

**Area Action Plan
Informal Discussion Document**

The Ryde Plan

May 2014

Introduction

The [Island Plan Core Strategy](#) is the document, along with [national planning policies and guidance](#), against which planning applications are decided by the Isle of Wight Council. The Core Strategy covers the whole Island, and sets out the strategic approach towards development on whole the Island. It does though recognise that the Medina Valley, Ryde and The Bay are the key areas for housing, jobs and infrastructure on the Island and will need different planning approaches.

We are preparing an Area Action Plan (AAP) for Ryde, which we are calling the Ryde Plan, to recognise and address the individual characteristics and needs of the area. The process for preparing such documents are set nationally but the we have prepared this informal discussion document outside of the required formal stages, to invite comments on its emerging thinking and the way in which it may go forward in the next stages of the Ryde Plan process.

Some issues raised and questions asked in this document are not land-use planning issues, but have been included because the council covers a wide range of services. While the formal AAPs may not be able to address these issues, the information gained from this consultation exercise will be shared with other areas of the council where relevant.

As it is an informal discussion document, there are no environmental assessments (such as a Habitat Regulation Assessment or a Sustainability Appraisal) – these, and other technical evidence base documents, will be prepared and published for the formal consultation stages.

The Core Strategy has a policy (AAP2) that sets out the requirements that the Ryde Plan will need to address. When the Ryde Plan gets to the

formal stage of going through a public examination, the council will need to demonstrate how the Ryde Plan addresses these and complies with the National Planning Policy Framework (NPPF), which is the document that sets out the Government's planning policies. The headings within the main section of the document are those requirements as set out in AAP2.

Making Comments

If you have any comments on what is in this document, please send them by email to planning.policy@iow.gov.uk, or by post to:

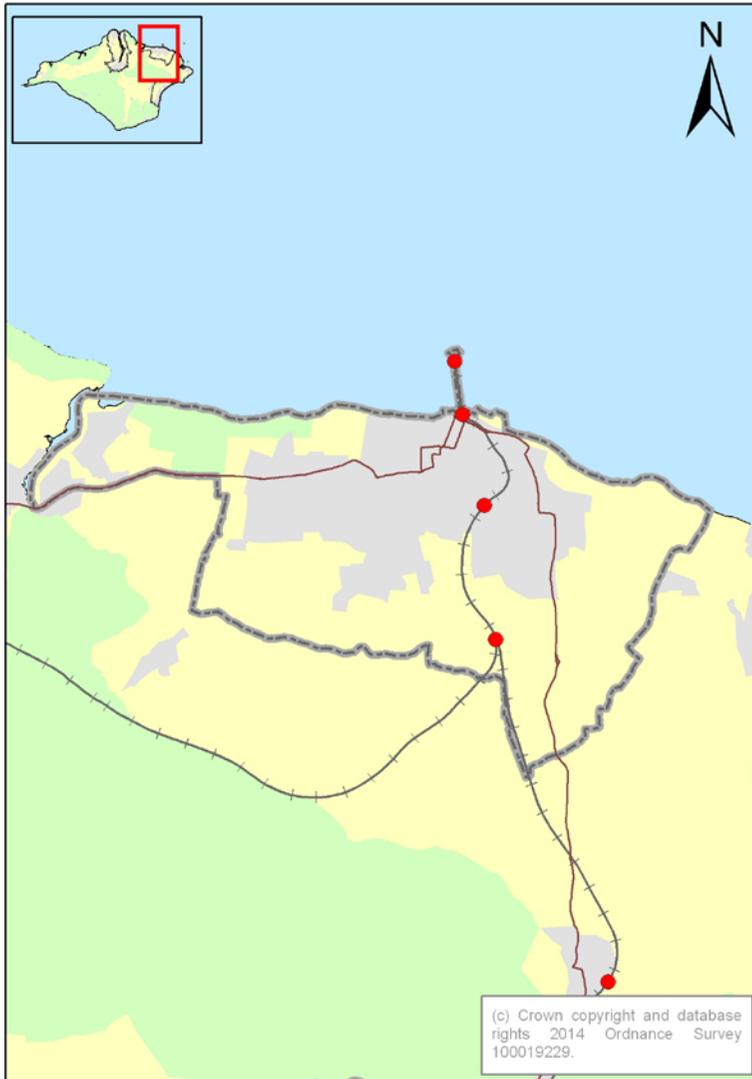
Ryde Plan Informal Consultation
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There will be a 6 week period for people to comment on the document, which will run from Friday 23rd May until midday Monday 7th July 2014.

A comments form, which includes all the questions posed in this document, is available on the council's website, or alternatively paper copies will be available in local libraries, Seaclose Office and Customer Services at County Hall.

Any comments that we receive will then influence the content of the Ryde Plan going forward into the formal stages. A timetable for these stages can be found on our [website](#).

Ryde Plan Area



This document explores the planning-related issues for the Ryde area, as set out within the Island Plan Core Strategy, and poses some questions that we would like your feedback on. This document is intended to provoke discussion and includes some of our current thinking and other things that you've told us you would like to see happen.

In the Core Strategy, Ryde has been identified as being an appropriate area to accommodate further development, mainly due to the established size of the settlement and the level of existing employment provision.

The Ryde Plan area is larger than just the town of Ryde, so it covers a number of settlements and undeveloped areas of countryside. Because of this diversity, a number of different approaches will be needed to make sure the town and parish councils, and their communities, can feel confident that the Ryde Plan delivers the requirements for the wider Ryde area in a way that reflects local circumstances.

We have worked with the town and parish councils in thinking about how the requirements of the Core Strategy can be met through the Ryde Plan. This covers both the process (for example Fishbourne Parish Council has worked with the council to prepare information, which will form a dedicated Fishbourne chapter) and possible outcomes (for example agreement with town and parish councils over revising settlement boundaries).

We have also worked and had discussions with other organisations such as the Isle of Wight Chamber of Commerce (the Chamber) to better understand what they think the requirements of Ryde are and how they could be achieved. The Chamber is leading work on the development of a

masterplan for Ryde that we, wherever possible, will look to take into account when preparing the Ryde Plan.

We are aware of the links between Ryde and the other AAPs and the areas between them, although it is worth remembering that the approaches and policies that will be in the Ryde Plan can only be applied to the area within the Ryde Plan boundary.

The document is now split under headings that are the requirements for the Ryde Plan in the Core Strategy. We've provided some commentary on the issues being faced and posed a number of questions for you to answer, to help us understand your thoughts.

1. Identify appropriate development sites, within or immediately adjacent to the settlement boundaries within the AAP boundary, for the majority of the dwellings allocated for the area

- 1.1 Our preference towards housing development, which is established in the Core Strategy, is broadly speaking that they should be brownfield and/or located within or immediately adjacent to settlements. To help us, and those interested in development, know what potential development sites will be considered for allocation in the Ryde Plan, assessment work has been undertaken in a document called the [Strategic Housing Land Availability Assessment](#) (SHLAA).
- 1.2 Following the Government's publication of the national Planning Policy Guidance in March 2014, we have started to review our

SHLAA to make sure it follows the latest national guidance in seeing whether there are enough suitable potential development sites in the Ryde area to meet the required amount of housing development set out in the Core Strategy.

- 1.3 This review shows that whilst a number of sites have been assessed, we are likely to have a smaller pot of suitable potential development sites to choose from than within the Medina Valley.
- 1.4 It has also highlighted that there are limited brownfield land opportunities in Ryde, so to bring forward the required housing development it will be necessary for us to allocate greenfield sites. However, there are various ways in which this could be done and the following paragraphs set out some of the issues that we would like your views on.
- 1.5 In carrying out various consultations over the last few years a constant message has been that "the council should only allow housing that brings forward the required infrastructure" to support it. However we also receive messages that we should develop brownfield sites first.
- 1.6 In this current market, and thinking about the period to 2027 (which is how long the Core Strategy runs for), we need to ensure that the right sites are brought forward. Therefore careful balance has to be struck between the support for brownfield land (which is generally more expensive to develop and therefore may not be able to cover the costs of wider infrastructure improvements) and the release of greenfield sites.

Question 1

What are your views on the use of Brownfield land first, to support regeneration, and the impact this could have on infrastructure development?

Question 2

If viability is an issue on brownfield sites, should the local planning authority take a pragmatic approach to negotiating s106 contributions?

- 1.7 We are aware of the public concern in relation to the proposals for large scale residential development at the site known as Pennyfeathers. Because of this, we want to raise a number of issues and options about the way we look to plan for the future of the Ryde area through our planning documents.
- 1.8 In order to meet housing requirements we could allocate large sites. Alternatively we could limit the scale of development on each site which would then mean that more sites would be required to meet the overall number. We are therefore exploring whether setting a limit on the size of development sites to minimise the impact of such proposals would be appropriate.
- 1.9 This could be done in a number of ways, such as a blanket approach of 'no more than an X% increase from the host settlement' or a site-sensitive approach where the character and density of existing development in the surrounding area are taken into account.

- 1.10 Regardless of the details, such an approach is likely to also increase the number of sites that would be needed (which in turn may increase the likelihood of settlement coalescence) and perhaps most importantly, may reduce the ability of the development to provide the necessary financial contributions or actual provision of infrastructure.
- 1.11 Large greenfield sites are able, due to their nature, to provide the necessary infrastructure because their viability is less constrained. However the majority of the large sites that have been put forward for consideration in Ryde are to its south.
- 1.12 However in Ryde this causes an issue. If there is a consensus towards limiting the scale of development on each site this may mean that there is a requirement to use a higher number of SHLAA sites and maybe some sites which are more sensitive than others.

Question 3

Should housing allocations be made on fewer, larger sites or on a higher number of smaller sites?

Question 4

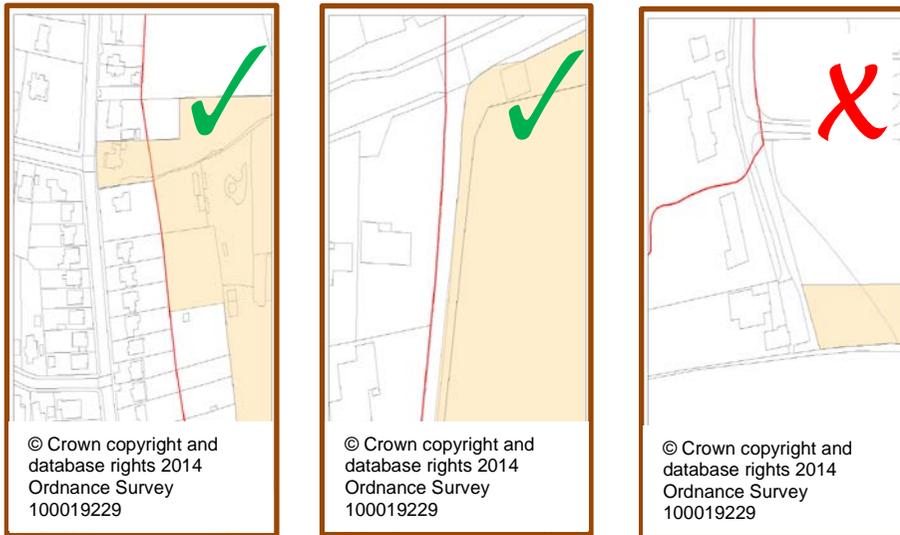
If there were to be a limit on numbers for housing allocations, how should it be worked out?

- 1.13 Policy SP1 of the Core Strategy says that development should be located on sites within or immediately adjacent to the settlement boundary. We know from feedback that we should be clearer about what we mean by 'immediately adjacent', as there is public

concern that some development proposals have stretched what they would consider ‘immediately adjacent’ to reasonably be.

1.14 So far, we have considered the definition of ‘immediately adjacent’ to be if part of the proposed development site is either directly touching part of the settlement boundary or there is a road between the two. Examples of how it has been interpreted are shown below.

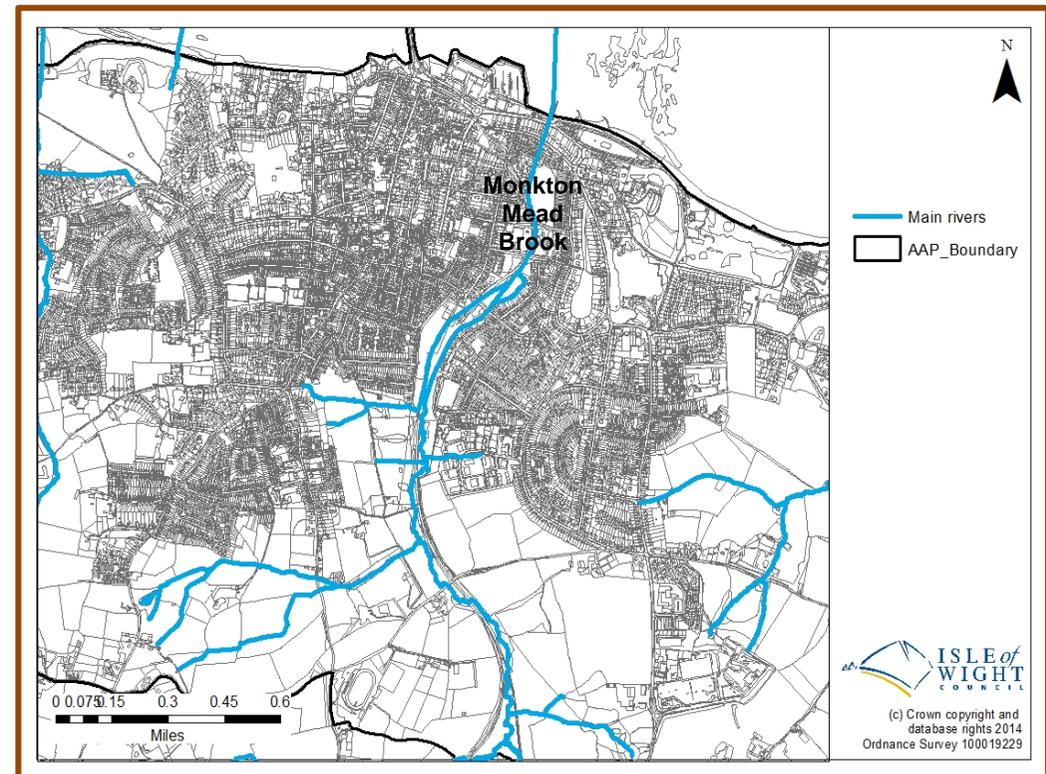
1.15 The view that we have been hearing is that our community does not necessarily consider a site to be immediately adjacent if, for example, only part of the site, such as the access, is adjacent.



Question 5

How do you think the council should define “immediately adjacent” to the settlement boundary?

1.16 We recognise that Monkton Mead Brook is an issue for residents and that we need to balance problems experienced in this area against the requirement to provide sites for housing. New development will provide the opportunity to help improve management of the Monkton Mead catchment area (see below). Alternatively, no development is likely to mean that the status quo is maintained, unless other sources of investment can be found.



- 1.17 We will consider the allocation of greenspace to ensure that sites are of an appropriate size and provide any required mitigation. For example, the provision of a green corridor along the Monkton Mead Brook to provide sufficient flood risk management capacity, alongside appropriate Sustainable Urban Drainage systems will be investigated.
- 1.18 Through the Core Strategy we've already set out that our Strategic Flood Risk Assessment (SFRA) should be used to inform development proposals and how we make our decisions.
- 1.19 The SFRA already suggests a number of things that could be built into new development to make it safer from flooding and minimise the impacts of flooding elsewhere. These could be applied to any development in the Monkton Mead catchment (and elsewhere). The following list has been simplified and does not include the technical ways of doing it.
- Using, where possible, the sequential approach (see glossary), which would see more and highly vulnerable land use types being placed in the lower flood risk zones.
 - Making sure that development does not increase the risk of flooding elsewhere.
 - Surface water generated by development should be managed using sustainable techniques. Discharge rates and volumes should not increase post development, indeed we and the Environment Agency would like to see developers seeking a reduction in run-off rates and volumes.

- 1.20 We will continue to work with the Environment Agency, and other relevant organisations, to ensure that flooding, and the risk of flooding is minimised as much as possible.

Question 6

Do you think the council should introduce specific planning requirements to manage flooding risk within the Monkton Mead catchment? Could such an approach be taken elsewhere, and if so where?

- 2. Demonstrate that the allocated sites, either individually or in combination, will have no adverse effects on the integrity of European sites**
- 2.1 There are a number of high quality environmental areas in Ryde that are of European importance. Whilst we think that this is a positive thing, it also means that we have a legal responsibility not to allocate sites that individually or collectively would have a significant adverse impact upon them, which is usually in relation to the likely recreational impacts that would arise from new development.
- 2.2 We are aware of the frustration that some experience when proposed development schemes cannot be brought forward, or are significantly modified, because of concerns over impacts on these designated sites. It has been described as a 'birds before people' approach and whilst we will always seek what we think to

be the best outcomes for Islanders; we still have to abide by European legislation and national planning policy.

2.3 We have already had some work done to help us better understand what measures might be appropriate to mitigate (see glossary) recreational impacts on the Ryde Sands, which is internationally designated for its importance to overwintering birds. One of the main outcomes was the recommendation to deliberately focus visitor activity between Appley and Puckpool.

2.4 Further to this the following additional measures to mitigate recreational impact were proposed:

- Improving facilities in and around Firestone Copse;
- Management of Appley Park to attract and hold visitors;
- Improved signage and interpretation at Hersey Reserve; and
- Improved links from the Seafront into the countryside.

2.5 Because other local authorities are facing the same issues, a Solent-wide piece of work has been going on with involvement from a number of Solent local authorities. This work is called the Solent Disturbance and Mitigation Project (SDMP).

2.6 As part of this work, and our commitment to meeting our legal responsibilities, we are in the process of putting in place a mechanism for collecting financial contributions towards mitigation from certain types of new development.

2.7 The mitigation referred to above will be a package of measures to alleviate the recreational impacts on the Ryde Sands that will

come about from new residential development. The precise mitigation measures are not yet finalised, but are likely to include a team of rangers to instigate and oversee projects that reduce disturbance levels.

2.8 Part of the way we will demonstrate no adverse effects on the integrity of European sites will be through a document called a Habitats Regulations Assessment (HRA). The strategic level Island-wide HRA that supported the Core Strategy will, along with the work mentioned above, form the basis for the Ryde Plan HRA.

2.9 This is an iterative process and has not yet been completed. This assessment will be completed to inform our proposed housing allocations in the formal stages of the Ryde Plan process.

2.10 It is not just the housing allocations that may impact on the European designations within the Ryde Plan boundary. Where other allocations/designations are made the HRA of the plan will need to demonstrate that there are no significant adverse impacts.

Question 7

What are your views on the approaches to ensuring no adverse effects on the integrity of designated sites within and next to the Ryde Plan area as suggested in paragraph 2.4?

3. Provide for the target of 35% of affordable housing, but consider whether levels of affordable housing higher than that set out in DM4 can be achieved on land owned by affordable housing providers

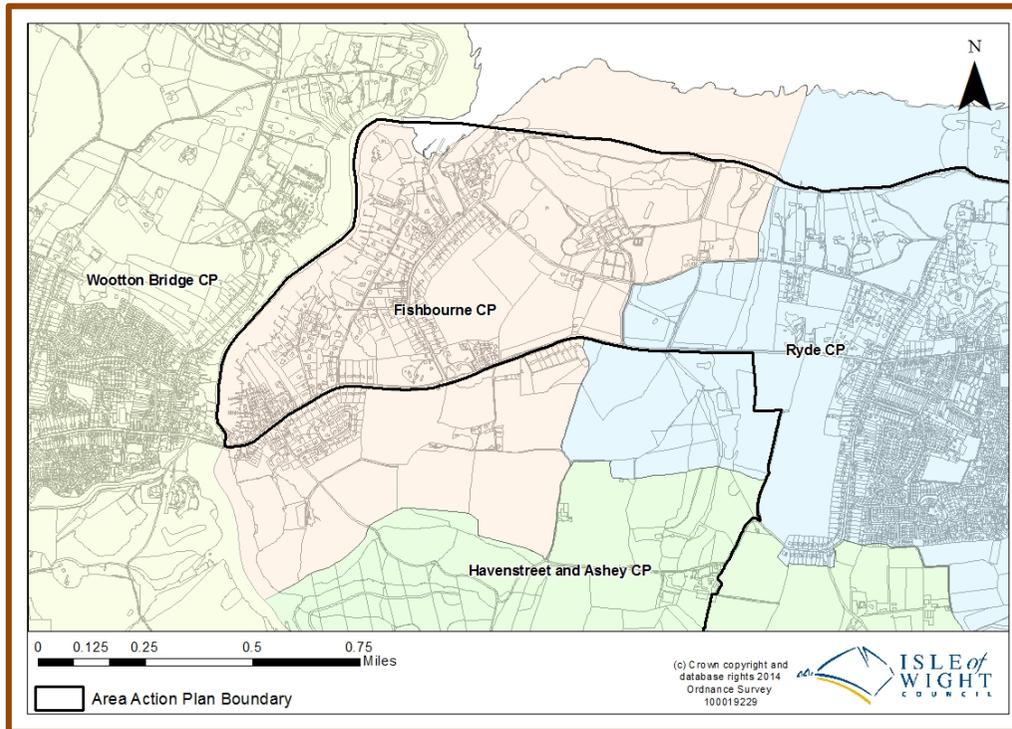
- 3.1 Having consulted with affordable housing providers, there currently seems to be no opportunity to facilitate a higher level of affordable housing within Ryde. However, we will continue to explore whether this can be achieved.
- 3.2 We are aware of concerns of current residents that affordable housing on the Island is being taken by people who are not from the Island. One of the duties of the LPA is to plan for the needs of our residents through a local lettings policy for new development, which is a legal agreement signed by the developer that sets out to who, and the way in which, affordable housing is to be distributed.
- 3.3 We will look to ensure that local housing needs are being met through the introduction of local lettings policies for new development. We will ensure, where possible, Island residents are prioritised for this accommodation whilst recognising that there may be exceptional circumstances that influence the way we determine certain cases.

Question 8

Should the council seek 'local lettings' policies wherever possible, and if so should any particular group(s) of people be prioritised?

4. Revise the settlement boundaries within the AAP boundary as required

- 4.1 We have been working with the Town and Parish Councils around Ryde, to update the settlement boundaries that have been in place since the Unitary Development Plan. We want to ensure that the settlement boundaries remain fit for purpose, by helping to deliver the wider aims of the Core Strategy and meeting the aspirations of the local communities.
- 4.2 We have not yet undertaken detailed work on this issue for Ryde, however local consultation and discussions have suggested a number of areas should be investigated to ensure that a clear and distinct boundary will be maintained.
- 4.3 It looks like there may be a justifiable opportunity for redrawing the settlement boundary more tightly in north-western and southern areas, to remove potential anomalies and to examine whether the area around the pier and harbour should be included. These opportunities are shown on the maps on the following pages.
- 4.4 Part of the parish of Fishbourne is within the Ryde Plan boundary, so would be covered by the policies of the plan. The part of the parish outside of the Ryde Plan boundary is not covered by the policies of the plan.
- 4.5 The settlement of Fishbourne does not have a settlement boundary. Because of this and the planning policy principles of Core Strategy policy SP1, we will not be looking to allocate residential development within the parish.



4.6 Harcourt Sands is a large, mainly previously developed land (pdl or brownfield) former tourism site on the outskirts of Ryde. It is not currently within or immediately adjacent the settlement boundary of Ryde. To signal our support for the appropriate redevelopment of the site, which would include tourism uses, we could redraw the settlement boundary to include the site, to remove a potential hurdle in the planning process and give greater certainty to developers.

Question 9

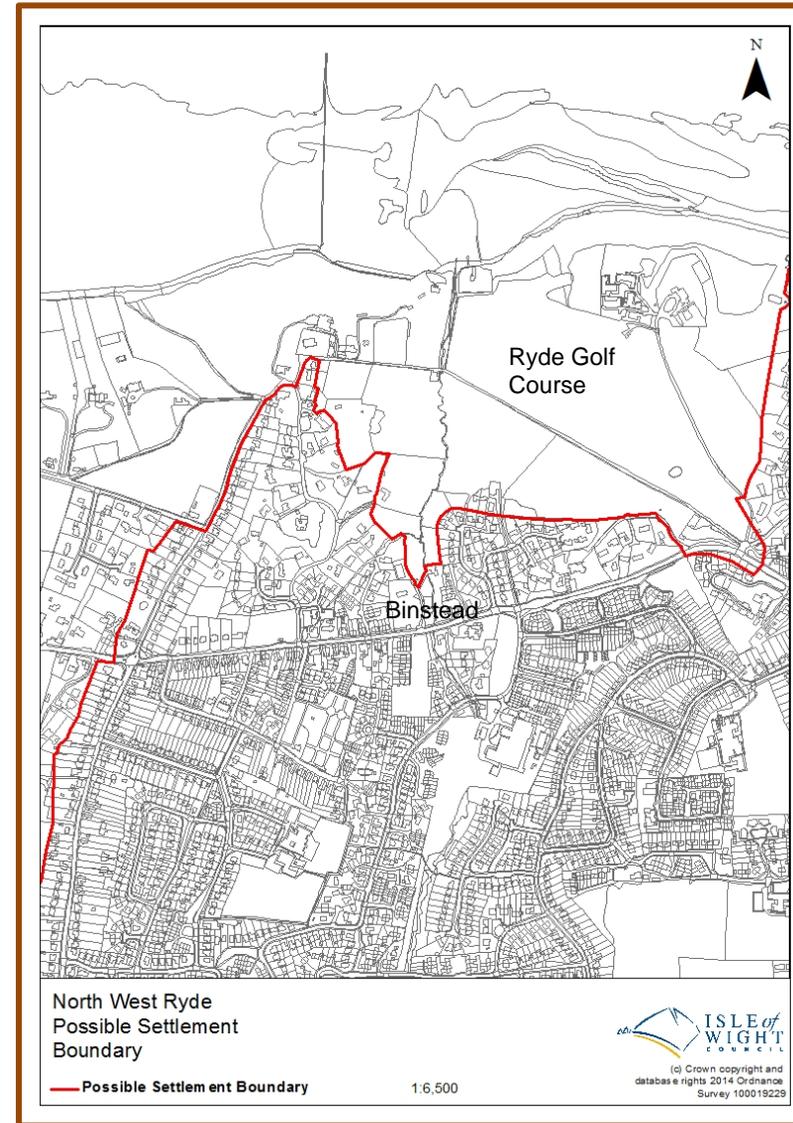
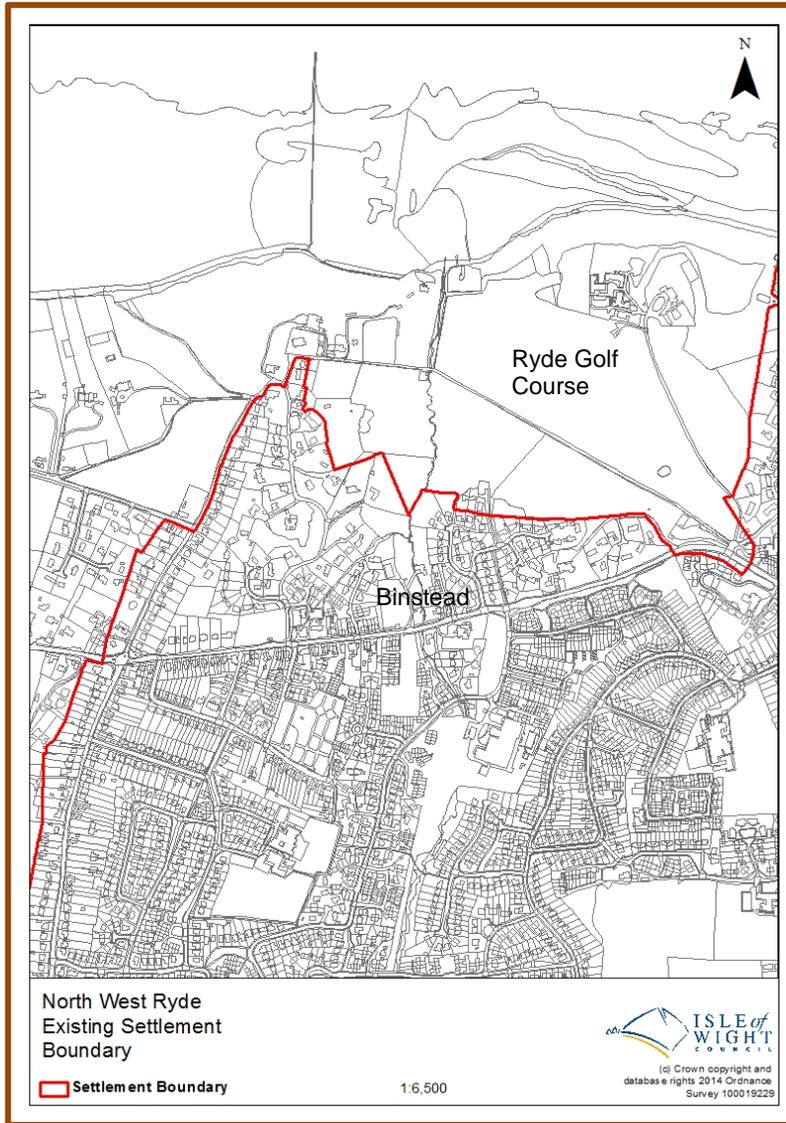
Do you agree with the suggested amendments shown in the maps on the following pages?

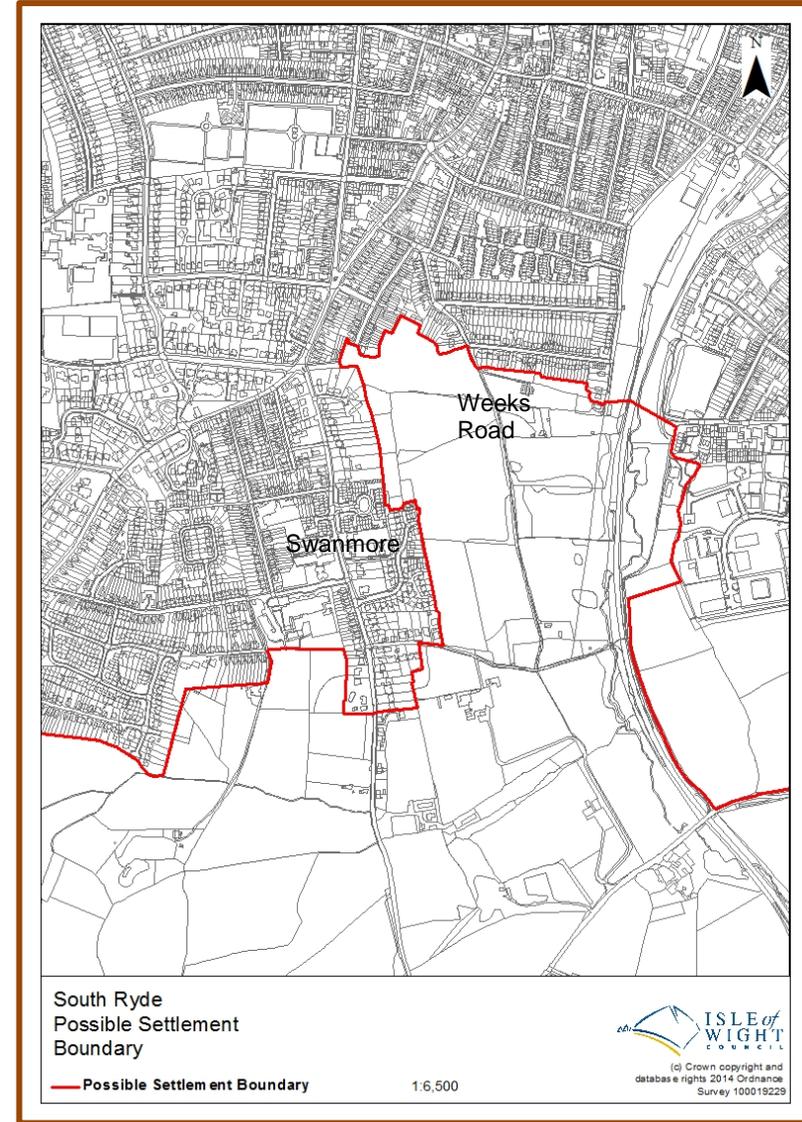
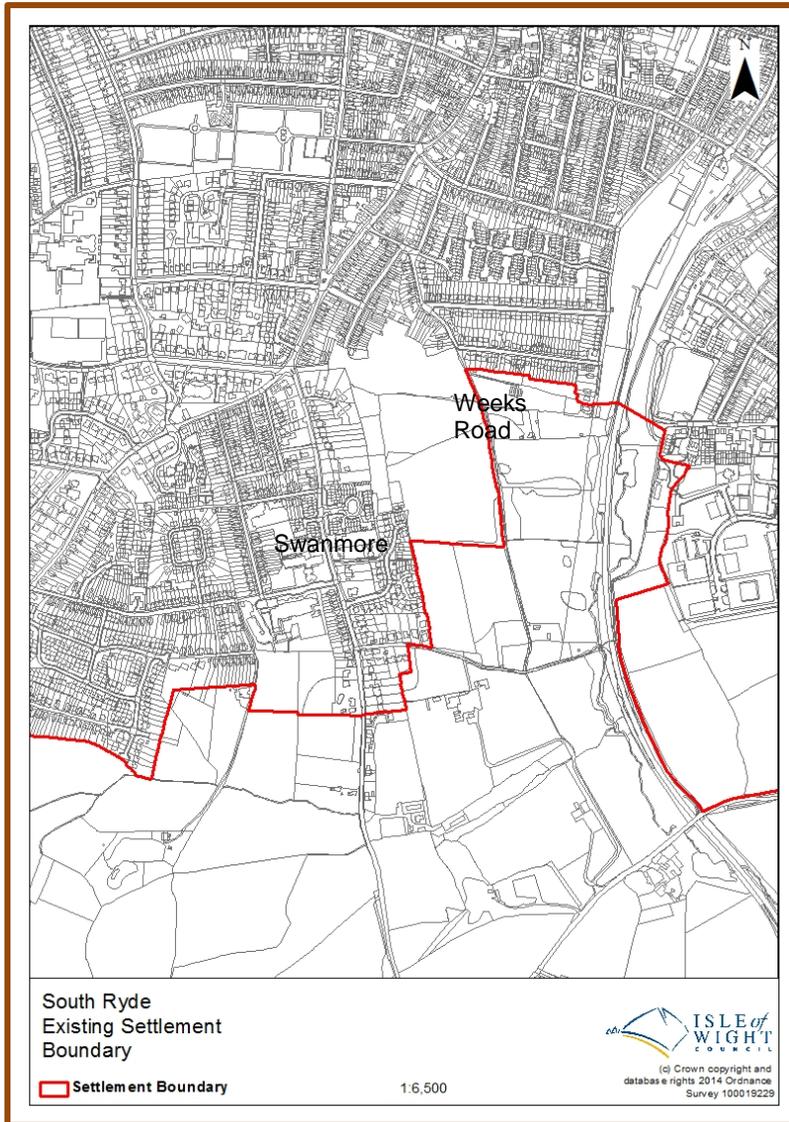
Question 10

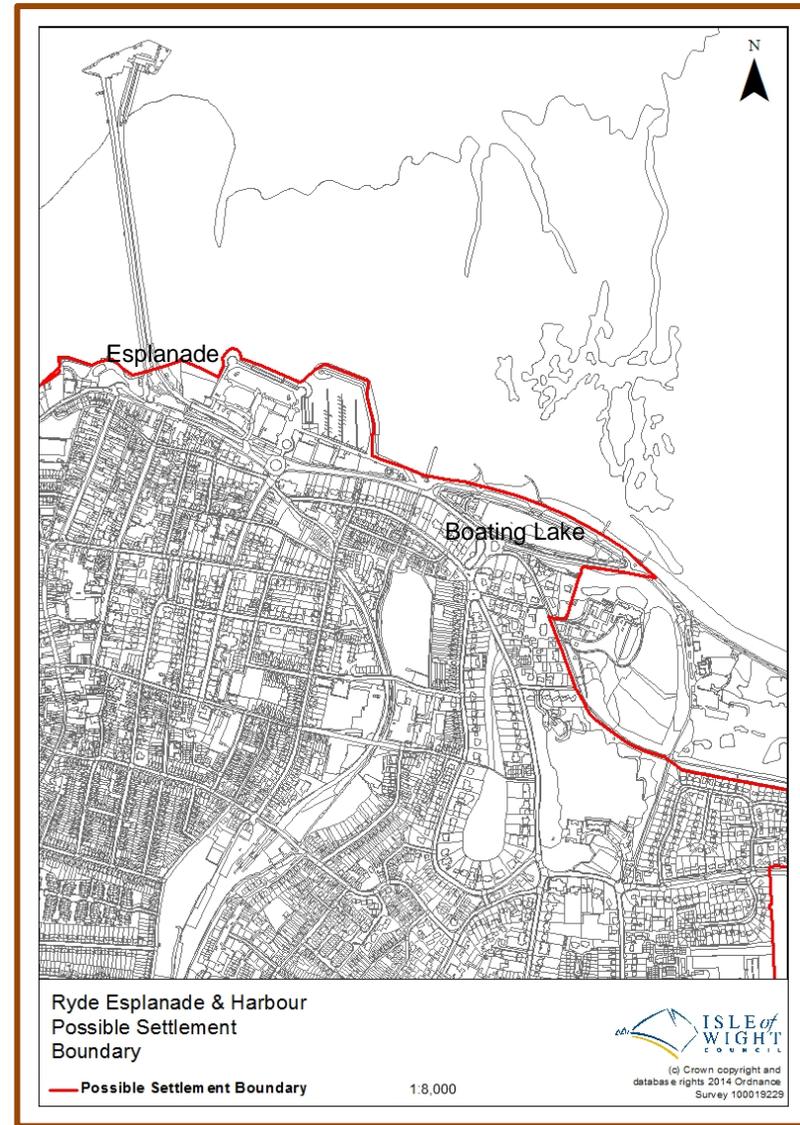
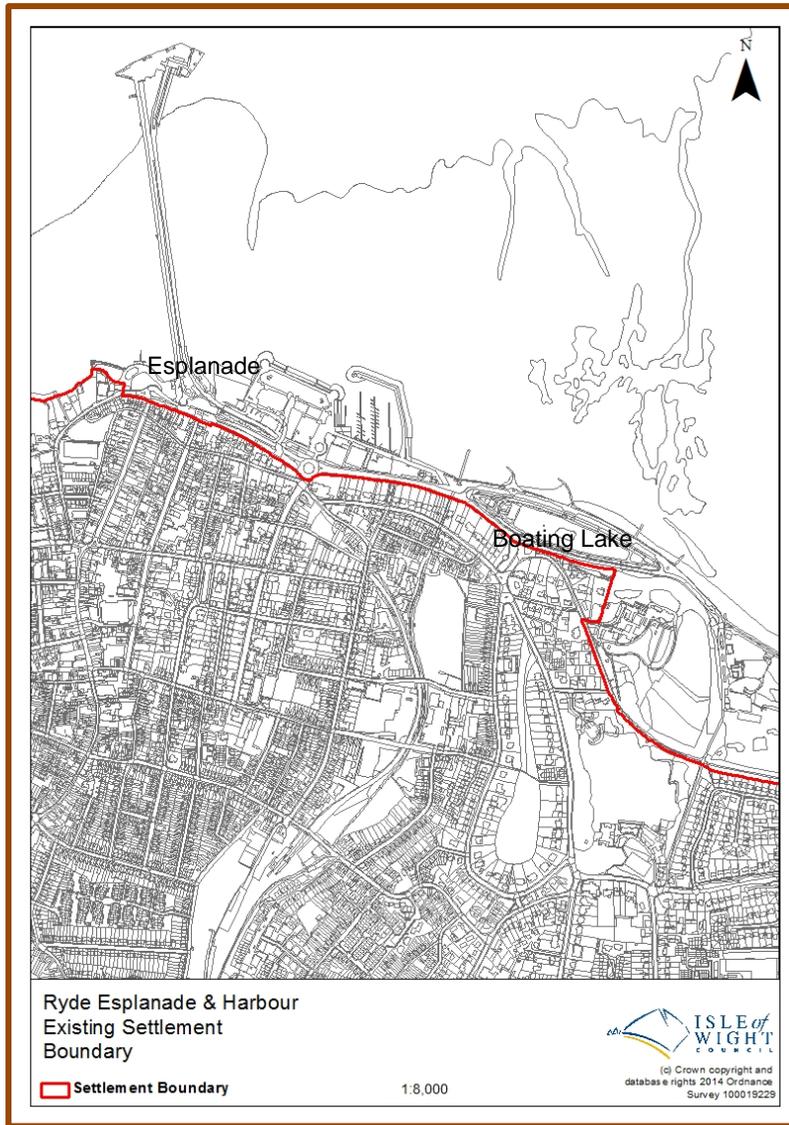
Do you think there are any other areas where changes to the settlement boundary should be considered?

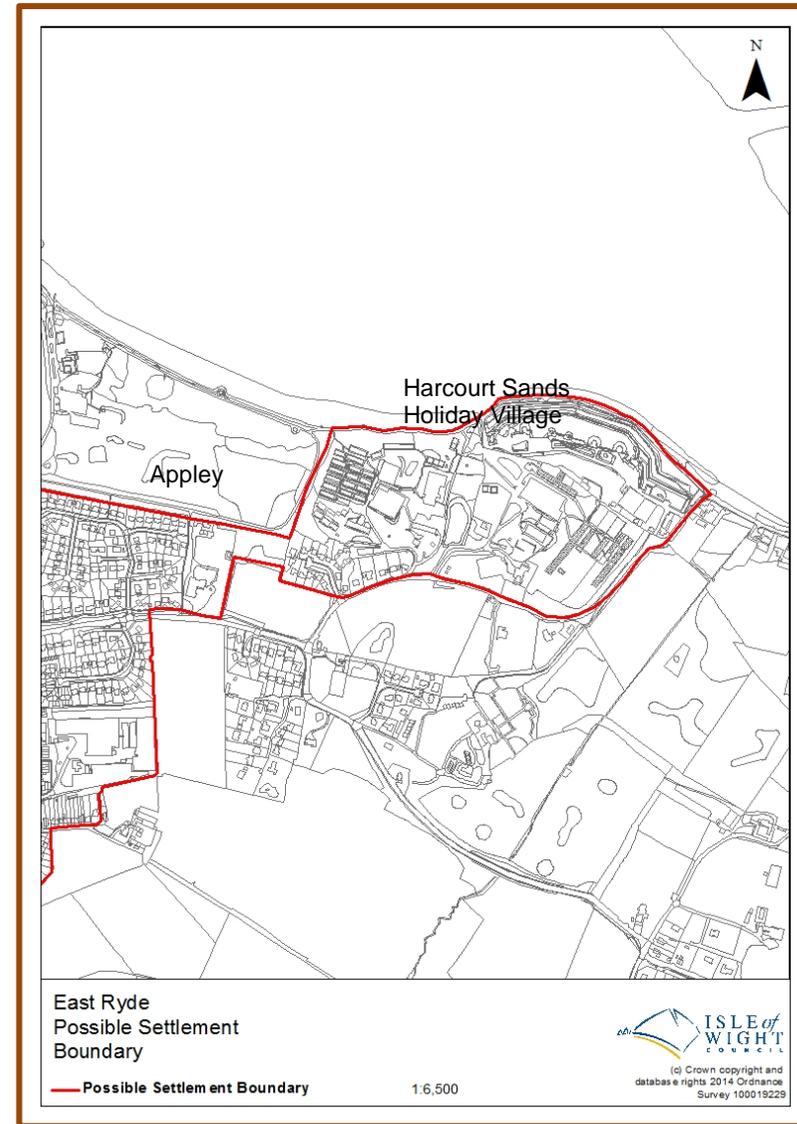
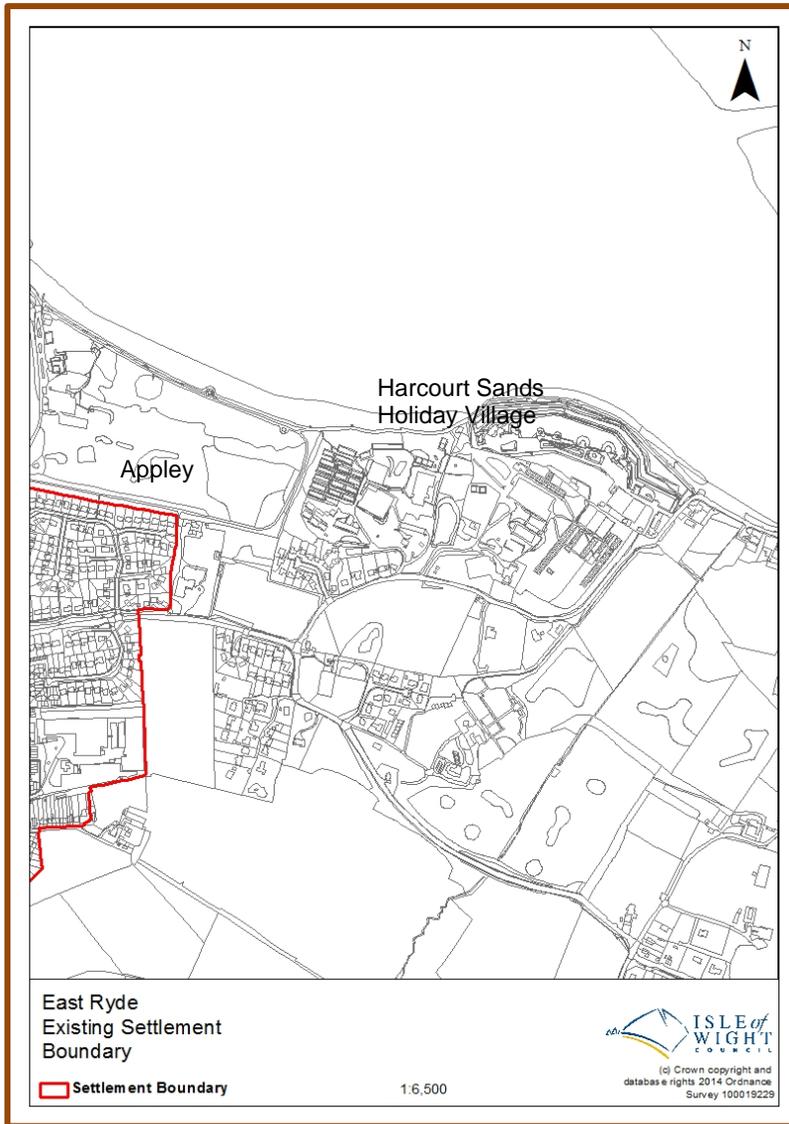
Question 11

Should the council redraw the settlement boundary to include the Harcourt Sands site, or any other site?









5. Identify and allocate suitable sites for Gypsies, Travellers and Travelling Showpeople, in line with the provisions of DM6

- 5.1 We have a duty to identify sustainable locations to meet the needs of gypsies and travellers, and we are aware that in some circumstances gypsies and travellers have been using unauthorised stopping places. Because of this we think there is a need to plan for this community in a positive and proactive manner.
- 5.2 We will be consulting with landowners to understand whether there is suitable land available to be allocated for sites for gypsy, travellers and travelling showpeople.
- 5.3 The Core Strategy sets out that sites for gypsies and travellers should be located on “appropriate land within or immediately adjacent to the defined settlement boundary”. If no sites within or immediately adjacent settlement boundaries are identified, then the council will need to consider alternative locations for allocations.

Question 12

If enough land cannot be identified within or immediately adjacent to settlement boundaries, what other locations do you think should be considered for gypsies, travellers and travelling showpeople?

Question 13

Should the council seek to regularise existing unauthorised stopping places as an alternative to providing new sites?

6. Determine whether economic development land is required to be allocated to contribute to the delivery of SP3

- 6.1 We have already allocated land for employment uses in Ryde, on land south of Nicholson Road, and we will continue to promote the site for smaller-scale business and industrial uses.
- 6.2 We cannot make people create new businesses or make them locate in the areas we would prefer them to. However, we do need to understand what the needs of businesses are, and will be in the future, to help us make sure that suitable land is available in the right places.
- 6.3 We will be undertaking work to update our evidence base to understand from the market whether further employment allocations are required, and in general terms, for what kind of employment uses. We are also in discussion with other groups and organisations to understand what type of employment they would like to see in their community, so we can understand how these aspirations can be met.
- 6.4 That said, we do have to be realistic about what can be achieved. It is all very well to seek, for example, higher-end well paid jobs, but if the people with the necessary skills aren't already in the

area then we need to think about the overall strategy in its widest sense. Do we need to work harder on improving the existing skills, which isn't a land use planning issue, or understand and plan for a greater level of commuting, potentially on and off the Island?

6.5 This will draw on work already undertaken by the Partnership for Urban South Hampshire (PUSH) and the Solent Local Enterprise Partnership (SLEP), and will be undertaken in time to inform the formal stages of the Ryde Plan production.

6.6 The Core Strategy already sets out what we would like to see from new employment provision, which includes extending existing employment sites in sustainable locations and developing clusters of knowledge-driven and high technology industries within the Medina Valley and Ryde.

Question 14

Do you think the council should alter its approach towards new employment opportunities from the Core Strategy? If so, how and why?

6.7 Whilst there are some immediately obvious benefits of increasing and improving the employment offer in and around Ryde, such as reducing unemployment and the wider social benefits that can bring, there is also the potential for a further benefit.

6.8 We know that a lot of traffic between Newport and Ryde is commuter traffic and that there is more residential development

planned for in Ryde than Newport. On that basis we could allocate more employment land in Ryde which may take some of the commuter pressure away over the longer period.

Question 15

Would the use of greenfield land for employment uses be acceptable, if it helped to minimise traffic movements at peak times between Ryde and Newport?

Question 16

Are there particular areas that you think would be best suited for employment uses, and if there are where are they?

7. Establish whether there is the need for retail allocations in this general location

7.1 We think that Ryde town centre has a really good retail offer, which is performing well (in the current market conditions) and is unique in terms of the other main town centres across the Island.

7.2 As well as the town centre, there are also a number of local-level convenience stores (see glossary) across the Ryde Plan area, along with a large out-of-town Tesco Extra store.

7.3 Whilst the Tesco Extra store has an Island-wide draw, Ryde town centre doesn't. For larger or more expensive comparison goods (see glossary) people are likely to go to Newport or the mainland.

- 7.4 We have undertaken surveys of vacancy rates in Ryde since 2012. The latest survey, from April 2014, shows that shop vacancy rates in Ryde are 12.5%, which is below the national (13.9%) average.
- 7.5 Emerging evidence currently indicates that there is the market capacity for additional floorspace in both convenience and comparison goods in the Ryde area. Whilst we support economic growth, we are not currently proposing to allocate any edge-of-centre or out-of-town locations for retail, due to concerns over the harm that this may cause to the existing town centre.
- 7.6 Our preferred approach to retail in Ryde at this stage is to strengthen the existing offer (which is of high numbers of independent retailers mixed with national stores, which are complemented by a good mix of cafes, restaurants and bars). We are exploring whether there are opportunities for retail growth in and around the town centre linked into the emerging Chamber of Commerce masterplanning work.
- 7.7 With this in mind we do not currently think that there needs to be an additional allocation made for retail sites. We think that in order to maintain (and even increase) the vitality of towns, and reduce vacancy rates, support should be given to sustaining and improving the existing retail areas.

Question 17

Should the council look to keep Ryde's retail identity and offer by maintaining the general mix and type of retailers? If not, what should the council do?

- 7.8 Not all measures that could help support the town centre are necessarily related to land use or planning. For example, as a council we are looking at introducing various rate relief schemes, and there is also the difficult issue of car parking charges.

Question 18

Could the council give better support to Ryde town centre? If so, how?

8. Review the Town Centre Boundaries and Primary Retail Frontages

- 8.1 We want the community to shape its town centres to ensure that the right mix of units is available for its residents. The high street is changing and we want to understand whether we need to introduce specific policies to address concerns and manage change.
- 8.2 No detailed work has yet been undertaken for Ryde, although we know from consultation and local discussions that the Town Council favour a contraction of the Town Centre Boundary, so it doesn't extend past the junction of the High Street, Green Street and St. John's Road, and the Esplanade to its junction with George Street.
- 8.3 The introduction of secondary retail frontages will also be investigated, particularly looking at part of Monkton Street and the Upper High Street, along with retail opportunity areas associated with the town centre.

- 8.4 Whilst reviewing the physical Town Centre Boundaries and Primary Retail Frontages, which are shown on the map opposite, there will also be the opportunity to see whether the policies also need reviewing – perhaps towards, as the Town Council has suggested, more flexibility to enable mixed-use premises.
- 8.5 However this is not just about where areas should be located, but also what types of uses we'd all like to see. Do we want a Core Area for shopping or do we want it spread out? Do we want all of the leisure activities (and the night-time economy) located in a specific area? Do you think there are too many of one type of shop in one area and what should be done about it?

Question 19

What are your views as to the suggestion that the main shopping area boundaries should be altered as set out in paragraphs 8.2 & 8.3?

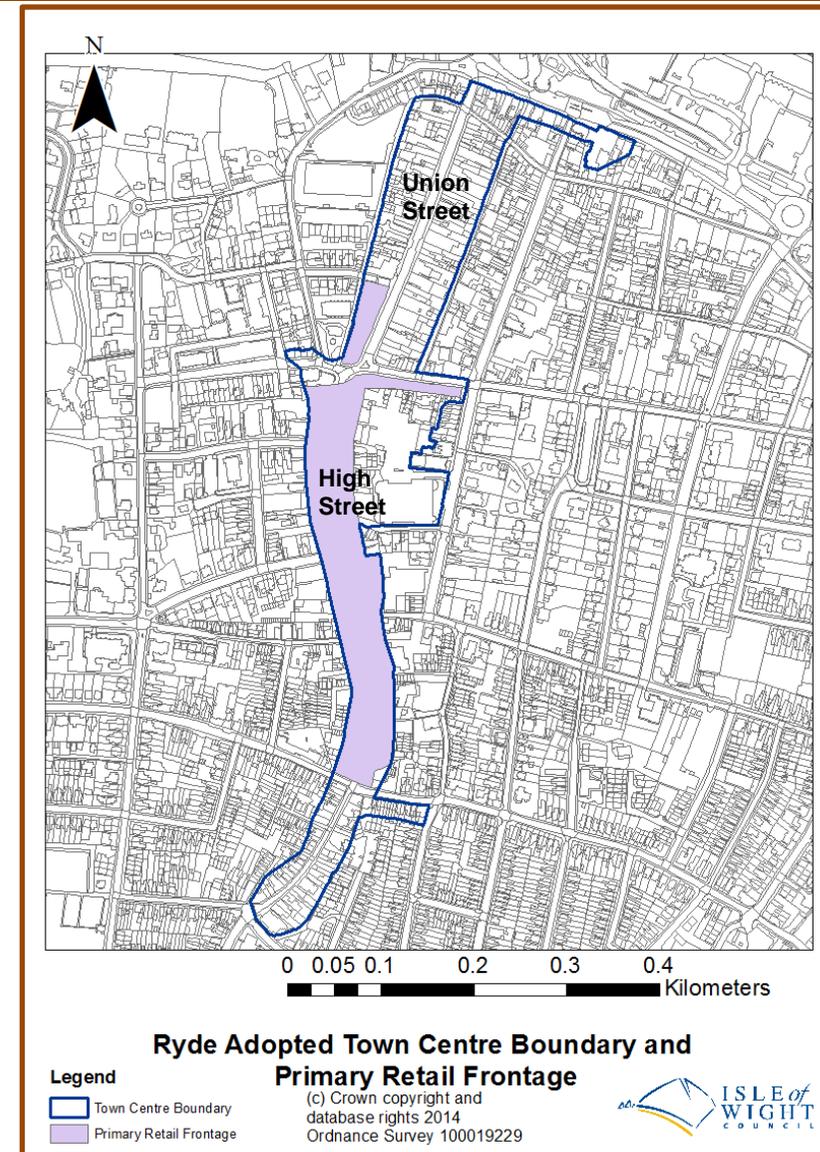
- 8.6 The NPPF defines what, in planning terms, are considered to be main town centre uses. These include, but are not limited to, retail development, cinemas, restaurants, bars and pubs, night-clubs, bingo halls, offices, theatres, museums and hotels.

Question 20

Are there any main town centre uses that we should restrict in certain areas, and if so where and why?

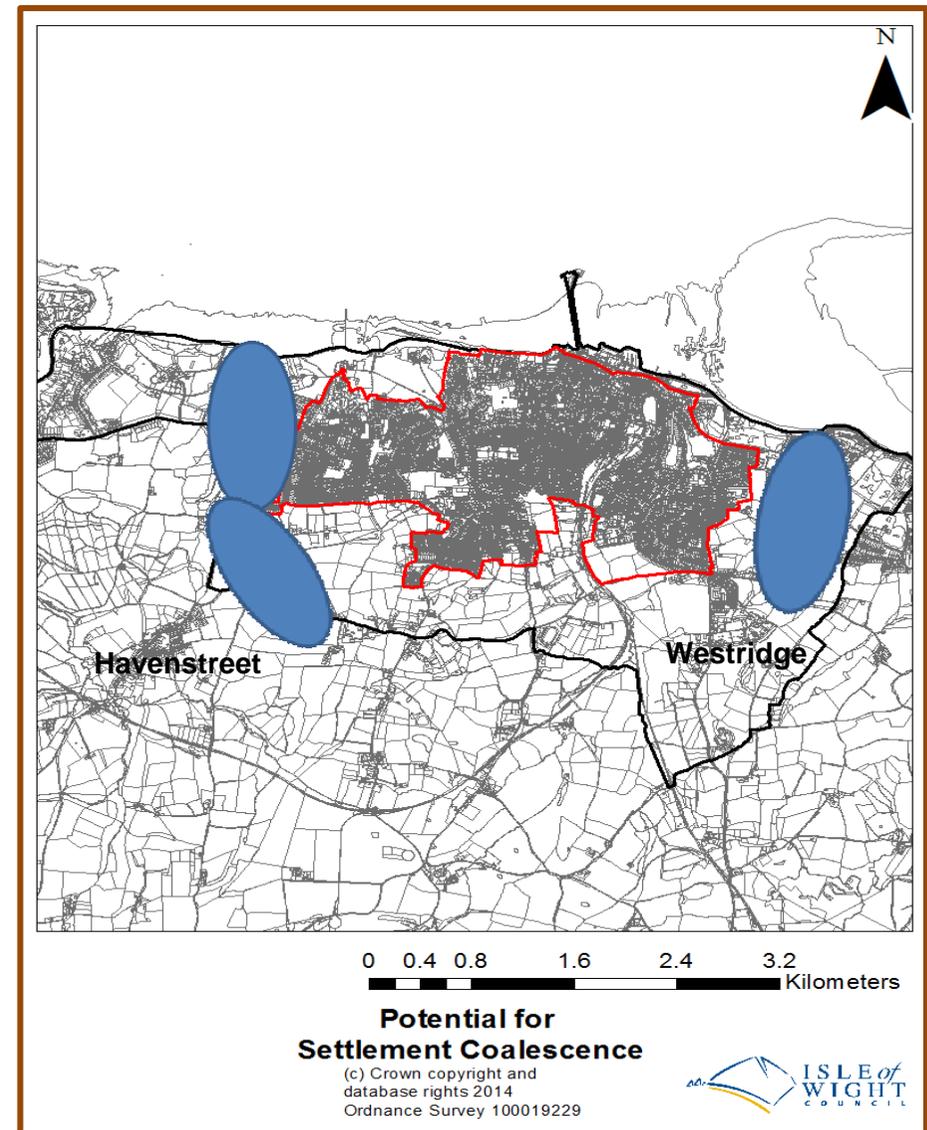
Question 21

Should there be core areas for specific main town centre uses, and if so what uses and where?



9. Define and ensure that the areas which separate Ryde and the surrounding settlements are appropriately protected to prevent settlement coalescence

- 9.1 Settlement coalescence is a term used in planning for where development would contribute to, or result in, the merging of separate settlements into one.
- 9.2 There doesn't seem to be any immediately obvious opportunities to prevent any further settlement coalescence between Ryde and Binstead, although further work will confirm this or not.
- 9.3 There do though appear to be opportunities to preserve existing open space, such as that between Binstead Road and Jellicoe Road, through Local Green Space designations and the council will continue to work with the Town Council to establish these.
- 9.4 Following consultation with the Town Council a number of specific areas have been identified where the potential for settlement coalescence is considered an issue by the Town Council. These are westwards towards Fishbourne, south-westwards towards Havenstreet and Haylands, and eastwards towards Seaview and Nettlestone. Further work will establish the sensitivity of these areas and what could be done, through planning policies, to address any problems.
- 9.5 This issue will also relate to the general location of allocations, and a balance will need to be struck between facilitating appropriate levels of development in suitable locations and the need to protect settlement identity and prevent settlement coalescence.



- 9.6 It is expected that further protection of the historic estate at Quarr and the work on revising the settlement boundaries will also contribute to preventing settlement coalescence.

Question 22

Do you think that the council should seek to prevent settlement coalescence, or if the development was high quality and delivered a range of other benefits would settlement coalescence be acceptable?

Question 23

If you think the council should prevent settlement coalescence do you agree with the general areas we've identified? Do you think there are other areas that need protecting from settlement coalescence?

10. Identify the precise type and location of waste facilities to serve development to significantly contribute to the waste target set out in SP8

- 10.1 We have already allocated a landfill site (an extension to the existing site at Standen Heath), but other waste management sites will still be needed and we have the opportunity to do this through the Ryde Plan.

- 10.2 The approach we take towards waste management sites will need to be positive and based on a number of principles, which are already set out in the Core Strategy. Generally speaking they are to:

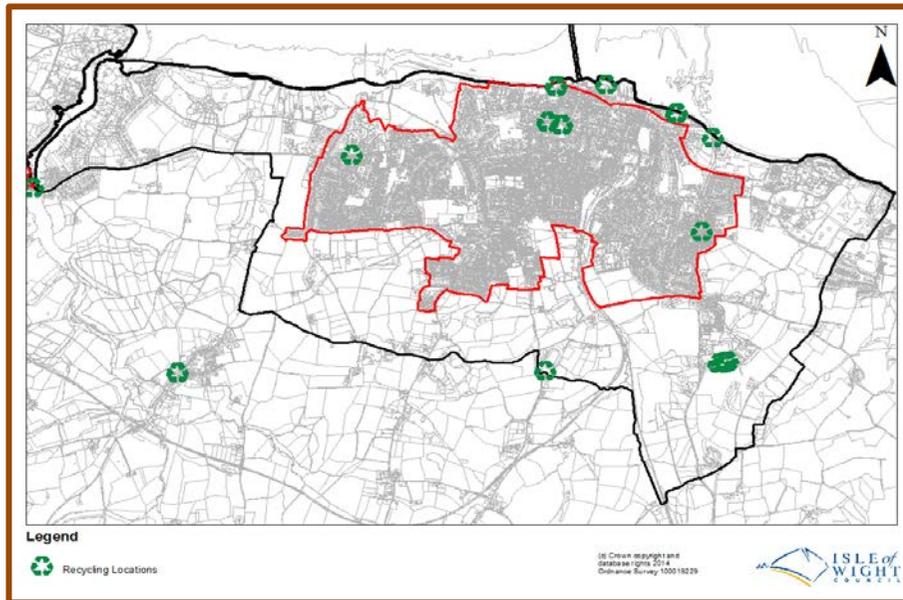
- Treat waste as high up the waste hierarchy as possible. This means trying to deal with waste in the priority order of reducing, reusing and recycling prior to disposal.
- Treat waste as a resource in its own right, with all options for keeping it away from landfill to be used wherever possible.
- Treat waste as close to the source as possible and locating strategic Island-wide facilities in the most sustainable locations.
- Become self-sufficient in treating our own waste, where practical.
- Consider a range of sites to provide waste management facilities, which could include existing employment sites.
- Not permit development that prejudices the use of areas identified as suitable for waste management facilities.

- 10.3 The ways in which our waste is managed is the responsibility of the council's contracted waste provider, which is currently Island Waste Services. As the current waste contract is due to end in September 2015, a procurement process is currently underway to appoint a new waste management provider.

- 10.4 The procurement process has been set up to allow the bidders to come up with the proposals for how they would deal with our

waste, which includes the details of what waste management facilities would be needed.

- 10.5 The outcomes of the procurement process will shape the approach taken towards waste management within the Ryde Plan document.



- 10.6 We think it's important that people are able to recycle their waste locally. Therefore, as a start point we think it is sensible to review the existing locations of waste and recycling facilities and consider their requirement in the future.
- 10.7 There are a number of local level recycling facilities (such as bottle banks and textile banks) that don't need their own specific

sites, but are in places such as car parks. The locations of these facilities within the Ryde Plan boundary are shown in the map below.

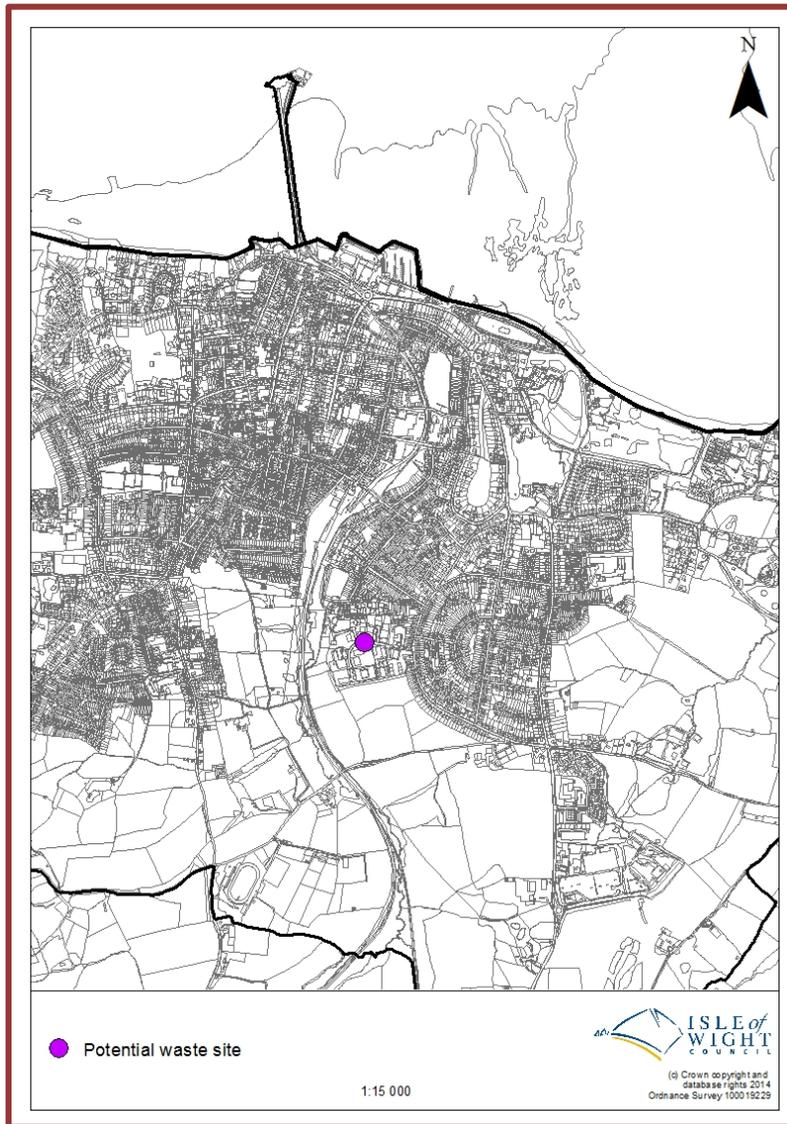
Question 24

Do you think the current locations of local level recycling facilities are right? If so why, if not can you suggest any alternative locations?

Question 25

What items do you want to be able to recycle at these local level recycling facilities?

- 10.8 Previous work, undertaken to inform the Core Strategy, identified potential sites for larger waste management facilities that due to their nature would need their own specific location, such as the tip or a waste processing plant.
- 10.9 A number of potential sites across the Island were identified, with only one being within the Ryde Plan boundary – Nicholson Road (see the map on the next page). Through the AAPs we have the opportunity to think about how and where we provide our larger waste management facilities.



Question 26

What are your views on the site identified in paragraph 10.9?

Question 27

Should there be more local waste facilities in Ryde or would you prefer to see a larger appropriately located waste management facility that would be capable of dealing with most of the Island's waste?

11 Establish the nature and level of renewable energy that will be brought forward through the proposed development, although the use of Combined Heat and Power (CHP) and/or District Heating schemes will be expected

11.1 The Core Strategy expects that certain types and scales of development will include CHP and/or community district heating systems. The decision whether it will be appropriate to seek such provision will be made when the preferred allocation sites are identified. It is likely that the location and viability of the preferred allocation sites will determine the type and level of renewable energy that can be provided.

11.2 Through new development there will also be the opportunity to provide other kinds of renewable energy. This localised level of

provision could take the form of micro-generation for each new house through technologies such as solar panels or turbines.

- 11.3 There will also be the opportunity to think about design issues that will improve energy efficiency. This could be things as simple as the way houses face to maximise sunshine in the main living spaces.

Question 28

What, if any, types of renewable energy technologies would you like to see on new developments?

12. Determine how the identified deficiency in Green Infrastructure can be addressed

- 12.1 Green Infrastructure (GI) is a collective term for a network of multi-functional green spaces, urban and rural, which are capable of delivering a wide range of environmental and quality of life benefits for local communities.
- 12.2 Work has already been undertaken for each Key Regeneration Area to identify deficiencies and opportunities for GI. We have identified some general improvements that the GI network could contribute towards or benefit from. These general improvements are:
- Improving connectivity between areas through sustainable transport routes.
 - Managing the pressure on the SPA.

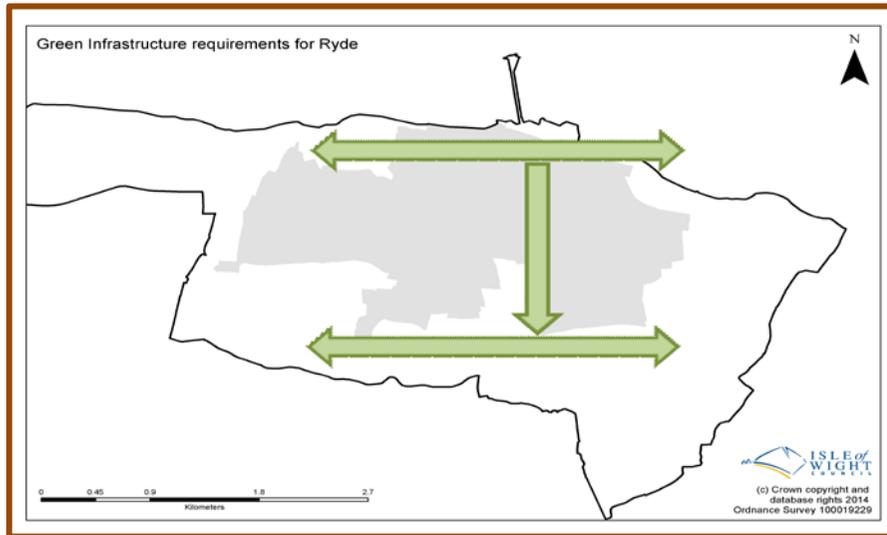
- Reducing the risk of flooding and helping with flood management.
- Managing settlement coalescence.

- 12.3 To help address these issues, specific projects have been identified within the Ryde Plan boundary that could contribute to the improvement of the GI network. These include:

- Improve access to green spaces adjacent to the railway line, including Rosemary Lane and Common, and other footpaths.
- Enhance the Rights of Way network from Ryde to Fishbourne.
- Providing local dog walking sites and enhanced opportunities to access the surrounding countryside.
- The improved management of the seafront areas along Ryde Sands.
- Improving areas, and their management, to help reduce the risk of flooding.

- 12.4 Local concerns have been raised about a number of areas and we can confirm that Parkland at Appley and Simeon Recreation Ground are already given policy protection through the Core Strategy. Further work will be undertaken with Ryde Town Council to identify further areas appropriate for some form of green space protection.

12.5 The following map shows, in general terms, the opportunities identified in paragraphs 12.2 and 12.3.



Question 29

Other than the actions suggested in paragraph 12.3 can you think of any other opportunities there may be to improve the GI provision in and around Ryde and the wider AAP area?

13. Develop a clear and distinctive high quality tourism offer for Ryde

13.1 We have recently given permission for a new Travelodge Hotel in the heart of the town and permission for the Royal York Hotel

coming back into use as a 30 bedroom hotel and 4 flats. Also, Ryde Castle Hotel has been renovated following a devastating fire.

13.2 This increased provision of bedspace within the town is certainly a positive improvement and an example of where planning can contribute to achieving a wider aim. It won't be just hotels and new development that help achieve this and therefore the council will continue to work with operators, Visit Isle of Wight, the Chamber, the Town Council, Ryde Business Association and others to understand how this is done.

13.3 We, in our role as the Local Planning Authority (LPA), will explore how this can be supported through positive planning, for example in improving the quality of the built and historic environment along with the public realm. It will be important that the Ryde Plan recognises the role that the historic environment/assets of Ryde play in shaping the form of the town and how it functions. Any development proposals will have to take this into consideration.

Question 30

What do you think the tourism offer for Ryde should be, and how could we achieve it?

13.4 There are, though, still issues to resolve in relation to 'tourism sites' such as the redevelopment of Harcourt Sands, the redevelopment of Ryde Theatre and ensuring that the offer that is brought forward enables tourists to extend their stay.

- 13.5 The redevelopment of Harcourt Sands could be achieved in different ways. We could retain it as a tourism site or let it be a housing site or a mixture of both. With the limited finance that is available for the redevelopment of tourist accommodation our view currently is that we would support the redevelopment of this site with sufficient housing in order to retain some form of tourism use(s) on the site.
- 13.6 Ryde Theatre is a well-know and important building within the town. We have recently sold it, and are now waiting for the new owners to bring forward their proposals.

Question 31

What do you think should happen with key sites, such as Harcourt Sands, Ryde Theatre and the seafront area? Are there any other key sites or areas that you think we should look at?

14. Prepare a masterplan for the seafront and interchange area

- 14.1 We know that the seafront area is also important to the town, for its residents and visitors and the way it links the town to the beach. There are a number of buildings in this area, such as the ice rink and the bowling alley and car parking. Through the Ryde Plan we have the opportunity to think about whether this is the best location for such uses and whether the space could be used better.

- 14.2 The Isle of Wight Chamber of Commerce has been leading the development of a business-led masterplan for Ryde. This work is not yet finished, but early indications have already helped the council to understand the level of support for change in the area and the results will help inform the development of the Ryde Plan.

- 14.3 We understand that the Chamber's masterplanning work covers a range of topics. It has already undertaken a review of the town, and looked at establishing a vision and objectives. Through the work the Chamber has looked to get under the skin of the town centre and the seafront, to understand how it works and what opportunities for improvements, or doing things differently, there may be.

- 14.4 So far the work has highlighted a number of things, which include:

1. The Esplanade separates the Seafront from the town.
2. The importance of the town in terms of tourism.
3. Its attractiveness as a retail centre.
4. Need to make the most of the town's assets seaside location and beaches.
5. Its significance as a transport hub – for Ryde and the Island.
6. Need to improve transport interchange.
7. Need to strengthen the pedestrian link between the town Seafront / interchange area.
8. Desire to introducing more modern lighter rail transport units and a San Francisco style trolley bus system linking through the town.

9. An opportunity to relocate the train station / interchange with a lighter tram system running up Ryde Pier.
10. Need to attract inward investment
11. The need to improve public realm in the town and on Seafont.

Question 32

Do you agree with all or some of these? If so, or if not, why? Are there other issues that you think are important to Ryde?

- 14.5 We think that any masterplanning work will need to recognise the importance of the pier and seafront area, not only in terms of tourism and public realm, but also in its role as an important transport gateway with links to other parts of the Island.
- 14.6 The Chamber has commissioned a further piece of work to consider how the transport needs of the town can be catered for as part of the emerging masterplan. It will also need to be mindful that proposals may have the potential to cause impacts on designated sites, and these will need to be taken into consideration.
- ### **Pedestrianisation**
- 14.7 The masterplanning work and the Ryde Plan give us the opportunity to think about the pedestrianisation of certain parts of Ryde. One area that immediately springs to mind is Union Street. Pedestrianisation of this area could bring benefits in

terms of supporting café culture and improving the pedestrian experience.

- 14.8 Any benefits would need to be carefully considered against any problems it may bring about, such as a possible reduction in passing trade or difficulties for businesses and deliveries.
- 14.9 If pedestrianisation were to be undertaken, then where people park and the level of any parking change would need to be carefully considered. The locations of the current long-stay car parks around the town are considered to be pretty well located to support further pedestrianisation.
- 14.10 Our initial feeling is that full pedestrianisation could work for Union Street, although the wider implications for cars and how people move about in and around the town centre will need to be carefully considered.
- 14.11 We think that the Esplanade is likely to be much more difficult to fully pedestrianise, because doing so would cut off the transport interchange, pier and the town to motorised vehicles and would probably have significant impacts on east/west movements. A possible solution however, would be for a delineation of clearly marked “shared-surface” area where traffic speed is slowed by design and pedestrians and other vulnerable road users can cross the area with safety.
- 14.12 Options for pedestrianisation could include limiting the use of the area to certain times during the day. For example making it

available for pedestrian use during the daytime or evening hours?

Question 33

How do you feel about the pedestrianisation of Union Street? Are there other areas in and around the town centre and esplanade that could be pedestrianised?

Ryde Harbour

- 14.13 Ryde Harbour is located on the seafront, next to Ryde's beaches and a short walk away from the town centre. The harbour is well situated and protected from adverse weather conditions from most directions. The harbour provides visitor and permanent moorings throughout the year, with pontoon berthing for up to 100 visiting boats, the majority of which are family sailing and motor cruisers, varying in length from five to ten metres.
- 14.14 The harbour dries out completely at low water and therefore it is only accessible to small craft between approximately two and a half hours before and two hours after high water. This constrained accessibility limits use and users of the harbour in terms of traditional recreational boating activity associated with many seaside towns situated on the Solent coastline. Repair works to the breakwater have recently been completed, meaning the harbour is now back in full use in terms of berths available.
- 14.15 Whilst we own the harbour, we don't have a statutory responsibility to manage it as a harbour. Therefore, in the current

climate, it is important that we consider all options for its future, as we want to ensure that maximum benefit is gained from it as a public asset. This decision will need to consider both the interests of Ryde and the wider Island. We are interested in your thoughts about the harbour's future, which could include additional or other uses.

Question 34

Should the council continue to manage the harbour or could it be managed in a different way, perhaps by a third party?

Question 35

Should alternative uses be considered for the harbour? If so, what and why?

- 14.16 Regardless of whatever solutions are identified we, the council, alone will not be able to bring forward major change and will need to work with a range of partners to achieve delivery. Whatever is proposed for this area will need to be mindful of the town's dual role of a destination in its own right, but also as a key pedestrian gateway to and from the Island.
- 15. Understand whether improvements to the seafront/interchange area can be delivered to achieve a transport hub for Ryde**

- 15.1 The current transport hub in Ryde, of boat/hovercraft, train and bus, is of great significance not only to the town, but also to the whole Island. It is the only place on the Island where these three modes of transport come together. The current bus and train station may look rundown and not be an architectural gem, but, generally speaking, it does what is needed.
- 15.2 We think that the most important element in the future of the transport hub is the railway, and that there are a number of issues relating to the railway that will need to be addressed.

The Ryde to Shanklin railway

- 15.3 The Ryde Pier Head to Shanklin railway is a popular traffic free connection between the settlements of Ryde, Brading, Sandown, Lake and Shanklin. Used by over 1 million passengers a year the line currently operates 1938 underground rolling stock.
- 15.4 The Island Line franchise is due for renewal in 2017 (extended to 2019) prior to which time decisions will have to be made as to options for the next franchise. It is generally acknowledged that the current rolling stock and facilities could do with replacement and upgrading and the council is in discussion with South West Trains (SWT) and others to achieve the best possible and most modern solution for the Island.
- 15.5 We think that the options for the future of the line include:
 - 1. Retaining the current underground trains.

- 2. Replace the current trains with more modern London Underground rolling stock.
- 3. Improve connections with other transport modes including the hovercraft.
- 4. Replace the existing line with a modern light tram / guided bus system.
- 5. Bring the steam railway back into Ryde St Johns Station.
- 6. Improve / replace Ryde Esplanade Station.
- 7. Close the railway.

Question 36

Do you agree with any, or a combination of these options? If so, or if not, why? Are there other options that you think we should consider?

- 15.6 There has been some discussion in the past about the Steam Railway extending their services from Smallbrook Junction into Ryde St. Johns station, alongside the existing park and ride facility. Smallbrook Junction is currently only used in the summer months as an interchange between the electric line and the steam railway. It is not a formal station.
- 15.7 If the steam railway were able to connect their line to the main Ryde – Shanklin line, this could give the opportunity to improve the facilities at Smallbrook Junction potentially formalising it as a station and providing park and ride facilities.
- 15.8 Some discussion has also taken place about improving the links between Smallbrook Junction and Smallbrook Stadium. Such

improvements would allow visitors and residents to travel by train to the leisure facilities there.

Question 37

What do you think of the idea of bringing the steam railway into Ryde St Johns Station?

Question 38

What do you think of the idea of improving Smallbrook Junction to make it into a fully operational and accessible station, potentially including park and ride?

16. Establish whether a plan-led, viable and deliverable solution can be identified to address the capacity issues at Fishbourne ferry terminal

- 16.1 Ongoing discussions with Fishbourne Parish Council indicate that the general consensus is that there is currently sufficient capacity at the ferry terminal.
- 16.2 It has been suggested that a number of improvements could be made, but these are operational ones that will involve partnership working between a number of organisations including the Parish Council, the Isle of Wight Council, Wightlink and Island Roads.

- 16.3 We will continue the dialogue with all partners, particularly Wightlink to ensure that any identified issues are appropriately planned for as part of the Ryde Plan process.

Question 39

Do you think there are any improvements that can be made to the existing Fishbourne ferry terminal?

- 16.4 Consideration has been given in the past to constructing a new ferry terminal on the north coast of the Island, either for one transport operator to use or a “Dover style” terminal to be used by a number of operators.
- 16.5 Much of the Islands coastline is visually attractive and protected by nature conservation policies. It would therefore be difficult to find a location which is suitable in terms of access onto the existing highway network and appropriate in terms of impact on the environment.
- 16.6 Questions therefore exist as to where a suitable site could be found, how a terminal could be funded on its own without enabling development, if an existing operator or new operator is in a position to fund such an investment and what the traffic and land use impacts of a new terminal would be.

Question 40

Do you think an alternative ferry terminal site should be investigated, either for Wightlink or an alternative provider?

17. Establish whether further infrastructure provisions will be required to support the level of growth proposed

- 17.1 Through our membership of Solent Transport (formerly Transport for South Hampshire and the Isle of Wight) we have access to a highways model that can be used at the Solent local authority level to understand the transport movements between and within Hampshire and the Island. It can also work at a lower level to understand how individual proposals could affect the highways network.
- 17.2 A model has been run, taking account of current permissions since the adoption of the Core Strategy, to show delay and queue hotspots.
- 17.3 The modelling work suggests that improvements will be needed at the following junctions because they are at, or close to, capacity:
- Queen's Road/West Street junction;
 - Argyll Street/West Street junction;
 - Brading Road/Smallbrook Lane; and
 - Binstead Road/Newnham Road roundabout
- 17.4 As part of the allocations process the model will be re-run just for Ryde and also with the proposed allocations within the other Key Regeneration Areas to identify the individual and in combination infrastructure demands caused.

- 17.5 We may need to safeguard land for precise junction improvements through the Ryde Plan process, and impacts on the highways network will be managed through developer contributions.

Question 41

Do you think there are any other junctions in addition to those identified in paragraph 17.3, that you think are at capacity, or are problematic, and if so you can you suggest any solutions?

- 17.6 Through the development of the Core Strategy we consulted with utility providers to ensure that sufficient infrastructure would be available to support the planned level of growth. The discussions with the utility providers will continue as part of the allocations process to ensure the delivery of sufficient infrastructure to support the proposed level of growth.
- 17.7 Southern Water has confirmed that they do not consider there to be any fundamental reasons why residential development allocations couldn't be made in Ryde, although the increase in housing would create the need for both strategic and local water and wastewater infrastructure and therefore new development will need to bear the costs of these.
- 17.8 In addition each of the utility providers has agreed, as part of the consultation process, to identify any specific infrastructure provisions that may preclude the development of individual developments sites.

- 17.9 As part of any allocations we will plan for sufficient capacity to address local concerns, including the provision of green space and appropriate drainage systems. We will work with the Environment Agency and Southern Water Services to properly understand the drainage issues, particularly with Monkton Mead Brook, and how these can be best addressed through the Ryde Plan and can complement other initiatives such as the recent £200,000 government announcement for the pumping station and outfall improvements.

Question 42

Are there any particular utility infrastructure issues within the Ryde Plan area that you think we need to be aware of?

- 17.10 We are also undertaking additional work on modelling school demand and take-up. As part of the allocations process we will need to ensure that there is sufficient land to provide the education facilities that our children require.

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

- 18.1 Since the adoption of the Core Strategy and following changes to national policy and public feedback, we have identified a number of further issues that we think the Ryde Plan should cover.

Heritage at Risk

- 18.2 We will undertake work to identify heritage assets at risk within Ryde. We will then work with the owners of these assets to find positive solutions to ensure their future. It is proposed to include a policy within the AAP, which will contribute to a positive strategy for the conservation and enjoyment of the historic environment.

Buildings and sites that are empty, derelict or in need of regeneration

- 18.3 We know that there are a number of key buildings and sites that are empty, derelict or in need of regeneration within the Ryde Plan boundary. The main sites within the Ryde Plan area that we can think of are:
- Vectis Hall,
 - Ryde Theatre
 - Conservative Club Lind Street

Question 43

Are there any other sites in addition to those listed in paragraph 18.3, that you would like the council to consider taking action on?

18.4 Following any feedback we receive we will work towards identifying all the sites and compiling a list of priority actions. These actions could include the following;

- **Section 215 Power to Require Proper Maintenance of Land**, in some circumstances a Local Authority has the power to ensure land is cleaned up;
- **Section 54 Urgent Works Notices**, enables local authorities to execute any works which appear to them to be urgently necessary for the preservation of a listed building;
- **Compulsory Purchase Orders**, a local authority has the ability to purchase a building or land in order to carry out a function that is in the public interest;
- **Local Development Orders**, a tool that allows Local Planning Authorities to introduce new permitted development rights.

Question 44

Do you support the council in putting in place a more proactive approach to empty and derelict sites?

18.5 We think these sites could benefit for an approach that would secure capital funding (funds used by a company to acquire or upgrade physical assets such as property, industrial buildings or equipment) to be invested in the sites. Such sites may also be able to benefit from the recently acquired (draft) Assisted Area Status.

Question 45

What are your views on the use of Local Development Orders to enable economic development? What areas in particular do you think the council should consider?

- 18.6 Assisted Area Status permits the granting of additional financial support from the government to businesses in economically disadvantaged locations. The support, which usually takes the form of a percentage of the costs of capital investment, is designed to encourage business to grow, innovate and thrive thus delivering economic improvements in the area.
- 18.7 A significant area of the Isle of Wight has been provisionally designated as an Assisted Area within the current review and it is hoped this is confirmed later this year. A supply of available sites, preferably with suitable incentives, is vital to make best use of the status.
- 18.8 We also know that people are concerned about the appearance of development sites, when building work has started but for whatever reason has stopped. Whilst we might not be able to make developers carry on with the building work, we could introduce a condition when we grant planning permission that would require the site to be maintained to a reasonable appearance.

Question 46

Do you think that the council should introduce a requirement for the appearance of development sites to be maintained to a reasonable standard?

Question 47

Is there any planning related matter not covered in this document that you think the council needs to consider within the Ryde Plan?

Questions

1 What are your views on the use of Brownfield land first, to support regeneration, and the impact this could have on infrastructure development?

2 If viability is an issue on brownfield sites, should the local planning authority take a pragmatic approach to negotiating s106 contributions?

3. Should housing allocations be made on fewer, larger sites or on a higher number of smaller sites?

4. If there were to be a limit on numbers for housing allocations, how should it be worked out?

5. How do you think the council should define “immediately adjacent” to the settlement boundary?

6 Do you think the council should introduce specific planning requirements to manage flooding risk within the Monkton Mead catchment? Could such an approach be taken elsewhere, and if so where?

7. What are your views on the approaches to ensuring no adverse effects on the integrity of designated sites within and next to the Ryde Plan area as suggested in paragraph 2.4?

8 Should the council seek ‘local lettings’ policies wherever possible, and if so should any particular group(s) of people be prioritised?

9 Do you agree with the suggested amendments shown in the maps on the following pages?

10 Do you think there are any other areas where changes to the settlement boundary should be considered?

11. Should the council redraw the settlement boundary to include the Harcourt Sands site, or any other site?

12 If enough land cannot be identified within or immediately adjacent to settlement boundaries, what other locations do you think should be considered for gypsies, travellers and travelling showpeople?

13 Should the council seek to regularise existing unauthorised stopping places as an alternative to providing new sites?

14 Do you think the council should alter its approach towards new employment opportunities from the Core Strategy? If so, how and why?

15. Would the use of greenfield land for employment uses be acceptable, if it helped to minimise traffic movements at peak times between Ryde and Newport?

16. Are there particular areas that you think would be best suited for employment uses, and if there are where are they?

17. Should the council look to keep Ryde’s retail identity and offer by maintaining the general mix and type of retailers? If not, what should the council do?

18 Could the council give better support to Ryde town centre? If so, how?

19 What are your views as to the suggestion that the main shopping area boundaries should be altered as set out in paragraphs 8.2 & 8.3

20 Are there any main town centre uses that we should restrict in certain areas, and if so where and why?

21 Should there be core areas for specific main town centre uses, and if so what uses and where?

22 Do you think that the council should seek to prevent settlement coalescence, or if the development was high quality and delivered a range of other benefits would settlement coalescence be acceptable?

23 If you think the council should prevent settlement coalescence do you agree with the general areas we've identified? Do you think there are other areas that need protecting from settlement coalescence?

24 Do you think the current locations of local level recycling facilities are right? If so why, if not can you suggest any alternative locations?

25 What items do you want to be able to recycle at these local level recycling facilities?

26 What are your views on the site identified in paragraph 10.9?

27 Should there be more local waste facilities in Ryde or would you prefer to see a larger appropriately located waste management facility that would be capable of dealing with most of the Island's waste?

28 What, if any, types of renewable energy technologies would you like to see on new developments?

29 Other than the actions suggested in paragraph 12.3 can you think of any other opportunities there may be to improve the GI provision in and around Ryde and the wider AAP area?

30 What do you think the tourism offer for Ryde should be, and how could we achieve it?

31 What do you think should happen with key sites, such as Harcourt Sands, Ryde Theatre and the seafront area? Are there any other key sites or areas that you think we should look at?

32 Do you agree with all or some of these? If so, or if not, why? Are there other issues that you think are important to Ryde?

33 How do you feel about the pedestrianisation of Union Street? Are there other areas in and around the town centre and esplanade that could be pedestrianised?

34 Should the council continue to manage the harbour or could it be managed in a different way, perhaps by a third party?

35 Should alternative uses be considered for the harbour? If so, what and why?

36 Do you agree with any, or a combination of these options? If so, or if not, why? Are there other options that you think we should consider?

37 What do you think of the idea of bringing the steam railway into Ryde St Johns Station?

38 What do you think of the idea of improving Smallbrook Junction to make it into a fully operational and accessible station, potentially including park and ride?

39 Do you think there are any improvements that can be made to the existing Fishbourne ferry terminal?

40 Do you think an alternative ferry terminal site should be investigated, either for Wightlink or an alternative provider?

41 Do you think there are any other junctions in addition to those identified in paragraph 17.3, that you think are at capacity, or are problematic, and if so you can you suggest any solutions?

42 Are there any particular utility infrastructure issues within the Ryde Plan area that you think we need to be aware of?

43 Are there any other sites in addition to those listed in paragraph 18.3, that you would like the council to consider taking action on?

44 Do you support the council in putting in place a more pro-active approach to empty and derelict sites?

45 What are your views on the use of Local Development Orders to enable economic development? What areas in particular do you think the council should consider?

46 Do you think that the council should introduce a requirement for the appearance of development sites to be maintained to a reasonable standard?

47 Is there any planning related matter not covered in this document that you think the council needs to consider within the Ryde Plan?

Glossary

ANGSt standards – accessible natural greenspace standards introduced by Natural England for guidance

Comparison goods – generally more expensive goods that people don't buy too often, such as clothes or electrical goods.

Convenience goods – generally things that people buy every day, such as milk and newspapers.

Destination Management Organisation (DMO) – Also known as Visit Isle of Wight, a private sector led organisation with commercial and public sector partners, carrying out marketing and promotion to attract visitors to the Island.

Green Infrastructure – a network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

Habitats Regulations Assessment (HRA) – A requirement that land use plans must undergo an assessment of their potential effects upon European-designated sites.

Homes and Communities Agency (HCA) – A national housing and regeneration agency for England, providing investment for new affordable housing and to improve existing social housing, as well as for regenerating land.

Key Regeneration Area (KRA) – Areas identified in the Island Plan Core Strategy as focal points for development over the plan period, where AAPs will be prepared.

Local Planning Authority (LPA) – The Isle of Wight Council is the LPA for the Island, and it is their duty to carry out specific planning functions (such as preparing plans and determining planning applications).

Local Needs Policies – A requirement to ensure that approved housing meets the needs of local residents first.

Mitigate/Mitigation – The measures envisaged to avoid, reduce, repair and/or enhance any significant impacts of implementing an action or decision.

Partnership for Urban South Hampshire (PUSH) – A partnership dedicated to delivering sustainable, economic-led growth and regeneration to create a more prosperous, attractive and sustainable South Hampshire.

Settlement coalescence – Where development would contribute to, or result in, the merging of separate settlements into one.

Sequential approach – a way of determining options based on levels of risk. In planning this is often used to think about issues such as flood risk, identifying appropriate development sites and retail planning.

Solent Disturbance Mitigation Project (SDMP) – A project introduced to understand and manage recreational pressure from new residential development on internationally designated sites in the Solent.

Solent Local Enterprise Partnership (SLEP) – A locally-owned partnership between businesses and local authorities, which plays a central role in determining local economic priorities and undertaking activities to drive economic growth and the creation of local jobs.

Solent Special Protection Area (SPA) – Internationally important areas for the breeding, feeding, wintering or migration of rare and vulnerable birds.

Strategic Housing Land Availability Assessment (SHLAA) – An assessment of potential development sites put forward to the council. The sites allocated for housing through the AAP will come out of the SHLAA.

Sustainability Matrix – A tool used in the Sustainability Appraisal process, to assess a policy/proposal against locally identified criteria.

Unitary Development Plan (UDP) – The Plan used before the Island Plan Core Strategy.