Isle of Wight Council

LOCAL INVESTMENT PLAN

2010

1 DOCUMENT INFORMATION

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Version History

Version	Date	Description
1	23/09/10	Version 1
2	8/10/10	Version 2 (demographic & population tables updated) , Economic Section updated and Appendices 1 and 2 added, Section 3.7 on Housing updated,
3	01/11/10	older persons, vulnerable persons and BME sections updated and public health information added

2 CONTENTS

3 BACKGROUND

The Isle of Wight Council and the Homes and Communities Agency with other partners have prepared a Delivery and Investment Plan for the sub-region to support growth in homes, jobs and communities.

The Isle of Wight is well known for the quality of its environment, with its landscapes and coastlines enjoying a high level of special designation and protection. Whilst this helps to give the Island its unique character, the process of facilitating regeneration and development presents challenges in ensuring that the environment is also protected, conserved and enhanced.

The Isle of Wight covers an area of 140m2 and has a coastline of 91.7KM and a population of approximately 143,700 (ONS 2007 mid year estimate). The Island is separate from the mainland by the Solent and is connected to the south coast by passenger and vehicle ferries to the ports of Lymington, Southampton and Portsmouth. Although distinctly separate from the mainland and a Unitary Authority, the Island contributes greatly to the wider sub-regional, regional, national and international context.

3.1 Demographic change

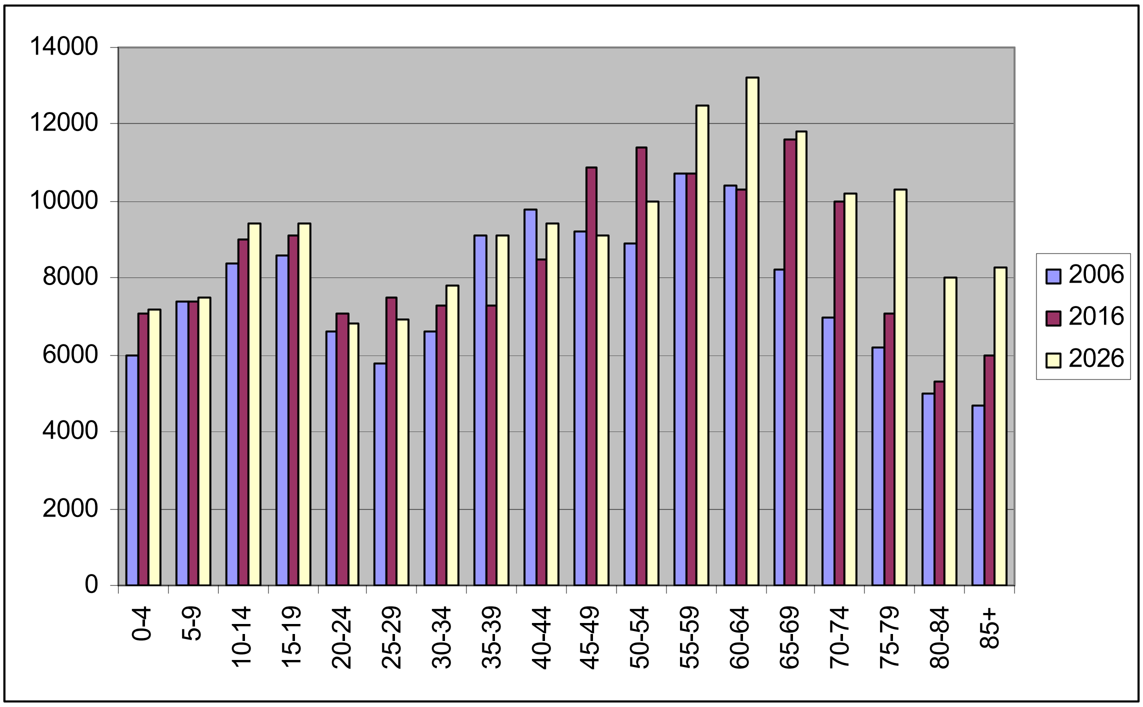
The Island's demographics is one of the key determining factors in establishing future priorities for investment. To assess future population we have drawn upon two sources – national trend-based population projections, and an economic-led projection developed by Experian Business Strategies (2006).

Population projections indicate 29.5% household growth over the 2006-26 period compared to 23% across the South East and almost 24% in England.

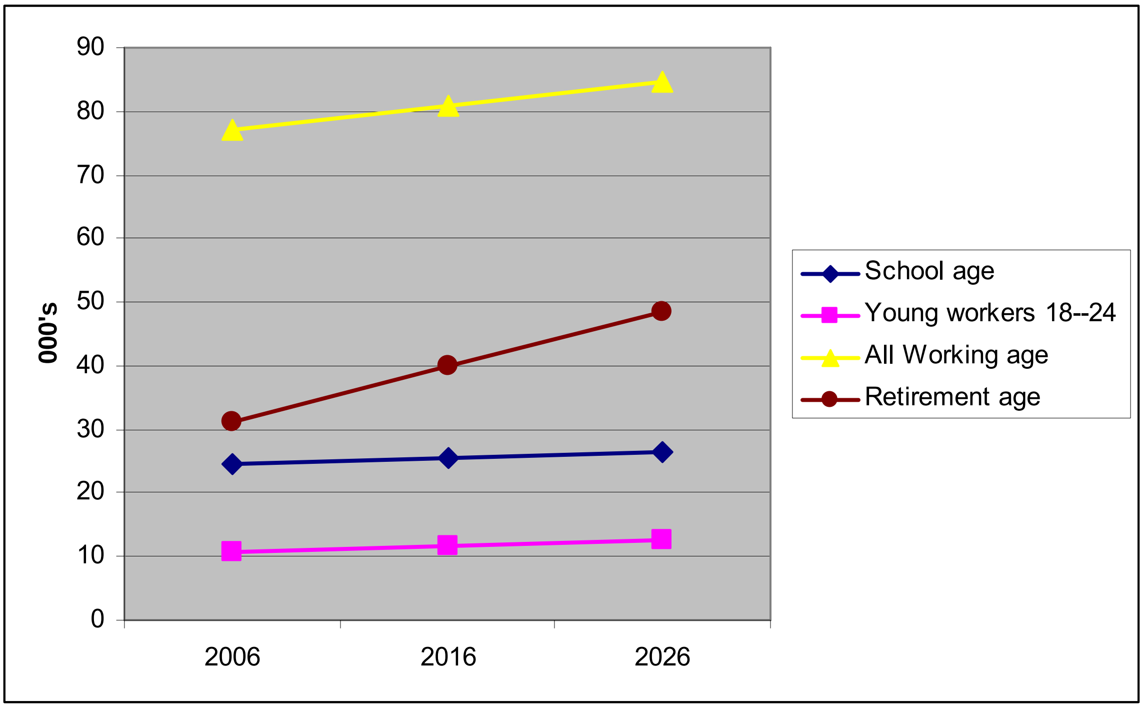
Households ('000)	2006	2011	2016	2021	2026	% change 2006-2031
Isle of Wight UA	61	65	70	74	79	29.5%
South East	3,447	3,629	3,838	4,048	4,244	23%
England	21,515	22,748	24,107	25,439	26,674	23.9%

Source: DCLG 2009 Sub National Household Projections

Over the next decade the 45-54 and 65-74 cohorts are expected to increase significantly as a proportion of the total population. The corollary of this is decline in the population aged under 20 and between 35-44. The population in their 20s, which is key to new household formation, is expected to remain relatively consistent as a proportion of the total population.



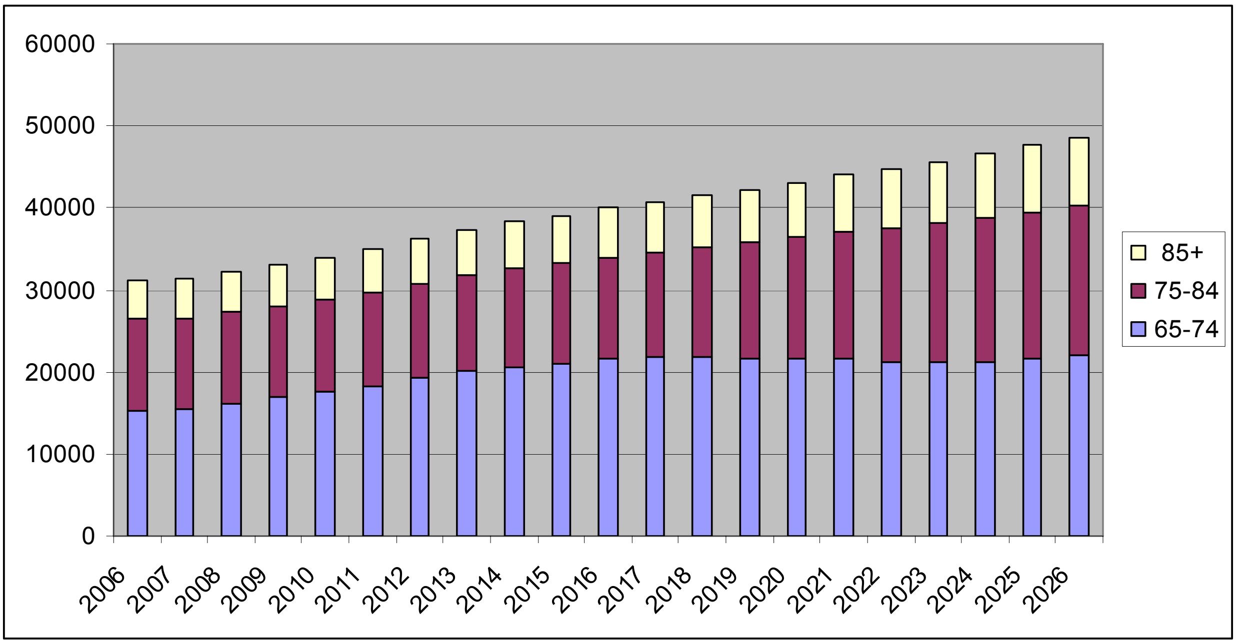
The following table considers the growth in key age groups in absolute terms. It indicates that the population under-19 and between 20-34 will remain broadly static, but that the working-age population overall as well as the retirement population will grow significantly.



Source ONS population-based projections 2009

Growth in the numbers of older people on the Island are especially marked and this sector alone will form one of the significant challenges for future housing provision on the Isle of Wight.

65 plus Population Projection 2006 to 2026



Source: ONS population-based projections 2009

3.2 Economy

In economic terms, the Island had been experiencing high rates of growth compared with the UK and the South East. This has changed since 2005 in that growth has slowed, but this is not unexpected. Growth sectors have included manufacturing and the service sector. The 2007 Indices of Multiple Deprivation show that the Island is more deprived than the regional average (50%) on all 6 district measures. On 4 of the measures the Island is amongst the most deprived 20% of local authorities in the region.

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

The Island experiences persistently low average productivity levels at only 71% of the regional average. The structure of the local economy is changing, with retailing, manufacturing, construction, health and business services being the five largest employment sectors. Traditionally, the largest sectors were tourism, manufacturing and agriculture. This change in sectoral importance has had an impact upon the availability of employment opportunities within the rural areas in particular.

There is an additional economic (and social) impact of being an Island. The separation from the mainland, although not physically great, impacts on the ease of extending markets, interacting with customers and suppliers, access to centres of higher education and wider industry, educational, community and social networks generally. For example the lack of competition in the development of new homes (both affordable and private) is a feature of the Isle of Wight and will be a focus for attention by the Council and HCA. All these factors can collectively impact negatively upon choice and aspiration. A key objective of the Island Plan/Core Strategy will be to support the local economy and increase the range of higher skilled jobs available locally.

There is a clear support for the need to focus on economic led regeneration in key regeneration areas, but there is a strong community feeling that it is important to ensure that we enable rural areas to continue to thrive and to meet the commercial and community needs.

Currently only 72.6 % of those of working age are in employment on the Island, compared with a South East average, of 78.1 %. The gap is equivalent to approximately 2,500 people. For the Island to achieve its full economic potential, jobs equivalent to that order of magnitude need to be created. Interventions therefore need to be sufficiently ambitious to make change on this scale plausible by 2020.

The rural Isle of Wight accounts for 28% of full-time equivalent (FTE) jobs, but only 22% of the economic output of the Island. The average rural productivity (£23,252 GVA/FTE job per annum) is lower than for the whole Island (£29,635). Both of these figures are well below the average productivity figures for the South East (£41,501) and the UK (£40,462).

From current evidence, and without the interventions planned, the Island's economy would be expected to reinforce around its existing sectoral structure. Investment is therefore needed to shift this towards higher value employment opportunities.

Total Employment Increase by Occupation	Total Increase in Employment 2006-2016	% Employment, 2006	% Employment, 2016
Managers & Senior Officials	514	16.1%	15.7%
Professional Occupations	722	11.7%	11.9%
Associate Professional & Technical Occupations	632	13.1%	13.1%
Administrative & Secretarial Occupations	503	11.4%	11.3%
Skilled Trade Occupations	420	12.6%	12.5%
Personal Service Occupations	994	8.7%	9.5%
Sales & Customer Service Occupations	725	10.8%	11.1%
Process, Plant & Machine Operatives	156	4.6%	4.5%
Elementary Occupations	444	10.8%	10.%

Source: Experian Business Strategies

In March 2010 The Council adopted an Economic Development Delivery Action Plan which took forward the objectives set out in the IW Economic Strategy which was adopted in 2008. This action plan reflects both the new priorities for the Island and the change in economic conditions as a result of the downturn.

The aims set out in the action plan are based on the Isle of Wight Council's understanding of the current economic landscape. They do not take into account any changes that might be brought about due to the Comprehensive Spending Review.

The main aims are to:

- Attract potential inward investors, academic research and innovation
- Support new starts & high growth businesses

- Ensure appropriate employment land provision within the Local Development Framework
- Champion workforce development plans
- Develop a PFI skills group
- Promotion and expansion of renewable energy activities, reducing the Island's ecological footprint
- Encourage the development of Next Generation Broadband Infrastructure
- Identify target market segments, based on Island's unique tourism offer
- Develop clear and distinctive offers for Ryde, the Bay and rural areas

The following table sets out some key milestones for delivery over the period to 2026:

Milestone	2011	2012	2013	2014	2016	2021	2026
Cumulative number of new jobs secured	30	300	500				
Increase % of new business starts in high growth/value sectors and to support high growth businesses,	20%	40%	60%				
Increase % of VAT registrations in high growth/value sectors and to support high growth businesses,	20%	40%	60%				
Number of jobs safeguarded in major employers	100	100	100				
New employment (jobs) delivered on the Island (total)	746	1119	1492	1865	2611	4476	7459
New employment (jobs) delivered through appropriate land allocations	248	373	497	622	870	1492	2500
Increase the number of people employed in renewable energy related employment (100 baseline)	100	110	120	150			
Percentage of businesses with access to Next Generation broadband services		10	40	100			

3.3 Education and Skills

There are approximately 30,000 children and young people aged between 0-19 living on the Island and whilst there are many good schools on the Island, attainment levels particularly at GCSE and Key Stage 2 are well below national and regional averages. In 2001, 15% of the Island population aged 16-24 had attained degree level education. In the South East the figure was 22% and 20% for England and Wales.

The Council is committed to raising the standards of educational attainment and opportunity on the Island. Due to a combination of poor education standards, changing national requirements and guidance and declining pupil numbers, the Council is changing the school system on the Island from a three-tier to a two-tier model of education. This process involves the rationalisation of school sites across the Island and will present development and infrastructure opportunities

In 2007, results at Key Stage 1 were above national and regional averages (Table 1). At Key Stage 2, pupil performance in English, mathematics and science is in-line or slightly below national comparators (table 2)

Table 1 2007 Key Stage 1 Results

Level	2+	2b+	3
Reading	88 (84)	77 (71)	33 (26)
Writing	86 (80)	69 (59)	18 (13)
Maths	95 (90)	83 (74)	20 (22)
Science	96 (89)		29 (23)

Table 2 2007 Key Stage 2 Results

Level	4+	5
English	79 (80)	31 (33)
Reading	83 (84)	45 (47)
Writing	63 (67)	16 (19)
Maths	73 (77)	26 (32)
Science	87 (87)	41 (46)
English + Maths	63 (71)	16 (22)

*National comparative in brackets

Developing skills across the Island and across the age groups is also a challenging issue for the Council, especially as the Island suffers from a poorly-skilled workforce, with 33% of adult population lacking basic numeracy skills and 15% lacking basic literacy skills. This has a negative impact on employers when considering the Island as a potential location.

The Isle of Wight's vision is that all primary schools will be transformed to:

- be effective, inclusive and offer extended services that meet the needs of the community;
- meet the needs of all learners by facilitating personalised learning and teaching;
- be self evaluating, self managing and self determining, whilst acting in the best interests of the wider community and Island as a whole;
- provide pupils with enhanced life chances, including the adoption of healthy life styles;
- promote citizenship, life skills, self worth and self discipline;
- form part of a collaborative working partnership with other schools and partner agencies;
- become centres for the provision of other services for young people and their families;
- reflect population diversity in the local area and provide equal opportunities for all;
- have a distinctive ethos that embraces the local community;
- effectively respond to changes in the curriculum and changes in society; and
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3.4 Transport

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

Car ownership on the Isle of Wight remains slightly higher than the national average with 75.3% of households owning at least one car compared to 73.2% nationally (2001 Census). Traffic flows show year-on-year growth however, for most of the year, congestion is not a major issue (with the exception of a number of traffic "hot spots" in Newport and Lake) where additional infrastructure will be required. During the summer season traffic flows change significantly with the influx of tourist-related traffic.

3.5 Newport Transport Strategy

In 2006, transport consultant Mott MacDonald was commissioned by the Council to review previous work on a Transportation Study of Newport and to assess the likely impacts of a number of future development proposals identified in the Unitary Development Plan within the Newport area. This was with a view to identifying a strategy for Newport that would accommodate future development through to 2020 and included updating the traffic model.

This work determined the impact traffic generated by development would have on the existing road network by the year 2020 and identified traffic 'hot spots' where traffic congestion would occur in the morning and afternoon peak hours. The study concluded that there were junction improvements that could be implemented that would mitigate the impact from development.

To match the period covered by the Island Plan and in light of updated knowledge as to future locations of new development, a further review of the outputs from the model was conducted to prove the robustness of the proposed improvements to facilitate traffic up to and including 2027.

A range of engineering solutions to provide additional capacity were confirmed as a result of this further work, this identified the following hot spot' locations at which improvements would be needed in order to bring forward to accommodate housing and employment growth over the plan period:

- Hunnyhill / Hunnycross Way Junction.
- St Mary's Roundabout.
- Coppins Bridge Gyratory.
- St George's Roundabout.

The plan will also require that, where appropriate, new development should also make suitable contributions to wider strategic infrastructure. The identification of these infrastructure requirements has been informed by the Newport Transport Study.

3.6 Highways Private Finance Initiative (PFI)

The Council has submitted its OBC for a major Highways PFI project. The project, which has a value of £1.2 billion, will provide significant infrastructure improvements to the Island's roads over a 25 year period.

3.7 Housing

There is a considerable demand for housing on the Island. House prices on the Island are relatively high as the ratio of house prices to income is high. This is demonstrated by average house prices currently being more than seven times the average wage on the Island. Commuting, retirement and the high level of second home ownership all contribute to a shortage of supply of affordable housing for people on low incomes and first time buyers. This presents a particular challenge for the Island, which is accentuated by severance from the mainland.

In light of the above, achieving an appropriate mix of housing will be critical. The particular need for the Island is to achieve more housing which is affordable. The focus being on providing for first time buyers and others who need to live and work on the Island, but who are currently unable to pay market house prices. A key objective of any infrastructure investment will be to ensure that housing is provided to meet the needs of Island residents.

There is a considerable demand for housing on the Island. However, the last year has seen a downturn in economic context, along with restrictions in mortgage lending criteria, and a contraction in building development.

Commuting, retirement and the high level of second home ownership all contribute to a shortage of supply of affordable housing for people on low incomes and first time buyers. This presents a particular challenge for the Island, which is accentuated by severance from the mainland.

Economic Indicators for Housing

In September 2009 the Audit Commission reported that fears of the impact of the economic outlook public spending would have a detrimental effect on the housing market (Building Better Lives). Moneyfacts financial information service, also reported that the prospect of cuts in government spending is affecting housing market prospects (The Guardian September 27th 2010). http://www.guardian.co.uk/business/2010/sep/27/house-prices-fall-demand-wanes

Reported data from the August 2010 Land Registry House Price Index indicate a small growth but also a slowing down of the regional and local housing market:. The average house prices for the Isle of Wight in August was £154,229 representing a growth of 2.9% over the year. However, this is significantly lower that the rest of the South East which averages out as 9.4% over the year with an average house price of £213807.

For the Isle of Wight , the ratio of house prices to income is higher than the regional average. Data from the latest Annual Survey of Hours and Earnings and from sales and valuation data (Land Registry August 2010 and Hometrack May 2010) show that median house prices on the Island are currently more than seven times the average household income. However, at the lower quartile the house price to household earnings ratio is around 8.5:1. This is compared to a regional ratio of 6.4:1.

In June 2010 Hometrack reported that the cost of buying an average price 2 bed property in the Isle of Wight with an 85% mortgage was £136 per week assuming a 3.72% mortgage rate. The cost of buying an average 2 bed properties with a 40% Homebuy product was £95 assuming a 90% mortgage and an 3.72% mortgage rate.

However, Hometrack report in September 10 that they consider that housing is currently overpriced. Also, that house prices as a multiple of average salaries is currently much higher than the long term trend. It is considered that only record low interest rates are keeping prices from falling. Hometrack also report that figures from lenders are showing a marked decline in the number of new mortgage approvals since the spring of 2009 when low interest rates stimulated demand.

Source: Hometrack September 2010 The Guardian as above

Rental prices

Hometrack reported that the cost of renting an average 2 bed property on the Island in the private rental market in May 2010 was £148 and the weekly rent for a 2 bed property rented from a Housing Association is £82 per week.

Market availability

In its monthly snapshot of market conditions for England and Wales in August , Hometrack reported that demand and supply of property had been moving in opposite directions. Over the past three months, the number of homes coming on the market in had increased by 7.2%, while the number of prospective buyers registering with agents had fallen by 6.5%. Anecdotally, local estate agents report that these figures are roughly similar to conditions on the Island and that they have been experiencing fewer enquiries and purchasers and that those looking to buy are very cautious and choosy.

The Impact of negative equity on resales and prices

However, when it comes to pricing there are still some mixed messages, despite some commentators such as Hometrack predicting a dramatic fall in house prices. The Housing Federation in their 2010 report Home Truths consider that house prices will inevitably continue to experience upward pressure. They consider that homeowners who bought during the peak of the market in 2007 are likely to experience continued negative equity until 2014 (based on average house price figures for England). They estimate that supply will be limited because owners will be reluctant to sell for less than they bought and causing price increase in the long term because of huge under-supply of housing

Mortgage availability

Moneyfacts reports that in 2010, the availability of mortgages is very different to the situation during the housing boom earlier in the decade. Prior to August 2007, just under half (47%) of all mortgage deals required a deposit of 5% or less. In 2010 most mortgages require a deposit of 10% or more, compared to 27% in August 2007.

However, the number of mortgages available to people with deposit of 10% remains very difficult with a fall of 54% availability from 2009. This rules many potential first-time buyers from entering the property market.

However, In September 2010 the number of home loans available with a 20% deposit has risen with 352 mortgage products available in September, compared with 326 in the previous month and 166 at the start of the year.

For those with a 40% deposit stood at 234 in September. This was the lowest number since the start of 2009

This is a shift in the trend seen in recent months which has seen the best rates offered to those able to pay the largest deposits.

However, Bank of England show that Net mortgage approvals for new home loans dipped to their lowest level in six months in August

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In light of the above, achieving an appropriate mix of housing will be critical. The particular need for the Island is to achieve more housing which is affordable. The focus being on providing for first time buyers and others who need to live and work on the Island, but who are currently unable to pay market house prices. A key objective of any infrastructure investment will be to ensure that housing is provided to meet the needs of Island residents.

3.8 The need for high quality social rented housing

The social sector comprises 6,628 dwellings representing 9.8% of the total housing stock on the Island (HSSA, April 2009). The sector is relatively small in size compared to 13.6% at the regional level and 18.5% across England.

In common with the rest of the South East the Island has a large number of households on the Island Housing Register (3815 households) and this is cause for concern due to the need to maintain a supply of social rented housing in order to keep up with households who are accepted as homeless.

In order to meet this demand there is a minimum need to deliver between 60 and 80 units of social rented housing per annum.

The Isle of Wight Council does not have a large developing provider base. Currently the developing Associations are:

- Spectrum Housing Group
- Southern Housing Group
- Vectis Housing Association (provided by Spectrum Housing Group)

This provides limited opportunities for the Island in maximising choice and competition between providers.

3.9 Overall Affordable Housing Requirements

The Strategic Housing Market Assessment (2007, GVA Grimley) set out the need for additional affordable housing. In order to meet the affordable housing requirement alone would require 1595 new units per year.

The Isle of Wight Council has been improving the rate of delivery of affordable housing over the last five years. The following table sets out the targets for delivery and the actual performance over the same period:

Year	TOTAL NUMBER OF UNITS COMPLETED	Total number of Social Rented Units (as part of total)	5 YEAR AVERAGE	Isle of Wight Delivery Target	5 year average
2000	133		N/A		
2001	61		N/A		
2002	41		N/A		
2003	81		N/A		
2004	61		86		
2005	252		99		
2006	151		117		
2007	69		123	150	139
2008	117		130	163	155
2009/10	234		159	180	179
2010/11	112 planned	90 planned	164.6	190	165
2011/12	144 planned	117 planned	128	190	171
2012/13	108 planned	83 planned	97.8	190	177

3.10 Need for affordable housing for older people

There are a range of accommodation options for older people and these are needed to allow for a supply of choices for older people. On the island there are currently over 3000 people aged 65 and over (around 8% of the total older persons population) who live in specialised older persons housing of all types.

Of these, 1654 are currently living in registered care homes (5% of the total population aged 65 and over). The proportion of those requiring accommodation which affords an element of care is likely to increase to 5.8% by 2030.

Along with the rest of the UK, the Island demographic is tending towards an upwards shift in the population of people over 65 years. The proportion of persons over 65 is currently 23% of the population. Bt 2025 it is expected to be 28% of the population.

Both the number of older people and the % they form of the total population will increase.

Numbers and percentage change in people 65+ 2009-2025 (000's)

Ages	2009	2025	% change 2009-2025
65-69	9.3	11.5	19.1
70-74	7.6	10.1	24.8
75-79	6.2	10.4	40.4
80-84	4.9	7.5	34.7
85+	5.1	8.1	37.0

Evidence from the demographics on the Island shows that one of the largest increases will take place from the growth in older people on the Island.

It is anticipated that there will be increasing numbers of older people who will be owner occupiers and that most people will want to (and will be encouraged to) stay in their own homes as long are they are able to. However this does not mean that we will not need to provide alternatives forms of accommodation for older people who may want to or who may need to move home. There is no single solution to the housing needs of older people. The range and type of accommodation needed varies with income levels, aspirations, differing levels of health, fitness and disability. Many people will not want to move out of the "family home" and therefore it is important that new homes are adaptable and built to 'lifetime home' standards.

The Isle of Wight Council has undertaken a full needs assessment by ward basis to look at where and the amount of additional provision is required for older people and will ensure that these needs are expressed as part of the future requirements for investment on the Island.

This research report is titled "Determining the future provision for older persons accommodation on the Isle of Wight 2009 – 2027" and can be found at www.iwight.com

This evidence has been incorporated into the key requirements of the Isle Plan Core Strategy to ensure that as part of the overall increase in general housing numbers at least 20% should be designed for older people which has been incorporated into the Island Plan.

Evidence from this research identifies that the Island should be bringing forward at least 38 units of affordable older persons accommodation per year in order to keep up with the demographic changes and more if the backlog of 2058 units is to be met.

3.11 Need for affordable housing for vulnerable persons

The Isle of Wight has an over provision of people living within residential institutions that are supported by the local authority. As part of the personalisation agenda and to ensure that residents have maximum choice in their housing provision additional investment is needed in providing affordable housing for vulnerable people, such as those with Learning Disabilities, Physical Disabilities and Mental Health.

There is a need for investment for up to 100 households to move into independent living over the next five years in order to support the Isle of Wight Council's Transforming Social Care Agenda.

A programme of change has commenced with focus on ensuring that there is a reduction in the number of clients with a learning disability living in residential care. The Isle of Wight Council and the PCT/NHS are working collaboratively on the Campus Closure Programme and are working with registered providers to de-register residential homes and re-provide residents with an independent living arrangements.

Whilst some of these arrangements can be done within existing services there will be the need to expand the availability of stock within the local market place to create capacity for moves and to ensure that residents have choice in the homes that they occupy.

3.12 The need for affordable housing for larger families

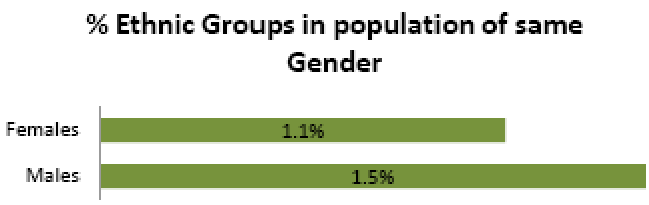
There are currently 31 households on the Island who have a need for social rented housing that is 5 bedroom or larger. We are meeting some of this need through provision or conversion of properties on new developments, but in order to mitigate risk, further investment is required.

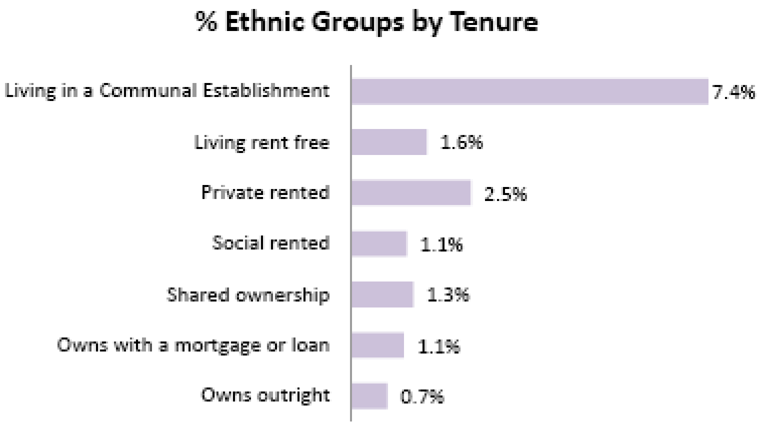
3.13 The need for affordable housing in rural areas

The Isle of Wight Council is committed to ensuring that additional rural affordable housing is provided to meet residents' needs. The Isle of Wight Council supports the need for local communities to have more control over developments in their own area and in addition to supporting the need for additional rural social housing to meet identified need (carried out through rural housing needs surveys) will support communities who bring forward innovative structures to meet their own community needs.

3.14 The need for affordable housing for BME communities

The Island has a relatively small BME community. However assessments are undertaken into the housing stock that BME communities occupy and each new housing allocations policy is required to be supported by a diversity impact assessment.





The Isle of Wight Council will continue to monitor and improve the lives of residents within BME communities through positive management practises but at this stage does not see specialist investment as a priority in the area apart from provision for gypsies and travellers.

The Council will allocate sites for Gypsies and Travellers within the Area Action Plans of the Island Plan. The remainder of the sites will be allocated within the Delivery and Management DPD which will include the required transit site. By allocating land to meet the Gypsy, Traveller and Travelling Show People housing needs, the Council can ensure that sites are delivered in the most sustainable locations in line with Policy SP1 (Spatial Strategy).

Whilst the Council will allocate sites to meet the required need, any proposals which come forward on non-allocated sites will be considered against the above policy criteria.

The Isle of Wight Council will seek to move forward with its provision of sites for Gypsies and Travellers and will look to seek investment for the delivery of up to 27 pitches over the next 15 years.

3.15 The need to continue with investment into intermediate housing products

The Isle of Wight Council recognises that in order to deliver a balanced housing market there is a need to ensure that all residents are provided with choice in the housing products that they are offered.

The Isle of Wight Council supports the definitions contained within PPS3 and accompanying guidance ”Delivering Affordable Housing” and is committed to supporting innovation in the provider market on the Island.

Due to the need to ensure the viability of large scale developments there may be a need to support a mixed economy of affordable housing providers in order to create the right level of cross subsidy.

The Isle of Wight Council continues to support the provision of intermediate housing products and will work with providers and the HCA to secure maximum value for money through an economic appraisal process.

3.16 Delivering housing to meet overall demographic change

The effects of not delivering enough quality housing of an appropriate mix of type and price range including affordable housing to the Isle of Wight Council and the Island are:

- Young people not being able to access the housing market leading to outward migration
- An inability to support vulnerable people leading to increased resource pressure on health and social services
- Extra costs having to be found by the council due to an increased requirement to provide temporary accommodation caused by increased homelessness presentations leading to revenue increases to be found by taxpayers or cuts in other service areas
- A lack of social diversity in our rural villages meaning the closure of key services to the communities
- An increased need for shared houses leading to increases in Houses in Multiple Occupation on the Isle of Wight
- Increased use of the private sector to house people in most need in housing that is more hazardous than owner occupier accommodation
- Increased reliance on housing benefit to meet increasing rents due to supply and demand factors
- The need for more investment bringing existing stock up to standard in order to meet our ECO Island objectives
- The lack of opportunity for those with least chance to lead independent lives
- A potential impact of the attractiveness of the Island in terms of available housing stock to inward employment investors and their employees.

The following assessment has been undertaken into the Island Plan intention to plan for 520 dwellings per annum

520 dwellings p/a	
Are there enough sites to accommodate this level of housing?	**YES**
% it would meet annual affordable housing need	**11.4% (182 units) (1)**
% it would meet annual older persons housing need	**81% (104 units) (2)**
What indicative number of jobs could this figure sustain per year?	**373**
What indicative number of jobs could this figure sustain 2006-26?	**7459**
Is the general impact on existing infrastructure understood?	**Yes**
Can it be addressed?	**Yes**
Has the general environmental capacity to accommodate this been tested?	**Yes**
Has this figure been factored into the schools re-organisation calculations?	**Yes**
Potential revenue generated under proposed incentive scheme per year*	**£4.4m**

Potential revenue generated under proposed incentive scheme total*	£74m
Currently evidenced/justified?	**Yes**
Is further work required to evidence/justify this figure?	**No**

1Identified need is 1,595 units per year
2 Identified need is 128 units per year
3 Based on the recommended employment scenario in the Employment Land Study 2010. 7,459 new jobs 2006-26, 373 pa. 373 / 520 units pa = 0.7173076 x no. of units pa = indicative number of jobs 2006-26

This level of activity will enable the Island to plan for an identified and evidenced level of growth that would contribute to, or meet, the Council's plans, targets and aspirations on housing, renewable energy, waste and minerals.

The Regional Spatial Strategy, the South East Plan, was revoked by Government in July 2010. This removed the requirement of local councils to plan for the housing targets set out in the South East Plan.

Whilst Councils can choose not to keep their housing target, the evidence that supported the Isle of Wight's target of 520 dwellings per year has not changed. We believe that 520 dwellings per year is the right level of development for the Island to work towards to meeting its housing need and economic aspirations, and have therefore planned for this level of development.

The Council's Strategic Housing Land Availability Assessment (SHLAA) shows that there is the land supply to meet the target of 520 dwellings per year, and that it is likely within the first 5 years of the plan period an average of around 64.5% will be delivered on brownfield or previously developed land[1]. However, the evidence shows that it is likely that over the plan period we will not meet the national target of 60% development on previously developed land, as the supply of that land has been fully utilised. Therefore, greenfield sites, immediately adjacent to settlement boundaries will need to be identified, considered and if appropriate delivered for development.

Through the SHLAA process and the calculations to inform the Housing Trajectory (see Appendix 2), 'small sites' are identified as those under 0.5 hectares as it is considered unlikely that these sites will be able to accommodate 10 or more residential units. These sites which are located within the settlement boundaries and identified as previously developed land can, if appropriate, come forward and be developed through the provisions of SP1. However, as they would come forward as 'windfall' sites, we cannot count them within the Trajectory but when completed they will contribute to the overall delivery of the housing requirement and target of 60% of development on previously developed land.

The Housing Trajectory set out in Appendix 2 shows the Council's housing delivery from 2005 to date and then the anticipated delivery until 2027. The Trajectory shows that so far we have, on average, exceeded an annual target of 520 over the five year period 2005 to 2010. These historical delivery rates demonstrate that, even with the current reduction in the number of housing completions, we have previously delivered a five year land supply. It is because of this historical delivery, the existing delivery pipeline and the provisions made within this plan the Council has a demonstrable land supply for at least the first five years of this plan.

It will also mean that there is no delay in the Core Strategy (and other planning documents) preparation timetable and will ensure that a sound Core Strategy can be adopted in December 2011.

[1] As shown on the Housing Trajectory in Appendix 2

The Isle of Wight Council has confirmed “Local Housing” as one of its seven strategic priorities for investment and has made £1.2M available to bring forward affordable housing schemes in the 2011/12 financial year. We will continue to work closely with the HCA to ensure that optimal use is made of grant to secure delivery of affordable housing land and development of sites and will use our grant funding to ensure that:

- Investment is made by our development partners in education and skills for the future workforce on the Island (94 apprentices on the Pan Meadows development)
- Investment is made to sure the highest possible sustainable development outcomes for residents (CfSH)

3.17 Sustainability

The Isle of Wight Council will use its land holdings to ensure that schemes are brought forward that address climate change. The Isle of Wight Council has ensured through the development of its scheme at Pan Meadows that heating will be provided to residents through a wood chip Biomass Plant leading to a development that will meet Code for Sustainable Homes (CfSH) Code 4.

In addition to this, the Isle of Wight Council has three projects associated with providing improvements to the thermal efficiency of its housing stock:

- Warm One Island Grants 2009/10: total spend £239K. Households improved 87
- Eon Community Programme 2009/10 - households improved 295
- Heatseaker Programme 2009/10– households improved 220

3.18 Housing Renewal

The Isle of Wight Council’s continued investment in a dedicated empty property officer has led to a reduction in long-term empty properties to 233 at 31 March 2010. The vast majority of those properties are empty due to probate not being resolved.

Further improvements are being made to this service by combining the role of the empty property officer with council tax inspection in order to maximise the revenue that is brought into the Council. We do not see this as an investment priority for additional funds from the HCA.

The Island housing stock on the island, is predominantly owner occupied 81%, 9% private rented and 10% affordable housing.

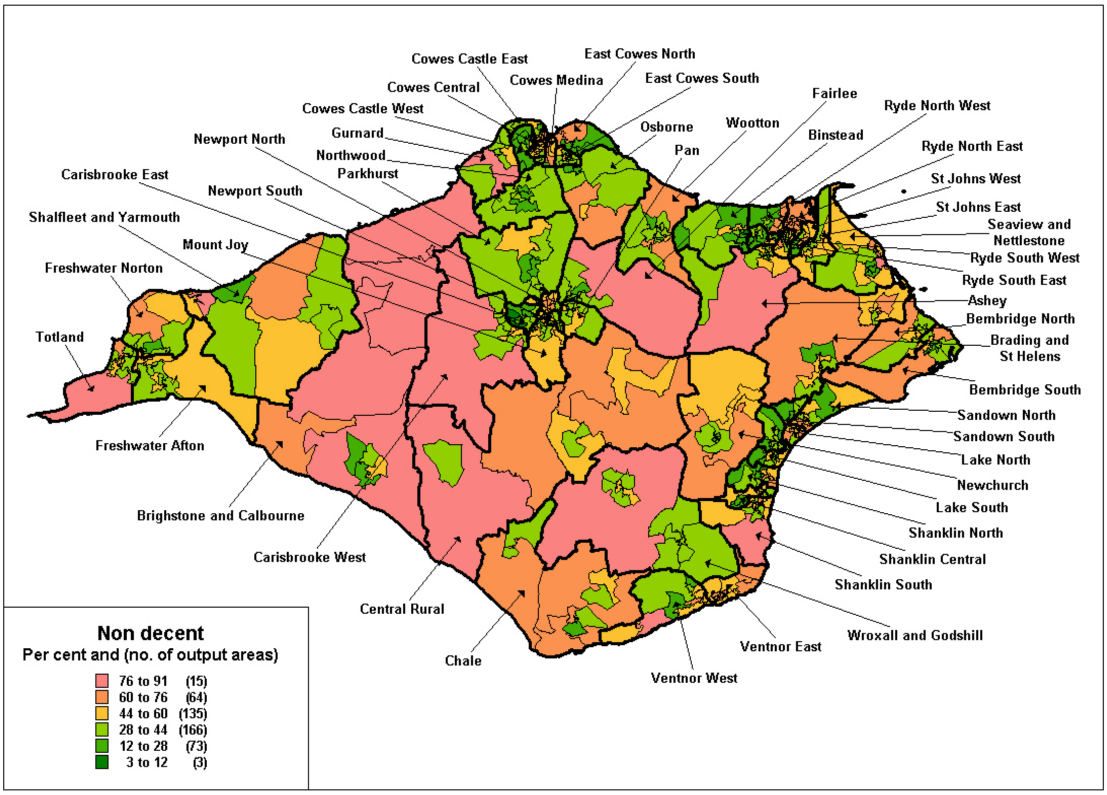
With this concentration of older people living in older homes there is a need for continued investment in ensuring that residents are able to remain in their own homes.

The Island carried out, through modelling, an assessment of the housing stock in 2009 which provided the following information:

% of Dwellings

LA	Non Decent	Inadequate Thermal Comfort	HHSRS Cat. 1	Disrepair	Non Modern	SAP less than 35
Isle of Wight UA	45%	28%	31%	8%	4%	23%
England	36%	17%	24%	8%	2%	13%

		% of Households		% of Vulnerable Households
LA	**Fuel Poverty**	**Vulnerable Households**	**Vulnerable Non Decent**	**Vulnerable Decent (PSA7)**
Isle of Wight UA	12%	31%	17%	45%
England	12%	18%	8%	57%



BRE Stock Condition Survey 2009 (pre boundary changes)

The Isle of Wight Council continues to invest in ensuring that the existing stock is repaired and improved through:

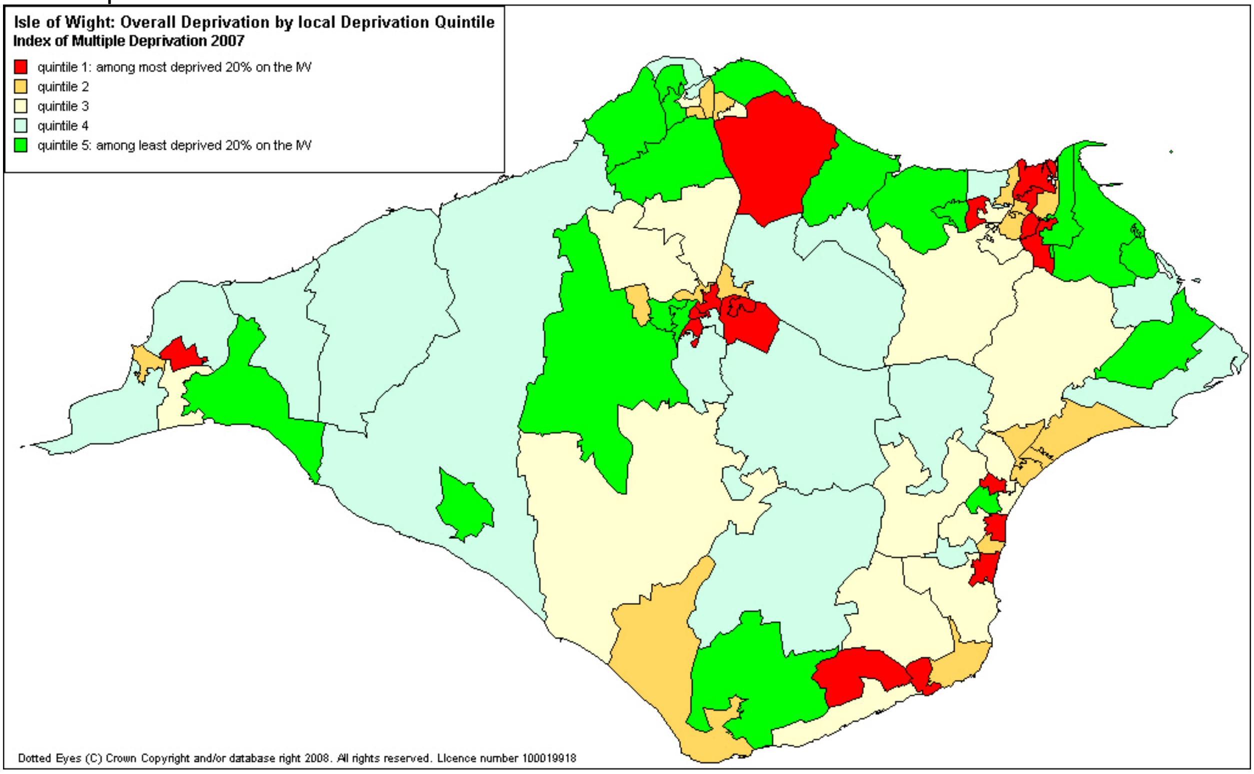
- The award of grants and loans for the period 2009/10 totalling £971,000 leading to 276 dwellings being improved.
- Continued investment in meeting the needs of disabled residents through the DFG programme.

The Isle of Wight Council is committed to ensuring the needs of older people are met, either through direct provision of units built to the Lifetime Homes Standard or through aids and adaptations being provided to secure independence, choice and quality of lifestyle for residents underpinning our move to personal budgets.

3.19 Public Health and Regeneration

The Public Health Agenda on the Isle of Wight is delivered through the Isle of Wight Health and Wellbeing Board who are part of the Island Strategic Partnership. The focus is to ensure that health inequalities and deprivation, as evidenced in the Joint Strategic Needs Assessment, are evidenced and addressed through joint working and regeneration programmes.

The LIP supports this process by ensuring that public health, and investment into areas is undertaken in a targeted manner.
The map below uses the information above about Overall Deprivation to show the distribution of deprivation in IOW LSOAs by local deprivation quintiles. Areas in Green are among the least deprived.



It can be seen by reference to Appendix 1 – "Priority Areas for Regeneration" that a direct link is made between the most deprived wards and the focus of the Island Plan Core Strategy to ensure that regeneration leads to the improvement of public health of those residents who are most affected.

3.20 Utility Infrastructure

As an Island we are generally not self-sufficient when it comes to utilities such as water, electricity and gas. and are dependant on piped supplies from the mainland. This clearly raises issues over our dependency upon others to provide essential utilities and infrastructure.

Water supply issues have occurred on the Island due to limited groundwater yields, low flows in the Island's rivers and population increases during the summer due to tourism. This issue is likely to be exacerbated should any changes occur in water abstraction rates on the mainland. Further issues that could be faced in relation to water supply include the predicted effects of climate change, such as shorter aquifer recharge periods and drier summers.

The Council has been in discussions with the statutory undertakers who provide water and energy supplies on the Island, through involvement with the Infrastructure and Development Theme Group of the Local Strategic Partnership. Information on the distribution of development across the Island has been discussed with infrastructure providers and they have indicated that the distribution of development as set out in this document would not increase investment levels needed over and above what has already been planned for.

4 SCOPE OF THE LOCAL INVESTMENT PLAN

Building on the implementation mechanisms/schedules set out in the Core Strategy, the scope of the LIP is to establish what needs to be done and when, who needs to do it and what the priorities for action are. Where appropriate, costs are identified together with the source of funding.

These costs are based on the best available information at the time of publication, and may be subject to change during the Plan period, depending on the exact timeframes in which individual elements are delivered. Mechanisms for measuring the success or otherwise of delivery have been established together with appropriate realignment procedures.

The LIP has considered a number of interrelated matters:

- Identification of the delivery mechanisms required;
- Identification of the key delivery agencies/organisations;
- The co-ordination mechanisms required;
- The infrastructure required;
- Identification of the funding sources to facilitate the above; and,
- Establishment of an effective monitoring and review process.

The LIP is comprehensive and proactive, but realistic. It has been integrated and co-ordinated with a wide range of national, regional, sub regional and local plans and programmes that impact on spatial planning. It is an evolving document that will be regularly updated. Such updates will be influenced, in part, by the conclusions from monitoring.

5 LOCAL STRATEGIES

5.1 Solent Local Enterprise Partnership

The Isle of Wight Council has joined the Solent Local Enterprise Partnership and as part of that process has jointly submitted proposals for a business led LEP.

The focus of the LEP will be around:

- Rebalancing the local economy in favour of the private sector
- Reindustrialising the economic base, supporting the development of knowledge based industries and high added manufacturing
- Regeneration – developing a coalition between private, public and voluntary/community sectors to facilitate the renaissance of the area's urban and rural areas, and to institute measures tackling deprivation; meeting the skills needs of the economy and combating the effects of climate change.

The vision of the LEP is to deliver an environment that will better facilitate economic growth in the Solent area, allow businesses to grow, become more profitable, greener and enable new businesses to form and prosper. As a result, there is a need to make the best use of the assets that the area already possesses (people, world-class businesses, further and higher education, the natural environment and quality of life); and to achieve sustainable economic growth.

An economic development strategy for the area has been developed, underpinned by a robust evidence base. This has involved a significant input from the business and academic community and clear economic priorities have been established which will form the basis of the LEP's work programme in:

- Developing a growth hub and strategic sector based clusters
- Improving the visitor economy
- focussing on employment and skills
- Realising the potential of our cities and supporting areas that are economically vulnerable
- Prioritising Infrastructure to include consideration of key land assets, transport considerations, flood risk mitigation and reliable high speed broadband
- Supporting enterprise, new business starts and business survival
- Establishing a single inward investment and place marketing function
- Innovating in delivery and funding

5.2 Eco Island

Eco Island is the Isle of Wight's Sustainable Community Strategy. Eco Island is a broad based strategy for improving the social, economic and environmental sustainability of the Island.

This Local Investment Plan will assist with the delivery of the Sustainable Community Strategy by:

- Protecting and enhancing the Island's natural beauty
- Creating wealth and reducing our carbon footprint
- Assisting us to produce as much of our energy as possible from renewable source
- Supporting economic development and regeneration, enabling all to be able to share in the Island's economic success, through increasing the skills of the whole community.

- Improving health, emotional wellbeing and life expectancy across the Island.
- Ensuring people of all ages have places to live and things to do in their local area.

The ambitions of Eco Island fall into four themes for action. They are:

- Thriving Island
- Healthy and supportive Island
- Safe and well kept Island
- Inspiring Island.

The Economic and Environment Key Delivery Partnership (EEKDP) is the key delivery partnership for taking forward the main infrastructure requirements needed to deliver our ECO Island priorities.

The Development and Infrastructure Subgroup is the lead subgroup for taking the lead in ensuring that the infrastructure requirements meet the ECO Island priorities.

5.3 Isle of Wight Corporate Plan

The Isle of Wight Council has identified seven key priorities as its focus for the 2009-2013 period. These are major projects, as they all involve significant transformational change:

- School reorganisation.
- Roads PFI scheme.
- Transforming social care.
- Regeneration and the economy.
- Fire service modernisation.
- Local housing.
- Delivering better services

5.4 Local Area Agreement

The Island has 35 key indicators for LAA2 and our key infrastructure investment needs to ensure that delivery of the following key objectives is achieved:

- Adapting to climate change.
- A reduction in household waste and a reduction in carbon dioxide emissions.
- Increasing the overall employment rate.
- Increasing the proportion of working age population qualified to at least Level 2 or higher.
- Increasing the median earnings of employees
- Increasing the percentage of vulnerable people achieving independent living.
- Increasing the number of affordable homes delivered.
- Reducing the amount of non-principal classified roads where maintenance is needed
- Delivering an environment for a thriving third sector.
- Reducing the proportion of children in poverty.

5.5 Isle of Wight Core Strategy

Successful implementation of the Isle of Wight Core Strategy depends therefore not only on the action of the Isle of Wight Council but upon the co-ordinated and sustained action from a wide range of other organisations. This requires a shared vision and shared objectives. It involves ensuring related strategies are consistent with the spatial strategy and that there is co-ordinated action to effectively deliver essential physical, social, environmental and economic infrastructure on time. Such delivery requires appropriate mechanisms in place that have the support and confidence of the relevant agencies and organisations involved.

Potential implementation mechanisms, delivery agents, timescales and funding, where appropriate are set out for each of the core policies in the Core Strategy. Similar implementation schedules have been produced for each of the Strategic Locations proposed to deliver the spatial strategy. The priority areas for regeneration as set out in the Core Strategy are set out in Appendix 1 to this document.

Delivery of the development proposals set out in the Core Strategy has been phased to reflect the likely availability of funding and programme of works anticipated at this time. Equally the availability of infrastructure to support development has influenced the spatial strategy. The delivery agencies identified range across the spectrum of national and locally based organisations in both the public and private sectors. The intention is for the Island Plan to provide the guidance necessary to ensure appropriate co-ordination and joint working occurs to secure successful delivery of its proposals.

Successful delivery requires the provision of an appropriate range and level of supporting infrastructure. Recognition of this is evident in the Community Infrastructure Levy guidance, which states in its advice note 'Implementing your local development framework – the integration of infrastructure and development in plan making':

"Making effective Local Development Frameworks demands the integration of infrastructure and development within plan-making. Good planning recognises that places are a mix of activities and systems and supports the provision of appropriate infrastructure. To make places work, there must be a means by which a plan is implemented otherwise that plan will remain a dream."

This Local Investment Plan (LIP) therefore provides: -

- An overview of the action required to deliver the Island Plan;
- Who is responsible for delivery; and
- A broad indication of phasing, costs and funding mechanisms.

6 DELIVERY OBJECTIVES

Successful delivery of the Island Plan will assist in ensuring that local ambitions for the Island are met from the ground up. It is important therefore that it is clear what needs to be done at all levels to ensure that the Core Strategy's vision, objectives, spatial strategy and policies are delivered in a sustained and sustainable way.

The LIP identifies the local infrastructure requirements that will complement these wider proposals and that are necessary to the delivery of the LDF.

The Isle of Wight Council will need to keep regional investment and implementation programmes and priorities under review to make sure that they are appropriate to meet the Island's needs. Representation may be needed to make sure any additional requirements or adjustments are recognised and addressed by the relevant regional body.

Successful implementation requires response to a number of challenges. These relate to 'investment' in the widest sense and covers such things as: -

- The need for a strong commitment to delivery across a wide range of organisations;
- The need for greater integration and co-ordination of the investment decisions of such organisations;
- The need to enhance the capacity of such delivery agencies to support implementation;
- A recognition that behavioural change is a key component of successful delivery, particularly in the case of a more sustainable use of natural resources and the environmental impact of the activities on the local community;
- The need for a review of current regulatory frameworks to see if changes are needed, particularly to current funding regimes, to bring forward investment in a timely way, e.g. in relation to the plans and programmes of bodies responsible for the provision of key utilities;
- The need for improved management of existing physical infrastructure assets and the way new assets are delivered; and,
- The need for investment in additional infrastructure to meet not only the challenges of growth but to address recognised existing deficits.

At a local level much has been achieved to improve work in this area to assist the delivery of development in future years. Evidence of this exists within this document and the Core Strategy. This has required engagement with the Local Strategic Partnership (LSP) and other key partners and agencies as part of the Island Plan consultation process.

6.1 Working with the Private and Third Sector

The Isle of Wight Council recognises that its programmes represent a massive investment on the Island. We want to make sure that we create better outcomes for both the council and the wider community.

6.2 Skills Legacy

As part of our programmes such as Pan, PFI and One School Pathfinder we are negotiating a skills legacy with each of the bidders that will deliver work related training opportunities. As part of our programmes we will ensure that bidders commit to training, mentoring, work placements, apprenticeships, use of local labour during construction and operation and use of local firms as part of the supply chain. Specific targets relating to these areas will be agreed with bidders and will be monitored and evaluated as part of their ongoing performance.

6.3 Community Use

We believe that our programmes will allow us to provide facilities at the heart of the community which will be seen as being fully integrated with all stakeholder groups. The Isle of Wight Council recognises that investment will enable us to promote community ownership and civic pride in the new facilities. We are already working with partners to co-locate health, police, library and community facilities. The Isle of Wight considers that its programmes will facilitate the move to locality working and integrated front line delivery allowing us to co-ordinate funding streams to provide venues for multi-agency support to children and families.

6.4 Regeneration

We recognise the opportunities our programmes will present to link learning, skills, housing and regeneration and are seeking to align our programmes for the optimisation of the public sector estate linking our proposals with the Isle of Wight Core Strategy. In order to deliver our regeneration priorities we must put schools and public sector property and services at the heart of our delivery and investment focus.

6.5 Joining up within the Local Authority

The coordinated approach to procurement and delivery will ensure that the Isle of Wight derives maximum value for money. In addition to improving the Island's highways infrastructure the joining up of the two projects will provide improved transportation, accessibility improvements and Travel Plans for residents, schools and businesses. Issues such as the percentage of children taken to school by car are to be examined and addressed by providing opportunity for car sharing, improving public transport links, cycling schemes and 'Safe Routes to Schools' projects.

7 DELIVERY MECHANISMS/AGENCIES

It is recognised that to deliver the Island Plan a fundamental shift in the way natural, physical and financial resources are used is required. Equally it is recognised that delivery will only be effective if it is integrated and co-ordinated with a range of other national and regional programmes likely to have a bearing on land use, such as health, cultural and social issues, economic development, learning and skills and environmental infrastructure.

There has already been considerable engagement in the background work that has informed the development of this LIP. However, to ensure continued successful engagement of the key agencies a further range of mechanisms will need to be maintained and/or developed.

At the local level this is likely to be through an evolving dialogue with the LSP, and the established theme groups (Appendix A).

Further to the above the Council, as local planning authority, will have a continuing role in the delivery of new infrastructure to support development through the planning application decision-making process (particularly when seeking developer contributions). Also important is the Council's role as a service provider to the local community, and the need to form service delivery plans reflecting this. This should be directly - by way of investment in new provision - and indirectly by way of promoting and encouraging local people and key agencies and partners to adapt and change to a more sustainable way of living

8 INVESTMENT REQUIREMENTS

The LIP infrastructure schedule should be seen as a package to deliver sustainable communities through the spatial strategy of the Island Plan. As such the various components of infrastructure investment are collectively important in delivering the strategic objectives of the spatial strategy. Nevertheless, some elements of the infrastructure have a particular emphasis on delivering a particular strategic objective or objectives.

'Infrastructure investment' means the facilities and services that help local people to live their everyday lives. It can range from strategic provision, such as a new road or school, to the creation of a local play-space. Providing the appropriate range and scale of accessible supporting social, community, economic, environmental and physical infrastructure is crucial to delivering healthy and sustainable communities. The Core Strategy focuses on the Council's role in facilitating such communities and the mechanisms for delivering infrastructure and ensuring its accessibility to all.

Increasingly the view is being expressed on the Island that infrastructure provision historically has not kept pace with development. This has resulted in increasing concern that future growth will exacerbate the position unless a substantial and co-ordinated effort is made to address identified deficiencies and ensure that new development is accompanied by appropriate infrastructure.

It is however crucial that infrastructure programmes, whether for transport, utilities or social infrastructure, plan to meet current deficiencies as well as development requirements. Responsible agencies must commit the resources needed to implement these programmes and co-ordinate delivery with development.

In examining future infrastructure requirements there should be an emphasis on better management and making better use of existing provision before tackling identified deficiencies and looking to meet new demands. Whilst better management has a key role to play it is, however, unquestionable that major new investment at all levels will be necessary if the challenge of creating sustainable communities is to be met.

Delivery of infrastructure will be dependant upon maximising the contribution from the development process (taking into account issues of viability) whilst recognising that a contribution from the public sector may be necessary. This change will have to be brought more to the fore as the Comprehensive Spending Review to be announced by the Government in October 2010 takes effect.

Government's role will still have to provide some of the necessary investment to achieve sustainable growth including appropriate revenue support to those agencies required to manage or serve such development. However this role may have to facilitate new methods of working in order to maximise outcomes for residents. In guidance note on the Community Infrastructure Levy, the Department of Communities and Local Government states: -

"Core public funding will continue to bear the main burden, and infrastructure planning will need to take account of all the funding streams available to local communities."

New development will be expected to contribute to the provision of associated infrastructure required to access/service it. The planning system will only be able to address deficiencies if it can be shown that a development proposal will exacerbate an existing infrastructure problem.

Building on work already done at the local level, the infrastructure schedule identifies programmed and planned infrastructure from both the public and private sector, in addition to that delivered through the development process. It also provides an overview of the infrastructure requirements and, where known, who is responsible for delivery, a broad indication of phasing, and costs and funding mechanisms at the local level. Where possible, it includes higher order infrastructure of relevance to the Island in order to try and provide as complete a picture as possible.

It will act as a focus for delivery by encouraging direct action and co-ordination of others. It should not be seen as a detailed investment programme. This will rightly be the shared responsibility of the relevant infrastructure providers. To avoid the schedule being seen as simply a 'shopping list' of desired provision a broad indication of priorities has been given by classifying each scheme as either:

Priority 1 (committed schemes needed now to support existing development);

Priority 2 (needed to ensure sustainability of growth proposed in Core Strategy);

Priority 3 (would assist in ensuring the sustainability of existing communities and/ or planned growth); and

Priority 4 (identified as a requirement in later stages of the Core Strategy but requires further investigation).

The LIP is a 'living' document. Therefore the information needs to be kept under review and updated as appropriate, including alteration to the priority level where necessary. Where an element of infrastructure is classified as 'Priority 1' but it is uncertain whether it can be delivered, the LIP will identify what the consequences are and what contingency arrangements may be possible – the "what if" question.

9. FUNDING

To meet the twin challenges of creating sustainable communities and achieving a sustainable Island will require the co-ordination of a large variety of funding sources and mechanisms. Without adequate funding sources and arrangements delivery will falter.

The variety of funding sources can be categorised as follows:

- Developer contributions to deliver the required infrastructure that proposed development, if implemented, would create a need for.
- Public sector funding including national, strategic and local grants and capital and revenue spending from public service providers and the relevant infrastructure providers.

As the local planning authority, the Council will endeavour to maximise developer contributions received through the planning process, reflecting the planning system's important role in delivering new infrastructure.

To this end the Council's existing and emerging Planning Obligation SPDs will seek to significantly improve the approach to negotiating and securing developer contributions associated with new development on the Island.

Public Sector funding can be co-ordinated via a dialogue with key agencies and partners and through a mechanism such as the LSP. Here public sector partners can ensure that the issue of infrastructure delivery is embraced at the local level by a range of organisations working and investing in a co-ordinated way to deliver sustainable communities.

Whilst developer contributions will play the significant part in meeting infrastructure requirements, efforts will be made to maximise the contributions from a wide range of other funding sources. Viability will be taken into consideration on a site by site basis, and the Council will investigate the potential to apply a viability tool similar to that used for affordable housing, to ensure that any contributions are directed towards the most critical infrastructure.

Whilst the main focus will be to maximise funding available, it is important that external agencies and organisations support the delivery of the LDF. This will include maximising potential contributions from such sources as:

- Community Infrastructure Fund (CIF);
- Grants etc, e.g. Lottery, EU;
- Utilities funding;
- Private investment, in addition to that received through the development process; and
- Joint ventures with landowners.

Finally, there are two other issues that need consideration in relation to infrastructure. These are infrastructure for utilities and population based infrastructure funding. On the former, there are two particular aspects. The first relates to the regulatory framework for utilities provision: now largely privately delivered, but with a Government appointed independent regulator. This can result in a focus on 'safe' rather than more speculative investment associated with future growth. Whilst the need for regulatory control is acknowledged there does need to be a realisation of the need for more innovative and speculative approaches to meet future development challenges.

The second is the issue of investment timeframes. The problem here (and one which is closely related to the above regulatory issues) is the short-term horizons for investment constrained by the traditional five-year periodic review framework. There is a strong need for longer-term delivery timescales for certain major pieces of infrastructure.

10. MONITORING AND REVIEW

In the context of ‘Plan, Monitor, Manage’, monitoring and review is an important component of the LIP. Rather than producing a separate document, the most logical approach is considered to be an additional section in the LDF Annual Monitoring Report (AMR). AMRs are required to contain information on the implementation of the Local Development Scheme (LDS) and the extent to which policies in the Local Development Documents (LDD) are being successfully implemented.

There is a requirement to monitor policies contained in the LDDs and this will be used to identify any key changes as a result of policy implementation. It will also be used to provide feedback on whether policy objectives are being achieved and to enable appropriate adjustments and revisions to be made.

The Council will record and report progress on the delivery of the infrastructure proposals listed in this plan within the framework of the Annual Monitoring Report reporting system and timetable.

11. CONCLUSIONS

The LIP is an ambitious document, which it needs to be if the Isle of Wight Council is serious about identifying the 'investment' necessary to deliver sustainable development. The successful delivery of sustainable development will also require corporate ownership of the LIP within the Authority. It should not be seen as a matter solely within the development planning function.

A key challenge will be to continue to bring together a wide range of disciplines and make sure that funding programmes and timescales address the new approach to spatial planning. As such, the LIP should be seen as a 'live' project management tool that brings together a wide range of delivery agencies. In addition, it should be used to directly influence local funding allocations and priorities and also, indirectly, other activity such as the Homes and Communities Agency submissions to Government for under the Comprehensive Spending Review.

The key issue is one of turning plans into actions. As such the LIP should be seen as:

- Engaging in, and where necessary, establishing the appropriate delivery mechanisms;
- Providing a programme of prioritised funding requirements;
- Providing an evidence base for managing and directing the Authority's spending and priorities for seeking funding allocations from external sources; and,
- Meeting the spatial challenges presented,

Whilst it needs to be recognised that it is not possible to guarantee future levels of public or private investment - particularly in an uncertain economic climate - the LIP helps to provide a clear indication of priorities for existing funds and future funding bids. It provides a framework to work with Government and other key agencies to secure as much certainty as possible that the necessary investment will be provided.

Taken with the Core Strategy of the LDF, the LIP will assist in providing a clear basis for infrastructure providers to plan future investment and service delivery across the Plan period to 2026.

12. ACTION PLAN

Ref	Requirement / Recommendation	Issue	Action	Lead Officer	Outcome	Start Date	Target Date
1	Update LIP on annual basis	Update LIP on annual basis	Update LIP on annual basis	Peter Griffiths	Amended Strategic Priority List	01/04/2011	01/06/2011

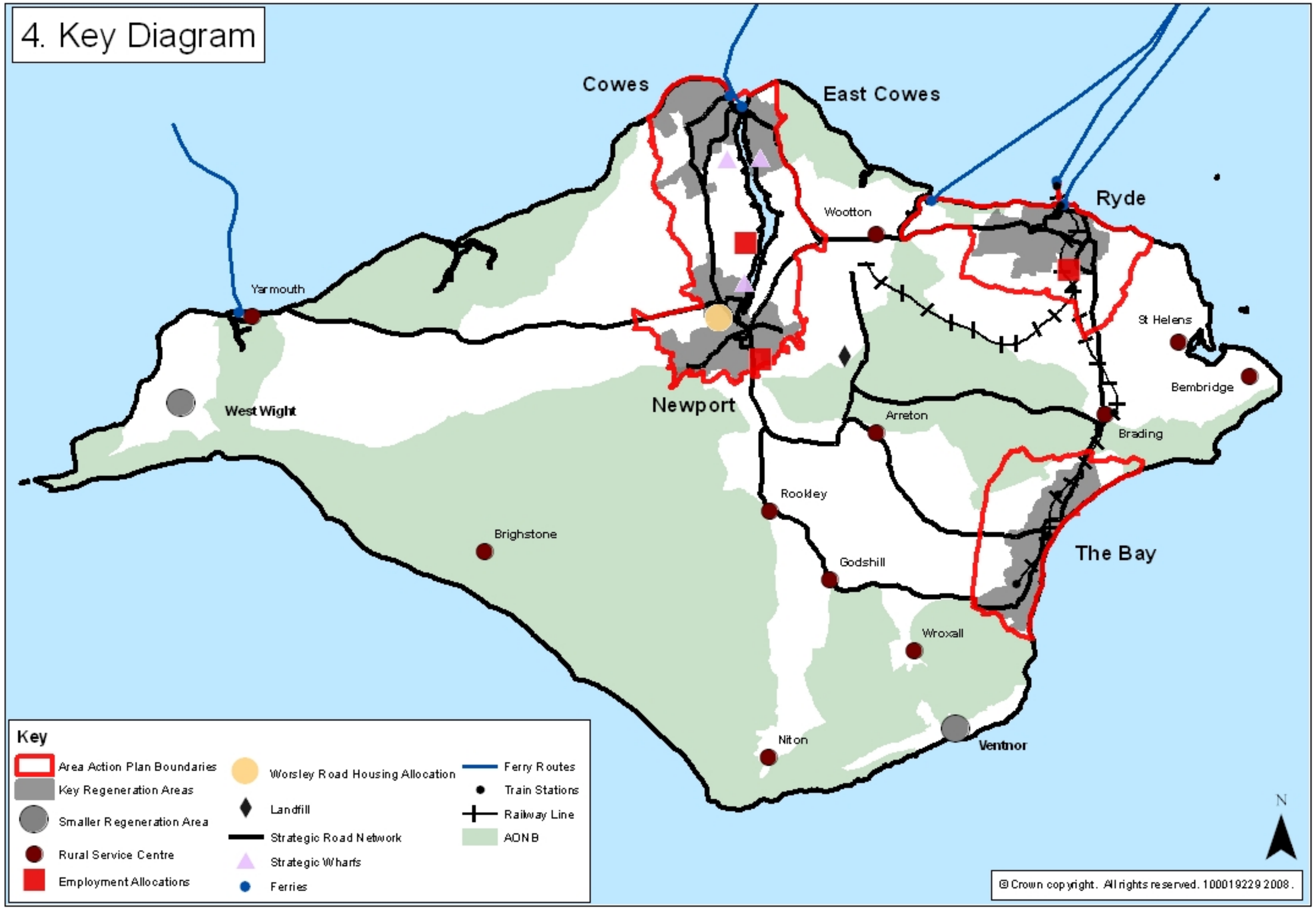
13 RELATED DOCUMENTS

• Sustainable Community Strategy - *Eco-Island*	www.eco-island.org.uk
• Corporate Plan	www.iwight.com/council/documents
• Joint Strategic Needs Assessment	http://www.eco-island.org.uk/
• Economic Development Strategy	www.iwight.com/council/documents
• Strategic Housing Market Assessment	http://www.iwight.com/council/departments/housing/
• Local Area Agreement	www.iwight.com/council/documents
• Core Strategy	www.iwight.com/council/documents

14 GLOSSARY OF TERMS

• **ONS**	Office of National Statistics
• **GVA**	Gross Value Added
• **GCSE**	General Certificate of Secondary Education
• **HSSA**	Housing Strategy Statistical Appendix
• **HCA**	Homes and Communities Agency
• **DFG**	Disabled Facilities Grant
• **LIP**	Local Investment Plan
• **LEP**	Local Economic Partnership
• **LDF**	Local Development Framework

Appendix 1 – Priority Areas for Regeneration.



APPENDIX 2 – HOUSING TRAJECTORY

	2005/6	2006/7	2007/8	2008/9	2009/10	10/11	11/12	12/13	13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27
Past completions on small sites	239	266	263	247	177	79																
Expected completions on identified small sites (5 year land supply)						71	150	150	150	150												
Future planned development on small sites (years 6-15)											100	100	100	100	100	100	100	100	100	100	100	100
Past completions on large sites	554	1379	340	388	263	103																
N06 - Westminster Lane						20	54	67	35	20	18											
N23 - east of Parkhurst Rd							10	20	24													
Worsley Road								20	50	50	50	50	50									
N48 - Pan Meadows						50	70	70	70	70	70	70	70	70	70	70	70	26				
N34 - 118 - 120 Gunville Rd							11															
N38 - Pyle St/South St								69														
N39 - Whitecroft						2	10	10	15	15	15	13										
N41 - 15 - 17 St James St						50																
N43 - Post Office							12															
N44 - 69a - 87 Gunville Rd						10	15	15	15													
N47 - Days Colour Centre						12																
C01 - Gurnard Heights						1																
C07 - Terminus Road						3	3	3	3	2												
C10 - Arctic Road							17	17	3													
C33 - 5 - 15 Pallance Road						2																
C34 - Cowes Health Centre						8																
C35 - Mornington						4																
C36 - Essex House						14																
C37 - 4 Queens Road							12															
C20 - Kingston						6	20	20	20	30	110	30	30	30	40	10	10	20	15			

C30 - Frank James						4	7															
C38 - Venture Quays							25	30	40	45	52	35	35	35	35	39	35	35	50	59		
C39 - Solent Lawns, Shore Rd							7	7														
NE01 - George St								15														
NE03 - Hillrise Avenue												30										
NE13 - Oakfield High Street						21																
NE16 - High Park Filling Station								12														
NE22 - adj Solent House								14	4	6												
NE23 - rear of Ashey Rd								13	14	14	14	10	10	10	10	7	6					
NE52 - Clark Masts									20													
NE54 - Sherbourne Ave						16																
NE58 - 14 Alexandra Road						5																
NE62 - Alpha Works						8																
NE64 - Node Close						14																
NE67 - Presentation Convent						27																
NE68 - Tilden House							16															
NE70 - Green St						10																
NE71 - Wight Motors Binstead						27																
NE72 - Wight M Garfield Rd							15															
NE73 - Sans Souci						7	7															
SE71 - Teknacron						4	16															
SE94 - Kingswood Hotel						14																
SE96 - Highland Lodge							4	4	4													
SE98 - 20 & 30 Arthurs Hill						16																
SE99 Fairfield Lodge Priory Rd							10															
SE103 - Berkley Court						14																
SE105 - 7 Broadway						12																
SE106 - Merrie Gardens							4	4	4													
SE107 - 14 Queens Road						16																

SE108 - 22 Arthurs Hill						10																
SE109 - 16, 18, 20 Hope Rd						42																
SE110 - Adelaide, Esplanade						10																
SE97 - Cliff Bank						11																
SE100 - Southern Vectis							10															
SE101 - St Catherines School							3	3	3	4												
WW03 - Stroud Coppice							7	7	6													
WW04 - off Court Road						1	5	7	7													
WW05 - York Lane							5	5	5	5	9											
WW07 - West Wight Country							8	8	4	4												
WW17 - Fort Warden							30		34													
WW22 - The Nurseries						3	3															
WW27 - Golden Hill Fort						17																
WW28 - Sandpipers Hotel						6	6	2														
WW31 - Brooklands						5	5	8	8													
WW14 - Site of Prince of Wales						5	2	3														
RA17 - Winford Waste						5				14												
RA24 - Stonewood Camp							20															
RA27 - Clevelands Rd							10															
RA28 - West Wroxall						6	6															
SE15 - Brading Station							4															
SE16 - Heath Cott, Brighstone							14															
SHLAA Sites Within/Partial Settlement Boundary: Previously Developed Land									76	229	40	80	85	75	34							
SHLAA Sites Within/ Partial Settlement Boundary: Mixed & Greenfield											30	45	50	60	45							

SHLAA Sites Outside & Adjacent Settlement Boundary: Previously Developed Land											32											
SHLAA Sites Outside & Adjacent Settlement Boundary: Mixed & Greenfield											35	55	75	125	130	150	200	250	270	280	280	250
SHLAA Sites Other Rural Areas											50	35	50	65	65	74	80	75	78	80	85	85
Past completions	793	1645	603	635	440	182																
Deliverable Sites (first 5 years)						771	633	603	614	658												
Projected completions											625	553	555	570	529	450	501	506	513	519	465	435
Cumulative completions		1645	2248	2883	3323	4094	4727	5330	5944	6602	7227	7780	8335	8905	9434	9884	10385	10891	11404	11923	12388	12823
Plan allocation 2006-2027		520	520	520	520	520	520	520	520	520	520	520	520	520	520	520	520	520	520	520	520	520
Monitor - number of dwellings above or below cumulative allocation		1125	1208	1323	1243	1494	1607	1690	1784	1922	2027	2060	2095	2145	2154	2084	2065	2051	2044	2043	1988	1903
Manage - annual requirement taking account of past/projected completions		400	100	100	100	50	50	50	0	0	50	50	50	50	50	50	50	50	50	50	50	50
PDL - % on Previously Developed Land	80	75	93	87	83	70	65	64	63	60	60	60	60	60	60	60	60	60	60	60	60	60