2.4 SO3          | a. The location and number of new hotel bedrooms.<br>b. The location and number of new visitor attractions. |         |
| To encourage the regeneration of Ventnor.  | SO2.5              | Will be through an area breakdown of indicators already listed.   |         |
| To support Totland, Freshwater and Yarmouth as centres for public services and shopping in the West Wight.   | SO2.6 SO3          | Will be through an area breakdown of indicators already listed.   |         |
| To encourage and support the role and functions of Cowes, East Cowes, Fishbourne, Ryde and Yarmouth as key cross-Solent gateways to the Island.                                    | SO2.2 SO2.3 SO3 T1 | a. Levels of commuting.   |         |
| To support and maintain the viability of rural towns and villages.   | SO2.7 SO3          | Will be through an area breakdown of indicators already listed.   |         |

## 4 Glossary of Terms

**Area Action Plan** - A type of Development Plan Document focused upon a specific location or an area subject to conservation or significant change (for example major regeneration).

**Biodiversity** - The whole variety of life encompassing all genetics, species and ecosystem variations, including plants and animals.

**Brownfield Land** - that which is or was occupied by a permanent structure (excluding agricultural or forestry buildings), and associated fixed surface infrastructure. The definition covers the curtilage of the development. Planning Policy Guidance Note 3 "Housing" has a detailed definition.

**Core Strategy** - A Development Plan Document setting out the spatial vision and objectives and strategy of the planning framework for an area, having regard to the Community Strategy (see also DPDs).

**Development Plan Document** - spatial planning documents that are subject to independent examination and together with the Regional Spatial Strategy will form the development plan for the Borough.

**Examination** - The process by which it is anticipated that Local Development Documents will be subject to independent scrutiny by a Planning Inspector.

**Flood Risk Assessment** - An assessment of the likelihood of flooding in a particular area so that development needs and mitigation measures can be carefully considered.

**Government Office for the South East** - Represents Central Government in the South East including the Office of the Deputy Prime Minister. Often abbreviated to GOSE.

**Key Diagram** – The diagrammatic interpretation of the spatial strategy as set out in the Core Strategy Development Plan Document.

**Local Development Documents** - the documents which (taken as a whole) set out the Council's policies relating to the development and use of land in the Borough. Often abbreviated to LDD.

**Local Development Framework** - A non-statutory term used to collectively describe the Local Development Documents that together guide development at the local level. Often abbreviated to LDF.

**Local Development Scheme** - A project plan for the Local Development Documents. Often abbreviated to LDS.

**Local Transport Plan** - A five-year integrated transport strategy, prepared by local authorities in partnership with the community, seeking funding to help provide local transport projects. The plan sets out the resources predicted for delivery of the targets identified in the strategy. Local transport plans should be consistent with the policies and priorities set out in the Regional Transport Strategy as an integral part of the RSS.

**Local Strategic Partnership** - a group of significant stakeholders, including public, private and voluntary sectors, who produce the Community Strategy. Often abbreviated to LSP.

**Planning Inspector** - A person employed by the Planning Inspectorate to hear appeals against refusals of planning permission, call-in inquiries into major planning applications with implications for national planning policy, and into issues relating to emerging planning policy.

**Planning Policy Guidance Note** - National Planning policy guidance produced by the Government under the old planning regime. Planning policy guidance notes are advisory, although all planning policies at regional, county and district/borough level and the determination of all planning applications are supposed to comply with Planning Policy Guidance Notes. Often abbreviated to PPG.



**Planning Policy Statement** - National planning policy produced by the Government under the new planning regime. All planning policies at a regional, county and district/borough level, and the determination of all planning applications must comply with Planning Policy Statements. This is often abbreviated to PPS.

**Regional Planning Guidance** - The type of planning policy produced at a regional level, now proposed to be replaced by the Regional Spatial Strategy. This is often abbreviated to RPG or RSS.

**Spatial Planning** - Spatial planning goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes which influence the nature of places and how they function. That will include policies which can impact on land use, for example by influencing the demands on, or needs for, development, but which are not capable of being delivered solely or mainly through the granting or refusal of planning permission and which may be implemented by other means.

**Strategic Environmental Assessment** - Under European Union legislation, any plan which has a major impact on the environment needs to be subject to a Strategic Environmental Assessment. This is an ongoing process intended to make the environment central to the decision making process, and to ensure that the process is transparent. This process is intended to be combined with Sustainability Appraisal. This is often abbreviated to SEA.

**Supplementary Planning Documents** - A type of Local Development Document that holds less weight in the determination of planning applications than a Development Plan Document. SPD supplements policies and proposals in Development Plan Documents.

**Sustainability Appraisal** - The Planning and Compulsory Purchase Act requires Local Development Documents to be subject to a Sustainability Appraisal, which examines the impact of the policies and proposals on economic, social and environmental factors.

**The Community Strategy** - A Plan produced by public, private and community stakeholders and led by the Local Strategic Partnership.

This publication is available on request in large print or Braille and it can be translated into other languages. For further details please contact the Isle of Wight Council on (01983) 821000. (Typetalk available).

