



The Planning
Inspectorate

Report to Isle of Wight Council

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an Inspector appointed by the Secretary of State for Communities and Local Government

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PLANNING AND COMPULSORY PURCHASE ACT 2004

SECTION 20

**REPORT ON THE EXAMINATION INTO THE ISLE OF WIGHT COUNCIL CORE
STRATEGY**

DEVELOPMENT PLAN DOCUMENT

Document submitted for examination on 24 June 2011

Examination hearings held between 18 and 21 October 2011

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Abbreviations Used in this Report

AA	Appropriate Assessment
AAP	Area Action Plan
AONB	Area of Outstanding Natural Beauty
DPD	Development Plan Document
ELA	Employment Land Assessment
HMA	Housing Market Area
HRA	Habitats Regulations Assessment
KRA	Key Regeneration Area
LDS	Local Development Scheme
MSA	Mineral Safeguarding Area
PPS	Planning Policy Statement
RS	Regional Strategy
RSC	Rural Service Centre
SA	Sustainability Appraisal
SC	Suggested Change (by Council)
SCI	Statement of Community Involvement
SCS	Sustainable Community Strategy
SEP	South East Plan
SHLAA	Strategic Housing Land Availability Assessment
SHMA	Strategic Housing Market Assessment
SRA	Smaller Regeneration Area
UDP	Unitary Development Plan

Non-Technical Summary

This report concludes that the Isle of Wight Council Core Strategy Development Plan Document (DPD) provides an appropriate basis for the planning of the Island over the next 15 years. The Council has sufficient evidence to support the strategy and can show that it has a reasonable chance of being delivered.

A limited number of changes are needed to meet legal and statutory requirements. These can be summarised as follows:

- amended DPD title to reflect the plan's development management and minerals and waste functions;
- clarification of the relationship between the DPD and the proposals map;
- revised breakdown of the numbers of additional new houses that are needed (although the plan's total housing requirement remains unchanged) to take account of updated supply information, including an amended affordable housing target;
- greater emphasis given to the importance of preventing coalescence between settlements in the Medina Valley;
- clarification about the consideration of viability issues in new development;
- revised guidance in respect of developments involving Gypsies, Travellers and Travelling Showpeople, consistent with national policy;
- deletion of commercial/leisure site allocation at St Georges Way, Newport;
- providing greater clarity about the protection of employment land and the policy approach regarding employment sites with deep water access;
- clarifying the approach to tourism proposals outside settlements and to schemes involving the loss of tourist bed spaces;
- deletion of the star grading method for assessing tourist scheme quality;
- ensuring that the approach to protecting the natural, built and historic environment accords with national policy and legislation; and
- clarification of policy approach to transportation improvements in Newport.

All but two of the changes recommended in this report are based on proposals put forward by the Council in response to points raised and suggestions discussed during the public examination. The changes do not alter the thrust of the overall strategy.

Introduction

1. This report contains my assessment of the Isle of Wight Council Core Strategy Development Plan Document (DPD) in terms of Section 20(5) of the Planning and Compulsory Purchase Act 2004. It considers whether the DPD is compliant in legal terms and whether it is sound. Planning Policy Statement 12: *creating strong safe and prosperous communities through Local Spatial Planning* (PPS 12) makes clear that to be sound, a DPD should be justified, effective and consistent with national policy.
2. The starting point for the examination is the assumption that the local authority has submitted what it considers to be a sound plan. The basis for my examination is the submitted draft Island Plan Core Strategy (June 2011) which is the same as the document published for consultation in April 2011.
3. My report deals with the changes that are needed to make the DPD sound. Most have been suggested by the Council during the examination process. They are presented in Appendix A using the reference number from the Council's schedule of changes¹. The two changes that I recommend are set out in Appendix C². None of these changes materially alter the substance of the plan and its policies, or undermine the sustainability appraisal and participatory processes undertaken. Nevertheless, the Council's schedule of changes has been the subject of both an Environmental Screening Assessment and a public consultation exercise, which was held in November 2011. During the examination, I also sought the views of all parties on the consultation draft of the National Planning Policy Framework issued in July 2011. In writing this report, I have had regard to the responses of both consultations. In a small number of cases a suggested Council change has not been accepted: these are explained in the report and identified in Appendix A.
4. Some of the changes put forward by the Council are factual updates, corrections of minor errors or other minor amendments in the interests of clarity – for example updating references to the Island Transport Plan that was adopted in 2011. As these changes do not relate to soundness they are generally not referred to in this report, although I endorse the Council's view that they improve the plan. These are shown in Appendix B³. I am content for the Council to make any additional minor changes to page, figure, paragraph numbering and to correct any spelling errors prior to adoption.
5. In addition to setting out a spatial strategy for the Island, the submitted DPD contains development management policies and provisions for mineral and waste, including specific site allocations. These exceed the scope of a Core Strategy and, as such, the title of the submitted DPD does not accord with the requirements of Regulation 13(3). The Council proposes changes accordingly [**SC001, SC002, SC007**], which is endorsed as being necessary for legal compliance. However, it is accepted that the term 'Island Plan' should be retained within the DPD's title, as this is a locally recognised description. For

¹ These are shown in square brackets and bold text, thus [**SC001**]. Numbering is consistent with that set out in the Council's Schedule of Suggested Changes – version 6 (Core Document ref: E4).

² Changes recommended by the Inspector are referenced as IC, thus **IC1**.

³ This schedule incorporates small further amendments to minor changes SC170 and SC175 that have been suggested by the Council to clarify its intentions.

reasons of brevity this report generally refers to the DPD as the Core Strategy.

6. A substantial number of representations related to sites identified in the Council's Strategic Housing Land Availability Assessment (SHLAA), many requesting that certain sites should be removed from the SHLAA. These have been taken into account in writing this report. However, in line with national policy and guidance, the SHLAA does not allocate land for development. Furthermore, it is a document that will be regularly updated. Therefore, while the SHLAA forms part of the Core Strategy's evidence base, it is not within the scope of this examination to recommend changes to its content. The Core Strategy does not identify specific housing sites: representations on future allocations will be considered in the context of the relevant DPD at the appropriate time. The Council provided advice to representors about the status of the SHLAA at an early stage in the examination process, with further guidance given at the Pre-Hearings Meeting.

Assessment of Soundness

7. In the early stages of the examination there was some uncertainty about the relationship between the submission proposals map and the adopted Unitary Development Plan (UDP) proposals map. Specifically, it was unclear to what extent the submission proposals map related to the policies and proposals that are contained within the Core Strategy. During the examination, the Council prepared a schedule⁴ setting out the changes to the UDP proposals map that will result from the Core Strategy, once adopted, and has suggested changes to the Core Strategy to clarify this point [**SC008, SC016, SC017, SC034, SC044, SC051, SC093, SC094, SC155, SC160, SC161, SC199**]. The last of these refers to a revised list of the UDP policies that will be replaced by the Core Strategy, clarifying which Core Strategy policy will replace which UDP policy⁵. All of these changes are needed in order for the plan to be effective: the last is also required for reasons of legal compliance.
8. Three of the Council's suggested changes – the deletions of site SP3(e), the Core Tourism Area designation and transport safeguards within Newport, all as described below – also result in changes to the proposals map. This is not made explicit in the Council's schedule of changes and I have clarified this point in the Appendix A schedule.
9. Taking account of all the representations, written evidence and the discussions that took place at the examination hearings I have identified four main issues upon which the soundness of the plan depends.

Main Issue 1: Are the Core Strategy's proposals for sustainable growth and the provision of new housing deliverable, clear, sufficiently justified and consistent with the local evidence base, the South East Plan and national policy – notably Planning Policy Statement 3: *Housing (PPS 3)* ?

10. The Plan's spatial strategy, set out in policy SP1, describes a hierarchy of settlements in which it is expected that the majority of development will take place. Key Regeneration Areas (KRAs) are identified for the Medina Valley,

⁴ Core Document ref. E4b.

⁵ I have amended this list to delete references to policy DM11: for the reasons set out under my 2nd main issue, I agree with the Council that this policy should be removed.

Ryde and The Bay: in all three cases it is proposed to set out more detail and address specific local issues in forthcoming Area Action Plans (AAPs). West Wight and Ventnor are identified as Smaller Regeneration Areas (SRAs), while a number of other settlements are listed as Rural Service Centres (RSCs). The resulting approach broadly accords with the priorities set out in policy IW1 of the South East Plan (SEP), the key measures of which include the development of infrastructure and inward investment opportunities in the Medina Valley and support for the regeneration of key areas in Ryde, Sandown Bay, Ventnor and West Wight, subject to minimal environmental impact.

11. Although the intended distribution of development does not reflect the present balance of population between the Island's urban centres and rural areas, it is in line with sustainable development objectives and the Eco Island Sustainable Community Strategy (SCS). It is supported by the submitted Sustainability Appraisal (SA) and, in addition, reflects the high environmental quality of the Island's rural landscape, much of which is designated as an Area of Outstanding Natural Beauty (AONB). Specifically, the approach of concentrating most new development within two broad locations – the Medina Valley and Ryde – is consistent with the presence of existing services and facilities in those areas, as well as the potential availability of land for development. While fewer such opportunities exist in The Bay, the intention to prepare an AAP for this area reflects its particular tourism and regeneration issues. The identification of RSCs broadly accords with evidence set out in a Rural Sustainability Matrix, with some modification to allow for the geographical location of certain settlements and the inclusion of other settlements within AAP areas.
12. The intended distribution of new development between the Medina Valley and Ryde KRAs was debated during the examination. However, while the 'new dwellings' housing total in policy SP2 for Ryde exceeds that for the Medina Valley, which is where the majority of the plan's employment sites are located, this reflects the presence of a number of existing or extant large housing proposals (mentioned below) within the Medina Valley area. Fewer sites are presently available in Ryde and more allocations are therefore justified. Although some respondents have also criticised the lower levels of housing proposed for The Bay, this is consistent with the relative lack of potential housing sites in this KRA, as well as its tourism policy focus.
13. The Core Strategy proposes the delivery of 520 dwellings per annum, a total that accords with the relevant provisions of the SEP. While this figure is markedly lower than the level of need identified in the Strategic Housing Market Assessment (which was updated in 2008⁶), it takes appropriate account both of relevant environmental constraints, which are considered in more detail under my third main issue below, and likely levels of housing delivery – which, since 2009 have been lower than 520 dwellings per annum. It is clear from the Council's comments at the examination hearings that the housing totals set out in policy SP2 are not intended as ceilings. For example, the Council accepts that there may be some potential to seek a higher figure when examining development opportunities in more detail through the AAP process – subject to environmental factors. This would accord with the approach in SEP policy H2(iv) and could go some way towards meeting the

⁶ Core Document refs. FB3 and FB3a

level of need identified in the SHMA. The Council proposes changes to the supporting text of policy SP2 to reflect this stance more clearly **[SC022]**, which are needed for reasons of effectiveness.

14. Concern has been raised by some respondents about the Council's ability to deliver a five-year supply of land for housing development. To this end, the Council has reviewed its land supply figures during this examination in consultation with local developers. Although this review has identified a reduced reliance on extant permissions, the resulting evidence⁷ shows that an approximate six-year land supply can presently be demonstrated, subject to the prompt release of some additional sites through forthcoming DPDs. I have no reason to take a different view. While some of the potential sites identified in the SHLAA have attracted significant local opposition, the total housing potential that it suggests (over 20,000 dwellings) considerably exceeds the number of new dwellings (5,120, as amended) required to achieve the Core Strategy's target when completions and extant permissions are taken into account. The evidence base therefore indicates that this figure is deliverable. The absence of strategic housing allocations from the present plan has been criticised by some parties. However, the existing housing land supply includes three significant housing developments (Pan Meadows in Newport and Kingston and Venture Quays in East Cowes) with a considerable amount of remaining capacity. Furthermore, I agree with the Council that preparation of the Core Strategy should not be unduly delayed by site-specific matters.
15. Although no general discount has been applied to the extant permissions total, the updated figure (some 3,200 dwellings) follows the review described above – which has excluded a number of permissions for a variety of reasons. As already noted, a significant number of units are located in a small number of large developments that already have permission and/or are underway. Consistent with national policy in PPS 3, allowance has not been made for windfalls in the first 10 years of land supply.
16. As also noted above, the Council's five-year land supply assumes the delivery of some sites that are not presently allocated. Clearly, the prompt preparation of forthcoming AAPs, notably those for the Medina Valley and Ryde (proposed in the Local Development Scheme (LDS) for submission in 2012 and 2013 respectively), will be a significant factor in bringing sites forward to meet both the five-year requirement and the longer term Core Strategy total. However, a significant degree of additional flexibility is provided by policy SP1's support in principle for development on appropriate land within, or immediately adjacent to, the defined settlement boundaries of KRAs, SRAs and RSCs.
17. In line with the updated evidence base, the Council proposes to amend various housing figures **[SC020, SC021, SC023, SC025, SC026, SC027, SC101, SC102, SC107, SC110, SC113, SC116, SC119]**. Changes are suggested to clarify the components of housing supply in relevant policies: a reduction in the reliance on extant permissions (as described above) results in an increase in the number of additional dwellings that are needed. However, the plan's overall housing requirement is unchanged. These changes are necessary in order for the plan to be both justified and effective. The housing trajectory does not fully reflect the updated housing supply information and is

⁷ Set out in the Council's statement of common ground with Hepburn's Planning Consultancy and appendix (Core Document refs. SOCG/IOW/121406/383/01 and /01a).

unnecessarily detailed for a Core Strategy document. The final years of the table are omitted in error from the print version. I agree with the Council that, as the trajectory does not itself form part of the Core Strategy policies (and will be regularly updated in other documentation), it can be appropriately be deleted from the document for reasons of effectiveness [**SC024, SC028, SC029, SC176, SC195**]. Subject to these changes, the Core Strategy's housing targets are robustly based.

18. Core Strategy policies AAP1 to AAP3 set out specific objectives for each AAP. In general terms, and subject to my detailed comments below, these achieve an appropriate balance between providing strategic guidance consistent with other CS policies and avoiding being unduly prescriptive. While there is some duplication within the policies, a number of criteria being repeated in all three, all contain locally distinctive objectives. Some of the policy boundaries within the AAP areas are carried forward unchanged from the UDP proposals map (town centre boundaries and primary retail frontages): these will be considered, and where necessary reviewed, as part of the AAP process. However, the settlement boundaries for Newport and Ryde have been amended in order to take account of strategic allocations SP3(a) and (d).
19. Policy AAP2(13) refers to a specific site at Harcourt Sands, Ryde. I agree with a representor that, in the absence of an assessment of the site's development potential (such as that which would support any allocation at the AAP stage), the reference to this proposal being 'primarily based upon tourism and leisure uses' lacks sufficient justification. Indeed, this level of detail is inconsistent with the uncertainty that is implied by the policy's wording, which states that the site 'could' be part of Ryde's tourism offer. Given that it is not proposed as a strategic allocation in the Core Strategy, guidance on acceptable land uses for this site, which the Council acknowledges has potential as a mixed-use development opportunity, is a matter for the Ryde AAP. In order for the plan to be effective, the Council suggests that specific references to Harcourt Sands should be deleted from policy AAP2 and its supporting text [**SC112, SC114 (part)**]: these changes are endorsed.
20. The boundaries of the three proposed AAPs are defined in the Core Strategy, following a specific consultation exercise in May 2010. They are derived from a number of factors – notably the extent of existing settlements, the potential availability of future development land (although, in most cases, detailed allocation will be a matter for the AAP process) and relevant geographical boundaries. While a number of detailed concerns have been raised, I am satisfied that the intended boundaries are adequately justified by the evidence base. For example, given the intention to prepare an AAP for the Medina Valley as a whole (which accords with the Core Strategy's stated priorities), the inclusion of settlements such as Northwood and Gurnard within the AAP area is justified by their proximity to Cowes and their broad location between Cowes and Newport. Importantly, as is emphasised in paragraph 6.4 of the Core Strategy, inclusion of land within an AAP area does not equate to its allocation for development. A clear distinction is drawn between AAP boundaries and settlement boundaries. However, I agree with the Council that greater clarity is needed about the importance of preventing coalescence between such settlements, and its suggested change in this regard [**SC106**] is endorsed for reasons of effectiveness.

21. Similarly, the need to address capacity issues at Fishbourne ferry terminal supports the westward extension of the Ryde AAP boundary to Wootton Creek. Nevertheless, it is clear that Quarr Abbey, a grade 1 listed building (and associated scheduled ancient monument) lying between Ryde and Fishbourne, represents a unique and significant heritage asset. Its surroundings include landscape (AONB) and nature conservation designations. The Council confirmed during the examination that it does not intend this area to be a development location, and suggests the inclusion of text to clarify this position and provide stronger guidance for the AAP [**SC114 (part)**]. In view of the importance of the abbey and its surroundings, this is a strategic matter that is appropriately contained within the Core Strategy: this change is endorsed as being necessary for reasons of effectiveness.
22. The importance of delivering affordable housing on the Island is emphasised in the SHMA, the Council's Housing Strategy 2007-2012 and the Eco Island SCS. The Core Strategy's approach to affordable housing provision, broadly seeking a 35% target in new development proposals, has been the subject of viability testing (discussed below under the fourth main issue) and is consistent with the overall regional target set out in the SEP. It is appropriately justified. Nevertheless, in the light of changing economic circumstances, policy DM4 allows for viability considerations to be taken into account in determining affordable housing provision on a case-by-case basis. The Council has suggested changes to provide clearer guidance about the definition of affordable housing and about how viability will be assessed in practice [**SC103, SC111, SC117, SC127, SC128, SC130, SC131, SC132**]: I endorse these as being necessary to make the plan effective.
23. In order to create greater flexibility in the application of affordable housing policy, the Council has suggested that the target figure (of at least 1,594 homes) should be deleted from policy DM4 and supporting text. However, this would be at odds with the requirement of PPS 3 (paragraph 29) that such a target should be set out in LDDs. These changes⁸ are not therefore recommended and do not appear in the Appendix A schedule. The figure of 1,594 dwellings represents 35% of the planned development figure of 4,555 units (set out in policy SP2 and table 5.4). As already noted, this figure has been corrected to 5,120: the 35% target should therefore be amended accordingly⁹. Bearing in mind the viability concerns noted above, I accept the Council's argument that some flexibility is needed in this figure: as such, I have added a qualification that the target should be 'around' 1,790 (in **IC1-IC2**). In addition, the Council's suggested addition to the supporting text in respect of rural exception sites, proposing the inclusion of market housing in certain circumstances (in order to ensure infrastructure delivery), would conflict with PPS 3's paragraph 30 which states that rural exception sites should only be used for affordable housing in perpetuity. This change¹⁰ is not therefore recommended and does not appear in the Appendix A schedule.
24. The Council also suggests changes to the Core Strategy's approach towards housing for older people (policy DM5), clarifying for reasons of effectiveness

⁸ Suggested changes SC126 & SC129 in the Council's Schedule of Changes (Core Document ref. E4).

⁹ This would equate to a target of 1792 affordable dwellings.

¹⁰ Suggested change SC133 in the Council's Schedule of Changes (Core Document ref. E4).

that the stated requirement (which is justified by the local evidence base¹¹) relates to all housing that is suitable for older people, and not only specialist provision [**SC134, SC135**]. These are endorsed.

25. In relation to Gypsies, Travellers and Travelling Showpeople, policy DM6 provides guidance on both the allocation of sites in future DPDs and the consideration of planning applications for such proposals. However, its wording does not provide a sufficient level of distinction between these objectives. As a result, the policy sets out more stringent tests for planning applications in relation to Gypsies, Travellers and Travelling Showpeople than apply to other residential developments. These include the introduction of a sequential approach to site identification that does not fully accord with policy SP1 and a requirement in respect of compatibility with neighbouring land uses which lacks clarity and which does not apply to other housing developments. The stated maximum site capacity of five/six units reflects a preference expressed through the Gypsy and Traveller Study: the evidence base does not support its use as a policy ceiling. The resulting approach is contrary to existing national policy and to the emerging draft PPS on Planning for Traveller Sites. The Council has suggested revisions accordingly [**SC137, SC138, SC139, SC140**], including the introduction of a cross-reference to the plan's general approach to design quality in new developments (policy DM2) and the adoption of similar site location criteria to those applying to general housing development. These are endorsed.
26. Subject to the changes set out above in respect of this main issue, I conclude that the Core Strategy's proposals for sustainable growth and the provision of new housing are deliverable, clear, sufficiently justified and consistent with the local evidence base, the South East Plan and national policy.

Main Issue 2: Are the Core Strategy's approaches to employment, tourism and town centre uses deliverable, clear, sufficiently justified and consistent with the local evidence base, the South East Plan and national policy – notably Planning Policy Statement 4: *Planning for Sustainable Economic Growth (PPS 4)*?

27. Consistent with the priorities set out in the SEP, the Core Strategy's approach to economic growth focuses on the KRAs and SRAs. While the plan contains a lower target for job creation than that set out in the SEP, the revised figure is supported by an Employment Land Assessment (ELA), updated in 2010¹². This has been prepared in the context of PPS 4 and takes account of recent falls in job numbers on the Island. The methodology of this study, which has reassessed employment sites identified in the UDP (recommending their deletion, in a number of cases), has not been substantively challenged and I have no reason to disagree with its conclusions.
28. Policy SP3 allows for at least 42 hectares of new economic development land and allocates four employment sites accordingly (policies SP3(a)-(d)). In view of the central role envisaged for economic regeneration initiatives in both the Eco Island SCS and the SEP, I accept the Council's argument that these allocations represent strategic sites in the terms of PPS 12. The rationale for

¹¹ Determining the future provision requirements for older persons' accommodation on the Isle of Wight 2009-2027 (Core Document ref. FB5).

¹² Core Document ref. FC6.

their selection is, in part, set out in an employment topic paper prepared for the submission of a previous version of the Core Strategy¹³ – although the present approach has been further refined in the light of the updated ELA and other factors. Although some concerns have been expressed about possible visual and other environmental impacts of development at Horsebridge Hill and Stag Lane (both at Newport), the respective policies – SP3(a) and (b) – specify particular mitigation measures. For example, the Horsebridge Hill site includes the retention of a substantial area of green space. The site at Nicholson Road, Ryde adjoins the Ryde Business Park, while that East of Pan Lane, Newport is next to the Pan Meadows urban extension. All four sites have been subject to SA and HRA. Taking these factors together, I am satisfied that the four allocations are appropriately justified.

29. Given that all four sites represent actual allocations, policy SP3 should specify their areas accurately rather than stating maximum figures. The inclusion of green space within the site total for Horsebridge Hill overestimates the apparent scale of the employment area. The Council accepts these points and proposes changes accordingly [**SC031 (part), SC037**], which are endorsed for reasons of effectiveness. While the 42 hectare figure is at the upper end of the ELA's medium growth scenario¹⁴, this scale of development is consistent with the study's recommendations. As already noted, land is allocated to meet this figure. Bearing in mind the intention to seek additional employment development elsewhere on the Island, for example the locally sustainable employment opportunities referred to in policy SP3's first paragraph, it is appropriate to present the overall land requirement as a minimum figure. However, the allocation of additional employment sites through future AAPs (notably the Medina Valley AAP) will need to be justified at the appropriate time. The Council suggests changes to clarify this point [**SC104, SC108**], which are also needed for the plan to be effective.
30. In addition to the above-noted strategic employment sites, policy SP3 allocates land for 'general commercial development' at St Georges Way, Newport. While additional guidance for this site is set out in policy SP3(e), the exact nature of the uses that are envisaged is not entirely clear: 'commercial' use is not a recognised planning term and is not defined in the Core Strategy's glossary. The Council confirmed at the examination hearings that this site is not required to meet the 42 hectare economic development land total mentioned above. The last paragraph of policy SP3 indicates that this site is, in part, expected to contribute to the provision of comparison retail floorspace. However, while the retail capacity study (as updated in 2009¹⁵) suggests that there is a need to allocate sites for additional comparison shopping development during the Core Strategy period, the present shortfall in such floorspace is small – reflecting the recent decrease in comparison expenditure.
31. The Council accepts that the St Georges Way site represents an out-of-centre location in terms of PPS 4. References in the Core Strategy to the site occupying an edge-of-centre location are in error. In broad terms, the identification of Newport as a location for retail development is consistent with its status as a Secondary Retail Centre in the SEP. However, PPS 4 requires

¹³ Core Document ref. FC11.

¹⁴ Figure 4.10 in Core Document ref. FC6.

¹⁵ Core Document ref. FC3.

that a sequential approach should be taken to site selection. I have seen no evidence that such an exercise has been undertaken in respect of the St Georges Way site: while various sites have been evaluated in the SHLAA and ELA, they were not specifically assessed in terms of compliance with shopping policy. Taking these matters together, I consider that that this allocation both lacks sufficient clarity, thereby failing the test of effectiveness, and insufficient justification with regard to national policy in PPS 4. The Council accepts that this is not a strategic allocation and considers that the matter is more appropriately considered at the AAP stage. I endorse its suggestion that the St Georges Way site should be deleted **[SC031 (part), SC046, SC047, SC048, SC049, SC052]**. While the intended access to developments to the east of Pan Lane lies across the site, the Council confirms that this is the subject of an extant planning permission and is not dependent on the St Georges Way site being allocated for development in the Core Strategy.

32. Policy SP3 seeks to protect against the loss of large scale employment sites in excess of 1 hectare, with specific criteria set out in policy DM8. However, these lack clarity: 'employment sites' are not defined, and (with the exception of those sites now proposed for allocation) they are not shown on the proposals map. The Council acknowledges that, in principle, some loss of low-intensity employment land may be justified if overall employment levels are maintained through mixed-use redevelopment. In addition, policy DM8's requirement that 'the employment use is not needed for its original purpose or viable for any other employment use' appears difficult to apply in practice. For reasons of effectiveness, the Council suggests changes to clarify its policy approach in respect of these matters **[SC031 (part), SC142, SC145, SC193]**. Generally, these are endorsed. However, the suggested extension of the approach in policy DM8's last paragraph to the loss of *all* employment space is not consistent with the policy SP3's 1 hectare threshold – which is retained. I have therefore amended change SC142 to accord with policy SP3.
33. Particular concern has been voiced about the Core Strategy's provision for marine-related industries. However, bearing in mind the importance of the Medina Valley in this context, I agree with the Council's view that detailed policy development on this matter should more appropriately be considered through the forthcoming AAP. In doing so the Council will no doubt have regard to the Solent Waterfront Strategy: although not specifically referenced in the Core Strategy, this document forms part of its evidence base. Nevertheless, the Council accepts that the reference in policy AAP1(7) to employment sites with a deep water frontage lacks clarity (the issue being one of *access to deep water*). It proposes changes accordingly, which are necessary for reasons of effectiveness **[SC035, SC105, SC109]**. Other significant marine locations, such as Fishbourne, Ryde and Yarmouth, either lie within the Ryde AAP area or are addressed by policy DM19 (cross-Solent travel): the Council suggests minor changes to the latter policy in order to improve its clarity (set out in Appendix B), although these are not needed for soundness reasons.
34. Support for sustainable growth in the rural economy is provided by the first paragraph of policy SP3, with policy DM8 setting out additional backing for farm diversification schemes that contribute to the sustainability of the wider countryside. Within that context, the criteria for farm shops contained in policy DM10 appear unduly restrictive, thereby failing the criterion of

effectiveness: it is unclear how either the sequential approach or the vitality and viability tests required by this policy could be applied to a small-scale farm shop. The Council accepts these points and suggests changes accordingly **[SC146, SC148]**, which are endorsed.

35. The importance of the tourism sector to the Island's economy is not disputed and policy SP4 sets out the plan's strategic approach to tourism development. However, it is unclear how this relates to the overall spatial strategy in policy SP1. In particular, policy SP4's support for sustainable growth in high quality tourism proposals across the Island could be seen to conflict with the restrictive approach that policy SP1 applies to developments outside of, or not immediately adjacent to, defined settlements. A significant number of the Island's tourist facilities are located outside identified settlements: in a number of cases (for example within the holiday parks sector) it is generally accepted that many such facilities could benefit from upgrading, in line with the plan's quality objectives. While the Council accepts that, in such cases, redevelopment would be supported in principle, this appears inconsistent with the locational restrictions contained in policy SP1. The Council acknowledges that this was not the intention of the policy and suggests changes accordingly **[SC014, SC015, SC018, SC083]**, which are endorsed for effectiveness reasons.
36. While the general presumption against a loss of tourist bed spaces contained in policy SP4 is justified by the sector's importance to the Island's economy, the Council also accepts that such a loss could be accepted in principle where associated with a quality upgrade. I endorse the Council's suggested rewording of the relevant requirement **[SC054 (part)]** as being necessary in order for the policy to be effective. For the same reason, I agree with the Council's suggestions that specific references to The Bay should be removed from policy SP4 (as tourism policy for this area will be developed in detail through The Bay AAP) and that greater clarity should be provided in respect of the tests to be applied to loss of tourist accommodation **[SC054 (part), SC055, SC056, SC058, SC059, SC060, SC061, SC062]**. These changes include the deletion of Core Tourism Area policy boundaries in Sandown and Shanklin: the need for, and detailed definition of, such boundaries is a matter for the AAP. In addition, the Council accepts that policy AAP3's reference to the conversion of existing tourism accommodation stock (as opposed to the re-use of such sites) and the locational reference to refocusing the tourist offer in the objectives for the AAP (that precede policy AAP3) both prejudice the consideration of such matters through The Bay AAP. I endorse its suggested changes **[SC115, SC118]** as being necessary for reasons of effectiveness.
37. Although the plan's support for higher quality tourist facilities is consistent with the SEP, I share the concerns of a number of representors about the use of tourist accommodation star gradings as a quality measure in policy DM11. Such gradings are not universally applied to accommodation on the Island and, in any event, may be subject to separate redefinition by the relevant bodies. The Council has reconsidered this matter and, in the light of the general development quality objectives set by policy DM2, suggests that policy DM11 (and supporting text) should be deleted **[SC012, SC033, SC053, SC063, SC149, SC150, SC151, SC179]**. These changes are necessary to ensure an effective approach.

38. Subject to the changes set out above in respect of this main issue, I conclude that the Core Strategy's approaches to employment, tourism and town centre uses are deliverable, clear, sufficiently justified and consistent with the local evidence base, the South East Plan and national policy.

Main Issue 3: Does the Core Strategy take adequate account of the effects of development on the Island's natural, built and historic environment? Are its proposed measures to address climate change effective, justified and in line with national policy?

39. The importance of the Island's natural environment, and the need for development proposals to take appropriate account of relevant environmental constraints, are not substantively disputed. However, I share the concerns of several representors (including Natural England and English Heritage) about the detailed provisions of the plan's strategic environmental policy (SP5). While there is some merit in presenting a combined approach that tackles the natural, built and historic environment in a single policy, it is important that relevant national policies and legislation are accurately reflected in its wording. Differing protection regimes employ differing terminology. In response to this general point, the Council suggests that policy SP5 should be restructured to distinguish more clearly between provisions that apply to the natural and the built/historic environment **[included in SC064]**: this is endorsed. However, the sub-headings that are suggested in this context are not necessary, and could create additional confusion (for example the general provisions in the policy's first paragraph would sit uncomfortably under a 'Natural Environment' sub-heading). The suggested sub-headings have therefore been deleted.
40. In respect of the natural environment, policy SP5 fails to sufficiently distinguish between the levels of protection that should be afforded to different natural heritage designations – ranging from sites of international to local importance. The provision (in the fourth paragraph of policy SP5) that development with a demonstrable adverse impact 'may, however, be permitted in exceptional circumstances' is unclear, as such circumstances are not fully defined in the supporting text. More importantly, it represents an unduly simplistic translation of the decision-making process required by the Conservation of Habitats and Species Regulations 2010 (the Habitats Regulations) in respect of the assessment of implications for European sites. While the Habitats Regulations allow for considerations of overriding public interest, such an assessment applies at a late stage in the decision-making process – for example after the consideration of alternative solutions. I agree with a number of representors that, while this was not the Council's intention, policy SP5's 'exceptional circumstances' provision could therefore be read as allowing a more permissive approach than is set out in either national policy or relevant legislation. The Council accepts these points and proposes changes **[SC064, SC071, SC073]**: these are endorsed. However, I agree with the Council that the potential implications of development on the Island for the New Forest National Park are adequately addressed in paragraph 7.208, which in any event does not affect or over-ride the relevant statutory obligations.
41. Broadly similar concerns apply with regard to the treatment of the built and historic environment within policy SP5 and development management policy DM12. In this case, the reference to 'exceptional circumstances' in both policies has the potential to conflict with the 'exceptional' and 'wholly

exceptional' tests applying to designated heritage assets in policy HE9.1 of Planning Policy Statement 5: *Planning for the Historic Environment* (PPS 5). Policy DM12's provision that demolition of, or substantial harm to, non-designated heritage assets 'will be resisted in the first instance' lacks clarity and appears inconsistent with the approach set out in PPS 5. Some of these points are addressed by the changes to policy SP5 noted in the previous paragraph. However, the Council suggests additional changes in respect of this matter [**SC065, SC066, SC067, SC068, SC069, SC070, SC074, SC152, SC156**]: these are endorsed.

42. The Core Strategy's main measures to address climate change are set out in policy SP6 (supported by policy DM17) in respect of renewable energy, and policy DM1, which contains sustainable build criteria. Climate change concerns also underpin a number of other policies in the document, notably those relating to flood risk and coastal management (policies DM15 and DM16 respectively): while representors have suggested some changes to the detail of these policies, I am satisfied that they are effective, justified and in line with national policy. They are supported by the Environment Agency.
43. The overall target for renewable energy contained in policy SP6 represents a disaggregation of the joint target for Hampshire and the Isle of Wight set out in policy NRM14 of the SEP. Although in excess of the SEP requirement, this reflects a local ambition, consistent with Eco Island SCS, to eventually become self-sufficient in renewable energy production. In addition to regional studies, the plan's approach is supported by local evidence, including a review of the Island's electrical distribution system, a capacity study for energy available from anaerobic digestion, a wind farm site search assessment, a heat mapping exercise and a study on the potential for wood fuel¹⁶. I have seen no substantive evidence that the resulting targets are unrealistic. However, I agree with the Council that greater clarity should be provided about how these figures have been derived and I endorse its suggested changes [**SC076, SC077, SC078, SC079**] in order for the plan to be effective.
44. Some concern has been raised in respect of policy SP6's approach to renewable energy schemes in the AONB and other designated areas. However, for larger scale schemes the policy applies a sequential approach in respect of the AONB. When read in conjunction with policy SP5 – which requires all development proposals to protect the integrity of relevant designations – I am satisfied that the plan's overall approach is consistent with national policy in Planning Policy Statement 22: *Renewable Energy* (PPS 22).
45. In most cases, the sustainable building criteria contained in policy DM1 reflect national targets and policies. However, specific local requirements are set out in respect of community district heating systems (for large developments) and the conservation of water resources. I have considered both in the context of national policy in the supplement to Planning Policy Statement 1: *Planning for Climate Change*. The plan's provisions for community district heating systems are supported by the heat mapping exercise mentioned above and have been tested in the indicative economic viability assessment mentioned under my fourth main issue below. The inclusion of such facilities in current and

¹⁶ Core Document refs. FF1-FF11.

approved developments on the Island – for example a biomass-fired district heating scheme at Pan in Newport – is further evidence that this requirement is both feasible and viable. However, policy DM1 provides appropriate flexibility to address the individual circumstances of particular developments. The Council suggests changes to this policy to explain that such circumstances would relate to the feasibility and viability of each case and also to clarify other aspects of the policy's application [**SC120, SC121, SC122, SC123, SC124, SC125**]. These are needed in order for the plan to be effective.

46. The need for local requirements in respect of water conservation derives from the Island's particular circumstances, which are summarised in Core Strategy paragraphs 7.31 to 7.36. In summary, water supply on the Island is limited, with about a quarter of the Island's needs being provided by a sub-Solent pipeline from the River Test – which is itself subject to constraints. The plan's approach has been developed in consultation with relevant stakeholders – notably Southern Water and the Environment Agency. I have seen no evidence that it is not feasible. While policy DM1 does not contain a clause in respect of the effects of this requirement on scheme viability, this matter is addressed by a change to policy DM23's approach to infrastructure provision [**SC180**] – as discussed under this report's fourth main issue.
47. As already noted, the Core Strategy contains detailed minerals and waste site allocations. These are supported by site search exercises. While three of the six minerals sites lie within the AONB, I am satisfied that, in the context of the geological evidence, the site search exercise is sufficient to demonstrate the exceptional circumstances that are required by Minerals Policy Statement 1: *Planning and Minerals* (MPS1) to justify such allocations. All three locations adjoin existing minerals sites, and in all cases additional mitigation measures are outlined in the Core Strategy. In respect of another site (MA1, Crockers Farm), the Council suggests a change [**SC097**] to the supporting text to take into account an additional infrastructure constraint. A change is also suggested to provide greater clarity in respect of the definition of the Standen Heath landfill site [**SC096**]. Both are needed for reasons of effectiveness.
48. While concerns have been voiced about the plan's definition of Mineral Safeguarding Areas (MSAs), these reflect the supporting geological information, with appropriate allowances being made for buffers consistent with national policy guidance. While the resulting designations do not reflect geographical boundaries, this is a consequence of the nature of the evidence base. To alter MSA boundaries to reflect above-ground features would risk both including land where safeguarding was not required and removing protection from those areas where minerals occur. Appropriate criteria enabling development in MSAs, broadly consistent with national policy, are set out in policy DM21.
49. Subject to the changes set out above in respect of this main issue, I conclude that the Core Strategy takes adequate account of the effects of development on the Island's natural, built and historic environment and that its proposed measures to address climate change are effective, justified and in line with national policy.

Main Issue 4: Does the Core Strategy provide satisfactorily for the delivery of development, with particular reference to transportation infrastructure, and enable adequate monitoring of its effectiveness?

50. As already described, the Core Strategy makes only a limited number of site allocations. Nevertheless, the likely traffic implications of the broad scale of development that is proposed have been assessed – notably through a traffic model for Newport, which occupies a central position within the Island's road network. This model, which has been both recalibrated and 'rebased' to take account of developing policy¹⁷, is the subject of a number of detailed criticisms from a representor. One particular concern relates to the timescale of the period that has been modelled (which is to 2020 rather than 2027). However, work is underway to extend the modelling exercise and initial indications are that existing conclusions are unlikely to be invalidated. Bearing in mind the inherent uncertainty of forecasting long term travel patterns, I have no reason to take a different view.
51. Concerns have also been raised about the model's treatment of a key linkage within Newport (Medina Way). Taking account of data supplied by the representor, which accord with my own observations of traffic on this road, it seems to me possible that the model's output may underestimate southbound queuing times on this route – particularly in the left-turning lane. As such, further validation of this part of the model may be beneficial. Nevertheless, it does not follow that this invalidates the model as a whole – which has been prepared in accordance with relevant national guidance and is, in any event, only part of the evidence base that supports the plan's transport strategy. Furthermore, there is an opportunity for this matter, along with other possible transport proposals in the Newport area, to be considered in the context of the Medina Valley AAP – at which stage the location of development proposals will be known in greater detail. On balance, I am satisfied that the submitted evidence base is sufficient to support the broad allocation of development set out in the Core Strategy.
52. In the light of the above, the Council accepts that the safeguarding proposed by policy SP7 may not fully reflect the likely land take needed to widen Medina Way at its river crossing – and may, in any event, be premature in advance of the more detailed work that will be carried out at the AAP stage. It suggests that while policy SP7 should identify the broad locations of infrastructure improvements, with a clearer reference added to those at Medina Way, the reference to detailed safeguards should be deleted [**SC082, SC085, SC087, SC143, SC177, SC178**]. These changes, one of which also clarifies that further improvement works may be identified within AAPs for Ryde and The Bay, are needed to meet the criteria of being effective and justified. For similar reasons, the Council accepts that the inclusion of detailed parking standards is more appropriately the matter for a future SPD than for the Core Strategy: the suggested deletion of those standards set out in Appendix 4 of the Core Strategy [**SC163, SC166, SC167, SC198**] is endorsed.
53. The Core Strategy is supported by an indicative economic viability assessment of potential development sites¹⁸. This assessment, which is based on costs and values relevant at November 2010, highlights that, in some instances it is

¹⁷ Core Document refs. FG3 and FG4.

¹⁸ Core Document ref. FB3.

likely that developments would not be viable if they were to deliver all the policy requirements of the Core Strategy. Similar comments are made by some representors. As is described above in respect of specific issues such as affordable housing and sustainable building construction, the Core Strategy as submitted includes some flexibility in order to enable viability issues to be considered on a development-specific basis. In some cases, further changes have been suggested by the Council to Core Strategy policies and supporting text to provide additional flexibility and/or greater clarity in respect of these matters. Nevertheless, I agree with the Council that there is additional scope for highlighting this point in the plan's general approach to developer contributions – specifically in order to embed its commitment to viability assessment within policy DM23 and to provide greater clarity on its preferred method of assessing development viability (the Homes and Communities Agency Development Appraisal Tool). Its suggested changes **[SC144, SC180, SC181]** are endorsed for reasons of effectiveness.

54. Subject to the changes set out above in respect of this main issue, I conclude that the Core Strategy provides satisfactorily for the delivery of development, with particular reference to transportation infrastructure. The Council suggests changes to chapter 9's monitoring framework arising from the deletion of policies SP3(e) and DM11 and the amended policy DM4 **[SC187, SC189, SC190]**. Subject to these, I conclude that the framework is sufficient to enable adequate monitoring of the plan's effectiveness.

Legal Requirements

55. My examination of the compliance of the Core Strategy with the legal requirements is summarised in the table below. I conclude that the Core Strategy meets them all.

LEGAL REQUIREMENTS	
Local Development Scheme (LDS)	The Core Strategy is identified within the approved LDS which sets out an expected adoption date of December 2011. The Core Strategy's content and timing are broadly compliant with the LDS.
Statement of Community Involvement (SCI) and relevant regulations	The SCI (Local Voices) was adopted in 2005 and consultation has been compliant with the requirements therein, including the consultation on the post-submission suggested changes.
Sustainability Appraisal (SA)	SA has been carried out and is adequate.
Appropriate Assessment (AA)	The Habitats Regulations Assessment (Documents FA7 and FA7a-c) sets out why AA is not necessary.
National Policy	Subject to changes described in this report, the Core Strategy complies with national policy.
Regional Strategy (RS)	Subject to changes described in this report, the Core Strategy is in general conformity with the RS.
Sustainable Community Strategy (SCS)	Satisfactory regard has been paid to Eco Island, the Isle of Wight SCS 2008-2020.
2004 Act and Regulations (as amended)	Subject to changes described in this report, the Core Strategy complies with the Act and the Regulations.

Overall Conclusion and Recommendation

56. I conclude that with the changes proposed by the Council, set out in Appendix A, and the changes that I recommend, set out in Appendix C, the Isle of Wight Council Core Strategy DPD satisfies the requirements of section 20(5) of the 2004 Act and meets the criteria for soundness in PPS 12. Therefore I recommend that the plan be changed accordingly. And for the avoidance of doubt, I endorse the Council's proposed minor changes, set out in Appendix B.

M J Hetherington

INSPECTOR

This report is accompanied by:

Appendix A (separate document) Council Changes that go to soundness

Appendix B (separate document) Council's Minor Changes

Appendix C (attached) Changes that the Inspector considers are needed to make the plan sound

Appendix C – Changes that the Inspector considers are needed to make the plan sound

These changes are required in order to make the Core Strategy sound.

Inspector Change No.	Policy/Paragraph/Page	Change
IC1	DM4 Locally Affordable Housing Page 130	The Council will seek to deliver at least 1,594 <u>around 1,790</u> affordable homes over the plan period. Development proposals will be...
IC2	Paragraph 7.66 Page 131	<p>The Council will seek to deliver at least 1,594 <u>around 1,790</u> affordable housing units over the plan period. This equates to 35% of the total new dwellings planned for the Island in the period 2011-2027 as set out in Policy SP2 (Housing)⁽⁵⁴⁾. Breaking this figure down further, this equates to around 400 <u>110</u> affordable housing units provided per year across the Island.</p> <p><i>Footnote 54:</i> We have planned for 8,320 dwellings over the plan period. Of these 3,778 are already permitted/committed, so cannot be counted towards the provision of affordable housing. Therefore, t The figure of 4,594 <u>1,790</u> represents some 35% of the new housing development planned in <u>policy SP2 (4,555 5,120 units)</u>.</p>

Appendix A Council's Changes that go to Soundness

[Reference numbers are consistent with those in the Council's Schedule of Suggested Changes (version 6) – Core Document reference E4].

Change Ref.	Page	Policy/ Para	Change (deleted text shown as struck through and additional text <u>underlined</u>)
SC001		Front Cover	Regulation 27 Proposed Submission <u>Island Plan: The Isle of Wight Council Core Strategy (including Minerals & Waste) and Development Management Policies DPD adopted on [date] April 2014</u>
SC002		Header on all pages	Proposed Submission <u>Island Plan: The Isle of Wight Council Core Strategy April 2014 (including Minerals & Waste) and Development Management Policies DPD adopted on [date]</u>
SC007	5	1.6	<u>Island Plan: The Isle of Wight Council Core Strategy (including Minerals & Waste) and Development Management Policies DPD</u> <u>Island Plan Isle of Wight Core Strategy (including Minerals & Waste) and Development Management Policies DPD hereafter referred to as the Island Plan Core Strategy or Core Strategy will set out...</u>
SC008	7	New para to follow 1.27	<u>The Proposals Map identifies areas of protection, flood risk, allocated sites for particular uses; and sets out areas to which specific policies apply. This map will be effectively added to and amended as individual Development Plan Documents (DPD) of the LDF are adopted. However, some areas of protection such as locally designated sites may be amended, removed or new sites designated. As any review of these local designations falls outside of the LDF process, the Proposals Map may not always be in a position to identify them. To ensure that these sites can be properly identified and taken into account in the planning process, the Council will be providing an online version of the Proposals Map where it can ensure that these locally designated sites are identified as soon as practicable following designation.</u>
SC012	25	Table 3.2	<i>Delete reference to DM11 High Quality Tourism.</i>
SC014	28	SP1 Spatial Strategy In all cases guidance on how development can achieve this. <u>Outside of defined settlements proposals for tourism related development will be supported in accordance with Policy SP4.</u> Proposals that contribute to delivering the identified level of development set out in SP2, and SP3 and SP4 will need to...
SC015	28	5.5	The policy identified to justify development. However, all proposals that contribute to delivering the identified level of development set out in SP2, and SP3 and SP4 , whether allocated or not...
SC016	29	5.10	There are two Smaller Regeneration areas: West Wight (Freshwater and Totland) and Ventnor <u>and these are shown on the Proposals Map and Key Diagram.</u>
SC017	29	5.13	There are eleven Rural Service Centres: Arreton, Bembridge, Brading, Brighstone, Godshill, Niton, Rookley, St Helens, Wootton, Wroxall and Yarmouth; <u>and these are shown on the Proposals Map and Key Diagram.</u>
SC018	30	5.17	This includes as set out in SP1, a local need for development can be demonstrated, <u>or it is tourism related development. A great number of the Island's tourism facilities are located in rural areas to take advantage of the Island's high quality environment. The Council will continue to support the maintenance and/or improvement of these facilities in line with Policy SP4.</u>

Change Ref.	Page	Policy/ Para	Change (deleted text shown as struck through and additional text <u>underlined</u>)				
SC020	32	Table 5.2	<p>Amend column 2 of the table:</p> <ul style="list-style-type: none"> Medina Valley 1,268 <u>1,350</u> Ryde 1,900 <u>2,100</u> The Bay 250 <u>370</u> West Wight 200 <u>240</u> Ventnor 85 <u>80</u> Rural Service Centres 852 <u>980</u> 				
SC021	33	SP2	<ul style="list-style-type: none"> <u>3,200</u> existing permissions <u>and a further</u> <u>1,350</u> new dwellings within the Medina Valley <u>2,100</u> new dwellings within Ryde <u>370</u> new dwellings within The Bay <u>240</u> new dwellings within the West Wight <u>80</u> new dwellings within Ventnor <u>980</u> through smaller-scale development at the Rural Service Centres and wider rural area. 				
SC022	34	5.35 and new paragraph	<p>The policy also identifies plan-led mechanisms to ensure the identification and delivery of sites for housing, if the required level of housing does not come forward through market forces. <u>Policy SP2 sets out the annual average figure of 520 dwellings per annum that is expected to be delivered on the Island over the Core Strategy Plan period (2011-2027). It is the Council's intention that these figures should not be regarded as annual targets and are intended to be used in monitoring progress towards achievement of plan objectives, and to inform management of housing supply.</u></p> <p><u>The Council considers that meeting the annual provision of 520 dwellings or housing trajectory number will not in itself be a reason for rejecting a planning application. Decisions will be taken on their merit and local circumstances – including longer term housing needs and affordability in an area.</u></p>				
SC023	36	Table 5.3	<p>Amend row (a) total to read:</p> <table> <tr> <td>Existing Housing Permissions</td> <td>3765 <u>3,200</u></td> </tr> </table> <p>Amend row(c) total to read:</p> <table> <tr> <td>Additional Dwellings required</td> <td>4555 <u>5,120</u></td> </tr> </table>	Existing Housing Permissions	3765 <u>3,200</u>	Additional Dwellings required	4555 <u>5,120</u>
Existing Housing Permissions	3765 <u>3,200</u>						
Additional Dwellings required	4555 <u>5,120</u>						
SC024	36	Para 5.44, footnote (6)	<p>As shown on the Housing Trajectory in Appendix 4 indicated by the Council's Housing Trajectory</p>				
SC025	36	5.47	<p>To contribute to the overall housing figure, our ongoing monitoring shows that 3,765 <u>3,200</u> residential dwellings are permitted. This number of residential dwellings in the development pipeline has a significant impact on the number of dwellings we need to deliver to achieve our 8,320 target, and to get to this figure we need to deliver 4,555 <u>a further 5,120</u> new dwellings over the plan period.</p>				
SC026	37	Table 5.4	<p>Amend the table to that as shown in Annex C of this Appendix.</p>				
SC027	37	5.50	<p>...is available on the Council's website. The total of 4,554 in the % applied to residual need of 4,555 dwellings column does not tally with the 4,555 due to rounding at various stages of the calculations.</p>				
SC028	38	5.60	<p>Through the SHLAA process, and the calculations from the Council's Housing Trajectory (see Appendix 4), "small sites" are identified as those under 0.5 hectares...</p>				
SC029	38	5.61	<p>The Council's <u>Housing Trajectory set out in Appendix 4</u> shows the Council's housing delivery from 2005 to date and then the anticipated delivery until 2027. The Trajectory...</p>				

Change Ref.	Page	Policy/ Para	Change (deleted text shown as struck through and additional text <u>underlined</u>)
SC031	40	SP3 Economy	<p>The loss of large scale employment sites of one hectare or above will be resisted, where they are important to sustaining the local economy <u>or where mixed use redevelopment will not maintain the scale of employment opportunities on site.</u></p> <p>...The 42 hectares should consist of around <u>at least</u> 9 hectares of B1b, B1c and B2 uses...</p> <ol style="list-style-type: none"> Up to 25 <u>17.5</u> hectares of land at Horsebridge Hill, Newport, for a range of B-type <u>employment generating uses including B1, B2 and B8 uses</u> that reflect the general split outlined above to meet local and Island-wide need for employment provision, <u>healthcare and care-related provision, social and community facilities, leisure uses and open space.</u> Up to 8.8 hectares of land at Stag Lane... Up to 2.8 hectares of land to the east of Pan Lane... Up to 14.7 hectares of land to the south of Nicholson Road.... <p>...no more than 809,000 ft² <u>75,159m²</u> of net retail floorspace...</p> <p>To contribute to this target and to provide for general commercial development, the Council allocates up to 10.4 hectares of land at St George's Way, Newport, for at least 150,000ft² (gross) of commercial floorspace (including the possibility of a petrol filling station) and 3,000 ft² (gross) of leisure uses.</p>
SC033	41	5.70 the Council's approach to delivering tourism development is set out in Policies Policy SP4 and DM11 where the term "high quality" tourism is further defined. In order...
SC034	42	5.73	The Council is allocating land at Horsebridge Hill, Stag Lane and Pan (all in Newport) and at Nicholson Road, Ryde, for a range of economic development uses <u>and the boundaries of these allocations are shown on the Proposals Map.</u>
SC035	42	5.76	When determining applications for employment land, the Council will support proposals that provide industrial <u>appropriate employment</u> land with marine access...
SC037	43	5.77	The allocation at Horsebridge Hill is for approximately 25ha, of which just over 17ha is for employment land and 7.5ha as Natural Green Space <u>(as shown on the Proposals Map)</u> to contribute to the Green Infrastructure Network. The site will provide for a range of B-type employment uses that reflect the general split outlined in SP3 <u>and healthcare and care-related employment provision, social and community facilities and leisure uses.</u> The employment provision...
SC044	49	5.106	'This area indicated on the Proposals Map <u>Map 5.8</u> , will be safeguarded...'
SC046	52	SP3(e) St Georges Way and Proposals Map	<i>Delete policy.</i> Inspector's Note: And delete allocation from proposals map.
SC047	53	Map 5.10	<i>Delete map.</i>
SC048	53-55	5.123 – 5.137	<i>Delete paragraph.</i>
SC049	55	Required mitigation table	<i>Delete table.</i>
SC051	57	5.160	<i>Add sentence to end of para. 'The Town Centre and Primary Retail Frontage boundaries are shown on the Proposals map.'</i>

Change Ref.	Page	Policy/ Para	Change (deleted text shown as struck through and additional text <u>underlined</u>)
SC052	58	5.161	The provision for retail and leisure uses at St Georges contributes to the deliver of the net retail floorspace identified in SP3. It is expected that the remainder of the floorspace, which is likely to be in the region of 659,000ft², identified in the policy ...
SC053	58	'Particularly linked to' box	DM11 High Quality Tourism
SC054	59	SP4 Tourism and Proposals Map	<p>The Council will support sustainable growth in high quality tourism and proposals that increase the quality of existing tourism destinations and accommodation across the Island, but particularly in The Bay area.</p> <p>Whilst the target is to improve <u>and maintain</u> the quality of existing tourism destinations and accommodation, a loss of bed spaces <u>through redevelopment or conversion to other uses will be general be resisted permitted where it can be demonstrated that the use is no longer viable and that the premises/site has been marked for at least 12 months at an appropriate market price.</u> and there should be no loss of the tourism offer permitted in the core tourism areas of Sandown and Shanklin (as shown on the proposals map).</p> <p><i>Inspector's Note: And delete Core Tourism Areas from proposals map.</i></p>
SC055	59	5.171	...that are in conformity with the rest of the Core Strategy. <u>Redevelopment or conversion proposals for residential use will be considered in accordance with policy SP4 with evidence of marketing for a period of at least 12 months.</u>
SC056	60	After para 5.173	<p><i>Insert last sentence of 7.185 paras 7.186 – 7.188</i></p> <p>Conditions may be required to ensure that a minimum number of bed spaces are provided once permission has been granted.</p> <p>The main drive of the Council's approach.....justify why the continued use as tourist accommodation is economically unviable.</p> <p>A number of factors need to be taken into accounthave a formal system for making such assessments, but does make use of established Tourism South East criteria, when considering viability.</p> <p>The Council will use the following criteria to establish the viability of tourist accommodation:</p> <p>(a) Proof of marketing for sale at a reasonable market price (for a minimum of 18<u>12</u> months)</p>
SC058	60	Map 5.11	<i>Delete map.</i>
SC059	60	5.175	However They also have a high level of tourism accommodation. And this is prominent in The Bay area, where the economy is even more oriented towards service sector jobs than the rest of the Island. Given the prominence of tourism trades across The Bay area, it is unsurprising that hotels and catering is the second most significant sector and therefore important to the future of The Bay's economy.
SC060	60	5.176	<i>Delete paragraph.</i>
SC061	61	5.182	The presumption is as a minimum to retain the current number of bed spaces on <u>across</u> the Island as a whole...
SC062	61	5.183	<i>Delete paragraph.</i>

Change Ref.	Page	Policy/ Para	Change (deleted text shown as struck through and additional text <u>underlined</u>)
SC063	62	'Particularly linked to' box	<p><u>DM1 Sustainable Build Criteria for New Development</u> <u>DM2 Design Quality for New Development</u> DM11 High Quality Tourism</p>
SC064	62	SP5 Environment	<p>The Council will support...</p> <p>Development proposals will be expected to protect the integrity of international, national and local designations, enhance their features of interest wherever possible, and respond to the emerging evidence from the Solent Disturbance and Mitigation Project. The highest levels of protection will be afforded to internationally and nationally important sites and areas. <u>Habitats important to the biodiversity of the Island will be protected in accordance with the following hierarchy of nature conservation designations:</u></p> <ul style="list-style-type: none"> (i) <u>International – Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Ramsar sites;</u> (ii) <u>National – Sites of Special Scientific Interest (SSSI) and National Nature Reserves (NNR);</u> (iii) <u>Local – Sites of Importance for Nature Conservation (SINC), Local Nature Reserves (LNR), other Ancient Woodland not identified in (ii) above.</u> <p>The Council will...</p> <p>Development that has a demonstrable adverse impact on the Island's natural environments should be avoided. Such development may, however, be permitted in exceptional circumstances.</p> <p>In order to conserve and enhance the quality of the natural environment, the Council will regularly review existing Sites of Importance for Nature Conservation (SINCs). As a result of this process, some boundary changes will be proposed and some new SINCs will be brought forward.</p> <p><u>The Council will support proposals that positively conserve and enhance the special character of the Island's historic and built environments.</u> <u>Development that has an adverse impact on the Island's historic and built environments should be avoided. All development proposals will be expected to demonstrate how they have taken into account the historic and built environment.</u></p> <p><u>In order to conserve and enhance the quality of the built and historic environment, the Council will continue to undertake Conservation Area Appraisals to identify the potential for new conservation areas, undertake reviews of existing conservation areas and develop Conservation Area Management Plans. As a result of this process, some boundary changes will be proposed and some new conservation areas will be brought forward.</u></p> <p>The Council will expect development proposals...</p> <p><i>[Inspector's Note: the sub-headings suggested by the Council in this change are not recommended.]</i></p>
SC065	63	5.187	It is important to the Island that the natural, and <u>historic and built</u> environments are identified and...
SC066	63	New para	<u>The historic environment encompasses listed buildings, conservation areas,</u>

Change Ref.	Page	Policy/ Para	Change (deleted text shown as struck through and additional text <u>underlined</u>)
		following 5.189	<p><u>historic landscapes, sites of archaeological interest and non-statutorily designated buildings or sites¹, which are collectively known as heritage assets². These heritage assets are invariably important in their own right, but also form an important context which should be respected when new development is being considered. Heritage assets that are statutorily protected or nationally designated will be afforded the highest protection in line with the relevant legislation and guidance. Further information is set out in Policy DM12 and its supporting text.</u></p> <p><i>Also footnotes to the above wording</i></p> <p>¹ <u>Non-statutorily designated buildings or sites are those which are not listed, but that positively contribute to the character of a conservation area, are on the local list or are identified as of local importance in Parish and Town Plans and Village Design Statements.</u></p> <p>² <u>Heritage Assets are currently defined as "a building, monument, site or landscape of historic, archaeological, architectural or artistic interest whether designated or not". Heritage assets are components of the historic environment. The Council will use the most recent central Government definition.</u></p>
SC067	63	New para following 5.190	<p><u>The Isle of Wight is made up of many different places, each with their own distinctive characteristics with regard to development, historic features and the public realm. It is these characteristics that create such a strong sense of place, which is valued by the Island's Council, communities and visitors alike.</u></p>
SC068	63	5.191	<p>The Isle of Wight has a distinct environment with a wide variety of natural, rural, <u>built</u> and historic landscapes and features. <u>The Island has a range of nationally and locally important heritage assets.</u> There are sites...</p>
SC069	63	5.192	<p>These make the environment the Isle of Wight's main asset. Not only is the environment important for its own sake, but the natural, and <u>historic and built</u> environments contribute significantly...</p>
SC070	64	New para following 5.196	<p><u>In relation to the historic and built environment, understanding the significance of heritage assets is central to assessing the role they play in contributing to the character of the area and its sense of place. This issue is considered in greater detail in DM12 Historic and Built Environment and its supporting text.</u></p>
SC071	64	5.197	<p>Through locating development in the most sustainable locations in the first instance and the protectionist approach to the environment in this policy, the Council believes an appropriate balance has been struck. However, it is strongly felt that should there be exceptional situations, when there are overriding and compelling economic reasons for development, the need for economic development may be greater than that for environmental protection. The Council is clear that this should be applied only in exceptional circumstances and should be considered the exception rather than the norm.</p>
SC073	64	5.201	<p>Whilst it is difficult to define what exceptional circumstances may trigger the shift in approach outlined above, it is expected that they may include large scale regeneration development and providing essential infrastructure. Whatever the exceptional circumstances may be, the development will be expected to demonstrate what substantial public benefits outweigh the loss of the environmental assets and how it complies with other policies in this document. The approach to this taken by the Council will also depend on the level of designation, or significance of the asset and protection afforded to the environmental assets. However, if adverse impacts on European sites are demonstrated, the development will not be supported by the Council.</p>

Change Ref.	Page	Policy/ Para	Change (deleted text shown as struck through and additional text <u>underlined</u>)
			<u>Development proposals will be expected to demonstrate how they have taken account of the hierarchy of environmental designations set out in this policy, through a sequential search for the most appropriate site that avoids or causes the least harm, with further consideration given to biodiversity enhancement.</u>
SC074	64	New para following 5.201	<u>The policy mechanisms for identifying and managing the historic and built environments, which include conservation area appraisals and management plans and the local list, are set out in more detail in the supporting text to Policy DM12.</u>
SC076	67	5.207 Point 2	...These include biomass (49.9 MW), <u>Photovoltaics (PV)</u> (16 MW), wind (24 MW) and...
SC077	67	5.213	...approximately 49 GWh per annum. <u>The URS IOW Windfarm Site Search Assessment reviewed previous documents relating to wind energy³ and identified a number of sites outside of environmental designation constraints, which are considered suitable and suitable with restrictions for wind turbines with a likely electricity generation range of 74-94MW⁴.</u> <i>Also footnotes to the above wording</i> ¹ <u>Briefing Note - Isle of Wight Wind Technology Park, by Terence O'Rourke Plc, Draft Scoping Document - Isle of Wight Wind Technology Park, by Aerolaminates Ltd; and Site selection for wind turbine clusters for Isle of Wight, by Whitbybird</u> ² <u>Table B, p.57 URS IOW Windfarm Site Search Assessment</u>
SC078	68	New para following 5.214	<u>Photovoltaics (PV) – at least 15 MW, made up of existing and new facilities. There is currently 6.2MW of operational installed PV at field-scale across the Island, and the Council has also consented 21.2MW of field-scale PV to date. There is also a further 2.3 MW of smaller scale PV installed on roof tops as of this week contributing to the remaining 50 MW, which is a combination of smaller scale and domestic installations, schemes granted permission and not yet built and schemes using imported fuels.</u>
SC079	68	5.215	...power only plants. <u>The Potential for Wood Fuel Supply on the Isle of Wight study identifies that there is sufficient on-Island biomass residues to support the generation of 6 MW¹.</u> These would... <i>Also including a footnote</i> ¹ <u>Section 2.6 p.11 and Table 2.7 p.14</u>
SC082	71	SP7 Travel Para 4 and Proposals Map	...The Council has identified that infrastructure improvements to facilitate the planned level of growth will need to be in place by 2020 at the following locations: <ul style="list-style-type: none"> • St Mary's roundabout • Coppins Bridge • Hunnyhill/HunnyCross and River Way Junction <u>and Medina Way from the junction to Coppins Bridge roundabout.</u> <p>Land, as shown on the Proposals Map, will be safeguarded to facilitate the delivery of improvements at these locations. Further improvement work may be required and these will be identified in the Area Action Plans. <i>Inspector's Note: And delete safeguarded land from proposals map.</i></p>
SC083	71	5.237	...travel by public transport. It is however recognised that this may be difficult for some types of tourism projects, which by their land use, location or

Change Ref.	Page	Policy/ Para	Change (deleted text shown as struck through and additional text <u>underlined</u>)
			<u>operation (such as touring caravan parks) may not be easily accessible by public transport or rely on car use.</u>
SC085	72	5.240	Due to work undertaken to date, the Council is aware of three junctions where improvement measures will be required to support the level of growth planned for through the Island Plan Core Strategy. These areas will be safeguarded to ensure the delivery of the necessary improvements. All three areas of the road network that have been identified to be safeguarded for improvements have been assessed in the HRA, with none having any likely significant effect.
SC087	73	5.245	The precise technical solutions that are required to improve the junction capacity still need to be established, <u>and this will be done through the Medina Valley Area Action Plan</u> but we know what the maximum area required is and that forms the extent of the safeguarded areas protected by the policy and shown on the Proposals Map. Once the appropriate solutions...
SC093	76	SP8 Waste	Standen Heath Extension, <u>as shown on the Proposals Map</u> , is allocated as the Island's strategic landfill facility...
SC094	80	Para 5.272	<u>Add sentence to end of para 'The boundaries of these sites are shown on the Proposals Map.'</u>
SC096	81	Map 5.18	<u>Replace Map 5.18 with the Map in Annex B of this Appendix.</u>
SC097	85	5.295	...listed buildings are nearby. <u>The Crockers Farm Mineral Allocation site is partially crossed by an underground water main. This infrastructure needs to be protected from damage during future mineral extraction. Furthermore, appropriate easements of 6 to 13 metres would be required to ensure access for future maintenance and upsizing. Alternatively, diversion of the water main may be possible at the developer's expense, subject to a suitable route being available.</u>
SC101	99	Objectives for Medina Valley	The area will experience residential growth of 4,268 <u>1,350</u> dwellings. These will help to sustain and strengthen the existing communities, whilst retaining their individual character and identity.
SC102	100	AAP1 Medina Valley Point 1	Identify appropriate development sites, within or immediately adjacent to three settlement boundaries within the Area Action Plan boundary, for the majority of the 4,268 <u>1,350</u> dwellings allocated for the area.
SC103	100	AAP1 Medina Valley Point 3	Provide for the target of 35% of affordable housing, but consider whether levels of affordable housing higher than that set out in DM4 can be achieved <u>on land owned by affordable housing providers.</u>
SC104	100	AAP1 Medina Valley Point 6	Determine whether <u>further</u> economic development land is required to be allocated to contribute to the delivery of SP3, particularly whether there is a need for <u>facilitate</u> B8 distribution facilities in this general location area.
SC105	100	AAP1 Medina Valley Point 7	Identify employment sites with deep water frontage water access and establish whether these existing uses require further policy protection, to ensure that <u>deep water appropriate</u> access is maintained for employment uses that require it <u>water access.</u>
SC106	100	AAP1 Medina Valley Point 10	Define and ensure that the areas which separate the key settlements <u>of Cowes, East Cowes, Gurnard, Newport, Northwood and Whippingham within the Medina Valley of Cowes/Newport, and East Cowes/Newport</u> are appropriately protected to prevent settlement coalescence.
SC107	100	6.20	The Core Strategy plans for the provision of 4,268 <u>1,350</u> new dwellings within the Medina Valley. The Medina Valley AAP will allocate land within or immediately adjacent to the settlement boundaries...
SC108	101	6.25	Further employment land across the Island, above that allocated in the Core Strategy will be required to meet the need identified in SP3 (Economy). The AAP will examine...

Change Ref.	Page	Policy/ Para	Change (deleted text shown as struck through and additional text <u>underlined</u>)
SC109	101	6.26	There are a number of employment sites on the River Medina that require and use deep water frontage <u>have water access</u> . The Council is aware of the importance of such sites and wishes to examine whether a more detailed protectionist approach is <u>the approach</u> required to ensure that such sites are retained for employment uses that require access to deep water frontage <u>appropriate water access for employment uses is retained</u> .
SC110	105	AAP2 Ryde Point 1	Identify appropriate development sites, within or immediately adjacent to the settlement boundaries within the Area Action Plan boundary, for the majority of the 4,900 <u>2,100</u> dwellings allocated for the area.
SC111	105	AAP2 Ryde Point 3	Provide for the target of 35% of affordable housing, but consider whether levels of affordable housing higher than that set out in DM4 can be achieved <u>on land owned by affordable housing providers</u> .
SC112	106	AAP2 Ryde Point 13	Develop a clear and distinctive high quality tourism offer for Ryde, which could include [sic] the utilisation of the Harcourt Sands site as a mixed use site, primarily based upon tourism and leisure uses.
SC113	106	6.44	The Core Strategy plans for the provision of 4,900 <u>2,100</u> new dwellings in Ryde. The Ryde AAP will allocate land within or immediately adjacent to the settlement boundaries, in accordance with policy SP2 (Housing)...
SC114	107	6.56	<i>Delete paragraph and replace with</i> <u>Quarr Abbey is a Benedictine Monastery which is a grade 1 listed building, the mediaeval ruins are an Ancient Monument, and its estate is prominently located within the Ryde AAP area, between Fishbourne and Binstead. The Quarr estate is of high historic and environmental value and importance, illustrated by the variety of designations that cover it. For this reason the Ryde AAP will not seek to allocate development on the Quarr Estate and the impact of new development on designated areas will also need to be assessed.</u>
SC115	114	Tourism objectives for the Bay	Refocussing the tourism offer within The Bay, particularly around Sandown Esplanade, including Culver Parade and the hotel frontage.
SC116	115	AAP3 The Bay Point 1	Identify appropriate development sites, within or immediately adjacent to the settlement boundaries within the Area Action Plan boundary, for the majority of the 250 <u>370</u> dwellings allocated for the area.
SC117	115	AAP3 The Bay Point 3	Provide for the target of 35% of affordable housing, but consider whether levels of affordable housing higher than that set out in DM4 can be achieved <u>on land owned by affordable housing providers</u> .
SC118	115	AAP3 The Bay Point 11	Determine whether the existing hotel and tourism accommodation stock can be rationalised and what opportunities may arise for <u>re-use of sites conversion to residential</u> .
SC119	115	6.74	The Core Strategy plans for the provision of 250 <u>370</u> new dwellings in The Bay. The Bay AAP will allocate land within or immediately adjacent to the settlement boundaries, in accordance with policy SP2 (Housing)...
SC120	120	DM1 Para 1	...to provide at least 10% of the predicted energy requirements, except in these developments where district heating will be provided.
SC121	120	DM1 Para 2	...excess of 250 housing units, or having an aggregate domestic living area of greater than 18,000m² and commercial/industrial development of more than one building, shall be expected to install community district heating systems that use low carbon heat sources. The Council will consider <u>the viability and feasibility of each case on its merits...</u>
SC122	121	DM1	<i>Move the energy hierarchy (Development on the Island... ..iv) Incorporating CHP/District Heating.) to the first part of the policy</i>
SC123	121	DM1 Point iv	<u>iv) Incorporating CHP/District Heating where feasible</u>

Change Ref.	Page	Policy/ Para	Change (deleted text shown as struck through and additional text <u>underlined</u>)
SC124	122	7.8	... 10% of the predicted energy requirements should be viewed as a minimum (unless it is not viable, see also para 8.19 and viability of delivering all core strategy policy requirements), reflecting
SC125	123	7.26	<u>In line with the energy hierarchy set out in DM1, All major <u>all</u> development will be required to consider the use of decentralised CHP sources.</u>
SC126	130	DM4 Locally Affordable Housing	<i>[Inspector's Note: this suggested change is not recommended.]</i>
SC127	130	DM4 Locally Affordable Housing	To take account of changing economic circumstances, if a developer is unable to provide the required 35% on-site <u>affordable housing</u> , the Council will...
SC128	130	DM4 Locally Affordable Housing	Deliver a target mix of 70% of affordable housing to be social/ <u>affordable</u> rented...
SC129	131	7.66	<i>[Inspector's Note: this suggested change is not recommended.]</i>
SC130	131	7.71	...the Council will expect the developer to obtain information from an registered <u>affordable housing provider</u> on the amount...
SC131	131	7.72	...Development Viability Testing April 2009, <u>and in accordance with the changes introduced by PPS3 in June 2011</u> , the Council will seek to deliver a target mix of 70% of affordable housing to be social/ <u>affordable</u> rented...
SC132	131	7.74	...an increase in choice of registered <u>affordable</u> housing providers. The Council will not only continue to work with existing partners to deliver affordable housing schemes but also seek to work with registered <u>affordable</u> housing providers...
SC133	132	7.76	<i>[Inspector's Note: this suggested change is not recommended.]</i>
SC134	133	DM5 Housing for Older People	The Council will support development proposals that contribute to the delivery of a target of 2,050 units of <u>accommodation suitable for older person's accommodation provision</u> over the plan period.
SC135	133	DM5 Housing for Older People Bullet Point 3	Deliver between 20% and 25% of the site as accommodation suitable for older people, when it is a major housing development. This will <u>could</u> be provided through a combination of open <u>market housing that has been designed to take into account the needs of older people and or specialist housing for older people.</u>
SC137	136	DM6 Gypsies, Travellers & Travelling Showpeople	The Council will and supporting proposals that are: 1. Undertaken in line with a sequential approach which prioritises the use of previously developed land in sustainable locations within or adjacent to defined settlement boundaries. On appropriate land within or immediately adjacent to defined settlement boundaries. 2. Compatible with neighbouring land uses. 3. Located within reasonable travelling distance and within reasonable distance by foot and/or public transport of a settlement which offers local services and community facilities, including schools and health services. Accessible to shops, schools and health facilities, by public transport, on foot or by cycle. 4. Able to provide a safe and convenient pedestrian access to and from the site. 5. Able to accommodate on-site facilities for storage, play and residential amenity space.

Change Ref.	Page	Policy/ Para	Change (deleted text shown as struck through and additional text <u>underlined</u>)
			<p>63. Served, or be capable of being served, by adequate <u>on-site</u> services for mains water, <u>power, drainage</u> , and <u>sewerage connections disposal and waste disposal facilities</u>.</p> <p>4. Able to delivering smaller sites which have a maximum capacity for five/ of six pitches.</p> <p>Permission granted on sites within the countryside will restrict the construction of permanent built structures to small amenity blocks.</p> <p>Applications will be expected to be accompanied by Site Management Plans.</p>
SC138	137	7.108/7.109	<p>Whilst a A sustainable location is important to conform with Policy SP1 (Spatial Strategy)., sites should also be in a location which are compatible with neighbouring land uses. The Council will be unlikely to favourably consider sites which would result in poor amenity for occupants arising from intensive employment uses. Likewise, the Council will be unlikely to favourably consider sites where there would be adverse impact upon the amenity of existing residents arising from daily traffic movements to and from a site.7.109 The location of sites is also of importance in terms of access to services and facilities such as education and health.</p>
SC139	137/138	7.110/7.111	<p>In terms of layout and design of sites, <u>applications will be expected to conform with the criteria set out in Policy DM2.</u></p> <p><i>Then delete remainder of para 7.110 and combine with para 7.111</i></p>
SC140	138	7.112	<i>Delete paragraph</i>
SC142	141	DM8 Economic Development last paragraph	<p>The loss of <u>employment sites</u> referred to in Policy SP3 will only be permitted if: a. the employment use is no longer needed for its original purpose, or viable for any other employment use; and b. <u>the premises/site has been marketed evidence of marketing for at least 12 months at an appropriate market price is provided and where it can be shown that a mixed use redevelopment would lead to no net loss in employment opportunities within the site.</u></p> <p><i>[Inspector's note: this change has been amended: see main report paragraph 32]</i></p>
SC143	143	7.142	<p>...The junction improvements identified in Policy SP7 (Travel) are located at St Mary's roundabout, Coppins Bridge and Hunnycross junction/<u>Medina Way</u>.The land around these junctions has been safeguarded in the Core Strategy and is shown on the Proposals Map. <u>Land required to provide for the Further improvement work may be required and these will be identified in the three Medina Valley Area Action Plans. Further improvement works may be identified within the Area Action Plans for Ryde and The Bay.</u></p>
SC144	143	7.145	<p>...will be secured through Section 106 agreements. <u>Further information on Section 106 agreements and the Community Infrastructure Levy (CIL) is set out in policy DM23 Developer Contributions and its supporting text.</u></p>
SC145	143	7.146	<p>...In order to protect the existing employment premises/site from other non-employment uses, the Council will expect evidence to demonstrate that the continuing employment use of the premises/site is no longer viable or that a <u>a mixed use redevelopment would not lead to a net loss in employment opportunities.</u> Evidence which may be required to support this decision could include details of previous uses/business accounts. The Council will also require appropriate target marketing to be undertaken to find other interested parties willing to take on the current use of the premises/site. The marketing should continue for a period of at least 12 months at an appropriate market price. <u>The Council's preferred method for assessing likely employment density is the HCA Employment Density Guide, 2nd Edition (2010).</u></p>

Change Ref.	Page	Policy/ Para	Change (deleted text shown as struck through and additional text <u>underlined</u>)
SC146	147	DM10 Rural Service Centres and the Wider Rural Area	<p>The Council will...</p> <p>3. Locate new retail development, in the first instance, within defined settlement boundaries of Rural Service Centres, or unless it can be demonstrated that an alternative location would be more suitable to fulfill a local need, <u>or the proposal is for a farm shop.</u></p> <p>5. Ensure planning applications for new farm shops will not adversely affect the vitality and viability of retail uses in nearby rural service centres or the wider rural area.</p>
SC148	148	7.174	<p>...Applications for new farm shops will only be permitted where the extent and scale of the development will not adversely affect the vitality and viability of retail uses provided in nearby rural service centres or the wider rural area, the proposal is in keeping with the local character and offers safe access onto the local road network.</p>
SC149	149/150	DM11 High Quality Tourism	<p><i>Delete policy.</i></p>
SC150	150	Paras 7.180 – 7.184	<p><i>Delete paragraphs.</i></p>
SC151	151	7.189 – 7.191 and table	<p><i>Delete paragraphs and table.</i></p>
SC152	151	DM12 Historic and Built Environment	<p>5. Be informed by <u>sufficient evidence to reveal impacts upon the significance of heritage assets and their settings which may include the Council's Conservation Area Appraisals and Management Plans and the Local List Supplementary Planning Document.</u></p> <p>The demolition or substantial harm to non-designated heritage <u>assets and their settings, especially those listed nationally or locally,</u> which make a positive contribution to the special character and/or local identity of an area, will be resisted in the first instance.</p> <p>Demolition or substantial harm to designated heritage assets <u>and their settings</u> will only be permitted in exceptional <u>or wholly exceptional</u> circumstances, once consideration of viable alternatives to the demolition or substantial alteration has been demonstrated. <u>Depending on their significance; and only once a lack of appropriate viable alternatives to demolition or substantial alteration have been demonstrated. Consent will be refused unless it can be demonstrated that:</u></p> <p>(i) <u>the substantial harm to or loss of significance is necessary in order to deliver substantial public benefits that outweigh that harm or loss; or</u></p> <p>(ii) <u>(a) the nature of the heritage asset prevents all reasonable uses of the site; and</u></p> <p><u>(b) no viable use of the heritage asset itself can be found in the medium term that will enable its conservation; and</u></p> <p><u>(c) conservation through grant-funding or some form of charitable or public ownership is not possible; and</u></p> <p><u>(d) the harm to or loss of the heritage asset is outweighed by the benefits of bringing the site back to use.</u></p>

Change Ref.	Page	Policy/ Para	Change (deleted text shown as struck through and additional text <u>underlined</u>)
SC155	153	Para 7.197	...the Proposals Map, except for the important sites of archaeological importance.
SC156	153	Para 7.200	...to ensure longevity and to reduce <u>the number of</u> assets that have been or are likely to be identified as being at risk.
SC160	158	DM14 Green Infrastructure	As part of the GI network, the Council has identified <u>will identify</u> sites which are important for open space, sport and recreation <u>and these are shown on the Proposals Map</u>
SC161	165	7.252	...as a replacement to the current tidal Flood Zone 2. <u>These adopted Flood Zones are shown on the Proposals Map along with fluvial areas which are potentially susceptible to climate change.</u> This approach ensures...
SC163	171	DM18 Sustainable Travel	3. Comply with the Council's Parking Zones and Residential and Non-Residential Parking Standards <u>Guidance Supplementary Planning Document.</u>
SC166	171	7.294	Through the Unitary Development Plan, the Council has operated a system of Parking Zones across the Island. This established the parking provision of new development to ensure that appropriate levels are <u>were</u> delivered and maintained across the Island and this approach is continued in the Core Strategy. Thresholds for the maximum and minimum parking provision are also made. This general approach will be updated in light of evolving national policy and guidance and will be set out in the Council's Residential and Non-Residential Parking Guidance Supplementary Planning Document.
SC167	171	7.295	<i>Delete paragraph.</i>
SC176	180	8.12	...certain level. The Housing Trajectory work (see Appendix 4) shows that this quantum occurs in 2020. Therefore, the improvements...
SC177	180	Table 8.1	Hunnyhill/Hunnycross and River Way Junction <u>and Medina Way from the junction to Coppins Bridge Roundabout</u>
SC178	180	8.13	...inform the Medina Valley Action Plan. In the meantime, to ensure that the improvements can be delivered, land around these junctions (as shown on the Proposals Map) will be safeguarded. In addition...
SC179	182	Table 8.2	Delete row relating to DM11
SC180	182	DM23 Developer Contributions	...will use Section 106 Agreements to secure on-site requirements for infrastructure. <u>As set out in the applicable policies, development proposals will be expected to demonstrate, through an open book viability assessment, why each requirement cannot be met to the level required in the plan.</u>
SC181	183	New paragraphs following 8.19	<u>Throughout this document economic viability toolkit, development viability and open book viability are referred to. The Isle of Wight Council's preferred method of assessing development viability will be by using the Homes and Communities Agency (HCA) Development Appraisal Tool (DAT). The DAT is designed to appraise in detail the viability of an individual site.</u> <u>The DAT is freely available for use on the Homes and Communities Agency website www.homesandcommunities.co.uk. It should be prepared and used collaboratively between the Isle of Wight Council and developers to help establish the viability of development and thereby justifying the level of provision of the requirements of the Core Strategy and developer contributions obligations at an early stage in the planning process. It can be used as a gap funding model as well as a residual land value model. The model includes analytical tools including capacity to run sensitivity analysis scenarios.</u>

Change Ref.	Page	Policy/ Para	Change (deleted text shown as struck through and additional text <u>underlined</u>)
SC187	189	Monitoring Table SP3(e)	<i>Delete table.</i>
SC189	196	Table DM4	<i>Amend Target(s) Column to read: At least 4,594 <u>35%</u> affordable housing units over plan period.</i>
SC190	200	Monitoring Table DM11	<i>Delete table.</i>
SC193	210	Glossary	<u>Employment Land</u> <u>Employment land is defined as that land which is allocated for such uses, or has an existing B class use or extant permission for such use.</u>
SC195	220	Appendix 1	<i>Delete Appendix 1: Housing Trajectory</i>
SC198	246	Appendix 4	<i>Delete Appendix 4: Parking Zones and Standards</i>
SC199	252	Appendix 5	<i>Replace the existing list with that set out in Annex A of this Appendix. This will become Appendix 1 of the Core Strategy document.</i>

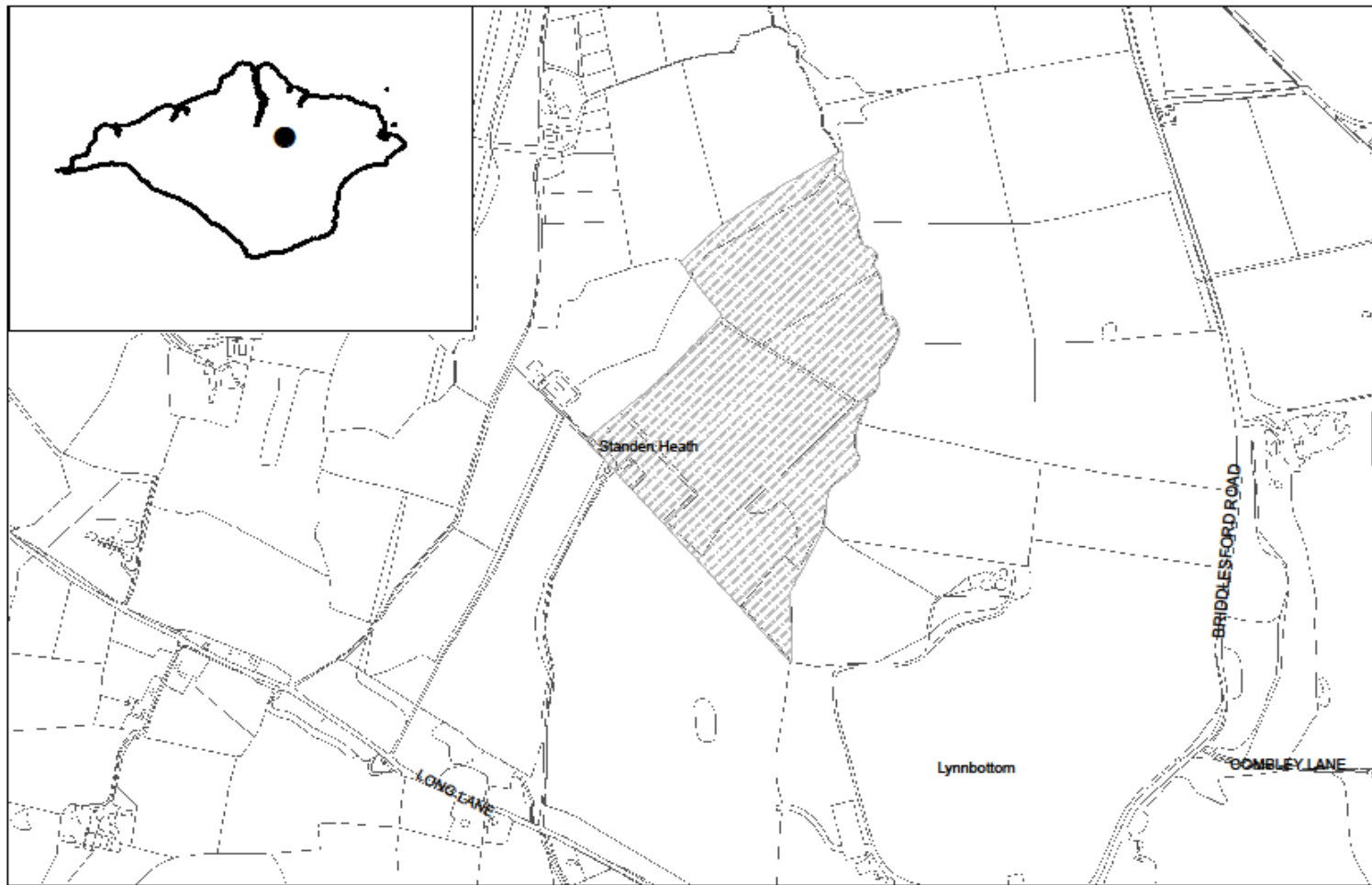
Annex A

Schedule of Saved UDP Policies to be Replaced

UDP ref	UDP Policy	Proposed Core Strategy Policy Replacement
S3	Strategic Policy	SP1 Spatial Strategy
S7	Strategic Policy	SP2 Housing
S8	Strategic Policy	SP3 Economy
G1	Development envelopes	SP1 Spatial Strategy
G4	General locational criteria	SP1 Spatial Strategy
G5	Development outside defined settlements	SP1 Spatial Strategy
G11	Coastal Development	DM16 Coastal Management
D1	Standards of design	DM2 Design Quality for New Development
D5	Shop fronts and signs	DM2 Design Quality for New Development & DM9 Town Centres
D9	Works of art, artefacts or architectural features	DM2 Design Quality for New Development & Design Principles SPD
D13	Energy conservation	DM1 Sustainable Build Criteria for New Development
D14	Light spillage	DM2 Design Quality for New Development & Design Principles SPD
B7	Demolition of non-listed buildings	DM12 Historic and Built Environment
B9	Protection of archaeological heritage	DM12 Historic and Built Environment
B10	Parks, gardens and landscapes of historic interest	DM12 Historic and Built Environment
H3	Allocated residential sites	SP2 Housing
H7	Extensions and alterations	DM2 Design Quality for New Development
H9	Outside development boundaries	SP1 Spatial Strategy & SP2 Housing
H14	Locally affordable housing – developers contributions	DM4 Locally Affordable Housing & DM23 Developer Contributions
H15	Rural exceptions	SP1 Spatial Strategy
E3	Change of use employment land	SP3 Economy & DM8 Economic Development
E5	Allocation of employment sites	SP3 Economy & DM8 Economic Development
E7	Essential deep water frontages	SP9 Minerals & AAP1 Medina Valley & DM8 Economic Development
C11	Sites of Local Importance for Nature Conservation	DM13 Landscape, Seascape, Biodiversity and Geodiversity
C12	Development Affecting Trees and Woodland	DM13 Landscape, Seascape, Biodiversity and Geodiversity
C17	Conservation of Barns and Other Rural Buildings	DM8 Economic Development & DM12 Historic and Built Environment
C22	Keeping of Horses for Recreational Purposes	
C23	Stables and Field Shelters in the Countryside	
C24	Commercial Riding Establishments	
L4	Protection of Open Spaces, Village Greens and Allotments	DM14 Green Infrastructure
L5	Development within Parks and Gardens	DM14 Green Infrastructure
L10	Open Space in Housing Developments	DM14 Green Infrastructure & DM 23 Developer Contributions

UDP ref	UDP Policy	Proposed Core Strategy Policy Replacement
M3	Criteria for New Mineral Workings	SP9 Minerals & DM21 Minerals
M6	Aggregate Wharves	SP9 Minerals
M8	Restoration and Aftercare	DM21 Minerals
M9	Mineral Sites	SP9 Minerals
W2	Landfill	SP8 Waste
W3	Waste Collecting, Sorting, Reclamation and transfer Sites	SP8 Waste
TR7	Highway Considerations for New Development	SP7 Travel & DM18 Sustainable Travel
TR16	Parking Policies and Guidelines	DM18 Sustainable Travel
TR17	Public Rights of Way	DM18 Sustainable Travel
TR18	Railway Line and Former Railway Network	SP7 Travel & DM18 Sustainable Travel
TR19	Airports	
T4	Designation of Hotel Areas	SP4 Tourism
T5	Development Outside of Defined Hotel Areas	SP4 Tourism
T6	Permanent Accommodation Sites (other than hotels)	
T10	The use of Tourist Accommodation for Permanent Residential Use	AAP3 The Bay
R1	Existing Town Centres	DM9 Town Centres
R2	New Retail Development	DM9 Town Centres
R5	Retail-Only Frontages	DM9 Town Centres
R6	Areas Outside Retail-Only Frontages	DM9 Town Centres
U2	Ensuring Adequate Educational, Social and Community Facilities for the Future Population	DM7 Social and Community Infrastructure & DM23 Developer Contributions
U5	Schools Provision	DM7 Social and Community Infrastructure & DM23 Developer Contributions
U7	Provision of School Playing Fields and Protection from Development	DM7 Social and Community Infrastructure & DM14 Green Infrastructure & DM23 Developer Contributions
U10	Provision of Burial Grounds and Crematoria	DM7 Social and Community Infrastructure
U18	Development of Renewable Energy	SP6 Renewables, DM17 Renewables

Annex B – Map to replace Map 5.18



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Standen Heath Extension Allocation



Annex C – Amended Table 5.4

Core Strategy Area	SHLAA Capacity	% of SHLAA Capacity	% applied to residual need of <u>5,120</u> dwellings	Existing permissions <u>not yet implemented (discounting factor)</u>	Distribution factoring in local capacity issues and need for development	Overall development
Medina Valley Key Regeneration Area	11,064	50.4%	2417	<u>2150</u>	<u>1,350</u>	3500
Ryde Key Regeneration Area	4,130	18.8%	902	<u>350</u>	<u>2,100</u>	2,450
The Bay Key Regeneration Area	1,003	4.6%	219	<u>250</u>	<u>370</u>	620
West Wight Smaller Regeneration Area	1,067	4.9%	233	<u>200</u>	<u>240</u>	440
Ventnor Smaller Regeneration Area	78	0.4%	17	<u>50</u>	<u>80</u>	130
Rural Service Centres and wider rural area	4,632	21.1%	1012	<u>200</u>	<u>980</u>	1,180
Totals	21,974		<u>5120</u>	<u>3200</u>	<u>5,120</u>	8320

Appendix B Council's Minor Changes

[Reference numbers are consistent with those in the Council's Schedule of Suggested Changes (version 6) – Core Document reference E4].

Change Ref.	Page	Policy/ Para	Change (deleted text shown as struck through and additional text underlined)
SC003		Throughout Document	<i>Amendments as required for re numbering, typographical and grammatical errors. Some of these are detailed within this Appendix.</i>
SC004		Throughout document	<i>Ensure that where the Inspector recommends a change that results in the deletion of a policy that all reference to such a policy are removed from the document.</i>
SC005	1	Contents	<i>Amend as required and include a list of policies.</i>
SC006	2	Scope of the consultation	<i>Delete.</i>
SC009	7	1.28-1.32	Consultation and next stages of the document <i>Delete paragraphs 1.28-1.32</i>
SC010	16	2.50	The PFI service project is likely to last for 25 years, starting in 2013. It will include most of the Island's entire adopted road network.
SC011	19	2.70-71	<p><i>Delete the existing paragraphs and replace with:</i></p> <p><u>The Island Transport Plan (ITP) was adopted in June 2011 and is the third statutory Local Transport Plan (LTP) for the Island.</u></p> <p><u>Compiled in accordance with government legislation, the plan accords with local plans and policies including Eco-Island, the council's Corporate Plan and the Island Plan – core strategy. It covers the years 2011-2038 to fit with the delivery of our road maintenance Private Finance Initiative (PFI), and includes a local transport “vision”, supported by six key “goals” and six “objectives.”</u></p> <p><u>These six objectives are to:</u></p> <ul style="list-style-type: none"> • <u>Enhance and maintain our highway assets</u> • <u>Maintain and improve journey time reliability and predictability for all road users.</u> • <u>Protect and enhance the environment and quality of life.</u> • <u>Improve road safety.</u> • <u>Reduce the need to travel.</u> • <u>Promote travel choice.</u> <p><u>The ITP is formed of two distinct elements:</u></p> <ul style="list-style-type: none"> • <u>An area wide strategic policy (or strategy) and</u> • <u>An implementation plan setting out how the local authority intends to deliver improvements on the ground.</u> <p><u>The production of two separate documents allows the council the flexibility to review the strategy as required and tailor the implementation plan to more closely reflect the funding available and local priorities. The ITP can be viewed at www.iwight.com/transport</u></p>
SC013	26	4.1 Key Diagram	<i>Amend the orientation and size of the Key Diagram, to show it on a full page. (Attached as Annex A to this appendix).</i>

Change Ref.	Page	Policy/ Para	Change (deleted text shown as struck through and additional text <u>underlined</u>)
SC019	32	'Like to look at' box	Strategic Housing Land Availability Assessment, 2010 1 ; IWC
SC030	40	'Like to look at' box	Housing Strategy 2007-4-2012; IWC
SC032	41	5.68	...represents an increase of 7,549 <u>7,495</u> jobs on the...
SC036	42/43	SP3(a) Horsebridge Hill	<p>...need for employment provision, <u>healthcare and care-related provision, social and community facilities, leisure uses and open space.</u> Further to SP3 and the relevant Development Plan policies, the allocation at Horsebridge Hill will be expected to:</p> <p>...</p> <p>2. Maintain a green corridor and provide pedestrian / cycle links in the general locations identified on the Proposals Map <u>5.6.</u></p> <p>...</p> <p>4. Consider whether, i In the s<u>Southern e</u>Employment site <u>Area</u>, the provision of employment uses <u>to includes uses ancillary to the Hospital or that would create a hub of healthcare and care-related employment provision, social and community facilities, leisure uses along with a range of B-type employment uses.</u></p> <p>...</p> <p>8. Provide access from Horsebridge Hill to the n<u>Northern e</u>Employment a<u>Area</u> and access from Dodnor Lane to the s<u>Southern e</u>Employment a<u>Area</u>.</p>
SC038	43	5.78	2. Southern Employment Area: a range of <u>healthcare and care-related employment provision, and employment relating to social and community facilities and leisure uses.</u> The final split of these will be established through a masterplanning exercise and development brief.
SC039	44	5.80	'Further pedestrian/cycle links will be provided, in the general locations shown on the Proposals Map <u>Map 5.6</u> , to link...'
SC040	44	5.82	...uses for the whole site. <u>The Council considers that a range of healthcare and care-related employment provision, and employment relating to social and community facilities and leisure uses that are related to securing and delivering healthcare services could include B1, B2, B8, C1, C2, D1 and D2 uses.</u> If in the longer term the southern area is not required for facilities to support the provision of healthcare services on the Island, then the Council would expect the site to provide for B1, B2 and B8 uses.
SC041	44	New paragraphs following 5.82	<p><u>The NHS on the Isle of Wight is unique in England as it is a single NHS Provider and Commissioner for services including Mental Health, Acute Care (St. Mary's), Prison Health, Ambulance Service, Commissioning, Primary Care and Community Services. As part of the national restructuring of the NHS, the Provider and Commissioner aspects are being separated within NHS IOW, which is increasingly working with other NHS organisations and the Isle of Wight Council.</u></p> <p><u>The NHS IOW currently commissions 90% of services on the Island, reducing the need for patients to travel to the mainland. The delivery of these services on the Island is especially important as there are no other health organisations on the Island with which the NHS IOW could share the Provider role. The NHS IOW and the Isle of Wight Council see this change in delivery as an opportunity to develop infrastructure to sustain healthcare provision on the Island.</u></p>
SC042	44	5.84	...uses for the whole site. <u>The Council considers that a range of healthcare and care-related employment provision, and employment relating to social and community facilities and leisure uses that are related to securing and delivering healthcare services could include B1, B2, B8, C1, C2, D1 and D2 uses.</u> If in the longer term the southern element is not required for facilities to support the provision of healthcare services on the Island, then the Council would expect the site to provide for B1, B2, and B8 uses.

Change Ref.	Page	Policy/ Para	Change (deleted text shown as struck through and additional text <u>underlined</u>)
SC043	45	New paragraph following 5.87	<u>As outlined in paragraph 5.150, the Council will consider proposals for employment land that includes an element of enabling development. However, the provision of enabling development would not necessarily be required on the site of the employment land.</u>
SC045	49	SP3(d) South of Nicholson Road	...the allocation at Stag Lane <u>South of Nicholson Road</u> will be expected to:..
SC050	57	5.154	...that by 2026, 809,000 ft² <u>75,159m²</u> of net comparison...
SC057	60	5.174 Island's high quality environment. Through their planning policies the Council will continue to support this.
SC072	64	Para 5.199	<i>Delete paragraph.</i>
SC075	65	'Like to look at' box	PPSG20: Coastal Planning PPS23: Planning and Pollution Control
SC080	70	'...particularly linked to...' box	SP98 Waste
SC081	70	SP7 Travel Para 1	The Council will support proposals that increase travel choice, and provide alternative means of travel to the car <u>and help reduce the impact on air quality and climate change.</u>
SC084	72	5.239	...the Island's Local Travel <u>Transport</u> Plan (LTP).
SC086	72	'Like to look at' box	Second <u>The Island's</u> Local Transport Plan (LTP2): 2006-2011 - <u>2038</u> , 2006 <u>11</u> ; IWC
SC088	73	'Like to look at' box	Second <u>The Island's</u> Local Transport Plan (LTP2): 2006-2011 - <u>2038</u> , 2006 <u>11</u> ; IWC
SC089	74	5.251	It is expected that planning applications to support operation changes to the current terminals <u>or provide new facilities</u> will come forward over the plan period as they are required.
SC090	75	5.252	...If large-scale work is required to the current terminal facilities, <u>or new facilities are being considered</u> , the Area Action Plans will be explicit about what is required.
SC091	75	5.253-5	The Council is working with the two main ferry providers to prepare a bid for European Interreg funding for a study to <u>through background work on the AAPs to more fully understand the relationship...</u> The funding work will <u>focuses on innovative approaches</u> to improve the accessibility and connectivity between the ports and their towns. The literature setting out the funding requirements states that "it is important that a common transport offer is created so that expansion plans are not put into jeopardy by traffic problems and increased pollution. The project work will... If the bid is successful, it will fund work to understand these <u>Where</u> issues and, if problems are identified, propose <u>possible resolution measures will be set out in full in the AAP's.</u>
SC092	75	'Like to look at' box	Second <u>The Island's</u> Local Transport Plan (LTP2): 2006-2011 - <u>2038</u> , 2006 <u>11</u> ; IWC
SC095	80	Table 5.8	<u>Column 1, row 3 2020</u>
SC098	89	5.304	The site is also on a major <u>principal</u> aquifer...
SC099	90	5.306	the site is situated upon a major <u>principal</u> aquifer...
SC100	94	Table 5.10	<u>Column 'Marine-won' in the row '2008'</u> <u>4,000,308-100,308</u>

Change Ref.	Page	Policy/ Para	Change (deleted text shown as struck through and additional text <u>underlined</u>)
SC136	133	DM5 Housing for Older People Bullet Point 3	<i>Insert footnote following major housing development</i> <u>As set out in the Glossary (major housing development is described within the glossary of terms)</u>
SC141	139	Footnote 56	...libraries <u>and other cultural facilities</u> ,...
SC147	147	7.165	<i>Delete the 3rd the from the 1st sentence.</i>
SC153	152	Para 7.196	As at the date of the Core Strategy Submission, the HER... <ul style="list-style-type: none"> • 479 <u>189</u> buildings, structures or parks on the Local List • 32-34 Conservation Areas
SC154	152	Map 7.3	Historic Environment Record entries <u>entries</u> on the Isle of Wight
SC157	154	Para 7.203	<i>Delete 'in' from first line of paragraph</i>
SC158	154	'Like to look at' box	<i>Add in <u>IW Historic Environment Record</u></i>
SC159	157	'Like to look at' box	PPSG20: Coastal Planning
SC162	171	DM18 Sustainable Travel	1. Contribute to meeting the aims and objectives of the <u>Isle of Wight Local Island Transport Plan</u> .
SC164	171	7.289	<p>The Council also produces the <u>Isle of Wight Local Transport Plan (LTP)</u>, which sets out how we will deliver the Government's five national transport goals. It also outlines the contribution the Island's LTP will make to the following priorities:</p> <ul style="list-style-type: none"> • Support economic growth • Tackle climate change • Promote equality of opportunity • Contribute to better safety, security and health • <u>Improve quality of life</u> <p><u>The Council has also produced the Island Transport Plan (ITP) which sets out how we will work with others to improve transport on the Island. Formally adopted in June 2011, the plan covers the years 2011 – 2038 and will be delivered in partnership with the road maintenance Private Finance Initiative (PFI) project. The plan sets out our local transport "vision", six key "goals" and six "objectives. These are to:</u></p> <ul style="list-style-type: none"> • <u>Enhance and maintain our highway assets.</u> • <u>Maintain and improve journey time reliability and predictability for all road users.</u> • <u>Protect and enhance the environment and quality of life.</u> • <u>Improve road safety.</u> • <u>Reduce the need to travel.</u> • <u>Promote travel choice.</u>
SC165	171	7.290	...the aims and objectives of the LTP <u>ITP</u> .
SC168	172	'Like to look at' box	Second <u>The Island's Local Transport Plan (LTP2): 2006-2011 – 2038, 200611; IWC</u>

Change Ref.	Page	Policy/ Para	Change (deleted text shown as struck through and additional text <u>underlined</u>)
SC169	172	DM19 Cross-Solent Travel	Development proposals at existing cross-Solent passenger <u>and vehicular</u> terminals will be expected to...
SC170	172	DM19 Cross-Solent Travel	The Area Action Plans and Delivery and Management DPD will, <u>should it be necessary</u> , identify any additional land required to enable growth and/or improvements to services, including the associated traffic implications. <u>Should proposals for new terminals come forward, they will be expected to demonstrate their environmental and economic benefits to the immediate local area and the wider Island.</u>
SC171	172	7.298	The optimal and efficient use of existing cross-Solent passenger <u>and vehicular</u> terminals is of...
SC172	173	7.302	A fundamental issue relating to the operation of the cross-Solent <u>passenger and vehicular</u> terminals is the impact...
SC173	173	7.303	Should proposals <u>for new facilities</u> come forward, they will be expected to demonstrate their environmental and economic benefits to the immediate local area and the wider Island.
SC174	173	'Like to look at' box	Second <u>The Island's Local Transport Plan (LTP2): 2006-2011 – 2038, 200611; IWC</u>
SC175	175	DM21 Minerals	1. Apply a hierarchy of resource efficiency (including reducing demand and use of virgin aggregate and use of secondary and recycled aggregate and other suitable alternatives before use of virgin aggregate) and demonstrate this. <u>1 Contribute to the overall levels of provision for primary land won aggregates, imported and marine dredged, and secondary and recycled materials over the Plan period (as set out in SP9) and for land won aggregates, how they contribute to the maintenance of the Island's landbank (of at least 7 years) of sand and gravel.</u>
SC182	185	9.5	'...does not meet the targets in the Core Strategy over a three <u>year</u> period...'
SC183	188	Monitoring Table SP3(a)	Use of Local <u>Island</u> Transport Plan...
SC184	188	Monitoring Table SP3(b)	Use of Local <u>Island</u> Transport Plan...
SC185	189	Monitoring Table SP3(c)	Use of Local <u>Island</u> Transport Plan...
SC186	189	Monitoring Table SP3(d)	Use of Local <u>Island</u> Transport Plan...
SC188	192	Monitoring Table SP7	Use of Local <u>Island</u> Transport Plan...
SC191	205	Monitoring Table DM19	Use of Local <u>Island</u> Transport Plan...
SC192	203	Monitoring	<i>Correct all references to the term SuDS – amend "SUDS" to "SuDS"</i>
SC194	212	Glossary Heritage Coast	...primary aim of the Heritage_Coast...
SC196	229	Appendix 2	<i>Delete Appendix 2: National Development Management Policies</i>
SC197	231 to 245	Appendix 3	<i>Delete Appendix 3: SINCS</i>

Annex A - Key Diagram on full A4 page in landscape orientation

