



STRATEGIC ENVIRONMENT ASSESSMENT OF THE ISLE OF WIGHT LTP3

Scoping Report

April 2010





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Scoping Report

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Appendix A: Annex I of the SEA Directive

Appendix B: Draft SEA Framework for the Isle of Wight LTP3

Appendix C: Example of a Detailed Assessment Matrix

Appendix D: Review of Policies, Plans and Programmes

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Abbreviations

AONB	Area of Outstanding Natural Beauty	LLTI	Limiting long-term illness
AQMA	Air Quality Management Area	LTP2	Isle of Wight Local Transport Plan 2006-11
BAP	Biodiversity Action Plan	LTP3	Isle of Wight Local Transport Plan 2011-2038
BOA	Biodiversity Opportunity Area	NO ₂	Nitrogen dioxide
CAMS	Catchment Area Management Strategy	ODPM	Office of the Deputy Prime Minister (now CLG)
CLG	Department of Communities and Local Government	ONS	Office of National Statistics
CO ₂	Carbon dioxide	PAS	Planning Advisory Service
CPRE	Council for the Protection of Rural England	PFI	Private Finance Initiative
DCLG	Department of Communities and Local Government	PM ₁₀	Particulates
Defra	Department of the Environment, Food and Rural Affairs	PPPs	Policies, plans and programmes
DfT	Department for Transport	PPS	Planning Policy Statement
EC	European Commission	PSA	Public Service Agreement
EU	European Union	RIGS	Regionally Important Geological and Geomorphological Site
GIS	Geographical information systems	RSS	Regional Spatial Strategy
Ha	Hectares	SAC	Special Area of Conservation
HAP	Habitat Action Plan	SAP	Species Action Plan
HLC	Historic Landscape Characterisation	SEA	Strategic Environmental Assessment
HRA	Habitats Regulations Assessment	SI	Statutory Instrument
IMD	Indices of Multiple Deprivation	SINC	Site of Importance for Nature Conservation
IOWC	Isle of Wight Council	SPA	Special Protection Area
JSA	Jobseekers Allowance	SPZ	Source Protection Zone
Km	Kilometres	SSSI	Site of Special Scientific Interest
LBAP	Local Biodiversity Action Plan	TAG	Transport Analysis Guidance
LDF	Local Development Framework	UKCP09	UK Climate Projections 2009

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1 Introduction

1.1 Purpose of this Report

This Scoping Report has been prepared for Isle of Wight Council as part of the Strategic Environmental Assessment (SEA) of the third Local Transport Plan (LTP3) for the Isle of Wight. The report has been published for consultation with the consultation bodies¹ as required by Regulation 12 (5) of the UK SEA Regulations 2004.

Scoping is the process of deciding the scope and level of detail of an SEA, including the relevant background and environmental issues, the assessment methods to be used, and the structure and contents of the Environmental Report. Documenting this process, the Scoping Report sets out the scope of, and methodology for the SEA of the LTP3 and summarises the tasks and outcomes of the first stage of the SEA process.

1.2 The Isle of Wight LTP3

Isle of Wight Council (IOWC), as the local transport authority for the Isle of Wight, is currently preparing the third Local Transport Plan (LTP3) for the Island. This will replace the Isle of Wight's second Local Transport Plan (LTP2), which was adopted in April 2006, and covers the five year period between 2006-11.

The LTP3 will:

- ▶ Set out the Island's transport policies and their relation with national, regional and local policy objectives;
- ▶ Identify local transport issues, challenges and opportunities;
- ▶ Outline the background to the Island's highway maintenance Private Finance Initiative (PFI);
- ▶ Provide guidance on transport issues for the emerging Island Plan Local Development Framework; and
- ▶ Leave open the opportunity of an early 'refresh' should funding allocations and opportunities change significantly from expected levels.

The lifespan of the LTP3 will be from 2011 to 2038. This time period aligns with that of the Highways Maintenance Private Finance Initiative (PFI) for the Island, which is due to begin in

¹ Natural England, English Heritage and the Environment Agency.

April 2013, and covers a period of 25 years.² The longer timeframe will also enable IOWC to set, and help deliver, longer term strategic priorities.

1.2.1 The LTP3 strategy and Implementation Plan

The LTP3 will include a longer term strategy. Presenting the longer term aspirations for the LTP3, the strategy will set out transport policies covering the period to 2038.

In line with LTP3 guidance, the longer term strategy will be delivered through a series of Implementation Plans. The first Implementation Plan will focus on delivery of strategy for the LTP3 in the period 2011-13, and will:

- ▶ Set out the types of projects to be pursued;
- ▶ The projected funding and budget source;
- ▶ Acknowledge programme and project risks; and
- ▶ Consider possible remedial and mitigation measures if those risks materialise.

The first Implementation Plan is designed to align with the start of the Public Finance Initiative. For this reason it will be shorter term than the strategy for the LTP3, and will cover a two year period.

Table 1.1 sets out the key facts relating to the LTP3.

² The Department for Transport has approved a PFI Credit of £364m for the Isle of Wight Council to rehabilitate the Island's roads, footways, street lighting and most other aspects that are related to the highway network. The PFI will begin in April 2013 and cover a 25 year period to 2038.

Table 1.1: Key facts relating to the Isle of Wight LTP3

Name of Responsible Authority	Isle of Wight Council
Title of plan	Isle of Wight Local Transport Plan 3 (LTP3)
What prompted the plan (e.g. legislative, regulatory or administrative provision)	<p>The LTP3 will be the third Local Transport Plan to be developed for the Isle of Wight. It follows the LTP1, which covered the period 2001-6, and the LTP2, which covered the period from 2006-11.</p> <p>The LTP3 is being developed following the implementation of the Local Transport Act 2008. The Act retains the statutory requirement to produce and review Local Transport Plans and policies, and requires local transport authorities to produce an LTP3 by the end of March 2011.</p>
Subject (e.g. transport)	Transport Plan.
Period covered by the plan	2011 to 2038. An Implementation Plan will cover the period between 2011 and 2013.
Frequency of updates	When required.
Area covered by the plan	The area covered by the local transport authority of Isle of Wight Council.
Purpose and/or objectives of the plan	<p>The LTP3 will:</p> <ul style="list-style-type: none"> • Set out the Island’s transport policies and their relation with national, regional and local policy objectives; • Identify local transport issues, challenges and opportunities; • Outline the background to the Island’s highway maintenance Private Finance Initiative (PFI); • Provide guidance on transport issues for the emerging Island Plan Local Development Framework; and • Leave open the opportunity of an early ‘refresh’ should funding allocations and opportunities change significantly from expected levels. <p>The LTP3 will be presented through a long term strategy and an implementation plan.</p>
Plan contact point	<p>Mrs Rachel Mills, Local Transport Planner, Highways and Transport Service, Isle of Wight Council</p> <p>Telephone number: 01983 821000</p> <p>Email: rachel.mills@iow.gov.uk</p>

1.3 Overview of the LTP area

The Isle of Wight lies off the south coast of England and is separated from Hampshire by the Solent. The largest Island in England, the Isle of Wight is diamond-shaped, covers an area of approximately 382 km² and extends 37 km from west to east and 21 km from north to south.

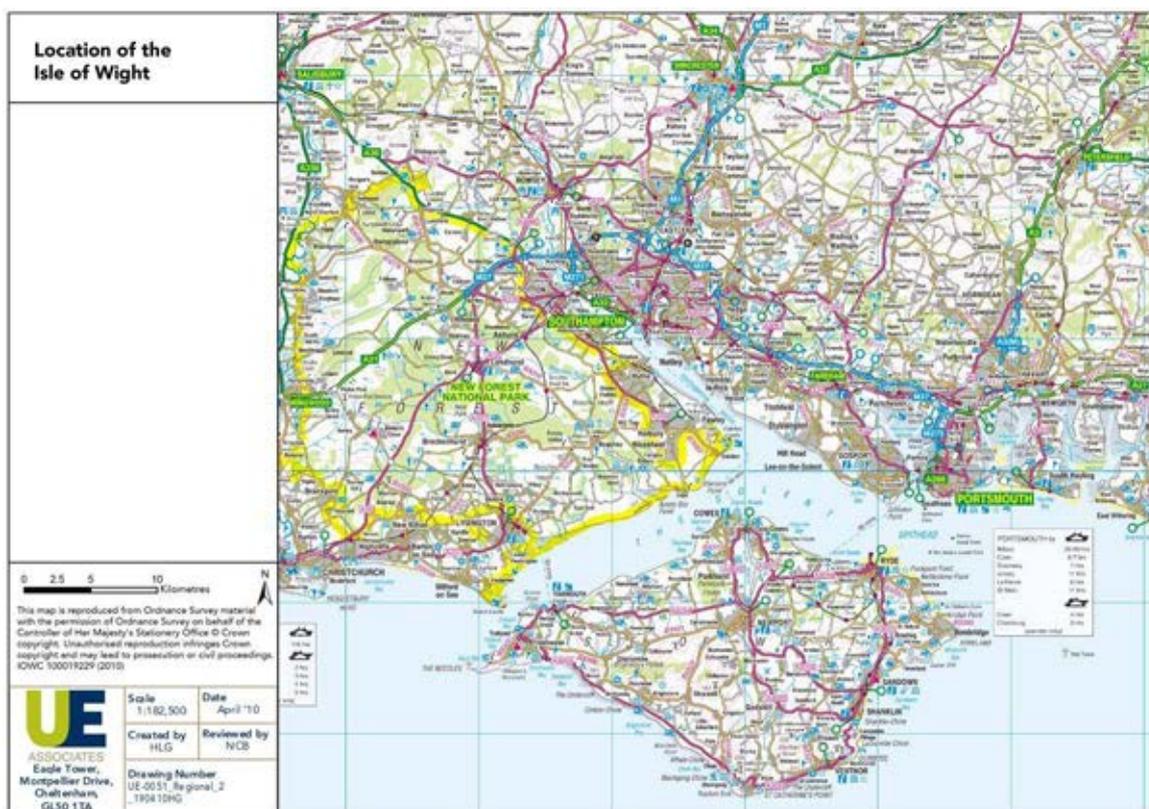


Figure 1.1: Location of the Isle of Wight.

The two largest settlements on the Island are Newport, which is the Island's principal administrative and retail centre, and home to approximately 24,100 people, and Ryde, a seaside town with a population of 23,900 people³. The other main settlements on the Island include Cowes, East Cowes, Sandown, Shanklin, Ventnor and Freshwater. Overall, the population of the Island is concentrated in the centre, north and east of the Island. In November 2009, the population of the Isle of Wight was approximately 142,500⁴. This is projected to increase to 172,500 by 2030⁵.

The Isle of Wight is characterised by a high quality natural and historic environment. The high quality landscape of the Island is reflected by the designation of half the Island as the Isle of Wight Area of Outstanding Natural Beauty and the designation of 55km of the Island's 96km coastline as Heritage Coast. The Isle of Wight's biodiversity resource is reflected by the significant number of international and national nature conservation designations on and around the Island. Many of these designations are centred on the Isle of Wight's maritime cliffs and slopes, its estuaries, and its chalk grasslands. The Island also has a rich historic environment which includes well known and important features such as Carisbrooke Castle, Osborne House, Yarmouth Castle and Appuldurcombe House, as well as a wide range of other designated and non designated features and areas.

³ ONS 2007 Mid Year Estimates as quoted in IOWC (2009) Isle of Wight Town Centre Health Check Study

⁴ IOWC (November 2009) Equality and Diversity document:

http://www.iwight.com/equality_and_diversity/documents/Diversity_on_the_Isle_of_Wight_Nov09.pdf

⁵ Source: ONS 2006-based sub-national population projections, published June 2008, www.statistics.gov.uk

Whilst for most of the 20th century the Isle of Wight's economy was based on seaside tourism, manufacturing and farming, financial and business services are currently of growing importance, and the public sector is now the largest employer on Island. The Island's rich natural and historic environment attracts large numbers of tourists, and the Island's population more than doubles during the summer holiday season. The high quality environment and lifestyle have also drawn many retirees and second home owners⁶.

In May 2009, the final version of the South East Plan was published by the Government. Setting out the vision for the future of the South East region to 2026, the Plan outlines how the South East should respond to challenges facing the region such as housing, the economy, transport and protecting the environment. Central to the South East Plan is the allocation of 32,700 new homes a year in the region in the period to 2026 to meet housing needs. On this basis, the Plan has allocated a total of 10,400 net additional dwellings in the Isle of Wight between 2006 and 2026, or 520 new dwellings a year.



Figure 1.2: The Isle of Wight.

1.4 Strategic Environmental Assessment of the Isle of Wight LTP3

Strategic Environmental Assessment (SEA) is a systematic process for evaluating the environmental consequences of proposed plans or programmes to ensure environmental issues are fully integrated and addressed at the earliest appropriate stage of decision making.

⁶ Isle of Wight Strategic Partnership (2008): Ecoisland: The Isle of Wight's Sustainable Community Strategy 2008-2020

SEA was introduced to the UK through the EU Directive 2001/42/EC. In England this Directive has been transposed via the Environmental Assessment of Plans and Programmes Regulations 2004. The Isle of Wight LTP3 has been screened as a plan that requires an SEA under the Directive. The following chapters (**Chapters 2 and 3**) outline the approach taken for the SEA for the LTP3.

A Habitats Regulation Assessment (HRA) process is also being carried out for the LTP3. Whilst the HRA will support the findings of the SEA, the HRA will be carried out independently of the SEA process and will be reported on separately.

2 Approach to the SEA

2.1 Introduction

Isle of Wight Council has appointed UE Associates and Alliance Planning to assist with the SEA process in order to fully integrate environmental considerations within the production of the LTP3, and to inform and influence the plan making process. The Council, statutory consultees, other environmental bodies and working groups will be engaged in the SEA process at different times.

This chapter sets out the broad approach to the SEA process, the stages involved, and highlights where the relevant information can be found in this Scoping Report and appendices.

2.2 Best Practice Guidance

The approach for carrying out the SEA of the LTP3 is based on current best practice. Primarily the approach applied to this SEA process draws on guidance from:

- ▶ Office of the Deputy Prime Minister (September 2005): A Practical Guide to the SEA Directive⁷; and
- ▶ Department for Transport (April 2009): TAG Unit 2.11, Strategic Environmental Assessment for Transport Plans and Programmes ('In draft' Guidance)⁸.

TAG Unit 2.11 presents a methodology for carrying out SEA of transport plans and programmes. Whilst it sets out a broadly similar approach as the ODPM and Planning Advisory Service guidance, it takes more of a transport focus, and also suggests how SEA can complement and take further many of the aspects promoted through the New Approach to Appraisal (NATA)⁹.

In terms of best practice and added value, the following guidance document has also influenced the approach to SEA for the assessment of the Isle of Wight LTP3:

- ▶ Planning Advisory Service (September 2009): CLG Plan Making Manual: Sustainability Appraisal¹⁰.

⁷ The SEA guidance can be found on : <http://www.communities.gov.uk/publications/planningandbuilding/practicalguide>

⁸ TAG Unit 2.11 can be found on: <http://www.dft.gov.uk/webtag/documents/project-manager/pdf/unit2.11d.pdf>

⁹ NATA is an approach for improving the consistency and transparency with which transport decisions are made. It seeks to presents the key economic, environmental and social impacts of decisions in a clear, consistent and balanced way using an Appraisal Summary Table and associated worksheets. NATA is the basis for appraising multi-modal studies, Highways Agency road schemes, Local Transport Plans major road and public transport schemes, Strategic Rail Authority schemes, seaports, and the Government's airports strategy.

¹⁰ The PAS Guidance can be found on: <http://www.pas.gov.uk/pas/core/page.do?pageld=152450>

2.3 Stages of SEA

TAG Unit 2.11, in common with other SEA and Sustainability Appraisal guidance documents, sets out a five stage process for carrying out SEA.

Table 2.1 provides a summary of the key stages of the SEA process for LTP3 presented in TAG Unit 2.11. Those shaded in green indicate the stages covered in this Scoping Report. The second column indicates where information about each respective stage can be found in this document.

Table 2.1: SEA stages, and stages covered in this Scoping Report.

Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope	Location in report
A1: Identify other relevant plans, programmes and environmental protection objectives	Appendix D: Policy and Plan review
A2: Collecting baseline information	Chapters 4 to 14.
A3: Identifying environmental problems	Chapters 4 to 14
A4: Developing the SEA framework	Chapter 15
A5: Consulting on the scope of the SEA	Chapter 17
Stage B: Developing and refining alternatives and assessing effects	
B1: Testing the plan objectives against the SEA objectives	N/A
B2: Developing strategic alternatives	N/A
B3: Predicting the effects the draft plan, including alternatives	N/A
B4: Evaluating the effects of the draft plan, including alternatives	N/A
B5: Considering ways of mitigating adverse effects	N/A
B6: Proposing measures to monitor the environmental effects of plan implementation	N/A
Stage C: Preparing the Environmental Report	
C1: Preparing an Environmental Report	N/A
Stage D: Consulting on the draft plan and Environmental Report	
D1: Consultation on the draft plan and Environmental Report	N/A
D2: Assessing significant changes	N/A
D3: Decision making and providing information	N/A
Stage E: Monitoring the implementation of the plan	
E1: Developing aims and methods for monitoring	N/A
E2: Responding to adverse effects	N/A

This Scoping Report is the main output of Stage A of the SEA process presented above. **Chapter 16** discusses in more detail the subsequent stages and outputs of the SEA process that will be carried out following the conclusion of Stage A.

2.4 Consultation on the Scoping Report

Public involvement with decision making through consultation is a key element of the SEA process. The SEA Regulations require consultation with statutory consultation bodies but not

full consultation with the public at the scoping stage. Regulation 12 (5) of the Environmental Assessment of Plans and Programmes Regulations 2004 (SI 1633) states that:

“When deciding on the scope and level of detail of the information that must be included in the report the responsible authority shall consult the consultation bodies.”

The statutory consultation bodies are English Heritage, the Environment Agency and Natural England. Consultees will have five weeks within which to respond to this Scoping Report. More details on the arrangements for consultation are presented in **Section 17.2**.

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3 Presenting the SEA scoping information

3.1 Environmental information themes

The policy and plan review, the baseline data, and the key environmental issues for the LTP3 (i.e. stages A1-A3 in **Table 2.1** above) have been presented through a series of environmental information themes.

The selected environmental information themes incorporate the SEA ‘topics’ derived from Annex I(f) of the SEA Directive (see **Appendix A**): biodiversity flora and fauna, population, human health, soil, water, air, climatic factors, material assets, cultural heritage (including architectural and archaeological heritage), landscape and the inter-relationship between these factors. These have been updated and expanded for clarity, and to mirror the purpose and likely outcomes of the SEA process.

The environmental information themes are presented in **Table 3.1**:

Table 3.1: Environmental information themes

Environmental information theme	SEA topic included in Directive 2001/42/EC	What is Included in the environmental information theme?
Accessibility and Transport	<i>Population</i>	Transportation infrastructure Traffic flows and congestion Travel to work Accessibility
Air Quality	<i>Air</i>	Air quality management Air pollution sources Air quality hotspots
Biodiversity and Geodiversity	<i>Biodiversity, flora and fauna</i>	Habitats Species Nature conservation designations Nature reserves Biodiversity opportunity areas Geological features
Climate Change	<i>Climatic factors</i>	Greenhouse gas emissions by source Greenhouse gas emission trends Climate change adaptation
Health	<i>Human health</i>	Health indicators Health inequalities Road safety
Historic Environment	<i>Cultural heritage, including architectural and archaeological heritage</i>	Historic development of the area Designated and non designated sites and areas Archaeological assets

Environmental information theme	SEA topic included in Directive 2001/42/EC	What is Included in the environmental information theme?
Landscape	<i>Landscape</i>	Landscape character Townscape character Noise and light pollution Tranquillity
Material Assets	<i>Material assets</i>	Minerals production Waste and recycling Previously developed land Energy production
Population	<i>Population</i>	Population size and migration Population density Age structure Ethnicity Housing Deprivation Unemployment Crime
Soil	<i>Soil</i>	Soil type and quality Agricultural land quality
Water	<i>Water</i>	Water resources and availability Water quality Flooding

It is anticipated that presenting the information through this approach will help enable the reader to easily locate the SEA information representing their specific areas of interest.

3.2 Presenting the policy and plan review, the baseline and the key environmental issues

Chapters 4 to 14 introduce a summary of the policy and plan review and the baseline data to be utilised throughout the SEA process for each environmental information theme. They also present the key environmental issues relevant to the Isle of Wight for each environmental information theme. The following sections discuss the purpose of each of these tasks, how this information has been collected and summarised, and where additional information has been provided.

3.2.1 Policy and plan review

A policy, plan or programme (PPP) may be influenced in various ways by other policies, plans or programmes, or by external sustainability objectives such as those laid down in policies or legislation. The SEA process will take advantage of potential synergies between these PPPs and address any inconsistencies and constraints.

Appendix D represents a comprehensive, accurate and concise list and evaluation of the key policies, plans and programmes that are likely to be relevant to the LTP3 and its

accompanying SEA assessment process. They have been presented by the environmental information themes discussed in **Section 3.1** and assessed in relation to the main objectives and environmental requirements of the PPP, and how it affects, or is affected by the LTP3 in relation to the environmental issues covered by the SEA.

A summary of the PPP review is presented in the following chapters under each environmental information theme. These PPP review summaries should be read alongside the more detailed information presented in **Appendix D**.

3.2.2 Baseline data collection

Chapters 4 to 14 presents a review of current environmental and social-economic conditions affecting the Isle of Wight by environmental information theme. The purpose of the baseline review is to help define the key environmental issues for the LTP3. This will enable the predicted effects of the plan to be effectively appraised.

The currency, resolution and presentation of data are crucial to an effective baseline. Information selected seeks to:

- ▶ Inform the situation at the local level;
- ▶ be the most up to date; and
- ▶ be fit for purpose.

One of the purposes of consultation on the Scoping Report is to seek views on whether the data selected is appropriate. The baseline has been constructed utilising a wide range of data sources, with GIS (Geographic Information System) data proving to be an important information source where available. The data has been presented through tables, text and GIS mapping, and all data sources have been referenced as appropriate. Meaningful data for the purposes of comparison and to address the themes being assessed as part of this SEA is not always available. Where appropriate, data gaps are therefore identified in the baseline.

Where relevant, data has been presented specifically at a local level. This enables more specific information to be included on the communities and areas most affected by possible issues to help identify areas most in need of change.

3.2.3 Key environmental issues

In addition to presenting a summary of the PPP review and a summary of the baseline data for the Isle of Wight, **Chapters 4 to 14** set out a series of key environmental issues for each environmental information theme. The identification of these environmental issues will help the SEA process focus on the key problems and opportunities which may be addressed through the LTP3.

The key issues will inform the development of the SEA Framework that will be utilised to assess the policies and proposals included in the LTP3 (**Chapter 15** and **Appendix B**).

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4 Accessibility and Transport



Plate 1: Island Line, Ryde Pier Head (source: Secret Pilgrim)

4.1 Summary of policy and plan review

European and UK transport policies and plans place emphasis on the modernisation and sustainability of the transport network. Specific objectives include reducing pollution and road congestion through improvements to public transport, walking and cycling networks and reducing the need to travel. National policy also focuses on the need for the transport network to support sustainable economic growth.

The PPPs highlight that congestion and poor air quality resulting from transport are key national and regional issues. The plans therefore focus on appropriate design, location and layout of development, increasing investment in infrastructure, improving the quality and accessibility of public transport, supporting walking and cycling, and enhancing road safety.

Appendix D presents a more detailed analysis of the PPPs relevant to accessibility and transport.

4.2 Baseline data

4.2.1 Ferry services

The Isle of Wight is linked to the UK mainland through a number of ferry, catamaran and hovercraft services. Wightlink runs catamaran services between Ryde and Portsmouth (22 minutes journey time), and ferries between Fishbourne and Portsmouth (40 minutes) and Yarmouth to Lymington (30 minutes). Red Funnel runs catamaran services between West Cowes and Southampton (23 minutes) and ferry services between East Cowes and Southampton (55 minutes). Hovertravel runs hovercraft services between Ryde and Southsea (10 minutes).

There is one ferry service within the Island: the Cowes Floating Bridge. This is a vehicular chain ferry which crosses the River Medina, linking East Cowes and West Cowes.

There are also a number of commercial wharfs for receiving freight from the mainland, including in Cowes Harbour and the Medina Estuary.

4.2.2 Road network

The Isle of Wight's road network is 833km long and comprises 126km of 'A' roads, 276km of 'B' and 'C' roads and 430km of unclassified roads¹¹. There are no sections of the Island's road network which are part of the UK's strategic road network¹².

Newport is at the centre of the Island's road network, with most main routes connecting the town. The 'A' road network of the Island comprises the following routes: the A3054 from Newport to Yarmouth and Totland; the A3020 which links West Cowes and Shanklin via Newport and Godshill; the A3056 which links the A3020 at Blackwater with Sandown; the A3054 linking Newport with Fishbourne and Ryde; the A3021 from East Cowes to the A3054 at Whippingham; and the A3055 which follows the south east and south west coast of the Island, linking Ryde with Sandown, Shanklin, Ventnor, Nettlecombe and Totland.

Other notable routes on the Isle of Wight include the B3399 in the south west of the Island, the B3401 between Yarmouth and Newport, the B3323 from Shorwell to Carisbrooke, the B3327 between Ventnor and the A3020 at Whiteley Bank; and the B3330 and B3395 in the east of the Island at Nettlestone and Bembridge.

4.2.3 Rail network

The Isle of Wight has one main rail line, known as the Island Line. This comprises part of the National Rail network. The Island Line runs for 13.5km between Ryde Pier Head and Shanklin, with intermediate stations at Ryde Esplanade, Ryde St Johns Road, Smallbrook Junction, Brading, Sandown and Lake.

The Island Line is joined by a branch line near Smallbrook Junction. This is home to the Isle of Wight Steam Railway, which is not part of the National Rail network.

¹¹ Source: Isle of Wight Local Transport Plan 2

¹² The strategic road network is the national road network managed by the Highways Agency on behalf of the Department for Transport. It includes motorways.

Figure 4.1 presents the Isle of Wight's road and rail network.

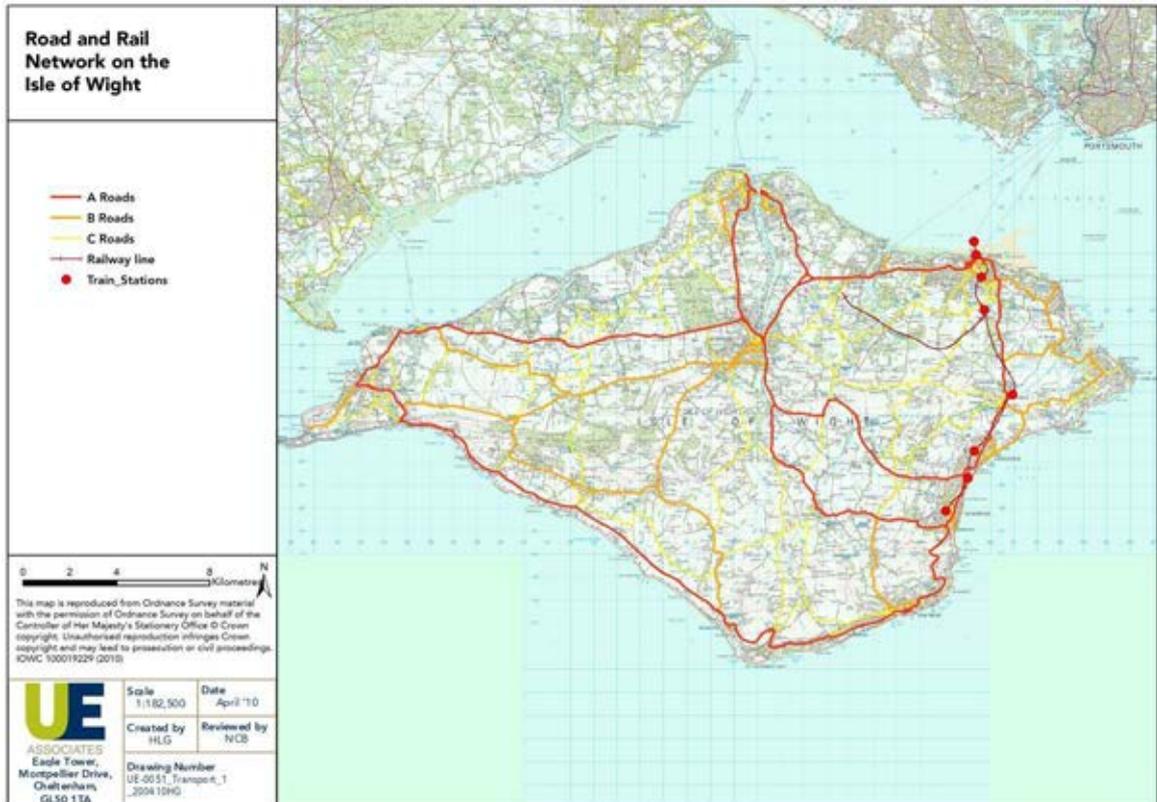


Figure 4.1: Road and rail network on the Isle of Wight

4.2.4 Public rights of way and cycle routes

The Isle of Wight has an extensive Right of Way network, which comprises the most concentrated network of public rights of way in the UK. The Island has 837km of rights of way which includes 524km of footpath, 267km of bridleways, and 46km of byways¹³.

As part of this network, the Island enjoys a high quality and extensive cycle network. Many of these routes follow the Island's former rail lines. Figure 4.2 presents the Island's cycle network.

¹³ Source: http://www.iwight.com/living_here/environment/rights_of_way/

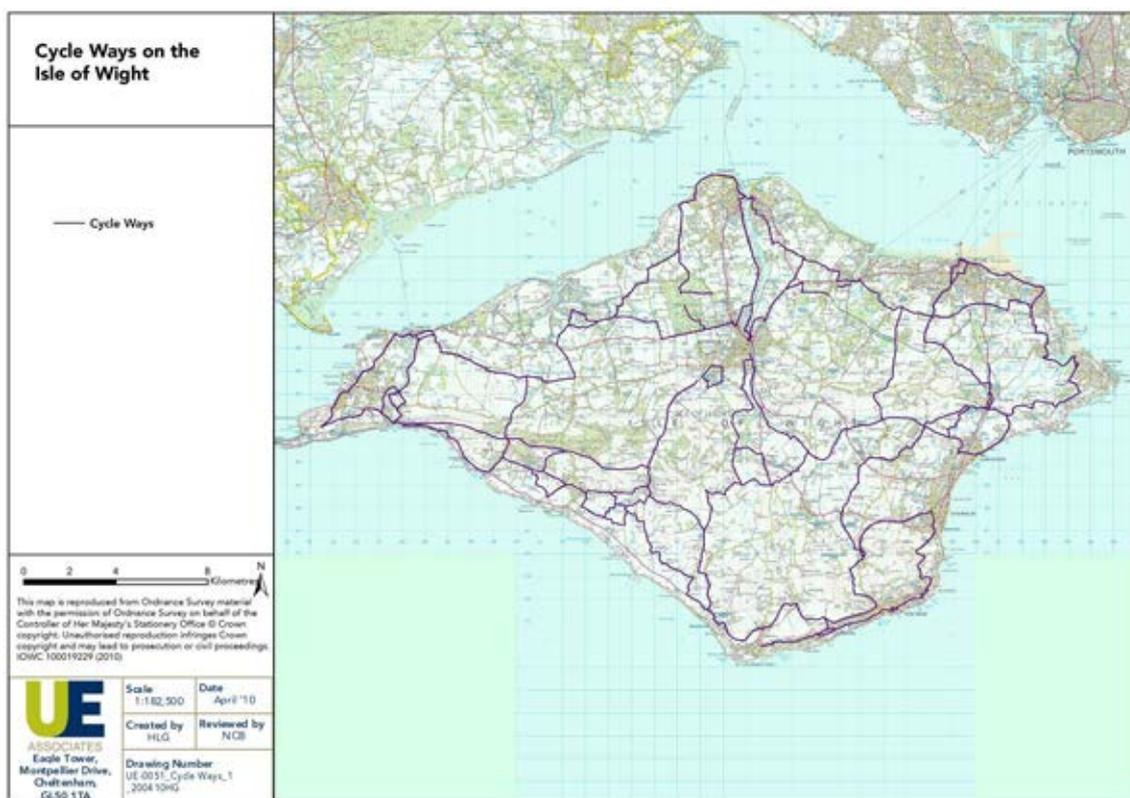


Figure 4.2: Cycle network on the Isle of Wight

4.2.5 Airports

There are two minor airports on the Island, at Bembridge and Sandown. Both are privately run and restricted in their use by current facilities. Bembridge Airport has a concrete runway and limited facilities. The airfield at Sandown is privately owned, has a grass runway and used primarily for pleasure flights.

Southampton and Bournemouth Airports are the nearest major airports to the Island. Southampton Airport is situated to the north of Southampton within the district of Eastleigh, and is linked to the rail network by Southampton Airport Parkway and to the strategic road network by the M27. The airport serves 45 destinations, and passenger growth expanded from 1.84 million passengers in 2005 to 1.95 million passengers in 2008. Whilst preliminary statistics suggest that, due to the economic climate, passenger numbers at the airport fell by approximately 8% in 2009¹⁴, the masterplan for the airport expects passenger numbers to increase to 3.05 million per annum by 2015 and 6 million passengers per annum by 2030.¹⁵ Bournemouth Airport, located at Hurn in Dorset, is situated 28km from Lymington, and flies to over 40 destinations. Passenger numbers increased from 271,000 in 2000 to 1.08 million in

¹⁴ BAA website:

<http://www.baa.com/portal/page/BAA%20Airports%5EMedia%20centre%5ENews%20releases%5EResults/60ef4505f3e96210VgnVC M10000036821c0a /a22889d8759a0010VgnVCM200000357e120a />

¹⁵ BAA (2006) Southampton Airport Masterplan

http://www.southamptonairport.com/assets/B2CPortal/Static%20Files/Sou_summary_MP_Nov06.pdf

2008¹⁶. The masterplan for the airport expects passenger numbers to increase to 3 million per annum by 2015 and 4.5 million passengers per annum by 2030¹⁷.

4.2.6 Congestion

Whilst the Island does not experience similar levels of congestion as parts of nearby Hampshire, Southampton and Portsmouth, congestion is an issue for number of parts of the Island at certain times. Due to the town being at the centre of the Island's road network, routes in and around Newport are those most affected on the Island by congestion, both from traffic seeking to access the town and from traffic crossing the Island. Particular congestion problems exist at the gyratory at Coppins Bridge, to the east of the town centre, where many of the Island's major roads converge. Congestion is also an issue on the on the A3055 through Sandown, Lake and Shanklin¹⁸.

Tourist and visitor traffic has a significant influence on congestion issues on the Island. This is especially the case during school holidays, summer weekends and other peak visitor times when the population of the Island almost doubles. Poor weather can contribute to congestion as visitors look for alternatives to beaches and outdoor activities. Major events such as the Isle of Wight festival, Cowes Week and the Bestival also contribute to congestion issues.

Traffic congestion can also be a significant issue when routes are closed or partially closed for essential maintenance and repair, and traffic is diverted on to other, often already heavily used, minor roads. This is partly due to the structure and limited nature of the Island's road network.

4.2.7 Accessibility and car ownership

As highlighted in the LTP2 Annual Progress Report, the rural nature of much of the Isle of Wight has a close influence on accessibility on the Island. Whilst 70% of the population live in the main towns of Newport and Ryde and the six smaller town settlements, 30% live in villages and rural areas. The availability and access to services varies significantly between urban and rural areas, with most key services available in urban areas with fewer facilities available in villages and hamlets¹⁹.

The disparate nature of rural settlements and the difficulty of providing frequent and economical public transport networks presents challenges for accessibility. Whilst the main settlements of the Island have relatively frequent bus (and train) services, public transport services elsewhere on the Island are often infrequent, and many smaller settlements are reliant on infrequent bus services or community transport services. This has reduced accessibility, especially for those without access to a car. In both rural areas and the towns areas, poor accessibility is closely linked to sectors of the population who suffer social exclusion, including

¹⁶ From Civil Aviation Authority: <http://www.caa.co.uk/default.aspx?catid=80&pagetype=88&pageid=3&sglid=3>

¹⁷ Bournemouth Airport (2007) Bournemouth Airport: The Masterplan
<http://www.bournemouthairport.com/bohweb.nsf/Content/Development>

¹⁸ IOWC: LTP2006-11: Progress Report 2008:
http://www.iowight.com/living_here/environment/Transport_strategies/apr/images/APR2008FinalDocument.pdf

¹⁹ IOWC: LTP2006-11: Progress Report 2008:
http://www.iowight.com/living_here/environment/Transport_strategies/apr/images/APR2008FinalDocument.pdf

senior citizens, people with mobility problems, people with learning difficulties, and people without English as their first language.

These accessibility issues are reflected by the Island's Index for Multiple Deprivation scores for the category "Barriers to Housing and Services", which is has been mapped in **Figure 4.3**.

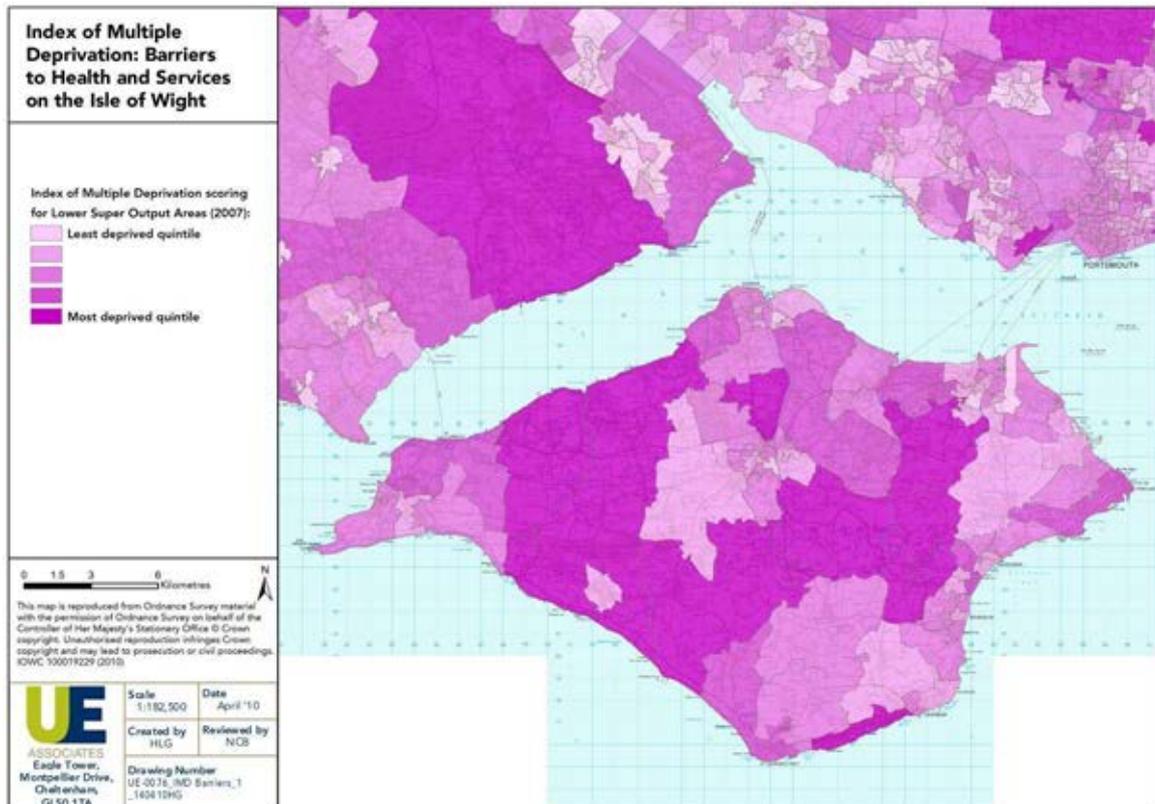


Figure 4.3: Index of Multiple Deprivation scores for the category "Barriers to Housing and Services" (IMD 2007)

As highlighted by **Table 4.1**, car ownership in the Isle of Wight is lower than regional and national averages. Similarly, the proportion of people who travel to work by car and van is less than regional and national averages. Whilst the available data is from 2001, this highlights a number of factors, including the high proportion of retirees who live on the Island. It also highlights the proportion of the workforce who commute by ferry to the mainland.

Table 4.1: Car ownership in the Isle of Wight (source: ONS)²⁰

	No car %	1 Car %	2 cars %	3 cars %	4+cars %	% who travel to work by car or van
Isle of Wight	24.67	47.61	21.84	4.44	1.43	54.16
South East	19.43	42.62	29.56	6.29	2.10	59.18
England	26.84	43.69	23.56	4.52	1.39	54.92

4.3 Key issues for accessibility and transportation

Box 1 presents the key issues for the accessibility and transport environmental information theme on the Isle of Wight:

Box 1: Key Issues, Accessibility and Transport

- ▶ Congestion issues in and around Newport.
- ▶ Impact of tourism traffic, particularly during peak times such as school holidays, 'changeover day' summer weekends and during major events.
- ▶ Mitigation of the adverse impacts of traffic on smaller settlements.
- ▶ Reducing car dependency through the development of high-quality public transport alternatives, to encourage behavioural change.
- ▶ The need to provide appropriate transport infrastructure to meet the regional South East Plan allocation of 10,400 net additional dwellings in the Isle of Wight between 2006 and 2026, or 520 new dwellings a year.
- ▶ Issues linked to accessibility to and from the mainland, including relating to cost.
- ▶ Addressing access issues for those without access to a car, including through tackling problems of poor accessibility for disadvantaged people.
- ▶ The need to maintain the existing highway network to a high standard, particularly in light of the potential impact of climate change, coastal erosion and the increased frequency of severe weather events.

²⁰ Source: National Statistics Online. 2001 Census Data [online]. Available from: <http://www.neighbourhood.statistics.gov.uk> [Accessed: 8 April 2010]

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5 Air Quality



Plate 2: Red Funnel Ferry (source: Gary Bembridge)

5.1 Summary of policy and plan review

A number of objectives have been established in relation to air quality at both the European and the UK level (emanating from the 1996 EC Directive). This includes the setting of targets for reducing emissions of specific pollutants to minimise negative impacts on health and the environment. At the Island level emphasis is placed on reducing emissions of nitrogen dioxide, particularly from the transport sector.

Appendix D presents a more detailed analysis of the PPPs relevant to air quality.

5.2 Baseline data

Air quality on the Isle of Wight is generally very good. This reflects the relatively small size of many of its settlements, its distance from major centres of population, and the rural nature of much of the Island.

Following the implementation of the Environment Act 1995, and since the publishing of the National Air Quality Strategy in 1997, IOWC have been undertaking reviews and assessments

of air quality. These include for the following pollutants identified as possible risks to human health:

- ▶ Carbon Monoxide (CO);
- ▶ Benzene;
- ▶ 1,3 – Butadiene;
- ▶ Lead;
- ▶ Nitrogen Dioxide (NO₂);
- ▶ Sulphur Dioxide (SO₂); and
- ▶ Particulates (PM₁₀).

The first air quality Review and Assessment for the Island in 2000 highlighted that air quality objectives would likely to be met. The next review, the 2004 Updating and Screening Assessment, concluded that the Council needed to undertake a Detailed Assessment for benzene, reflecting possible exceedences adjacent to a fuel storage depot in East Cowes, and sulphur dioxide, reflecting potential exceedences near to the three main ferry ports on the Island²¹.

In line with the relevant Defra guidance the council was required to produce an Air Quality Progress Report in April 2004 and April 2005. These concluded that there had been no changes since the previous Updated and Screening Assessment significant enough to result in exceedences of the air quality objectives²².

The following round of Review and Assessment, the 2006 Updated and Screening Assessment indicated that a Detailed Assessment for NO₂ was required due to identified exceedences of the annual mean objective at two monitoring sites in the area over the previous three years. These sites were at Coppins Bridge, Newport, and on the Sandown, Lake and Shanklin road corridor. The exceedences were considered to be as a result of road traffic emissions. The Council then conducted NO₂ diffusion tube analysis at these two locations as part of its Detailed Assessment. The results of the Detailed Assessment concluded that whilst there was no need at this stage to declare an Air Quality Management Area, significant increases in traffic at Fairlee Road in Newport would lead to exceedences of the guideline level for NO₂²³.

The most recent Updating and Screening Assessment was released in April 2009. This highlighted that there was one site on Fairlee Road showing an exceedence of the NO₂ annual mean objective. Further analysis of the site highlighted that objectives would be met at the 'nearest relevant exposure'²⁴ to the location, which was set back at some distance from the

²¹ The 2004 Updating and Screening Assessment can be accessed on:
http://www.iow.gov.uk/LIVING_HERE/ENVIRONMENT/ENVIRONMENTAL_HEALTH/Environmental_Protection/Air_Quality/4updates.asp

²² The 2004 and 2005 Air Quality Progress Reports can be accessed on:
http://www.iow.gov.uk/LIVING_HERE/ENVIRONMENT/ENVIRONMENTAL_HEALTH/Environmental_Protection/

²³ The 2006 Updating and Screening Assessment and subsequent Detailed Assessment can be accessed on:
http://www.iow.gov.uk/LIVING_HERE/ENVIRONMENT/ENVIRONMENTAL_HEALTH/Environmental_Protection/Air_Quality/default.asp

²⁴ The nearest receptor potentially affected by poor air quality.

site. The 2009 Updating and Screening Assessment therefore highlighted that Detailed Assessment is therefore not required for any pollutant²⁵.

As the ongoing Review and Assessments have highlighted, no air pollution objectives are deemed unlikely to be met on the Isle of Wight. For this reason, no Air Quality Management Areas have been designated on the Island. However, potential exceedences relating to traffic and transport will continue to be monitored on the Island.

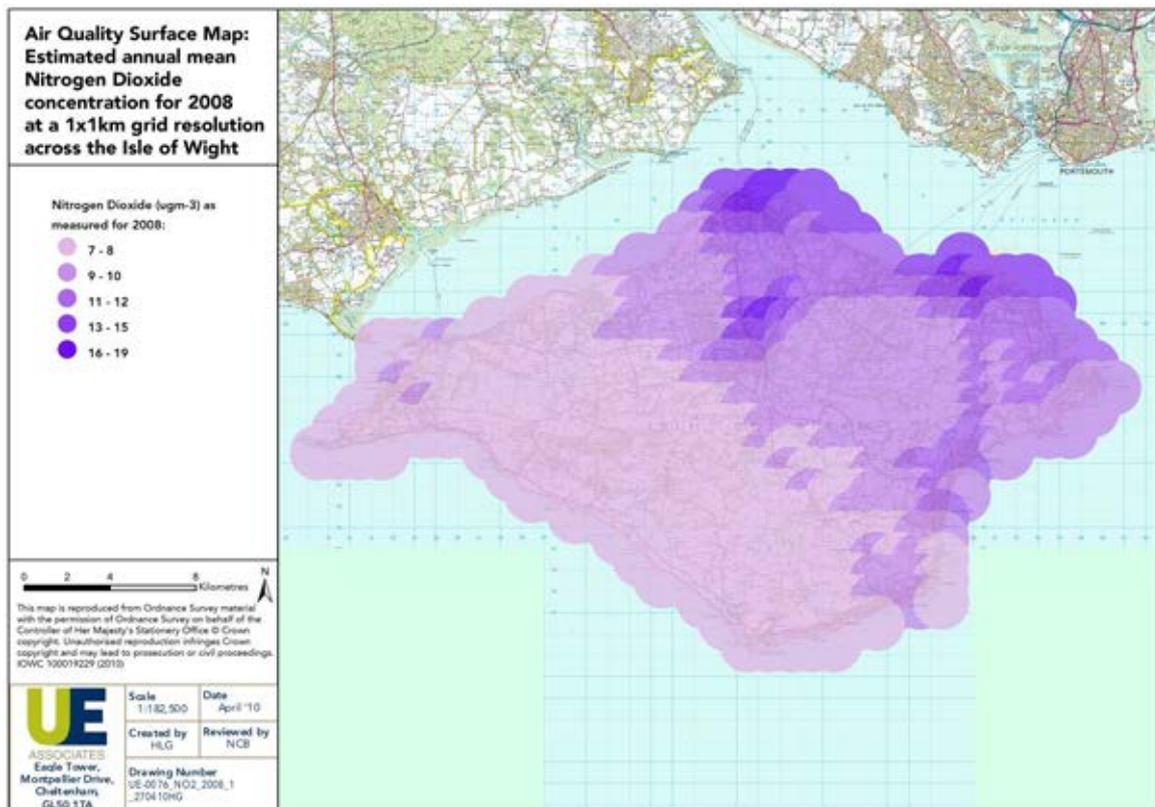


Figure 5.1: Air quality on the Isle of Wight: NO₂(nitrogen dioxide) 2008.

5.3 Key issues for air quality

Box 2 presents the key issues for the air quality environmental information theme on the Isle of Wight:

²⁵ The 2004 Updating and Screening Assessment can be accessed on: http://www.iow.gov.uk/LIVING_HERE/ENVIRONMENT/ENVIRONMENTAL_HEALTH/Environmental_Protection/Air_Quality/3updati ng.asp

Box 2: Key Issues, Air Quality

- ▶ Whilst air quality in most of the Isle of Wight is very good, there are a number of areas of some concern in the Island.
- ▶ As highlighted by the ongoing Air Quality Review and Assessment process, nitrogen dioxide from road traffic has the potential to be a continuing issue in parts of the Island. This includes linked to the Coppins Bridge junction in Newport, and on the Sandown, Lake and Shanklin road corridor.
- ▶ Sulphur dioxide emissions linked to the Island's ferry ports have also been a concern in the last decade.
- ▶ New housing and employment development areas on the Island have the potential to lead to impacts on air quality from increased traffic flows.
- ▶ Increasing visitor and tourist numbers also have the potential to have impacts on air quality from increased traffic flows.

6 Biodiversity and Geodiversity



Plate 3: Bluebells near Brighstone (source: David Jones)

6.1 Summary of policy and plan review

The objectives of policies and plans at all levels focus on the conservation of biological diversity (including a reduction in the current rate of biodiversity loss), and the protection and monitoring of endangered and vulnerable species and habitats. Emphasis is also placed on the ecological importance of brownfield sites, geodiversity, and enhancing areas of woodland. The integration of biodiversity considerations into all environmental and socio-economic planning is strongly advocated.

At a regional level, the South East Plan²⁶ seeks to encourage local authorities to: ‘...actively pursue opportunities to achieve a net gain (of biodiversity) across the region’, ‘...give the highest level of protection to sites of international nature’; and ‘avoid damage to nationally important sites of special scientific interest and seek to ensure that damage to county wildlife sites and locally important wildlife and geological sites is avoided’ (policy NRM5).

²⁶ Government Office for the South East (May 2009): South East Plan, Regional Spatial Strategy for the South East of England

At a local level the Isle of Wight Biodiversity Action Plan sets the local priorities for biodiversity on the Island, and the Isle of Wight Local Geodiversity Action Plan seeks to promote the Isle of Wight through the conservation and sustainable development of its Earth Heritage.

Biodiversity is also a key consideration of the PPPs promoting an improvement in green infrastructure networks.

Appendix D presents a more detailed analysis of the PPPs relevant to biodiversity and geodiversity.

6.2 Baseline data

The Isle of Wight Biodiversity Assessment and Audit, *Wildlife on the Isle of Wight*²⁷ provides an in-depth overview of biodiversity assets on the Island. The SEA will utilise the detailed information included in this document throughout the appraisal process alongside other information available, including in the Isle of Wight Biodiversity Action Plan. This section therefore sets out a summary of the biodiversity information available locally.

6.2.1 Habitats

The Isle of Wight contains a diverse mosaic of habitats, representing a microcosm of the south of England. Many of these habitats, such as chalk grasslands, the Island's maritime cliffs and slopes, and estuaries are deemed of particular importance, not only in a sub-regional context but also on a national and international scale. For example the Island's unenclosed and unimproved chalk grassland is important both as a semi-natural habitat and as a historic landscape type. It is rare in national terms and the Isle of Wight has 10% of the total area surviving within South East England²⁸.

The Isle of Wight contains 26 recognised national Biodiversity Action Plan priority habitats, which are present both on the Island, and in the seas around the Island. **Table 6.1** presents the priority habitats which are present in and around the Island.

²⁷ Isle of Wight Biodiversity Action Plan Steering Group (2000) *Wildlife on the Isle of Wight*

²⁸ Source: Isle of Wight County Archaeology and Historic Environment Service (2008) *Historic Environment Action Plan, Isle of Wight Overview*: http://www.iwight.com/living_here/planning/images/IsleofWightHEAPOverview.pdf

Table 6.1: Priority habitats present on the Isle of Wight

UK Biodiversity Action Plan priority habitats present on the Isle of Wight	
Wet woodland	Lowland wood pasture and parkland
Cereal field margins	Ancient and/or species rich hedgerows
Lowland meadows	Lowland dry acid grassland
Lowland calcareous grassland	Lowland heathland
Coastal and floodplain grazing marsh	Purple moor grass and rush pastures
Fens	Reedbeds
Eutrophic standing waters	Maritime cliffs and slopes
Coastal vegetated shingle	Coastal saltmarsh
Coastal sand dunes	Saline lagoons
Seagrass beds	Mudflats
Sheltered muddy gravels	Sublittoral sands and gravels
Littoral and sub-littoral chalk	<i>Sabellaria spinulosa</i> reefs
Sub-littoral sands and gravels	Mud habitats in deep water

A number of habitats were monitored in 2005/2006 as part of the Biodiversity Action Plan reporting process, which established their area on the Island, and whether they were declining, increasing, stable, or fluctuating²⁹. The monitored habitats, and their status and trends, are presented in **Table 6.2**.

²⁹ Source: Biodiversity Action Report System: <http://www.ukbap-reporting.org.uk/> [accessed 9th April 2010]

Table 6.2: Priority habitats monitored on the Isle of Wight

Habitat	Latest status	Latest trend
Coastal and floodplain grazing marsh	600 Hectares	Unknown
Coastal saltmarsh	164 Hectares	Declining (continuing/accelerating)
Coastal sand dunes	16 Hectares	Stable
Coastal vegetated shingle	4.50 Hectares	Stable
Fen, Marsh and Swamp	17 Hectares	Fluctuating - probably declining
Intertidal Mudflats	865 Hectares	Increasing
Lowland calcareous grassland	654 Hectares	Stable
Lowland dry acid grassland	113 Hectares	Stable
Lowland heathland	86 Hectares	Stable
Lowland meadows	198 Hectares	Fluctuating - probably declining
Lowland mixed deciduous woodland	2950 Hectares	Increasing
Maritime cliff and slopes	530 Hectares	Fluctuating - probably declining
Neutral grassland	207 Hectares	Fluctuating - probably declining
Reedbeds	42 Hectares	Stable
Saline lagoons	12.50 Hectares	Fluctuating - probably declining
Seagrass beds	6 Site(s)	Unknown
Wet woodland	160 Hectares	Stable

Habitat Action Plans (HAPs) are designed to provide a framework for action to conserve and enhance the Island's biodiversity. The following nine HAPs have been prepared for the Isle of Wight:

- ▶ Maritime Cliffs and Slopes HAP;
- ▶ Calcareous Grassland HAP;
- ▶ Heathland and Acid Grassland HAP;
- ▶ Lowland Meadows HAP;
- ▶ Wetlands HAP;
- ▶ Woodland HAP;
- ▶ Farmland HAP to include the national priority habitats ancient and species-rich hedgerows, cereal field margins, and eutrophic standing water;
- ▶ Solent Coastal HAP to include the national Priority Habitats Saltmarsh, Mudflats, Coastal Vegetated shingle, Coastal Sand Dunes and Saline Lagoons; and

- ▶ Generic HAP (in association with the Sustainable Community Strategy³⁰).

6.2.2 Species

The Isle of Wight has a rich species diversity. The Island does not have many introduced species such as grey squirrels, deer or American mink. This has allowed populations of native animals which have become rare on the mainland, such as red squirrels, dormice and water voles to flourish. The relatively mild climate of the Island and maritime situation also provides a foothold for species on the northern edge of their European range³¹.

The Island contains 119 priority species, including the dormouse, song thrush, red squirrel, water vole, early gentian and skylark and the starlet sea anemone. In addition, another 477 species have been established as of local distinctiveness. They include a diverse range of species such as mantis shrimps, wasp spiders, wall lizards and pink wax-cap fungi. An estimated 72 species are considered to have become extinct locally within the last fifty years.³²

A full species audit of the species deemed to be of national and local priority species present on the Island (October 2009) can be found on the Wild on Wight website at:

<http://www.wildonwight.co.uk/speciesreview/Revised%20Audit%20for%20publication%20Oct2009.pdf>

Species Action Plans (SAPs) have, with the Habitat Action Plans prepared on the Island, been produced to provide a framework for action to conserve and enhance the Island's biodiversity. Two SAPs has been prepared on the Island:

- ▶ Red Squirrel SAP (2003)³³; and
- ▶ Woodland Bat SAP (2005).

6.2.3 Nature conservation sites

The Isle of Wight contains a significant number of internationally designated, nationally designated and locally designated nature conservation sites.

European sites provide ecological infrastructure for the protection of sites which are of exceptional importance in respect of rare, endangered or vulnerable natural habitats and species within the European Union. These sites consist of Special Areas of Conservation (SACs, designated under the European Union Directive 92/43/EEC Habitats Directive) and Special Protection Areas (SPAs, designated under European Union Directive 79/409/EEC on the conservation of wild birds (the Birds Directive)). Government policy (PPS9³⁴ and Circular 06/05³⁵) recommends that Ramsar sites³⁶ are treated as if they are fully-designated European sites for the purposes of considering development proposals that may affect them.

³⁰ Island Strategic Partnership (2008) Eco Island: the Isle of Wight's Sustainable Community Strategy 2008-2020: <http://www.eco-island.org.uk/documents/eco%20island%20booklet.pdf>

³¹ Isle of Wight Biodiversity Action Plan Steering Group (2000) Wildlife on the Isle of Wight

³² Source: Wild on Wight website: <http://www.wildonwight.co.uk/species/species.php>

³³ The SAPs can be accessed on: <http://www.wildonwight.co.uk/saps.php>

³⁴ ODPM (2005): Planning Policy Statement 9: Biodiversity and Geological Conservation.

³⁵ ODPM (2005): Government Circular: Biodiversity and Geological Conservation – Statutory Obligations and their Impact within the

The following seven European sites are located within the Isle of Wight:

- ▶ Solent & Isle of Wight Lagoons Special Area for Conservation (SAC);
- ▶ Briddlesford Copses SAC;
- ▶ South Wight Maritime SAC;
- ▶ Isle of Wight Downs SAC;
- ▶ Solent Maritime SAC;
- ▶ Solent & Southampton Water Special Protection Area (SPA); and
- ▶ Solent & Southampton Water Ramsar Site.

In addition to these sites, seven European Sites lie within 10km of the Island. These are:

- ▶ The New Forest SAC (6km);
- ▶ New Forest SPA (6km);
- ▶ New Forest Ramsar Site (6km);
- ▶ Portsmouth Harbour SPA (6km);
- ▶ Chichester & Langstone Harbours SPA (9km);
- ▶ Portsmouth Harbour Ramsar Site (6km); and
- ▶ Chichester and Langstone Harbours Ramsar Site (9km).

The internationally designated sites on the Isle of Wight, and those located within 10km of the Island are presented in **Figure 6.1**.

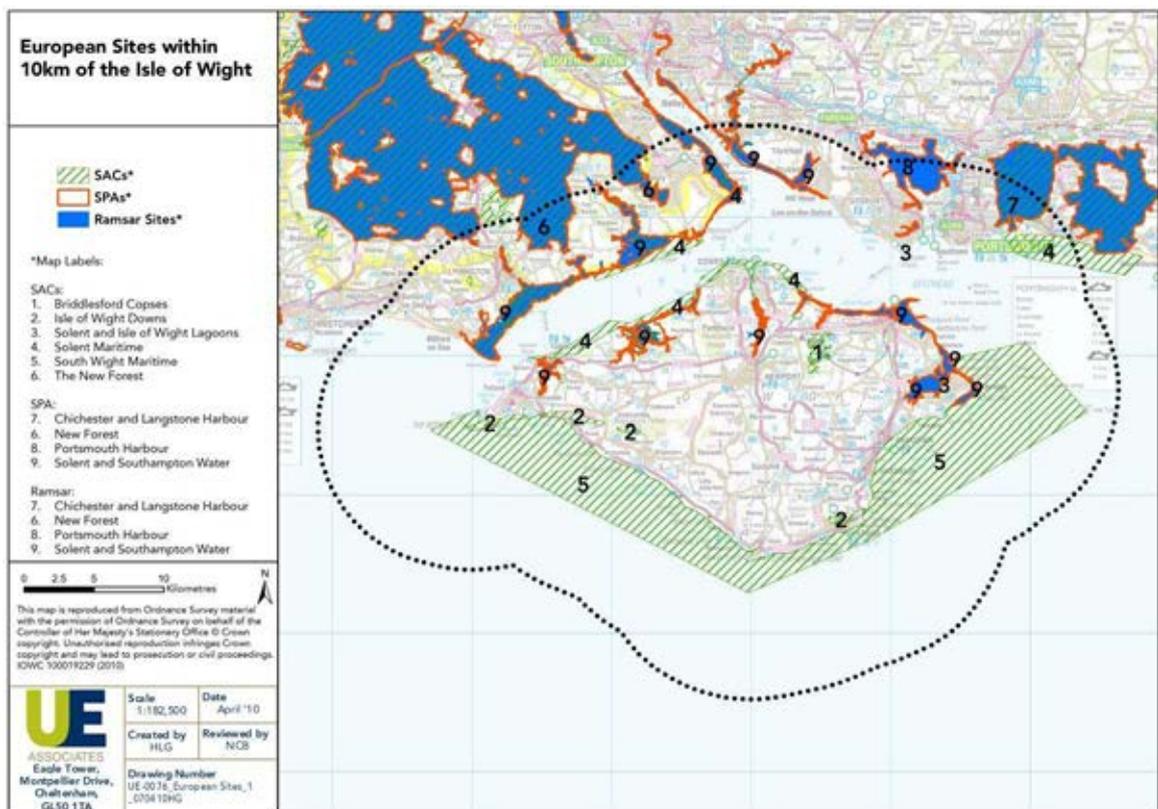


Figure 6.1: European Designated nature conservation sites within 10km of the Isle of Wight

The Isle of Wight contains a number of nationally designated nature conservation sites, and there are 41 Sites of Special Scientific Interest (SSSI) on the Island. These cover 11% of the Island' land area³⁷. A number of these SSSIs have also been designated for the geological interest. Geological SSSIs are discussed in more detail in Section 6.2.5.

³⁷ Source: Nature on the Map: www.natureonthemap.co.uk [accessed 8th April 2010]

Table 6.3: SSSIs located on the Isle of Wight³⁸

SSSIs located on the Isle of Wight		
Compton Down	Freshwater Marshes	Mottistone Down
Yar Estuary	Bouldnor and Hamstead Cliffs	Cranmore
Newtown Harbour	Northpark Copse	Parkhurst Forest
Thomess Bay	Medina Estuary	King's Quay Shore
Ryde Sands and Wootton Creek	Bridlesford Copses	Priory Woods
Shide Quarry	Arreton Down	Brading Marshes to St Helen's Ledges
Alverstone Marshes	Bembridge Down	Lake Allotments
The Wilderness	Cridmore Bog	Greatwood and Cliff Copses
Ventnor Downs	Rew Down	St Lawrence Bank
Compton Chine to Steephill Cove	Garstons Down	America Wood
Prospect Quarry	Rowridge Valley	Calbourne Down
Bonchurch Landslips	Colwell Bay	Bembridge School and Cliffs
Eaglehead and Bloodstone Copses	Headon Warren and West High Down	Lacey's Farm Quarry
Locks Farm Meadow	Thorness Bay	

Natural England has advised that, as of March 2010, 57.1% of the Isle of Wight's SSSI area was classified as 'favourable', 39% 'unfavourable recovering', 0.4% 'unfavourable no change' and 3.4% 'unfavourable declining'.³⁹ 0.2% of the area was classified as destroyed/part destroyed. Overall 96.1% of SSSI land by area on the Island was in a favourable or recovering condition. This meets the Government's Public Service Agreement (PSA) target to have 95% of the SSSI area in favourable or recovering condition by 2010.

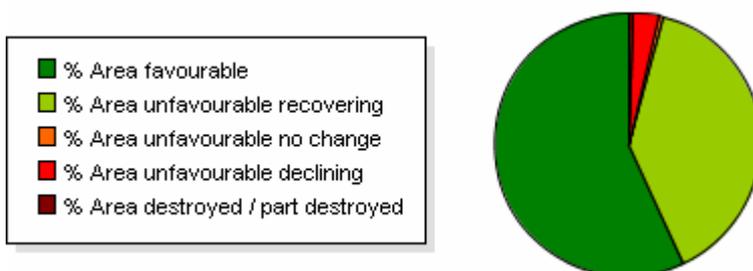


Figure 6.2: Condition of SSSIs on the Isle of Wight⁴⁰

The location and condition of SSSI units on the Island are presented in **Figure 6.3**.

³⁸ Source: Natural England: http://www.english-nature.org.uk/special/ssi/searchresults.cfm?ssi_name=&frmcounty=1251 [accessed 8th April 2010]

³⁹ Natural England SSSI condition statistics for the Isle of Wight: <http://www.english-nature.org.uk/special/ssi/reportAction.cfm?Report=sdr18&Category=C&Reference=1251> [accessed 8th April 2010]

⁴⁰ Natural England SSSI condition statistics for the Isle of Wight: <http://www.english-nature.org.uk/special/ssi/reportAction.cfm?Report=sdr18&Category=C&Reference=1251> [accessed 8th April 2010]

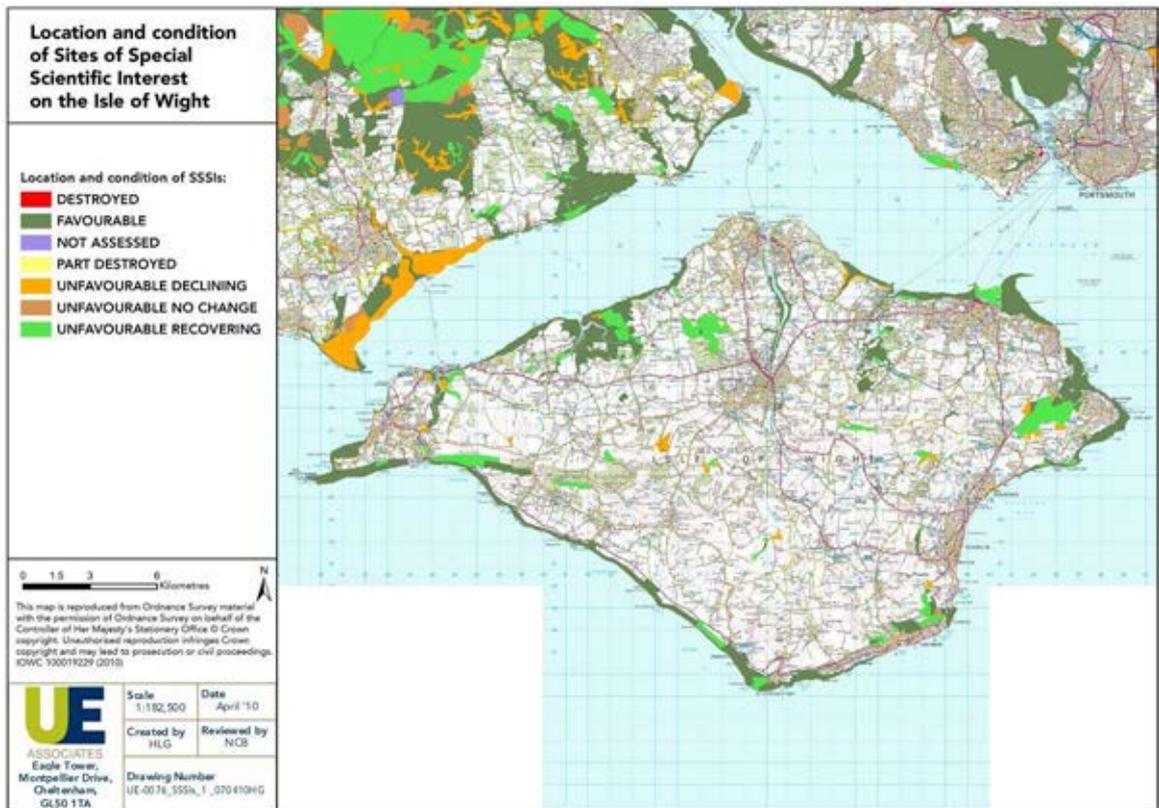


Figure 6.3: Location and summary of the condition of SSSIs on the Isle of Wight

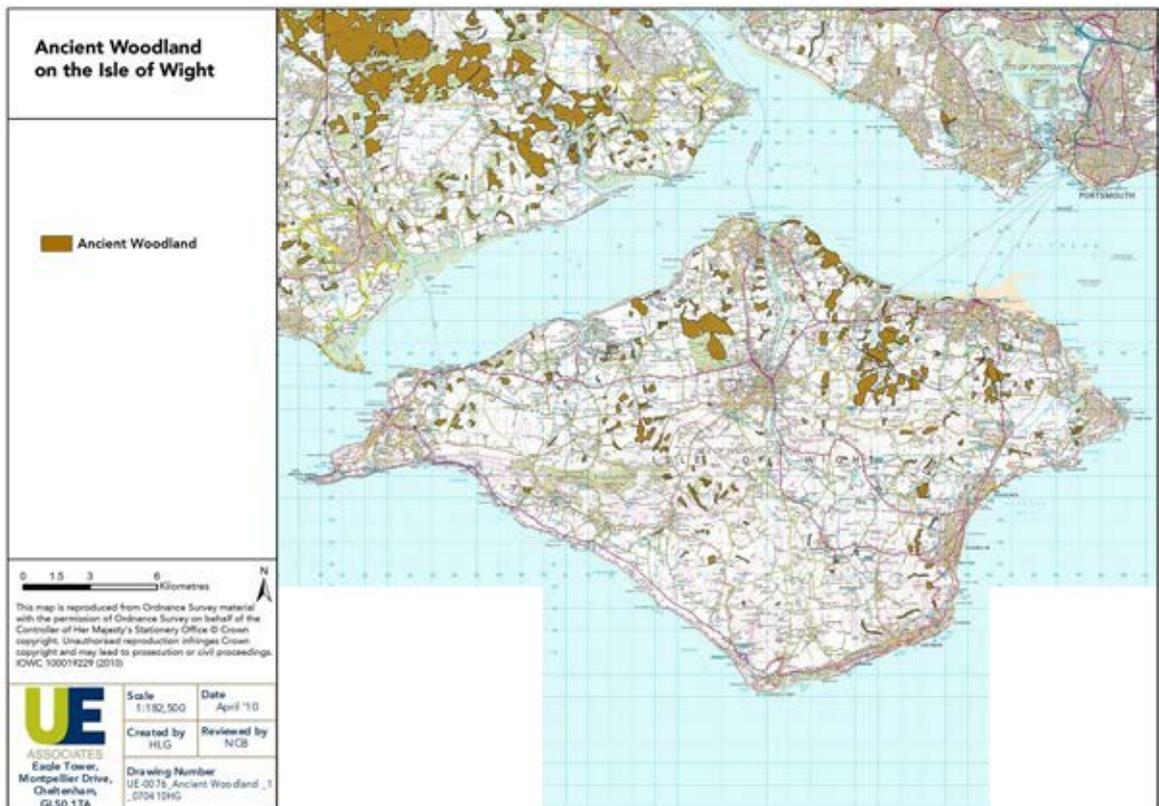


Figure 6.4: Ancient woodland on the Isle of Wight

There are a number of sites that are important for nature conservation but are not covered by statutory national and international designations. On the Isle of Wight, they are defined as Sites of Importance for Nature Conservation (SINCs). Covering 10% of the Island's area, these incorporate a range of habitats, including areas of ancient semi-natural woodland (**Figure 6.4**), unimproved grasslands, remnant heathland, wetland and coasts and estuaries. The location of the SINCs on the Isle of Wight is presented in **Figure 6.5**.

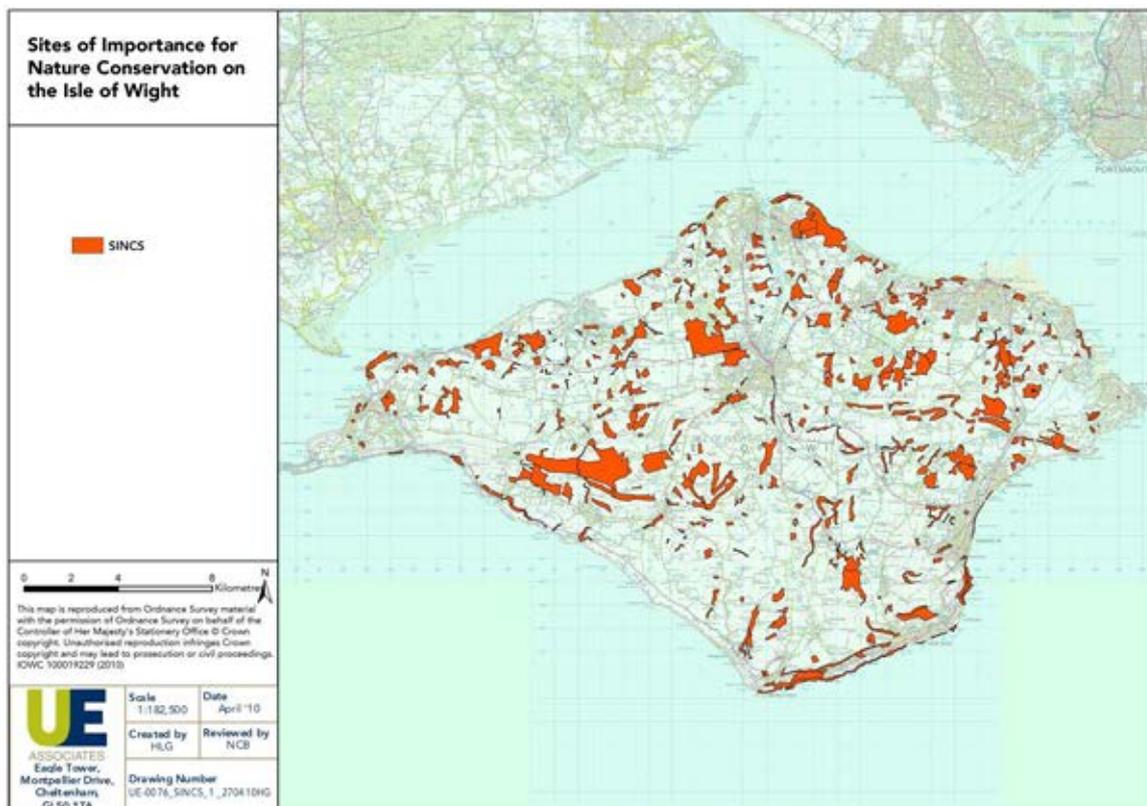


Figure 6.5: Location of SINCs on the Isle of Wight

6.2.4 Nature reserves

National Nature Reserves (NNRs) in England are areas nationally designated with the aim of securing protection and appropriate management of the most important areas of wildlife habitat. Whilst NNRs were previously designated by the Nature Conservancy, Natural England is now the body able to declare NNRs in England. In practice, NNRs are a selection of the most valuable parts of England's SSSIs.

The Isle of Wight contains one National Nature Reserve, the 288 hectare Newtown Harbour NNR. Newtown Harbour NNR has been designated as one of the best examples of undisturbed natural harbour on the south coast of England. The harbour supports a number of rare species and habitats, and is a wintering ground for wildfowl and waders, with important numbers of Brent goose, black-tailed godwit, wigeon and teal⁴¹.

⁴¹ Source: Natural England: <http://www.naturalengland.org.uk/ourwork/conservation/designatedareas/nnr/1006110.aspx>

Natural England encourages local authorities to formally designate appropriate sites as 'Local Nature Reserves' under Section 21 of the National Parks and Access to the Countryside Act 1949. A Local Nature Reserve (LNR) designation demonstrates a commitment by the local authority to manage land for biodiversity, protect it from inappropriate development and provide opportunities for local people to study and enjoy wildlife.

There are currently five LNRs on the Island managed by IOWC. These are:

- ▶ Afton Marsh;
- ▶ Rew Down;
- ▶ Dodnor Creek;
- ▶ Shide Chalk Pit; and
- ▶ Sibden Hill and Batts Copse.

The location of the NNR and LNRs on the Isle of Wight are presented in **Figure 6.6**. In addition the Wight Nature Fund manages sites at:

- ▶ Alverstone Mead, Alverstone ;
- ▶ Pelham Woods, St Lawrence;
- ▶ Mill Copse, Yarmouth; and
- ▶ Youngwoods Copse, Alverstone.

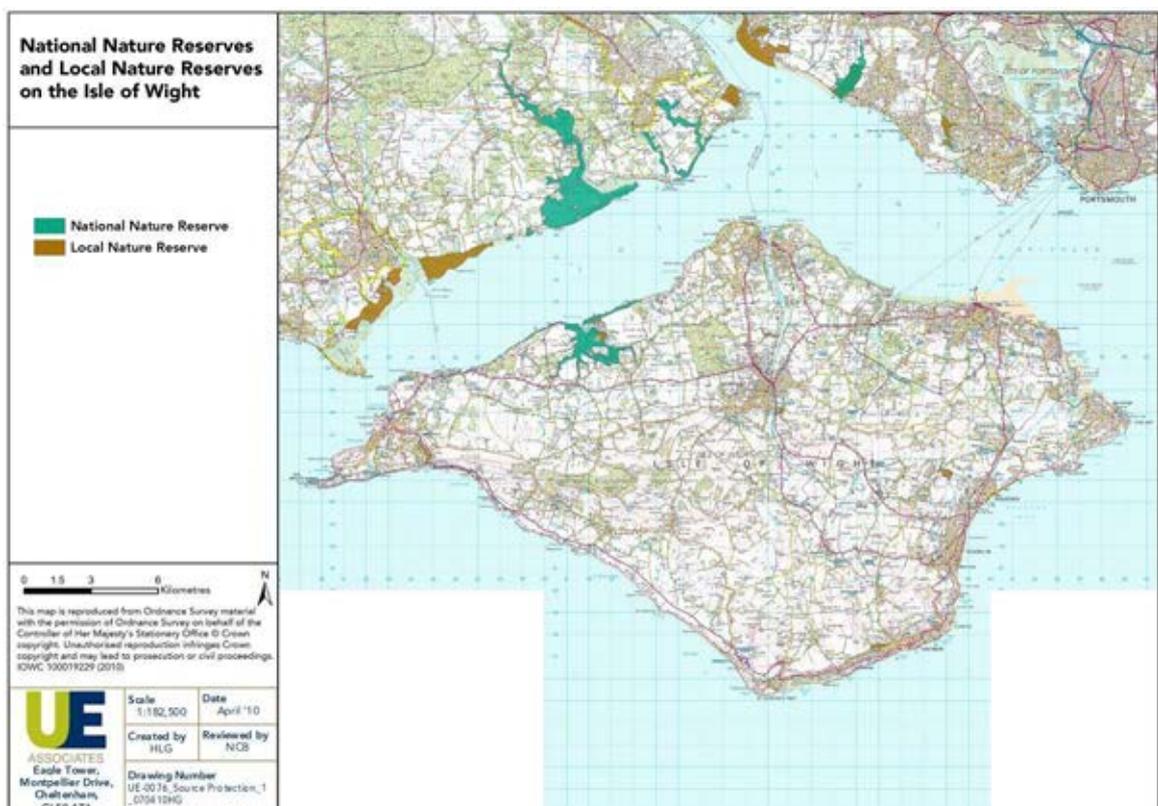


Figure 6.6: Location of the Isle of Wight's National Nature Reserve and Local Nature Reserves

6.2.4.1 Biodiversity Opportunity Areas

Biodiversity Opportunity Areas (BOAs) are regional priority areas of great opportunity for restoration and creation of BAP habitats. BOAs do not include all the BAP habitats in a region, but contain concentrations of wildlife habitat. Delivering BAP targets through BOAs will result in a landscape scale approach to conservation.

There are ten BOAs present on the Isle of Wight. Covering 40% of the Island, and 38,000 hectares⁴² these are as follows⁴³:

- ▶ Western Yar;
- ▶ Western Central Ridge (includes two sub sites);
- ▶ Medina Estuary;
- ▶ North-Western Woods;
- ▶ Southern Uplands;
- ▶ Eastern Yar Valley;
- ▶ Upper Medina Valley;
- ▶ Eastern Central Ridge (includes two sub sites);
- ▶ South West Coast; and
- ▶ North-Eastern Woods.

The descriptive statements, targets and opportunities for each BOA can be accessed at the South East England Biodiversity Forum's website⁴⁴.

6.2.5 Geodiversity

The geodiversity of the Isle of Wight is an important asset for the Island. Geodiversity is the collective term describing the geological variety of the Earth's rocks, fossils, minerals, soils and landscapes together with the natural process which form and shape them. Geodiversity underpins biodiversity by providing diversity of habitat and the ecosystem, with the soil being the link between them. It also embraces the built environment by providing the basis for neighbourhood character and local distinctiveness through building stone and material.

The Isle of Wight has a rich, diverse and well known geodiversity resource. Linked to this, the Island has a significant fossil record, notably including those of dinosaurs.

The geology of the Island demonstrates three distinct periods:

Cretaceous (120-70 million years ago): The southern half of the Isle of Wight is mostly of cretaceous strata, including Chalk, Lower and Upper greensand, Gault, and rocks of the Wealden Group. The oldest rocks present on the Island are the sands and clays of the

⁴² Source: South East England Biodiversity Opportunity Mapping Final Report (2009): http://strategy.sebiodiversity.org.uk/data/files/BOA/final_report_south_east_england_biodiversity_opportunity_mapping_v1.doc

⁴³ Source: South East Biodiversity Forum: http://strategy.sebiodiversity.org.uk/data/files/BOA/all_areas_descriptions.doc

⁴⁴ <http://strategy.sebiodiversity.org.uk/pages/biodiversity-opportunity-areas-description.html>.

Wealden Group, which are exposed on either side of the Island at Sandown in the east and in Brighstone Bay in the west. These are a rich source of dinosaur remains. Rocks of the succeeding Lower Greensand are exposed on the south coast, which comprise a thick sequence of marine deposited clays and sands. These are well exposed in the south-west of the Island around Atherfield and to the north of Sandown. The Lower Greensand gives way to the Gault Clay and the Upper Greensand, which on the Isle of Wight comprise sandy clays and sandstones, which produce unstable areas of erosion. The overlying Chalk forms the spine of higher ground running across the centre of the Isle of Wight which extends to the its western extremity at the Needles rocks.

Palaeogene (70-30 million years ago): The sands and clays of this period are marked by the undulating landscape of the northern coastal plain of the Island. These consist of a thick sequence of marine, estuarine and freshwater sands and clays, including those of the Bracklesham, Barton, Solent, Thames and Lambeth Groups. These were deposited under shallow marine to intertidal conditions and contain a diverse assemblage of fossil molluscs, plant remains and reptiles.

Quaternary (since 2 million years ago): From approximately two and a half million years ago, the Earth underwent successive periods of extreme cooling and then re-heating known as the Quaternary (commonly known as the Ice Ages). This period is marked on the Island by gravel terraces in the main river valleys, rock debris on the chalk downs and peats and muds in the estuaries. Whilst the Isle of Wight was not covered with glacial ice, the flooding of the Solent river valley during the melting periods created a breach to the sea between Dorset and the Island. This separated the Island from the mainland about seven thousand years ago⁴⁵.

Figure 6.7 highlights the bedrock geology of the Isle of Wight.

⁴⁵ Source Natural England: England's geology by county: <http://www.naturalengland.org.uk/ourwork/conservation/geodiversity/englands/counties/default.aspx> and Isle of Wight Local Geodiversity Action Plan

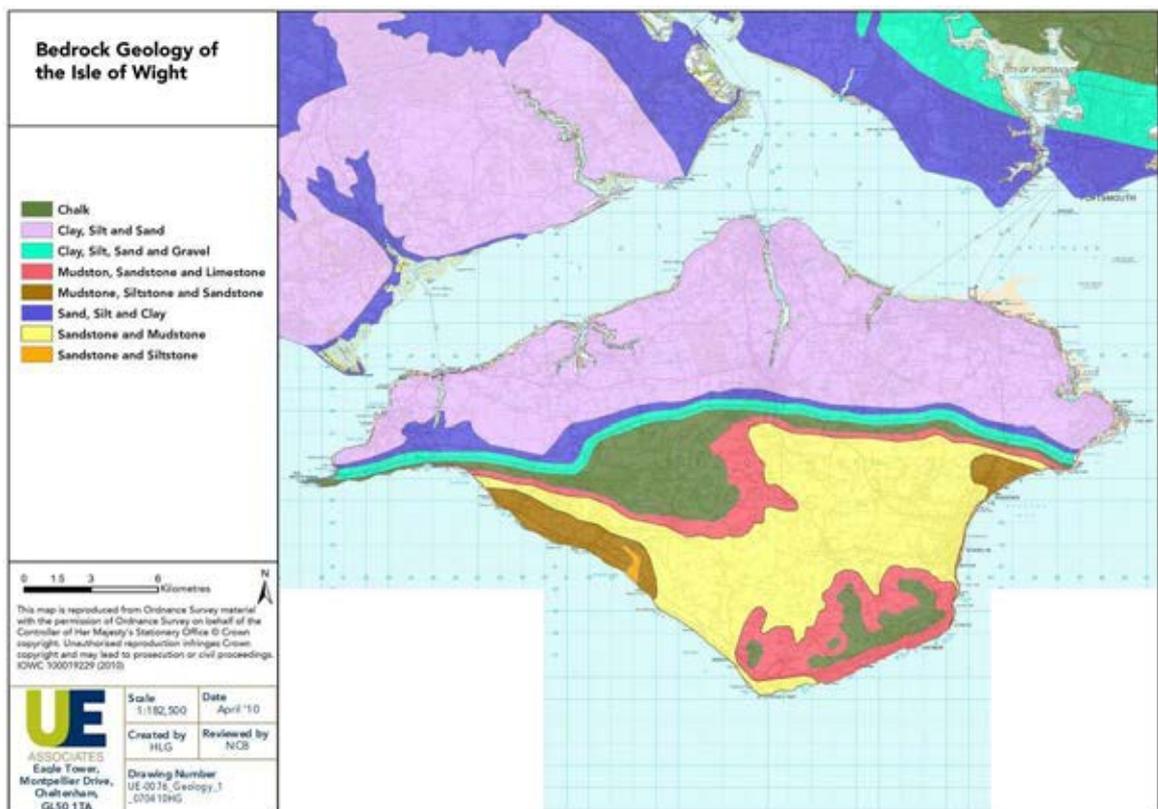


Figure 6.7: Geology of the Isle of Wight

The rich geodiversity of the Island is highlighted by the presence of a number of sites designated for their geodiversity value. These include Geological SSSIs and Regionally Important Geological and Geomorphological Sites.

Geological SSSIs represent the best geology and geomorphology reflecting the UK's geodiversity. Sites are chosen for their past, current and future contributions to the science of geology and include coastal and upland areas, quarries, pits, mines, cuttings, and active landforms. Reflecting the rich geodiversity of the Isle of Wight, a significant number of the Island's SSSIs have been designated as Geological SSSIs. These include the following:

- ▶ Bembridge Down;
- ▶ Bembridge School and Cliffs;
- ▶ Bonchurch Landslips;
- ▶ Bouldnor and Hamstead Cliffs;
- ▶ Brading Marshes to St helen's Ledges;
- ▶ Colwell Bay;
- ▶ Compton Chine to Steephill Cove;
- ▶ Compton Down;
- ▶ Headon Warren and West High Down;
- ▶ King's Quay Shore;

- ▶ Lacey's Farm Quarry;
- ▶ Priory Woods;
- ▶ Prospect Quarry;
- ▶ Thorness Bay; and
- ▶ Whitecliff Bay and Bembridge Ledges.

Whilst a small number of Regionally Important Geological and Geomorphological Sites (RIGS) presently exist on the Island, the area covered by the RIGS are currently being updated. The Local Geodiversity Action Plan seeks to increase the number of these sites to create a comprehensive Island-wide network⁴⁶.

6.3 Key issues for biodiversity and geodiversity

Box 3 presents the key issues for the biodiversity and geodiversity sustainability theme on the Isle of Wight:

Box 3: Key Issues, Biodiversity and Geodiversity

- ▶ Growth earmarked for the Isle of Wight will place pressures on biodiversity in some areas of the Island.
- ▶ A substantial number of international, national and locally designated nature conservation sites exist on and near the Island.
- ▶ Sea-level rise, erosion and coastal squeeze are posing a major threat to the Isle of Wight's internationally important coastal habitats.
- ▶ A significant number of protected species are present on the Island.
- ▶ Potential impacts from habitat fragmentation resulting from new and improved transport infrastructure.
- ▶ Road and rail corridors provide important corridors for wildlife and are vital biodiversity linkages within a fragmented and intensively managed landscape. These have the potential to come under threat from transport improvements.
- ▶ Recreational pressures on wildlife sites.
- ▶ Effects on biodiversity from increased noise and light pollution, resulting from an increase in traffic flows.

⁴⁶ Price, T. & Jakeways, J. (2010): Isle of Wight Local Geodiversity Action Plan: <http://www.dinosaurisle.com/lgap.aspx>

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7 Climate Change



Plate 4: Breach of sea wall at East Cowes (source: Isle of Wight Council)

7.1 Summary of policy and plan review

Climate-related PPPs focus on both mitigating the causes of climate change and adapting to the effects of climate change. Commitments reducing greenhouse gas emissions range from the international level to the regional level. The PPPs address policy development across all sectors and at all levels, combining both demand management (reduced energy consumption and increased efficiency of use) and supply side measures (low carbon options including fuel mix and renewables). A number of the PPPs state specific targets to reduce emissions of greenhouse gases. This is led at the national level by the Climate Change Act, which sets a legally binding target of at least a 34 percent cut in greenhouse gas emissions by 2020 and at least an 80 percent cut by 2050 against a 1990 baseline.

Adaptation measures proposed by the PPPs include a presumption against development in flood risk areas, appropriate design of new development, the promotion of new infrastructure such as sustainable urban drainage systems and improved maintenance to help address the changes that are likely to occur as a result of climate change. Through this approach PPS25 (Development and Flood Risk) seeks to ensure that flood risk is taken into account at all stages

in the planning process to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas of highest risk.

The Sustainable Community Strategy for the Island, *Ecoland*, also has a strong focus on climate change mitigation, promoting renewable energy and reducing the Island's carbon footprint.

Appendix D presents a more detailed analysis of the PPPs relevant to climate change.

7.2 Baseline data

7.2.1 Potential effects of climate change

Climatic and anthropogenic-induced climate change are increasing concerns on the Isle of Wight. Locally defined levels of emissions are seen as contributing to national and international changes in climate with implications for a range of environmental and socio-economic receptors.

In June 2009 the findings of research on the probable effects of climate change in the UK was released by the UK Climate Projections (UKCP09) team⁴⁷. UKCP09 gives climate information for the UK up to the end of this century and projections of future changes to the climate are provided, based on simulations from climate models. Projections are broken down to a regional level across the UK and are shown in probabilistic form, which illustrate the potential range of changes and the level of confidence in each prediction.

As highlighted by the research, the effects of climate change for the South East's climate by 2050 for a medium emissions scenario are likely to be as follows:

- ▶ Under medium emissions, the central estimate of increase in **winter mean temperature** is 2.2°C; it is very unlikely to be less than 1.1°C and is very unlikely to be more than 3.4°C. A wider range of uncertainty is from 0.9°C to 3.8°C.
- ▶ Under medium emissions, the central estimate of increase in **summer mean temperature** is 2.7°C; it is very unlikely to be less than 1.3°C and is very unlikely to be more than 4.6°C. A wider range of uncertainty is from 1.1°C to 5.2°C.
- ▶ Under medium emissions, the central estimate of increase in **summer mean daily maximum temperature** is 3.7°C; it is very unlikely to be less than 1.4°C and is very unlikely to be more than 6.5°C. A wider range of uncertainty is from 1.2°C to 7.3°C.
- ▶ Under medium emissions, the central estimate of increase in **summer mean daily minimum temperature** is 2.9°C; it is very unlikely to be less than 1.3°C and is very unlikely to be more than 5.1°C. A wider range of uncertainty is from 1.2°C to 5.7°C.
- ▶ Under medium emissions, the central estimate of change in **annual mean precipitation** is 0%; it is very unlikely to be less than -4% and is very unlikely to be more than 6%. A wider range of uncertainty is from -5% to 6%.

⁴⁷ The data was released in June 2009: See: <http://ukcp09.defra.gov.uk/index.html>

- ▶ Under medium emissions, the central estimate of change in **winter mean precipitation** is 16%; it is very unlikely to be less than 2% and is very unlikely to be more than 36%. A wider range of uncertainty is from 1% to 40%.
- ▶ Under medium emissions, the central estimate of change in **summer mean precipitation** is -18%; it is very unlikely to be less than -40% and is very unlikely to be more than 7%. A wider range of uncertainty is from -42% to 16%.

Presented below are a series of graphs to illustrate UKCP09 information for the South East region over a wider timescale to the end of the century. This is presented in five (10, 33, 50, 67 and 90%) probability levels for each 30-year time period:

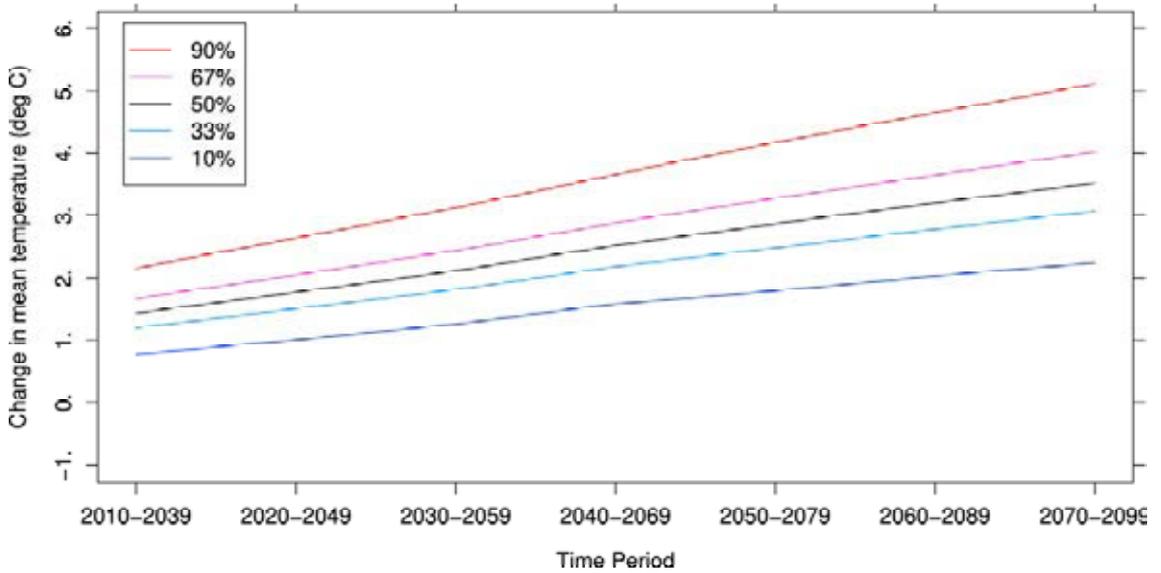


Figure 7.1: Changes in mean temperature in the South East to 2099 as a result of a medium emissions scenario

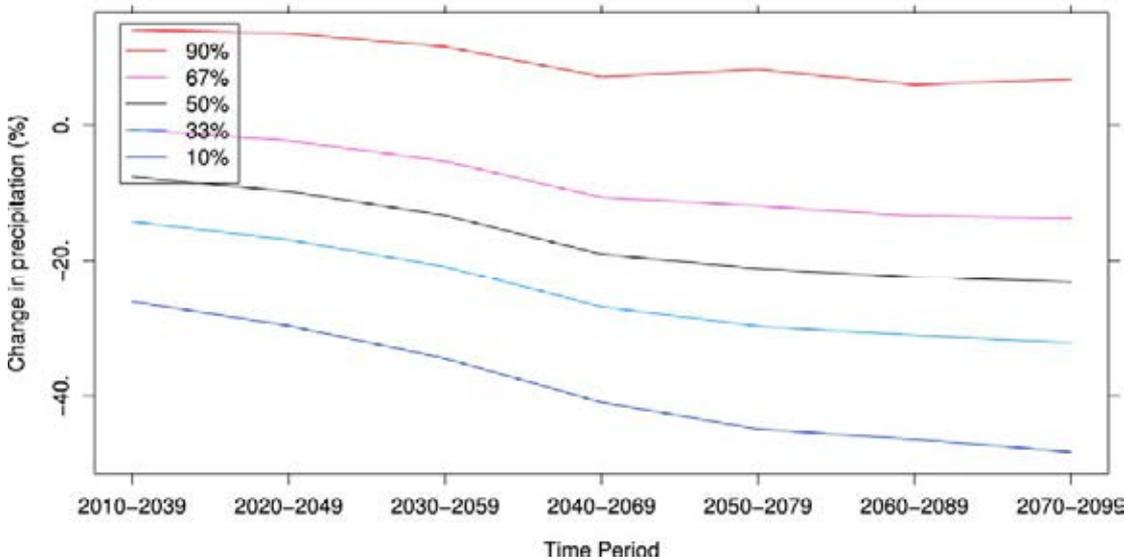


Figure 7.2: Changes in summer mean precipitation in the South East to 2099 as a result of a medium emissions scenario

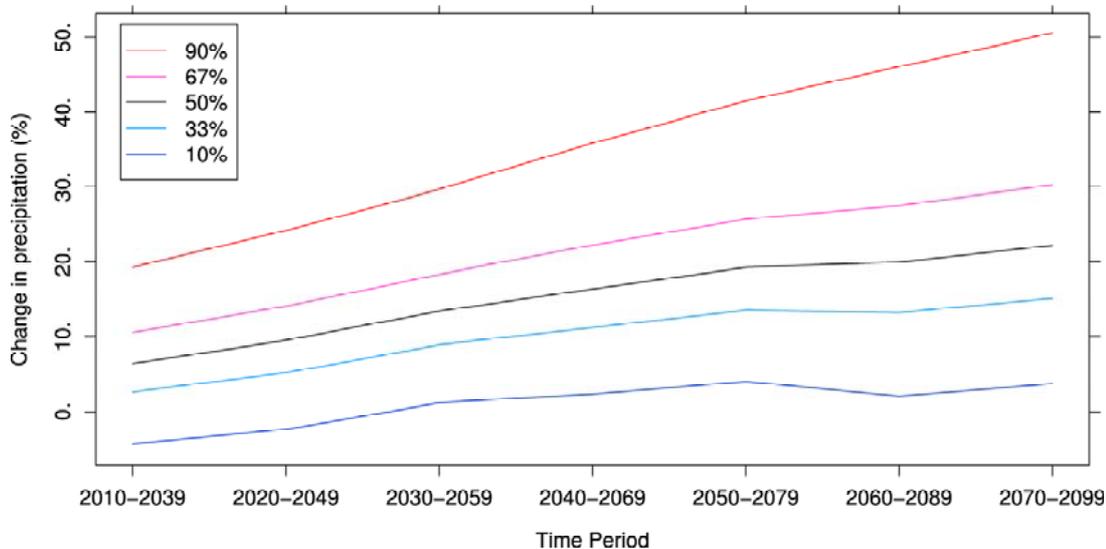


Figure 7.3: Changes in winter mean precipitation in the South East to 2099 as a result of a medium emissions scenario

(Source for all three figures: UK Climate Projections 09

<http://ukclimateprojections.defra.gov.uk/content/view/1553/543/index.html>)

Resulting from these changes, the study has suggested that a variety of risks exist for the South East. The risks relevant to the Isle of Wight resulting from climate change include as follows:

- ▶ Increased incidence of heat related illnesses and deaths during the summer;
- ▶ Increase incidence of illnesses and deaths related to exposure to sunlight (e.g. skin cancer, cataracts);
- ▶ Increased incidence of pathogen related diseases (e.g. legionella and salmonella);
- ▶ Increase in health problems related to rise in local ozone levels during summer;
- ▶ Increased risk of injuries and deaths due to increased number of storm events;
- ▶ Effects on water resources from climate change;
- ▶ Reduction in availability of surface water in reservoirs and rivers for abstraction in summer;
- ▶ Adverse effect on water quality from low river levels and turbulent rivers flow after heavy rain and a reduction of water flow;
- ▶ Increased risk of flooding, including increased vulnerability to 1:100 year floods;
- ▶ Changes in insurance provisions for flood damage;
- ▶ A need to increase the capacity of wastewater treatment plants and sewers;
- ▶ A need to upgrade flood defences;

- ▶ Increased likelihood of summer droughts and soil and water deficits, leading to demand for increased irrigation;
- ▶ Soil erosion due to flash flooding;
- ▶ Loss of species that are at the edge of their southerly distribution;
- ▶ Spread of species at the northern edge of their distribution;
- ▶ Impact on the amount of grassland from a reduction in summer rainfall;
- ▶ Deterioration in working conditions due to increased temperatures;
- ▶ Changes to global supply chain;
- ▶ Increased difficulty of food preparation, handling and storage more difficult due to higher temperatures;
- ▶ An increased move by the insurance industry towards a more risk-based approach to insurance underwriting, leading to higher cost premiums for local business;
- ▶ Increased demand for air-conditioning;
- ▶ Increased drought and flood related problems such as soil shrinkages and subsidence;
- ▶ Impacts from an increased number of tourists due to warmer weather;
- ▶ Risk of rail tracks buckling due to increased temperature and road surfaces melting more frequently; and
- ▶ Flooding of roads and railways.

7.2.2 Greenhouse gas emissions

In relation to greenhouse gas emissions, the Isle of Wight has significantly lower per capita emissions than regional (South East) and national averages. Per capita CO₂ emissions on the Island have been falling broadly in line with regional and national averages.

As **Table 7.1** highlights, in relation to CO₂ emissions by end user, the proportion of emissions from transport is significantly lower than from industrial/commercial, and domestic sources. However, whilst emissions from industry/commercial and domestic transport fell between 2005 and 2007, emissions from transport have remained relatively stable. This has led to transport sources increasing as a proportion of overall greenhouse emissions, from 17% to 18%.

Table 7.1: CO₂ emissions in the Isle of Wight by source 2005-2007 (kilotonnes CO₂ and percentage)⁴⁸

	Industry and commercial	Domestic	Land use change and forestry	Road Transport	Total
2005	327	354	13	143	837
	39%	42%	2%	17%	
2006	308	354	13	141	816
	38%	43%	2%	17%	
2007	297	336	13	141	788
	38%	43%	2%	18%	

Table 7.2: Per capita CO₂ emissions in Isle of Wight in comparison to regional and national averages 2005-2007 (tonnes CO₂)⁴⁹

	Per capita emissions Isle of Wight	Per capita emissions South East	Per capita emissions UK
2005	6.1	8.1	8.7
2006	5.9	8.0	8.6
2007	5.7	7.8	8.4

⁴⁸ Source: Defra (November 2009): 2007 Local Authority Carbon Dioxide figures: http://www.decc.gov.uk/en/content/cms/statistics/climate_change/gg_emissions/uk_emissions/2007_local/2007_local.aspx [Accessed 6th April 2010].

⁴⁹ Source: Defra (November 2009): 2007 Local Authority Carbon Dioxide figures: http://www.decc.gov.uk/en/content/cms/statistics/climate_change/gg_emissions/uk_emissions/2007_local/2007_local.aspx [Accessed 6th April 2010].

7.3 Key issues for climate change

Box 4 presents the key issues for the climate change environmental information theme on the Isle of Wight.

Box 4: Key Issues, Climate Change

- ▶ Potential effects on transport infrastructure from climate change, including flooding of roads and railways, damage from landslips or erosion, and damage to road surfaces and rail from high temperatures.
- ▶ A number of areas of the Island are susceptible to coastal and tidal flooding.
- ▶ A number of more built up areas on the island have a sensitivity to increased risk of flooding from surface run off. Transport infrastructure will have a key influence on this risk.
- ▶ Increased occurrence of drought as a result of climate change is likely to reduce water availability on the Island.
- ▶ High quality landscapes on the Island have the potential to be affected by changes in rainfall, invasive species, changes in farming practices, soil erosion and renewable energy provision.
- ▶ Whilst the Island has significantly lower per capita greenhouse gas emissions than regional or national averages, the proportion of emissions from originating from transport has been increasing.
- ▶ Traffic growth on the Island has the potential to undermine the realisation of the government target of a 34 percent cut in greenhouse gas emissions by 2020.

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8 Health



Plate 5: Cyclist, near Brighstone (source: celesteh)

8.1 Summary of policy and plan review

National and regional health related PPPs focus on improving rates of infant mortality and life expectancy; reducing work related illness and accidents; significantly improving levels of sport and physical activity, particularly among disadvantaged groups; promoting healthier modes of travel; supporting the public to make healthier and more informed choices in regards to their health; improving accessibility to healthcare and leisure/recreational facilities; and reducing health inequalities, particularly for children and older people.

Four areas have been highlighted by the Sustainable Community Strategy as potentially key health priorities for the Island⁵⁰. These include: reducing obesity; improve health, emotional wellbeing and life expectancy across the Island; supporting vulnerable people to live independent lives; and ensuring people of all ages have places to live and things to do in their local area.

⁵⁰ Island Strategic Partnership (2008) Eco Island: the Isle of Wight's Sustainable Community Strategy 2008-2020: <http://www.eco-island.org.uk/documents/eco%20island%20booklet.pdf>

Appendix D presents a more detailed analysis of the PPPs relevant to health.

8.2 Baseline data

Whilst in many respects health in the Isle of Wight is favourable, there are a number of aspects relating to health which have the potential to be improved.

Average life expectancy on the Isle of Wight is 78.4 for men and 82.7 for women. Whilst this higher than averages for England (77.3 and 81.6), life expectancy is lower in those parts of the Island which exhibit forms of deprivation. For example, in the most deprived areas of the Isle of Wight, on average, the predicted life expectancy for both men and women is five years less for those living in the least deprived areas of the Island.⁵¹

Early deaths from heart disease and stroke are favourable compared to England averages. Over the last ten years, death rates from all causes, and early deaths from heart disease and stroke, and from cancer have improved for men and women and are better than the England averages. Indicators of mental health however suggest higher rates of mental health problems on the Island than England averages.

Indicators of child health are mixed on the Isle of Wight. Infant mortality and teenage pregnancy is lower than the England average, and children's tooth decay and the percentage of children classified as obese is similar to the England average. However, one in ten children in Reception Year are classified as obese and physical activity levels are lower than average. Smoking in pregnancy is also higher than the England average. Priorities for action identified in the Local Area Agreement for the Isle of Wight are: alcohol, smoking, obesity in children, teenage pregnancy and health inequalities⁵².

The health summary below highlights the mixed nature of health on the Island.

⁵¹ Department of Health, Isle of Wight Health Profile 2009:
http://www.apho.org.uk/resource/view.aspx?QN=HP_RESULTS&GEOGRAPHY=24

⁵² Department of Health, Isle of Wight Health Profile 2009

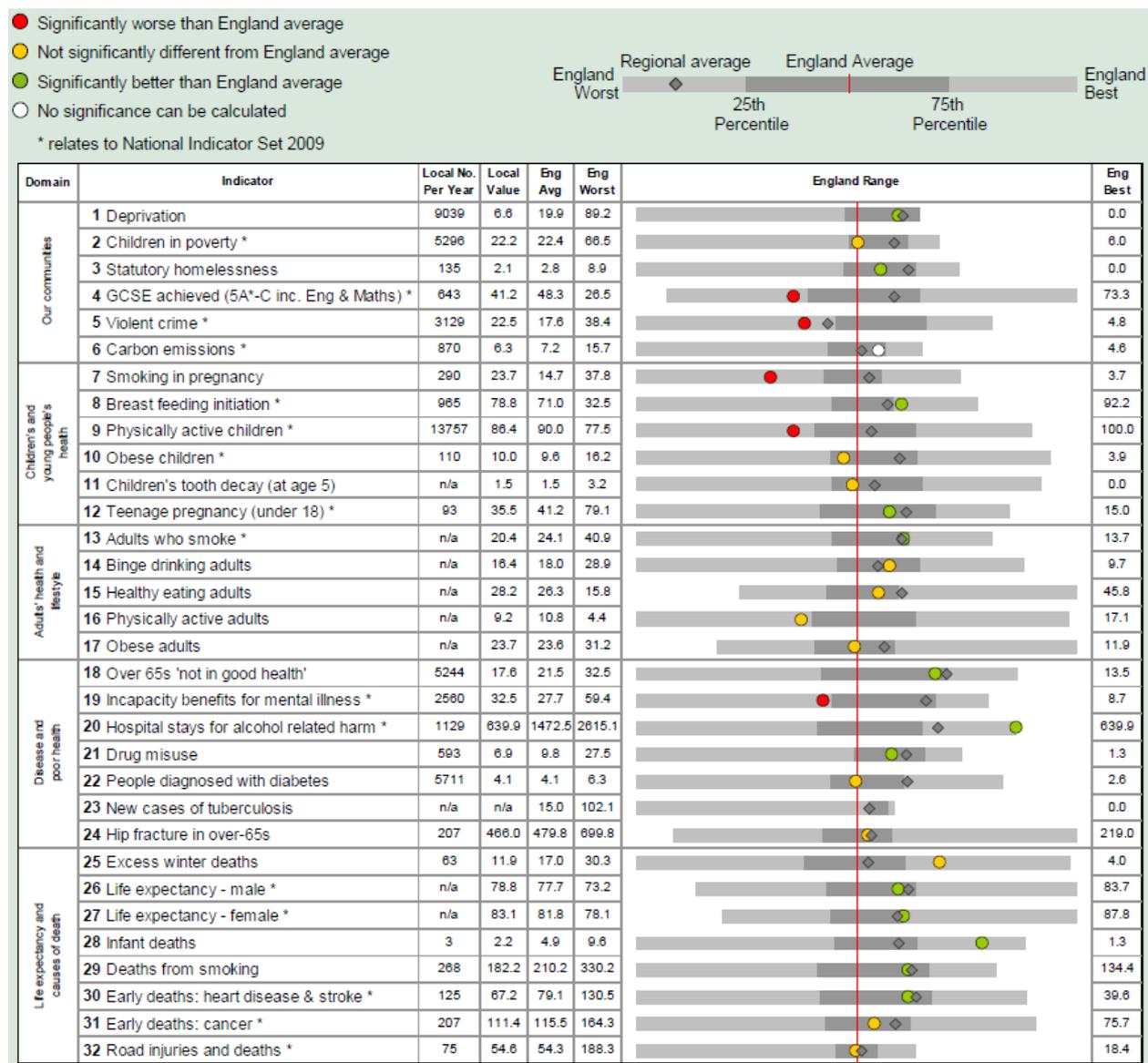


Figure 8.1: Health summary for the Isle of Wight

(Source: DoH, Isle of Wight Health Profile 2009 <http://www.apho.org.uk/>)

In the 2001 Census, 65% of people reported that they were in 'good health', with 9.7% reporting that they were of 'not good health'. **Table 8.1** indicates that the Isle of Wight has both lower levels of good health and higher levels of 'not good' health in comparison to regional and national averages. Likewise, the 2001 Census also reported that 38.1% of households on the Isle of Wight had one or more people with a limiting long-term illness (LLTI); this is higher than both South East and England averages. As highlighted by **Figure 8.2**, health deprivation is also high in parts of the Island. Whilst this reflects in part that the Island has a higher proportion of older people than regional and national averages, this demonstrates that there continue to be challenges relating to health on the island.

Table 8.1: Limiting long-term illness and 'not good' health within the Isle of Wight.⁵³

	% of people with a limiting long-term illness	% of people with 'good' health	% of people with 'not good' health
Isle of Wight	21.96%	65.06%	9.73%
South East	15.47%	71.5%	7.12%
England	17.93%	68.76%	9.03%

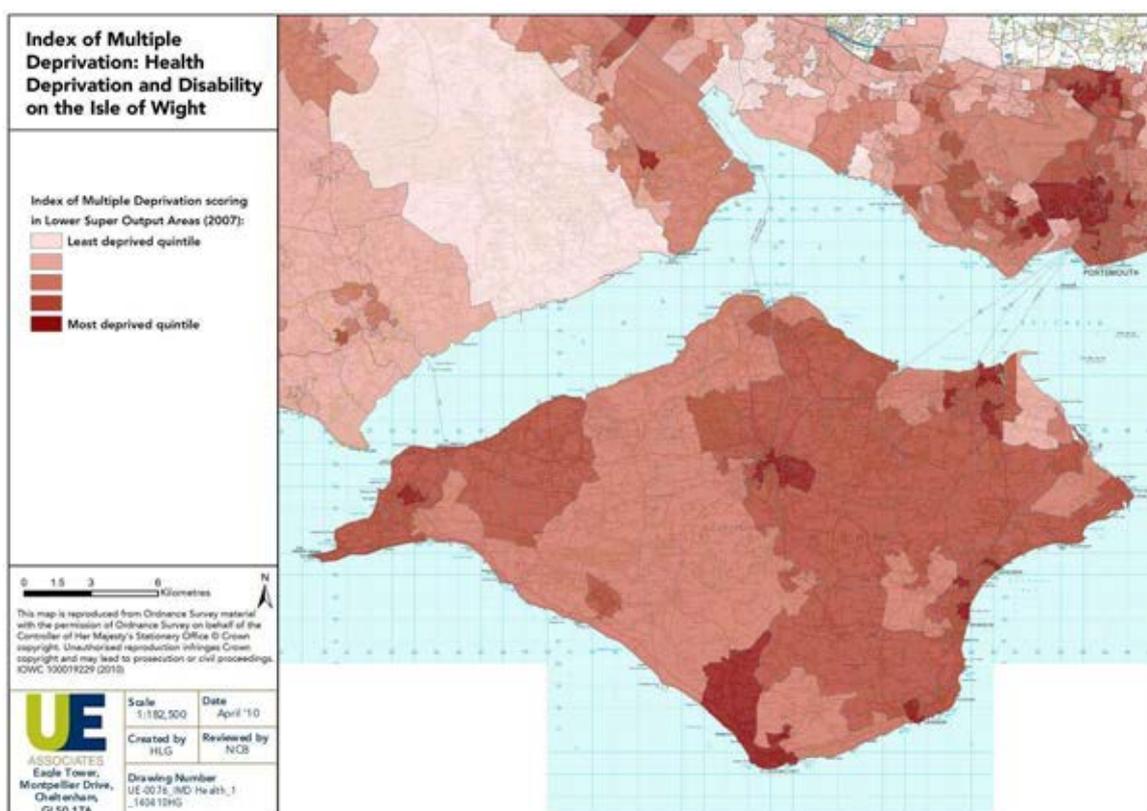


Figure 8.2: Index of Multiple Deprivation on the Isle of Wight: Health deprivation and disability (source: ONS 2007)

Health services on the Island are concentrated in the larger settlements of the Island, including Newport, Ryde, Cowes, Ventnor and Shanklin. Services are also provided in Totland, Wootton and Niton. The Island has one major hospital, St Mary's Hospital in Newport. This is supplemented by a number of health facilities on the Island, including 22 health centres / GP surgeries and 21 dental practices⁵⁴. **Figure 8.3** presents the distribution of health facilities on the Isle of Wight.

⁵³ Source: National Statistics Online. 2001 Census Data [online]. Available from: <http://www.neighbourhood.statistics.gov.uk> [Accessed: 9 April 2010]

⁵⁴ Source NHS Direct: <http://www.nhs.uk/Pages/HomePage.aspx> [accessed 19th April 2010]

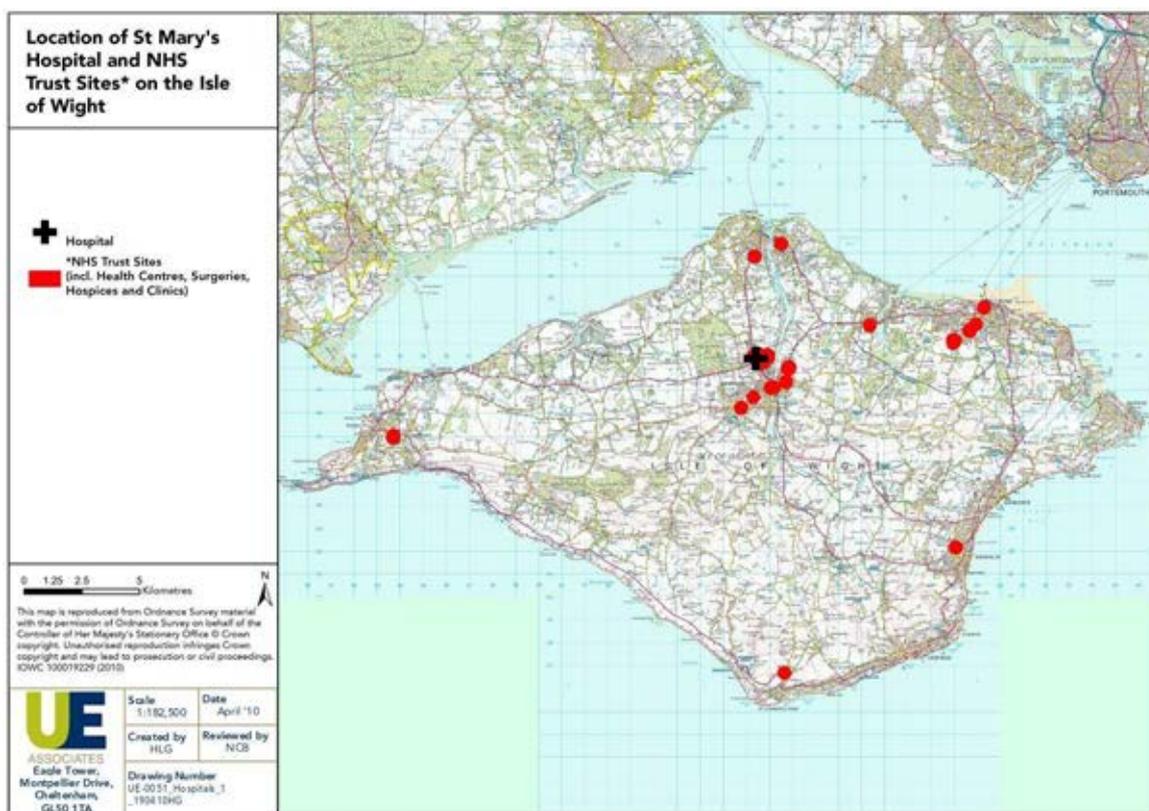


Figure 8.3: Distribution of health facilities on the Isle of Wight

In England, obesity is responsible for 9,000 premature deaths each year, and reduces life expectancy by, on average, 9 years. Obesity and levels of physical activity are seen as an increasing issue for the Island⁵⁵, and one that will contribute to significant health impacts on individuals, including increasing the risk of a range of diseases, including heart disease, diabetes and some forms of cancer. Alongside, an ageing population has the potential to have implications for services in the Island. This stems from the impact of the growth of the older population on the development of health and social care services. An ageing population will also increase the dependency ratio on the Island.

8.3 Key issues for health

Box 5 presents the key issues for the health sustainability theme on the Isle of Wight.

⁵⁵ Including by the Sustainable Community Strategy

Box 5: Key Issues, Health

- ▶ Health inequalities exist between the most and least deprived areas of the Island.
- ▶ The Isle of Wight has both lower levels of 'good' health and higher levels of 'not good' health in comparison to regional and national averages.
- ▶ Child health indicators are mixed on the Island.
- ▶ Levels of physical activity and obesity are increasing health issues for the Island, including amongst children.
- ▶ The Isle of Wight, in common with many other areas, is experiencing an ageing population. This will have implications for health service provision and accessibility to other services, facilities and amenities.

9 Historic Environment



Plate 6: Carisbrooke Castle (source: Skuds)

9.1 Summary of policy and plan review

Historic environment priorities from international to local level include protecting designated resources and their settings (such as listed buildings, conservation areas, scheduled monuments, and registered parks and gardens); recognising the cultural aspects of landscape and establishing mechanisms for their protection against inappropriate development; recognising the potential value of unknown and undesignated resources; and preserving/enhancing sites and landscapes of archaeological and historic interest so that they may be enjoyed by both present and future generations.

Appendix D presents a more detailed analysis of the PPPs relevant to the historic environment.

9.2 Baseline data

9.2.1 Designated and non-designated features

The historic environment of the Isle of Wight, which gives the Island its sense of place and identity, is defined both by its individual heritage assets, designated and non-designated, and the setting of these assets through the Island's historic landscapes and townscapes. The historic development of the Isle of Wight has been influenced by a wide variety of factors, ranging from the Island's existence as an autonomous entity from the Norman conquest until 1293, its Tudor maritime history, the Island's significance during the Seven Years War, its popularity as a Victorian tourist destination, and the Island's strategic significance during the Second World War. This rich history is reflected by the Island's diverse cultural heritage resource, and whilst this resource includes better known assets such as Carisbrooke Castle, Osborne House, Yarmouth Castle and Appuldurcombe House, the historic environment in the Island is broad ranging, and incorporates a wide variety of features, sites and areas.

Many important features and areas for the historic environment on the Isle of Wight are recognised through historic environment designations. These include listed buildings, Scheduled Ancient Monuments and Registered Parks and Gardens, which are nationally designated, and conservation areas, which are usually designated at the local level. English Heritage is the statutory consultee for certain categories of listed building consent and all applications for scheduled monument consent. The historic environment is protected through the planning system, via conditions imposed on developers and other mechanisms.

There are a total of 1,971 listed buildings on the Isle of Wight, an increase from 1,917 in 2002⁵⁶. These include 29 Grade I listed buildings, 60 Grade II* listed, and 1,882 Grade II listed⁵⁷. To accompany the national list, IOWC's Conservation and Design team has also developed a local list of buildings, parks and structures. The list is designed to recognise the contribution made by a building, park, or structure to local distinctiveness and to identifying buildings, parks and structures which are valued by local people as part of the local scene. Over 150 buildings, parks and structures are currently included on the local list⁵⁸.

Conservation areas are areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. Local authorities have the power to designate as conservation areas in any area of 'special architectural or historic interest' whose character or appearance is worth protecting or enhancing. This is judged against local and regional criteria, rather than national importance as is the case with listing. Conservation Area designation increases the local planning authority's control over demolition of buildings and over certain alterations to residential properties which would normally be classed as 'permitted development' and not require planning permission.

There are 32 conservation areas on the Isle of Wight, as presented in **Table 9.1**.

⁵⁶ Source: English Heritage: Heritage Counts 2009: <http://www.english-heritage.org.uk/hc/>

⁵⁷ Source: Katie-Sue Wilson. Conservation Officer, IOWC [information gained 13th April 2010]

⁵⁸ Source: Katie-Sue Wilson. Conservation Officer, IOWC [information gained 13th April 2010]. The Local List as at May 2009 can be accessed on:

http://www.iowight.com/living_here/conservation_and_design/images/LocalList1STMAY2009.pdf

Table 9.1: Conservation areas on the Isle of Wight and date designated

Conservation Areas on the Isle of Wight		
Arreton – designated 14/07/83	Bonchurch – amended 13/04/06	Brading – amended 26/10/06
Briary – designated 12/07/79	Brighstone – designated 15/12/69, amended 23/12/09	Brook – designated 23/12/09
Calbourne – designated 15/12/69	Carisbrooke – designated 15/12/69	Cowes – amended 01/12/04
East Cowes (Centre) – designated 11/01/08	East Cowes (Esplanade) – designated 13/04/06	Freshwater Bay – designated 23/12/09
Godshell – designated 19/04/71	Hulverstone – designated 23/12/09	Mottistone – designated 23/12/09
Newport – amended 11/09/07	Newtown – designated 19/04/71	Norton Green – designated 10/05/96
Pound Green – designated 12/07/79	Ryde (including extended area) – designated 15/12/69, extended 07/12/99	Seaview – amended 03/09/07
Shalfleet – designated 19/04/71	Shanklin – designated 19/04/71	Shorwell – designated 15/12/69
St Helens – amended 20/06/07	St Helens (The Duver) – designated 20/06/07	St Johns – designated 06/12/88
St Lawrence – designated 23/10/86	Ventnor – amended 13/04/06	Whippingham Church – designated 15/11/04
Whitecroft – designated 25/08/04	Yarmouth – designated 15/12/69	

Approximately 30 additional areas on the Island have been highlighted as having potential for Conservation Area status⁵⁹.

Figure 9.1 highlights the distribution of nationally listed buildings and conservation areas on the Isle of Wight.

⁵⁹ Source: The Isle of Wight Historic Environment Action Plan

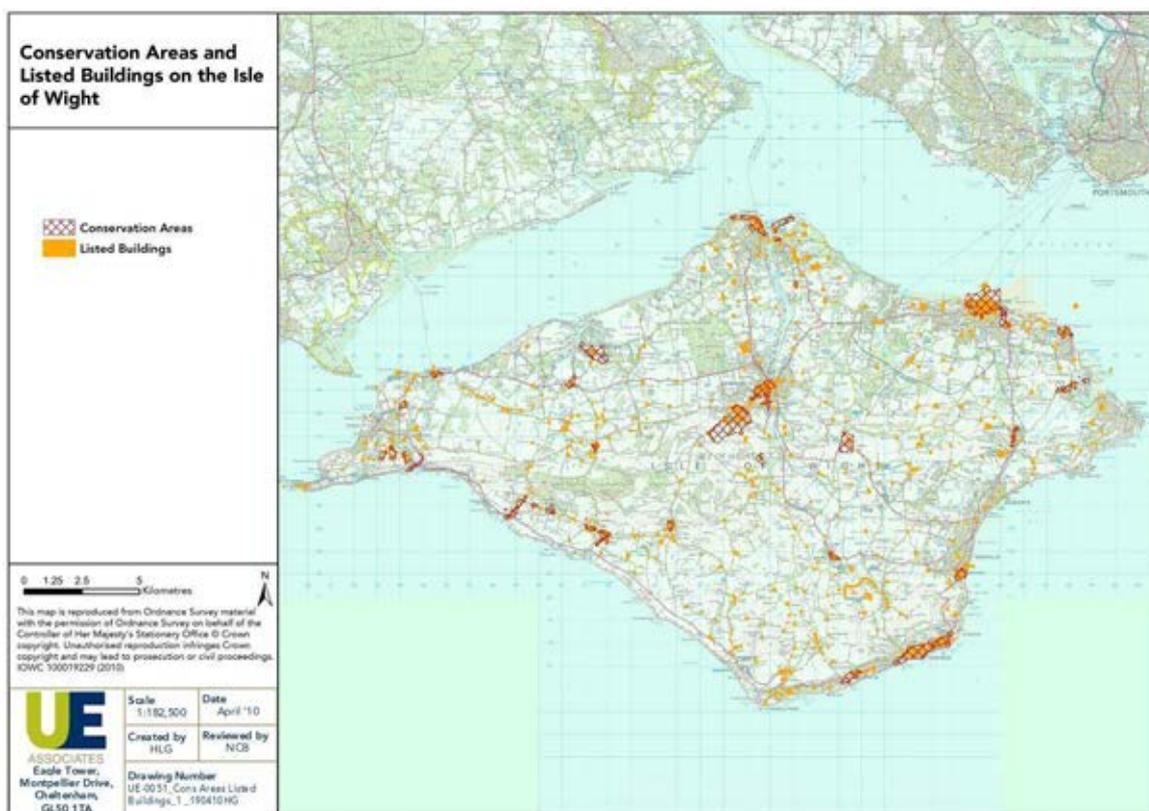


Figure 9.1: Historic buildings, scheduled monuments, parks and gardens and conservation areas on the Isle of Wight

There are over 500 archaeological records for the Isle of Wight on the Sites and Monument Record, the historic environment record for the Island. These include 203 scheduled monuments, which are sites of national importance and protected by the Ancient Monuments and Archaeological Areas Act 1979. Scheduled monuments in the Island include a variety of features, from remains of abbeys, manors and Roman villas, to fish ponds and Second World War gun emplacements⁶⁰. These may or may not be visible above ground.

The Register of Parks and Gardens of Special Historic Interest was first published by English Heritage in 1988. Although inclusion on the Register brings no additional statutory controls, registration is a material consideration in planning terms. Parks and gardens are registered as: Grade I, which are parks and gardens deemed to be of international importance; Grade II*, which are parks and gardens deemed to be of exceptional significance; and Grade II, which are deemed to be of sufficiently high level of interest to merit a national designation. There are eight Registered Parks or Gardens on the Island⁶¹.

Since 2008, English Heritage has released an annual Heritage at Risk Register. The Heritage at Risk Register highlights the Grade I and Grade II* listed buildings, and scheduled monuments, wreck sites and registered parks and gardens in England deemed to be 'at risk'. The 2009 Heritage at Risk Register highlighted that the following Grade I and Grade II* listed

⁶⁰ Source: Isle of Wight Sites and Monuments Record

⁶¹ Source: English Heritage: Heritage Counts 2009: <http://www.english-heritage.org.uk/hc/>

buildings, scheduled monuments and Registered Park and Garden were deemed to be at risk on the Isle of Wight⁶²:

Table 9.2: Listed buildings, scheduled monuments and registered parks and gardens included on the Heritage at Risk Register 2009⁶³

Listed buildings, scheduled monuments and registered parks and gardens deemed to be 'at risk' on the Isle of Wight
Listed buildings
Hammerhead Crane, West Cowes
Northwood House, Cowes
Golden Hill Fort, Freshwater
Remains of Old Quarr Abbey, Binstead, Ryde
Scheduled monuments
Medieval settlement 100m south east and 350m north east of East Ashey Manor Farm, Brading
Bowl barrow known as 'Black Barrow': 670m NNE of Longstone Farmhouse, Brighstone
Two bowl barrows 250m south west of Calbourne Bottom, Brighstone
Bowl barrow on St Catherine's Down, 680m north of lighthouse on St Catherine's Hill, Chale
Bowl barrow on Newbarn Down: 1.1km south west of Rowridge, Brighstone
Bronze Age barrow and Anglo-Saxon cemetery on Bowcombe Down, 575m south east of Apesdown
Carisbrooke Romano-British villa
Two bowl barrows 180m WNW of Puck House, Fishbourne
Moated site 100m north east of Wolverton Manor, Shorwell
Three bowl barrows 540m east of Week Farm: part of a round barrow cemetery on Week Down, Ventnor
Registered park/ garden
Swainston, Clabourne

It should be noted that not all of the Isle of Wight's historic environment resource is subject to statutory designations, and non-designated features comprise a significant aspect of heritage which is often experienced on a daily basis by many people – whether at home, work or leisure. Whilst not listed, many buildings and other neighbourhood features are of historic interest. These are often considered to be important by local communities. For example, there are a number of parks and gardens and transport-related historic environment features of this nature on the Island. Likewise, not all nationally important archaeological remains are scheduled. In conjunction with landscape features, historic landscapes are also an integral part of the Island's historic environment resource. Historic landscapes on the Isle of Wight are discussed in more detail in **Chapter 10** under the landscape environmental information theme.

⁶² Source: Heritage at Risk Register 2008, <http://risk.english-heritage.org.uk/>, [accessed 13th April 2010]

⁶³ Source: Heritage at Risk Register 2008, <http://risk.english-heritage.org.uk/>, [accessed 13th April 2010]

9.3 Key issues for the historic environment

Box 6 presents the key issues for the historic environment environmental information theme on the Isle of Wight.

Box 6: Key Issues, Historic Environment

- ▶ Increasing traffic flows and congestion on the Island have been affecting the integrity of historic environment assets and their settings. This has led to pressures on historic landscape quality and the loss of character and integrity of the historic built environment and its setting.
- ▶ Distinctive historic environment assets are at risk from neglect or decay. This is particularly relevant for non-designated assets which are not afforded the same degree of protection as designated sites and areas.
- ▶ Effects on the historic environment from poor design of transport infrastructure, including insensitively designed layouts, inappropriate signage or excessive clutter.
- ▶ New and improved transport infrastructure has the potential to lead to effects on historic landscapes and cause direct damage to archaeological sites, monuments and buildings.
- ▶ Archaeological remains, both seen and unseen have the potential to be affected by new transport infrastructure.

10 Landscape



Plate 7: Tennyson Heritage Coast, beach between Hanover Point and Shippards Chine (source: treehouse197)

10.1 Summary of policy and plan review

At the EU, national, regional and local level emphasis is placed on the protection of landscape as an essential component of people's surroundings and sense of place. The PPPs seek to increase recognition of the linkages and interplay between the different aspects and roles of landscape, including: local distinctiveness; the historic environment; natural resources; farming, forestry and food; educational, leisure and recreation opportunities; transport and infrastructure; settlements and nature conservation.

The link between landscapes and a range of other aspects is provided with a close focus by the PPPs' focus on green infrastructure provision. In this respect policies advocate the provision of open space, green networks and woodland as opportunities for sport and recreation, creating healthier communities, supporting and enhancing biodiversity, reducing temperatures in built up areas in summer, reducing the impact of noise and air pollution, and limiting the risk of flooding.

The Isle of Wight AONB Management Plan was published in 2009.

Appendix D presents a more detailed analysis of the PPPs relevant to landscape.

10.2 Baseline data

Landscape character on the Isle of Wight reflects both natural factors, including geology, landform and ecology, and human influences. Due to this interaction between natural and human influences, the historic environment and landscape character on the Island are closely linked.

10.2.1 The Isle of Wight Area of Outstanding Natural Beauty

The Isle of Wight has a high quality and varied landscape. Reflecting this, a significant area of the Island has been designated as an Area of Outstanding Natural Beauty (AONB), the Isle of Wight AONB.

AONBs were designated under the provisions of the National Parks and Access to the Countryside Act 1949 to protect high quality landscapes and to secure their permanent protection against development that would damage their special qualities. AONBs are designated solely for their landscape qualities, for the purpose of conserving and enhancing their natural beauty (which includes landform and geology, plants and animals, landscape features and the rich history of human settlement over the centuries).

The Countryside and Rights of Way Act 2000 (CRoW Act) strengthened the profile and protection of AONBs. In particular, the Act:

- ▶ Placed a duty on all public bodies and statutory undertakers to 'have regard' to the purposes of AONBs;
- ▶ Established a process for creating AONB conservation boards, where this is supported locally; and
- ▶ Created a statutory responsibility for local authorities and conservation boards to produce and regularly review AONB Management Plans⁶⁴.

The Isle of Wight AONB was designated in 1963, the 14th AONB to be confirmed in England and Wales, to reflect the Island's complex, diverse and high quality landscapes. The total area of the AONB is 191 square kilometres, which is approximately half the land area of the Island. The AONB is not continuous and is made up of five distinct land parcels across the Island⁶⁵. The area of the Island covered by AONB status is presented in **Figure 10.1**.

⁶⁴ Countryside and Rights of Way Act 2000, Part IV

⁶⁵ Isle of Wight AONB Partnership (2009) Isle of Wight AONB Management Plan 2009-2014

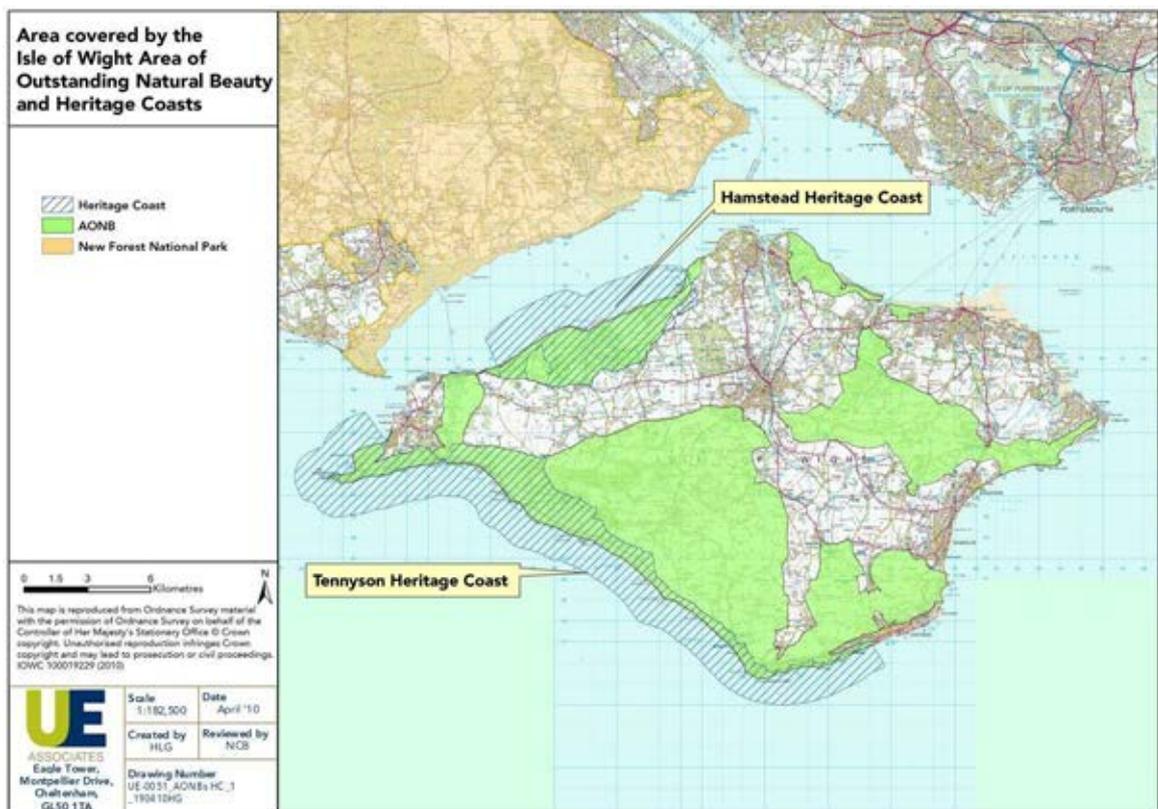


Figure 10.1: Area of the Isle of Wight covered by AONB status, and length of coastline covered by Heritage Coast designation

10.2.2 AONB Landscape character assessment

In 1994 a landscape character assessment was carried out for the AONB by the Countryside Commission, which identified eleven character types across the AONB which contribute to its overall character. This was further augmented by the Island-wide Historic Landscape Characterisation project, which was completed in 2006. **Section 10.2.4** highlights the findings of the Island-wide Historic Landscape Characterisation for the Isle of Wight.

The 1994 character types, and the parts of the AONB they cover, are presented in **Figure 10.2**. Appendix C of the Isle of Wight AONB Management Plan 2009-14 includes detailed descriptions of each of these landscape character areas.

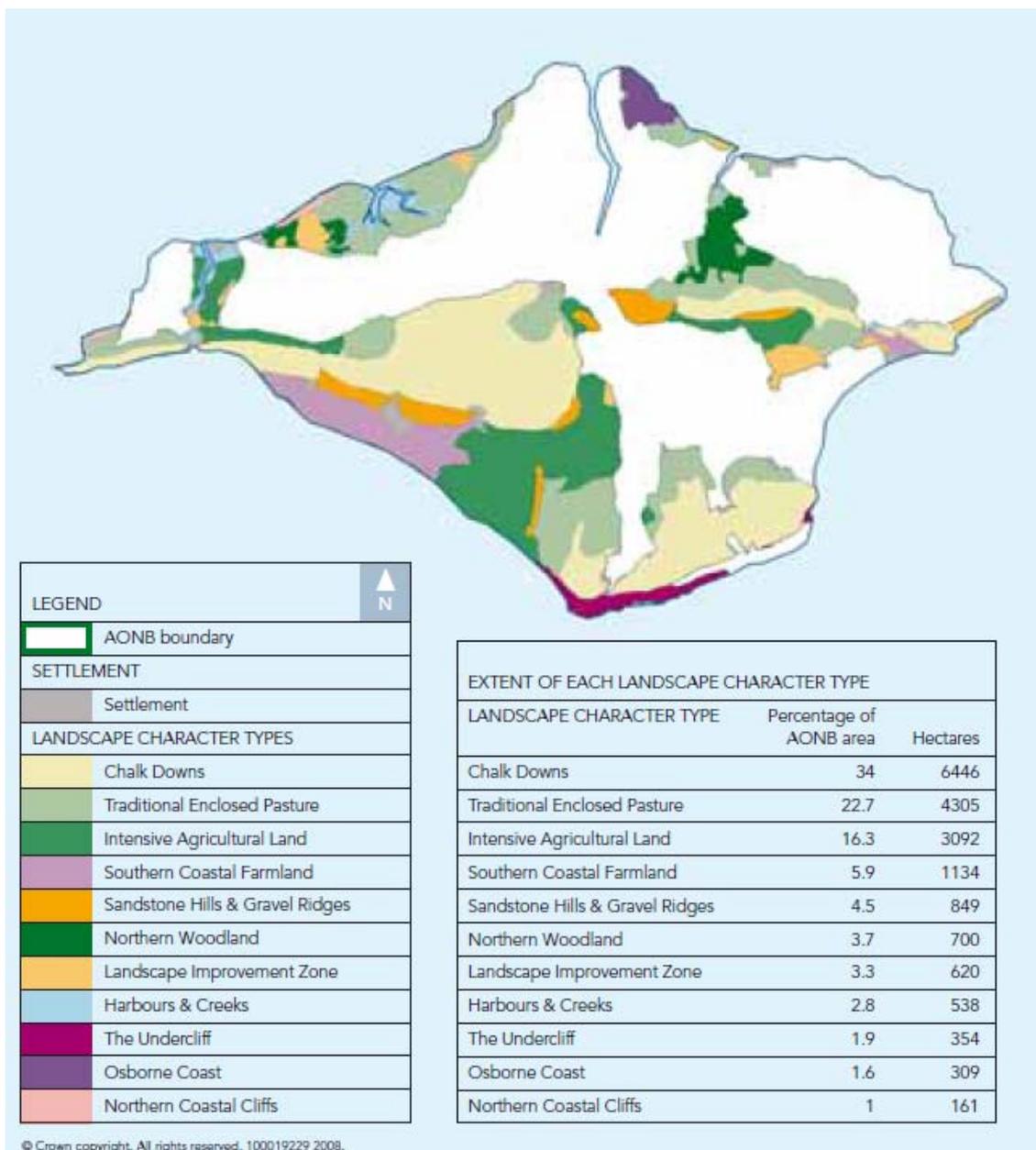


Figure 10.2: Landscape Character Types in the Isle of Wight AONB (Source: Isle of Wight AONB Management Plan 2009-2014)

10.2.3 Heritage Coasts

The Heritage Coast classification scheme was initiated in 1972 to protect coastline of special scenic and environmental value from inappropriate development. Heritage Coasts represent stretches of England and Wales’ most scenic coastline, which are managed to conserve their natural beauty and, where appropriate, to improve accessibility for visitors.

The Isle of Wight includes two of the South East’s four Heritage Coasts. Hamstead Heritage Coast runs for 11km, from Bouldnor through to Thorness Bay, and surrounds the drowned Estuary of the Newtown River. The Tennyson Heritage Coast runs for 34km, from Steephill Cove in Ventnor to Widdick Chine at Totland and includes the famous chalk stacks of The Needles, high chalk cliffs, deep wooded chines and landslip areas cut in the clay and sand

beds below the chalk⁶⁶. Both coasts cover parts of the AONB. Although sharing many of the aims of AONB designation, Heritage Coasts are also defined for public enjoyment and appreciation, 'improving and extending appropriate recreational, educational, tourism and sporting opportunities where they do not conflict with the conservation of the resource', with an additional aim to, 'maintain and improve the environmental health of the inshore waters and beaches'⁶⁷. **Figure 10.1** above highlights the coastline covered by Heritage Coast status on the Isle of Wight.

10.2.4 Historic landscape characterisation

The landscape of Isle of Wight is determined by the interaction between natural and human influences, and the historic environment and landscape character on the Island are closely linked. Reflecting this, a Historic Landscape Characterisation (HLC) was carried out for Isle of Wight in 2006⁶⁸. The HLC classified the Isle of Wight's landscape into historic landscape 'areas', based on a variety of factors including historic and present land use, morphology, landscape attributes, settlement patterns and a range of other factors.

Figure 10.3 sets out the 15 Historic Landscape Characterisation areas determined for the Isle of Wight by the HLC. Appendix 1 of the HLC presents a detailed overview of each of these character areas.⁶⁹

⁶⁶ Source: Natural England: <http://www.naturalengland.org.uk/ourwork/conservation/designatedareas/heritagecoasts/default.aspx>

⁶⁷ Countryside Commission (1995). Heritage Coasts: A Guide for Councillors and Officers, CCP 475.

⁶⁸ Isle of Wight Council and English Heritage (2008) Isle of Wight Historic Landscape Characterisation, Final Report, Volume 1: http://www.iwight.com/living_here/planning/images/HLCFinalReport2008Vol1.pdf

⁶⁹ Isle of Wight Council and English Heritage (2008) Isle of Wight Historic Landscape Characterisation, Final Report, Volume 1, Appendix 1: http://www.iwight.com/living_here/planning/images/HLCFinalReport2008Vol1.pdf

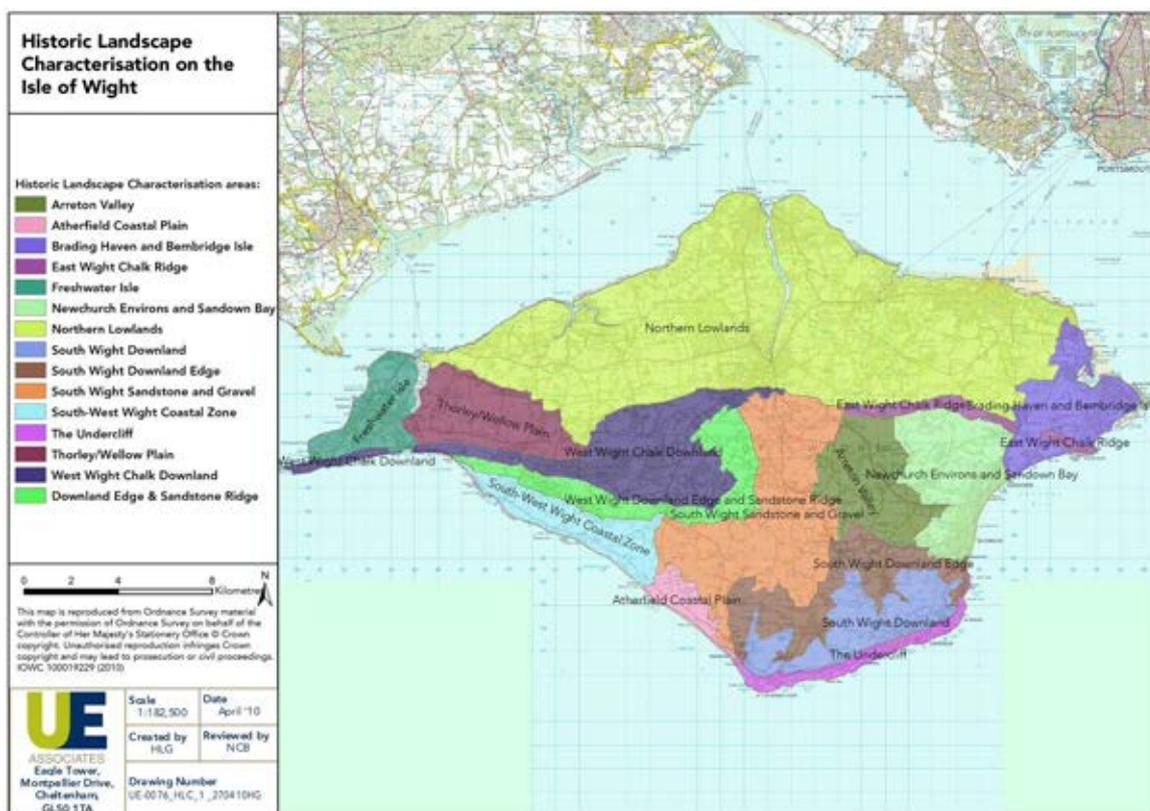


Figure 10.3: Historic Landscape Characterisation areas on the Isle of Wight (source: Isle of Wight Historic Environment Action Plan)

10.2.5 Tranquillity

Transport and transport-related infrastructure have significant effects on landscape quality, including through impacts on noise pollution, light pollution and broader effects on people’s perceptions of tranquillity. For example, ambient noise pollution on the Isle of Wight is closely associated with noise generated by vehicle engines or vibration on the road surface; increased traffic flows (see **Chapter 4**) have therefore had a significant effect on noise pollution in parts of the Island. Light pollution has also become an increasing issue: according to the CPRE, light pollution on the Isle of Wight increased by 11% between 1993 to 2000⁷⁰.

Since 2004 CPRE have undertaken a study of tranquillity in England, which has examined a range of factors including topographical factors, light pollution, noise pollution, the location of man made features, people’s perceptions of tranquillity and other influences. Based on these factors an appraisal of tranquillity has been carried out for the whole of England, which has mapped the country through 500m by 500m quadrants⁷¹.

As the findings of the study concluded, the Isle of Wight is ranked 25th out of 87 county and unitary authorities in England in terms of tranquillity scores (where 1 is the most tranquil)⁷². Within the Island there are significant variations in tranquillity and the areas around Cowes,

⁷⁰ CPRE: How light polluted are you?: <http://www.cpre.org.uk/campaigns/landscape/light-pollution/light-pollution-in-your-area>

⁷¹ A more detailed description of the methodology used can be found on: CPRE, <http://www.cpre.org.uk/campaigns/landscape/tranquillity/our-tranquillity-map-explained>

⁷² CPRE local tranquillity scores: <http://www.cpre.org.uk/campaigns/landscape/tranquillity/local-tranquillity-scores>

Newport, Ryde, Sandown/Shanklin, Ventnor and Totland have been established as the least tranquil areas of the Island. The most tranquil areas are the Island's chalk ridges, the area around Newtown estuaries and the countryside south of Ryde.

Figure 10.4 presents the findings of the CPRE assessment of tranquillity for the Isle of Wight:

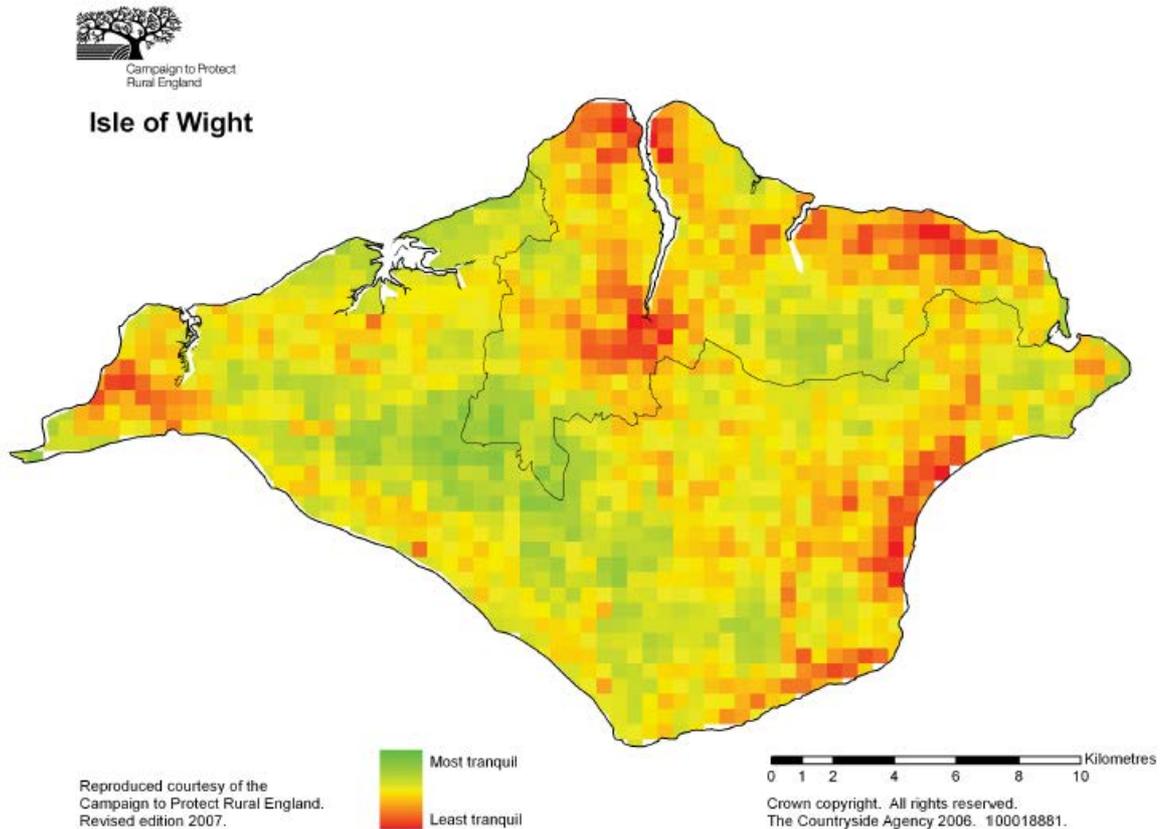


Figure 10.4: Tranquillity on the Isle of Wight (source: CPRE)⁷³

10.3 Key issues for landscape

Box 7 presents the key issues for the landscape environmental information theme on the Isle of Wight:

⁷³ CPRE: <http://www.cpre.org.uk/campaigns/landscape/tranquillity/national-and-regional-tranquillity-maps>

Box 7: Key Issues, Landscape

- ▶ Potential effects on the integrity of areas with landscapes designated as part of the Isle of Wight AONB.
- ▶ Effects on landscape and townscape quality from new transport infrastructure and increasing traffic flows and congestion. This has for example affected Newport, the centre of the Island's road network.
- ▶ Further loss of tranquillity from increasing traffic flows and new transport infrastructure.
- ▶ Effects on landscape quality from poor design of transport infrastructure, including insensitively designed layouts, inappropriate signage or excessive clutter.
- ▶ Pressures on non-designated sites and landscapes: These sites and areas play an important role in the cultural identity of the Island and enable a wider understanding of the area's historic development.
- ▶ Loss of key landscape features such as woodland or hedgerows.
- ▶ Noise and light pollution issues from increases in traffic flows.
- ▶ Green Infrastructure: There are significant opportunities to improve linkages between areas of open space, parks and the open countryside.

11 Material Assets



Plate 8: Isle of Wight Council recycling truck (source: Isle of Wight Council)

11.1 Summary of policy and plan review

The material assets environmental information theme covers a range of policy areas, including waste management, minerals, energy production and previously developed land.

National level PPPs seek to protect minerals resources and promote appropriate after uses for minerals workings. PPPs at all levels seek to promote the 'waste hierarchy'. This seeks to prioritise waste management in the following order: reduction; reuse; recycling and composting; energy recovery; and disposal. National and regional PPPs also support the use of previously developed land. At the Island level, the Isle of Wight Core Strategy will, when adopted, set out the strategic approach to minerals and waste issues on the Island.

An expansion of renewable energy production is strongly promoted by European and national PPPs. Under EU Directive 2001/77/EC, member states are overall required to achieve 22% of electricity production from renewable energies by 2010, with the UK-specific target 10%. This has been reinforced by the UK's recent Renewable Energy Strategy which seeks to produce 15% of electricity from renewable sources by 2020.

Appendix D presents a more detailed analysis of the PPPs relevant to material assets.

11.2 Baseline data

11.2.1 Minerals

The Isle of Wight has historically produced a range of minerals including chalk, gravel, clay and sand. The main economic deposits of minerals in the Isle of Wight are currently sands and gravels. Since sand and gravels are expensive to transport, they need to be produced close to their relevant markets, and the cost of transporting minerals produced on the Isle of Wight limits the export of minerals from the Island. The main use of sand and gravel is for aggregate in construction, and the demand is therefore primarily from development areas and infrastructure projects. Much of the Isle of Wight's land won minerals resource is located in the area of the Island covered by the AONB designation.

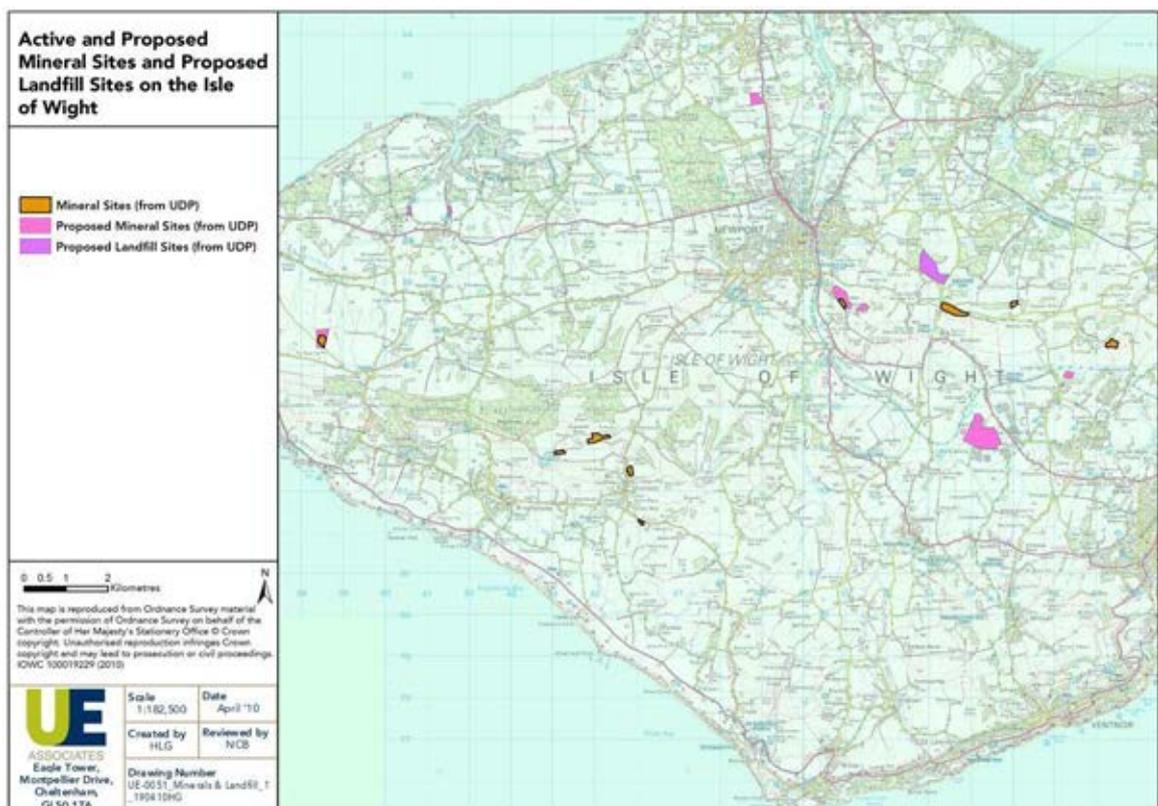


Figure 11.1: Active and proposed minerals workings and landfill sites on the Isle of Wight

In addition to land won material, the coastal areas around the Island also provide marine dredged sand and gravel. A significant proportion (approximately 50%) of the supply of gravel aggregates on the Island is from marine dredged material. This is unloaded at specific quays within the River Medina⁷⁴. These depots also contain treatment plants for the grading and sorting of gravel and sand to meet specific orders.

⁷⁴ Source Isle of Wight Unitary Development Plan

11.2.2 Waste

In comparison with national and regional averages, recycling rates on the Isle of Wight are unfavourable. Whilst 38.4% of municipal waste was recycled or composted in 2008/9 regionally and 37.6% nationally, 31.96% was recycled or composted on the Isle of Wight during the same period. This is a decrease from 34.59% in 2006/07⁷⁵. Alongside, household waste collected per head has increased since 2006/7, from 525kg to 585kg in 2008/9.

These rates are however based upon national recycling definitions and do not fully reflect local circumstances. Whilst many authorities undertake kerbside green waste collection (which contributes to this indicator) the Isle of Wight Council feel that composting is a more sustainable solution and run a number of local initiatives to promote and encourage home composting. Also national recycling figures do not include diverted waste from landfill. Between November 2008 and October 2009 the Council diverted 67% of the Island's waste to its gasification plant which provides electricity sufficient to power over 3000 homes⁷⁶.

Table 11.1: Waste arisings and recycling rates in Isle of Wight 2006-2009⁷⁷.

Year	Kg of household waste collected per head in the Isle of Wight	Percentage of household waste sent for recycling or composting
2006/07	525.39	34.59%
2007/08	558.44	36.79%
2008/09	585.07	31.96%

There are three Household Waste Recycling Centres on the Island. These are located at: Briddlesford Road, Newport; Forest Road, Newport; and Afton Road, Freshwater. There are also 89 'mini-recycling' sites on the Island⁷⁸.

11.2.3 Previously developed land

In relation to the reuse of brownfield land, completions of housing on previously developed land have been consistently high on the Island between 2001/2 and 2008/9. With the exception of 2006/7, over 80% of housing completions have taken place on previously developed land each year.

⁷⁵ Isle of Wight Annual Monitoring Report 2008/9 and 2007/8

⁷⁶ Source: Isle of Wight Council

⁷⁷ Isle of Wight Annual Monitoring Report 2008/9 and 2007/8

⁷⁸ Isle of Wight Refuse and recycling information: http://www.iwight.com/council/departments/waste/Refuse_and_recycling/ [accessed 16th April 2010]

Table 11.2: Housing completions on brownfield sites⁷⁹.

Year	Percent of new homes built on previously developed land
2001/02	84%
2002/03	86%
2003/04	95.80%
2004/05	96.52%
2005/06	80.05%
2006/07	74.78%
2007/08	93.40%
2008/09	86.10%

11.3 Key issues for material assets

Box 8 presents the key issues for the material assets environmental information theme on the Isle of Wight:

Box 8: Key Issues, Material Assets

- ▶ Loss of greenfield land due to new transport infrastructure, including through the development of areas provided with enhanced access by new transport routes.
- ▶ Recycling rates are less than regional or national averages. They also have not been improving since 2006/7. A key challenge will be to ensure improvements in recycling and reuse rates.
- ▶ The LTP3 has the potential to support the use of recycled materials in new transport infrastructure.
- ▶ The transport of waste and minerals on the Island has the potential to affect those living near routes used for this purpose.
- ▶ Demand for materials from new areas of growth on the Island and the future Highways Private Finance Initiative will place additional pressures on the Island's transport networks.
- ▶ Opportunities exist across the Island for renewable energy generation.

⁷⁹ Source: Audit Commission Area Profiles: <http://www.areaprofiles.audit-commission.gov.uk> and Isle of Wight Annual Monitoring Reports 2008-2009, 2007-2008 and 2006-2007

12 Population



Plate 9: Walker in Shanklin (source: Garry Knight)

12.1 Summary of policy and plan review

PPPs on population include a range of different objectives, including tackling social exclusion, improving human rights and public participation, improving health, and ensuring every child has the chance to fulfil their potential by reducing levels of education failure, ill health, substance misuse, crime and anti-social behaviour. At the regional and local levels, support for cultural diversity and young people are key aims.

The Equality Act 2006 sets out that people should not be disadvantaged on the basis of age; disability; gender; proposed, commenced or completed gender reassignment; race; religion or belief and sexual orientation.

Appendix D presents a more detailed analysis of the PPPs relevant to population.

12.2 Baseline data

12.2.1 Population size and migration

In November 2009, the population of the Isle of Wight was approximately 142,500⁸⁰, the largest of any UK island. The two largest settlements on the Island are Newport, which is the Island's principal administrative and retail centre, and home to approximately 24,100 people, and Ryde, a seaside town with a population of 23,900 people⁸¹. The other main settlements on the Island include Cowes, East Cowes, Sandown, Shanklin, Ventnor and Freshwater. Outside of these main settlements, the Isle of Wight has a low population density, and the Island as a whole has a population density of 3.5 people per hectare⁸².

Between the last two Census periods, the population of the island increased by 5.4%; a much higher rate of increase than the figure for England during the same period, which was 2.6%. Although the population has grown by 7,469 since the 2001 Census, there has been a general drop in the population growth rate since 2006, as demonstrated in the graph below.

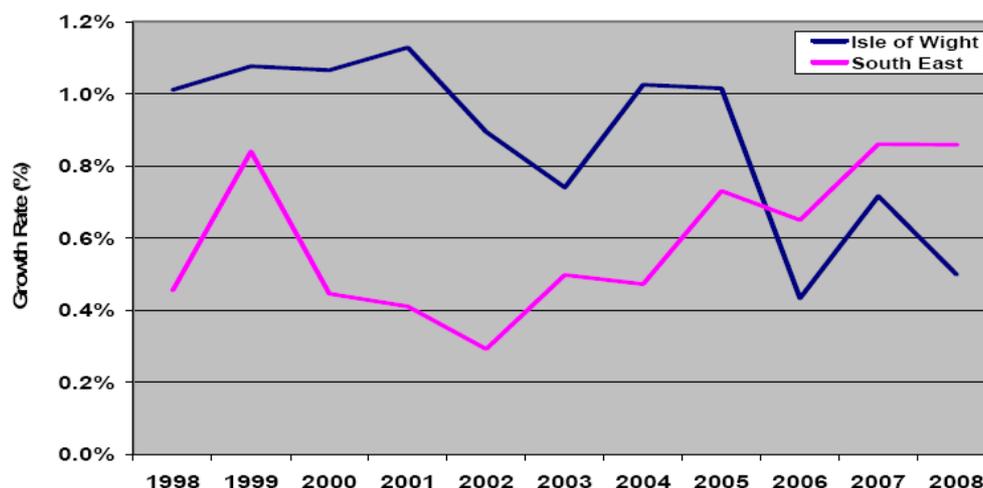


Figure 12.1: Isle of Wight population growth rates in comparison to the South East, 1998-2008 (Source: IOWC (2009) Isle of Wight Town Centre Health Check Study)

Whilst a fall in population growth has occurred since 2006, it is predicted that the population of the Island will continue to grow in the next few decades, as shown in **Table 12.1**.

Table 12.1: Isle of Wight's predicted population changes (Source: ONS 2006-based subnational population projections, published June 2008, www.statistics.gov.uk)

	2012	2015	2020	2025	2030
Predicted Island Population	146,600	150,800	158,200	165,700	172,500

⁸⁰ IOWC (November 2009) Equality and Diversity document:

http://www.iowight.com/equality_and_diversity/documents/Diversity_on_the_Isle_of_Wight_Nov09.pdf

⁸¹ ONS 2007 Mid Year Estimates as quoted in IOWC (2009) Isle of Wight Town Centre Health Check Study

⁸² IOWC Population statistics www.iowight.com/living_here/stats/images/PopulationUpdate.pdf [Accessed: 9th April 2010]

Population growth on the Island is principally due to net in-migration, as deaths exceed births on the Island. **Figure 12.2.** demonstrates the lack of balance between flows of migration in and out of the Island, in particular the large outflow of people within the 15-29 age group.

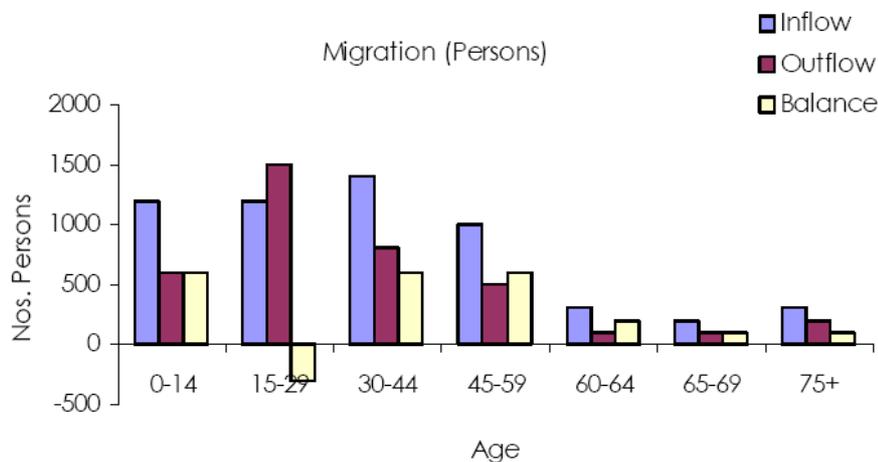


Figure 12.2: Migration flows by age group on the Isle of Wight (Source: 2001 Census)

12.2.2 Age Structure

The population pyramid in **Figure 12.3** shows the age profile of the Island’s population from the 2001 Census against the national average. The Island has an ageing population, and is proportionately older than England’s population profile⁸³. Under 16 year olds formed 18.2% of the population, whilst people aged 65+ formed 22.4% of the population. Reflecting the older population structure of the Island, widows and widowers make up 11% of the population, which is over 2% higher than the national figure⁸⁴.

⁸³ IOWC Population statistics www.iwight.com/living_here/stats/images/PopulationUpdate.pdf [Accessed: 9th April 2010]
⁸⁴ONS 2001 Census data, <http://www.statistics.gov.uk/census2001/pyramids/pages/00mw.asp> [Accessed: 9th April 2010]

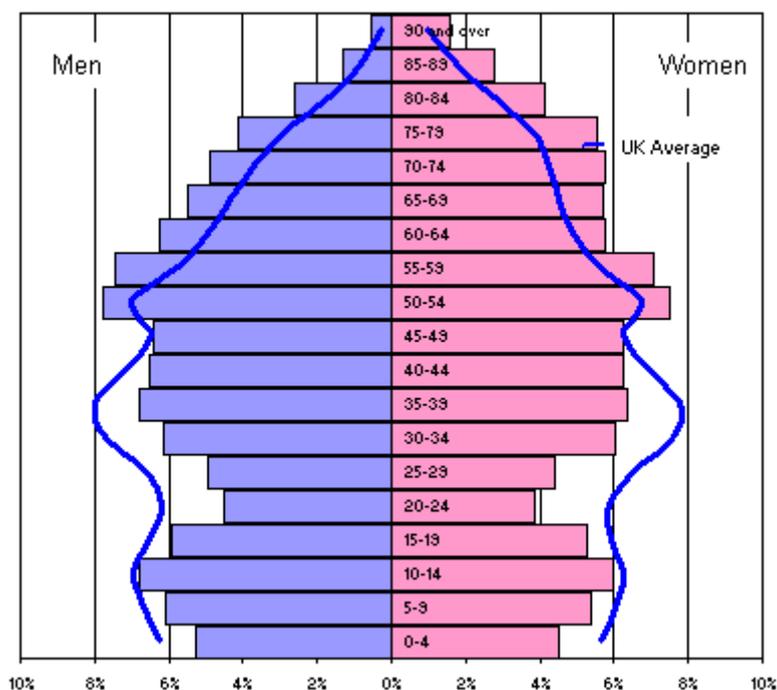


Figure 12.3: Isle of Wight population pyramid against the national average for 2001 (Source: ONS, 2001, <http://www.statistics.gov.uk/census2001/pyramids/pages/00mw.asp>).

Life expectancy on the Isle of Wight is over four years longer among women (83.1 years) than among men (78.8 years)⁸⁵. Accordingly women constitute a significantly larger proportion of the 65+ age group.

During the 2008-2026 time period, the number of people over retirement age is predicted to increase to 36% of the population. As highlighted in **Figure 12.4**, the dependency ratio on the Island is expected to significantly increase.

⁸⁵ IOWC Population statistics www.iwight.com/living_here/stats/images/PopulationUpdate.pdf [Accessed: 9th April 2010]

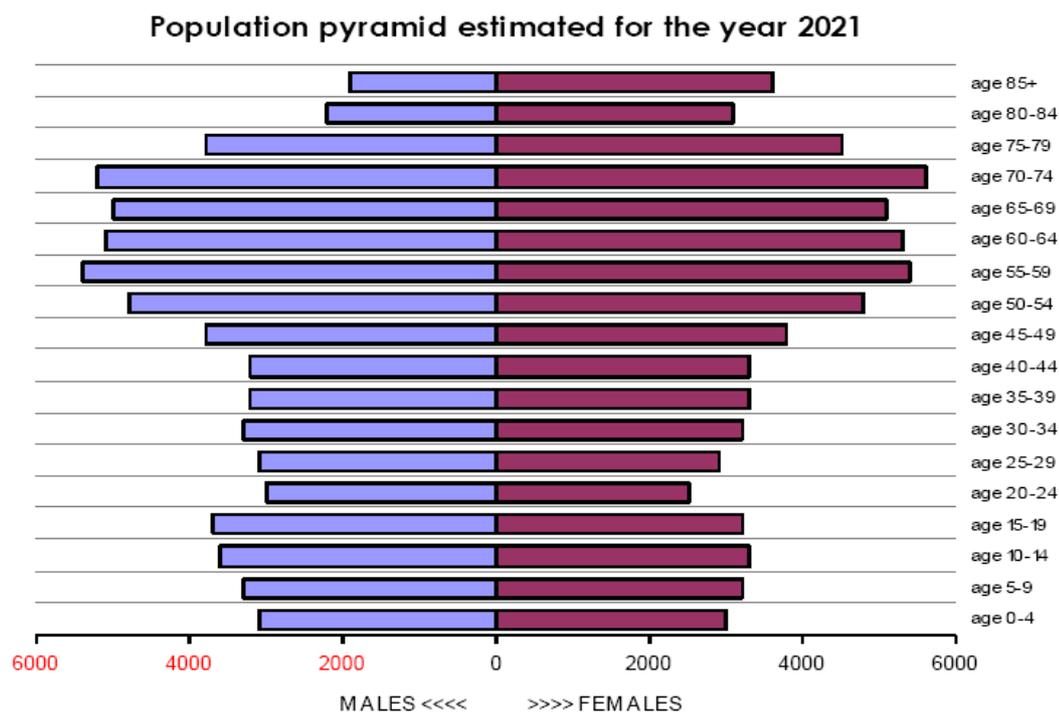


Figure 12.4: Isle of Wight estimated population pyramid for 2021 (Source: IOWC Annual Monitoring Report, 2008-2009)

12.2.3 Ethnicity

The 2001 Census remains the most up to date count of the Island’s population by ethnic group. The ethnic breakdown of the Island is shown in **Table 12.2**.

Table 12.2: Population of ethnic groups (Source: ONS Census 2001 data)

Ethnic Category	Ethnic Group	Total Population	% of Total Population
White	British	128,400	96.8%
	Irish	900	0.68%
	Other	1640	1.12%
Mixed	White and Black Caribbean	267	0.20%
	White and Black African	64	0.05%
	White and Asian	239	0.18%
	Other	152	0.11%
Asian or Asian British	Indian	186	0.14%
	Pakistani	93	0.07%
	Bangladeshi	81	0.06%
	Other	80	0.06%
Black or Black British	Black Caribbean	158	0.12%
	Black African	110	0.08%
	Other	38	0.03%
Other Ethnic Groups	Chinese	131	0.10%
	Other ethnic group	164	0.12%

As highlighted by the **Table 12.2** only 1.3% of the Island’s population described themselves as ‘non-white’, whilst 3.2% of the population were ‘non-white British’. The data demonstrates that the Isle of Wight has a significantly lower proportion of population in ethnic minority groups compared either with South East (4.9%) or England (9.1%) averages.

12.2.4 Religion

The Isle of Wight also has a comparatively low level of religious diversity (**Table 12.3**). In 2001, 73.7% of residents stated they were of Christian religion, 0.3% Muslim, and 0.2% stated they were Buddhist.

Table 12.3: Religious groups on the Isle of Wight in comparison to the national average
 (Source: ONS)⁸⁶:

	Percentage of the Isle of Wight’s population	England and Wales average percentage
Christian	73.7%	71.7%
Buddhist	0.2%	0.3%
Hindu	0.1%	1.1%
Jewish	0.1%	0.5%
Muslim	0.3%	3.0%
Sikh	0.0%	0.6%
Other	0.5%	0.3%
No religion	17.3%	14.8%

12.2.5 Deprivation

There are a number of deprivation issues which exist on the Isle of Wight. Based on the 2007 Indices of Multiple Deprivation (IMD), six out of 89 ‘Output Areas’ on the Island are within the 20% most deprived nationally. The Isle of Wight ranks at 134 of all 354 authorities in England (1 = most deprived). In general however, deprivation levels have improved on the Island since the 2000 and 2004 Indices of Multiple Deprivation.

The Island has pockets of significant deprivation resulting from low wages, seasonal unemployment and high levels of long-term illness and disability (associated with the higher than average number of elderly households on the Island)⁸⁷. 16 Output Areas fall into the most 20% deprived areas nationally for income and employment deprivation and four are in the most deprived wards nationally for older person’s income.

The Island has the lowest average male earnings in the UK, with a heavy reliance on seasonal and part-time work in the tourism sector. Life expectancy for both men and women living in more deprived areas of the Isle of Wight is around five years lower than those living in less deprived areas.

⁸⁶ Neighbourhood Statistics – Census 2001 Ethnicity and Religion [online] <http://www.statistics.gov.uk/census2001/profiles/24-A.asp> [Accessed: 12th April 2010]

⁸⁷ IOWC Homelessness Strategy 2003-8: <http://www.iowight.com/council/committees/Mod-Executive/30-7-03/Homelessness%20Strategy%202003-8.pdf>

As highlighted by **Figure 12.5**, which is shaded according to the SOA rankings for IMD, whilst large parts of the Island remain relatively unaffected by multiple deprivation, and deprivation is lower than parts of the mainland, there are some significant concentrations in Newport, Ryde, Totland and Ventnor, Shanklin and Sandown.

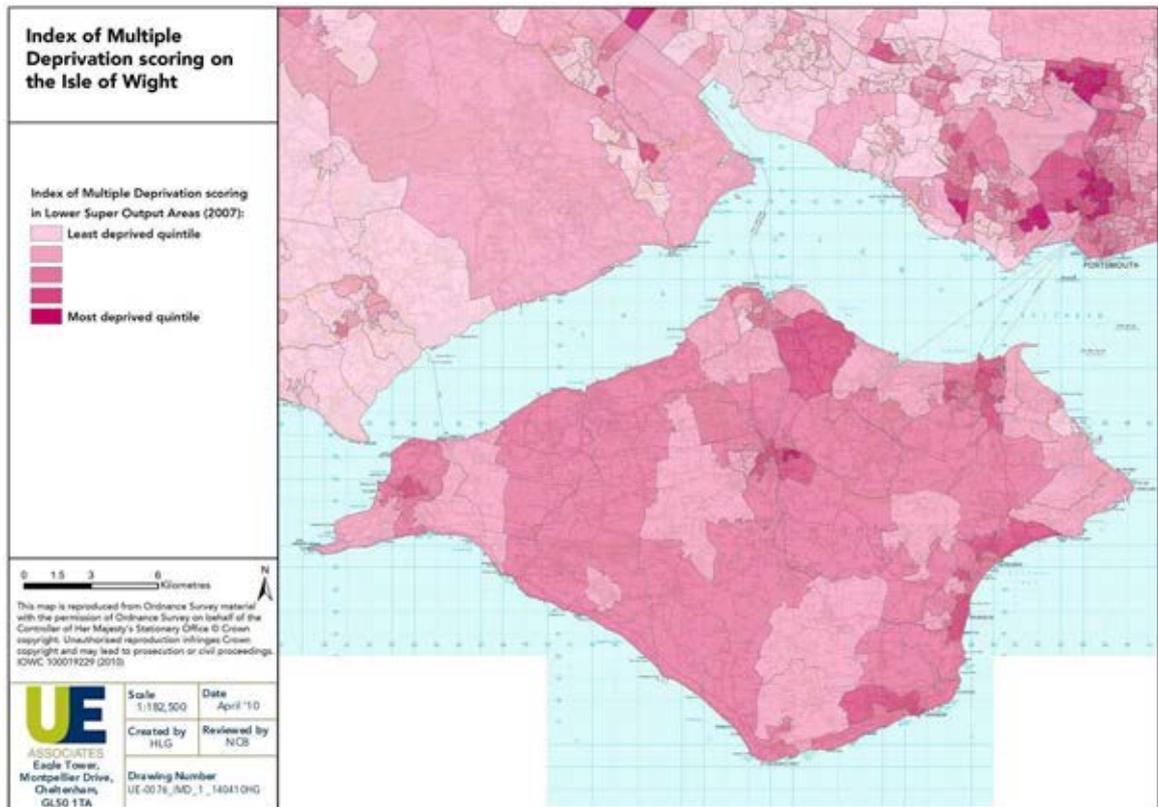


Figure 12.5: Index of Multiple Deprivation on the Isle of Wight: overall scores (source: ONS 2007)

12.2.6 Unemployment

Data from the latest ONS Annual Population Survey (2009) suggested that the number of unemployed people of working age on the Isle of Wight was 6.2%, higher than the South East average (5.0%), but lower than the national average (6.9%)⁸⁸. Trends in unemployment data are presented in **Table 12.4**.

⁸⁸ Official Labour Market Statistics, 2009
<https://www.nomisweb.co.uk/reports/lmp/la/2038431803/report.aspx?town=isle%20of%20wight#tabempunemp>

Table 12.4: Unemployment on the Isle of Wight in comparison to the South East and Great Britain (numbers and % are for those aged 16 and over, % is a proportion of economically active)⁸⁹

Date	Isle of Wight	Isle of Wight (%)	South East (%)	Great Britain (%)
Jan 06-Dec 06	3,000	4.8	4.5	5.4
Apr 06-Mar 07	3,300	5.3	4.4	5.4
Jul 06-Jun 07	3,300	5.2	4.2	5.3
Oct 06-Sep 07	3,500	5.4	4.2	5.3
Jan 07-Dec 07	3,600	5.6	4.2	5.2
Apr 07-Mar 08	3,600	5.7	4.1	5.2
Jul 07-Jun 08	3,800	6.0	4.2	5.2
Oct 07-Sep 08	3,600	5.7	4.3	5.3
Jan 08-Dec 08	3,800	5.8	4.4	5.7
Apr 08-Mar 09	3,700	5.7	4.7	6.2
Jun 08-Jun 09	4,000	6.2	5.0	6.9

The number of Jobseekers Allowance claimants on the Island is higher than the South East and the UK. As of February 2010, 4.8% (3,813 people) of working age people were claiming Jobseekers Allowance. As shown in **Figure 12.5**, the percentage of JSA claimants has generally fallen over the past ten years from 6% in January 1999 to a low of 1.8% in July 2008⁹⁰. The graph clearly demonstrates the seasonal nature of the Island’s job market, due to its high dependency on the tourist and visitor trade.

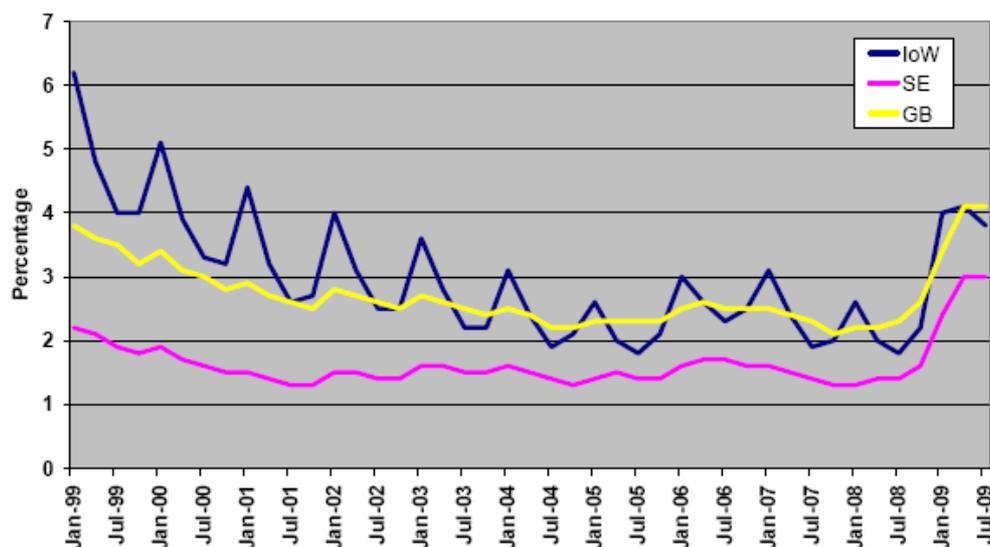


Figure 12.5: Jobseekers Allowance Claimants on the Isle of Wight 1999-2009 (Source: IOW Council, Town Centre Health Checks, October 2009)

⁸⁹ Official Labour Market Statistics, 2009
<https://www.nomisweb.co.uk/reports/lmp/la/2038431803/report.aspx?town=isle%20of%20wight#tabempunemp>
⁹⁰ IOW Council, Town Centre Health Checks, October 2009
http://www.iowight.com/living_here/planning/images/TownCentreHealthCheckStudyFinalReport151209.pdf

There has been a significant loss of manufacturing employment on the Isle of Wight; manufacturing has declined from 15% of total employment in 1995 to 10% in 2007⁹¹. Tourism has remained an important source of employment opportunities, providing 15% of total employment in 2007⁹².

12.2.7 Crime

The Island is generally a safe place to live. Recorded crimes on the Island are below the rates for the Hampshire force area and national averages. Some residents, particularly older people, however report a significant fear of crime. Young people, too, are disproportionately at risk of being both victims and perpetrators of crime and there are growing concerns with drug and alcohol misuse⁹³.

Table 12.5 highlights that crime rates have recently fallen on the Island, and that ‘violence against a person’ is the most commonly reported crime.

Table 12.5: Crime Statistics for the Isle of Wight (April 2008-March 2009)⁹⁴

Crime (April 2008-March 2009)			
Offence	Number	Per 1,000 population	Change % 06/07 – 07/08
Burglary dwelling	281	2.0	-0.4
Robbery	22	0.2	-46.3
Sexual offences	134	1.0	-21.2
Theft from a vehicle	462	3.3	-2.5
Theft of a motor vehicle	129	0.9	-27.1
Violence against the person	2,587	18.5	-17.3

Survey results from the Isle of Wight Crime and Drugs Strategy (2005-2008) indicated the relative safety of the Island; 30% of residents stated they had been a victim of crime in the last two years. Offences tended to be closely linked to quality of life issues involving, most frequently, dog fouling, rubbish/litter and anti-social behaviour from drunk/rowdy youths.

12.2.8 Housing

The average house price on the Island, recorded by Land Registry for the period Oct-Dec 2009, is £198,020 compared to a south east average of £255,426, and a national average of £219,832. The annual change in house prices on the Island has been +3.5%. As a more rural authority, the Island is characterised by a higher proportion of detached and semi detached houses, as well as a large proportion of second homes.

The dwelling stock profile for the Island is demonstrated in **Table 12.6**.

⁹¹ IOW Council, Town Centre Health Checks, October 2009
http://www.iowight.com/living_here/planning/images/TownCentreHealthCheckStudyFinalReport151209.pdf

⁹² I IOW Council, Town Centre Health Checks, October 2009
http://www.iowight.com/living_here/planning/images/TownCentreHealthCheckStudyFinalReport151209.pdf

⁹³ IOW Council, (<http://www.iowight.com/council/documents/docFiles/Housingstrategy2007-2012.pdf>)

⁹⁴ GOS, http://www.gos.gov.uk/497648/docs/170192/179006/179015/Isle_of_Wight.pdf

Table 12.6: Dwelling Stock on the Isle of Wight in 2009⁹⁵

Dwelling stock 2009			
	Isle of Wight	South East	England
Total dwelling stock	66,714	3,638,652	22,564,249
% of total dwelling stock owned by Local Authority	0.0	5.0	8.1
% of total dwelling stock owned by Registered Social Landlords	10.2	8.4	9.7
% of total dwelling stock that are 'other public sector'	0.0	0.6	0.3
% of total dwelling stock that are owner occupied and private rented	89.8	86.0	81.9

There has been significant housing growth on the Island over recent years and this is set to continue. The South East Plan proposes a target of 520 new dwellings per year between 2006 and 2026, with the creation of 10,400 new homes in total between 2006 and by 2026.

Affordability of housing is a major issue on the Island. The ratio of house prices to incomes is high, with average house prices being more than seven times the average of wages on the Island. The affordability ratio compares the lower-quartile cost of buying a home to the lower-quartile income for a resident in that district. This ratio provides an indication of how accessible the housing market is on the Isle of Wight. Affordability ratios of four or more would suggest that the housing market is becoming inaccessible to many people, and that residents on an average income cannot expect to own the average home. The average house price ratio for the UK is 6.0, whilst for the Isle of Wight, this figure is 7.3%.

Demand continues to be high for buying properties on the Isle of Wight, for example for retirement homes, second homes and for commuters. The South East Plan highlights that the Isle of Wight has a relatively high backlog of unmet need. **Table 12.7** shows the 'actual need' of varying household sizes is not being met by the 'current provision' (data based on 2006 figures). Whilst the overall current provision of housing on the Island is 7% less than the estimated actual need, the provision of social rented housing is over 40% less than the actual need⁹⁷.

⁹⁵ GOS, http://www.gos.gov.uk/497648/docs/170192/179006/179015/Isle_of_Wight.pdf

⁹⁶ IOW Council, <http://www.iowight.com/council/committees/Mod-Executive/15-12-04/Draft%20South%20East%20Plan%20-%20IOW%20Special%20Policy%20Area.pdf>

⁹⁷ IOW Council Homelessness Strategy 2008-2013, <http://www.iowight.com/council/departments/housing/images/HomelessnessStrategyFinalVersion.pdf>

Table 12.7: Island Housing Stock – current provision, actual need and future need, based on the IOW Housing Market Assessment 2006 ⁹⁸

Island housing stock				
Household size	% of total	Current provision	Actual need	Need in 5 years
1 bed	15%	9,600	9,773	10,457
2 bed	37%	24,320	26,728	28,598
3 bed	41%	26,240	28,549	30,551
4 bed	5%	3,200	3,296	3,526
4+ beds	2%	1,280	1,331	2,262

The Housing Strategy (2007-2012) and 2003 Housing Needs survey indicates an annual shortfall of 1,263 affordable housing units. Between 1999-2004 the Island increased its stock of social housing by only 158 units⁹⁹. The high number of second homes (3,293) and long-term empty properties (992) further reduce the number of accessible homes on the Island¹⁰⁰. Homelessness also continues to be a problem, primarily in urban areas of the Island. For example, in 2007-2008, there were 218 homelessness applications, and 137 acceptances¹⁰¹.

12.3 Key issues for population

Box 9 presents the key issues for the population environmental information theme on the Isle of Wight:

Box 9: Key Issues, Population

- ▶ The population of the Island is expected to increase significantly to 2030. Projections suggest that this could lead to a population increase of 30,000 from 2010 to 2030.
- ▶ Housing affordability and availability is a major issue for the Island, with an annual shortfall of new housing units.
- ▶ An ageing population and an increased dependency ratio on the Island has the potential to lead to implications for service provision and accessibility.
- ▶ Youth unemployment is high on the Island.
- ▶ Overall, wages are low, and work is seasonal across the Island.
- ▶ Higher levels of deprivation exist in some parts of the Island.

⁹⁸ IOW Council Housing Strategy, 2007-2012 <http://www.iwight.com/council/documents/docFiles/Housingstrategy2007-2012.pdf>

⁹⁹ IOW Council, <http://www.iwight.com/council/committees/Mod-Executive/15-12-04/Draft%20South%20East%20Plan%20-%20IW%20Special%20Policy%20Area.pdf>

¹⁰⁰ IOW Council, <http://www.iwight.com/council/committees/Mod-Executive/15-12-04/Draft%20South%20East%20Plan%20-%20IW%20Special%20Policy%20Area.pdf>

¹⁰¹ IOW Council Homelessness Strategy 2008-2013, <http://www.iwight.com/council/departments/housing/images/HomelessnessStrategyFinalVersion.pdf>

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13 Soil



Plate 10: Livestock on Afton Down (source: David Jones)

13.1 Summary of policy and plan review

National and regional policies and strategies on soil seek to: prevent soil pollution; reduce soil erosion from wind and water; maintain soil diversity; improve the quality of soil, including through the remediation of contaminated land and through promoting an increase in organic matter in soil; protect and enhance stores of soil carbon and water; recognise soils' role for natural systems; and increase the resilience of soils to a changing climate.

The PPPs also have a focus on protecting the quality of agricultural land, through reducing soil degradation, maintaining soil productivity, limiting compaction and range of other approaches.

Appendix D presents a more detailed analysis of the PPPs relevant to soil.

13.2 Baseline data

As highlighted by the Soil Strategy for England¹⁰², soil is a vital natural resource, with a range of key functions. These include:

- ▶ Support of food, fuel and fibre production;
- ▶ Environmental interaction functions (e.g. regulating the flow of and filtering substances from water, emitting and removing atmospheric gases, storing carbon);
- ▶ Support of habitats and biodiversity;
- ▶ Protection of cultural heritage and archaeology;
- ▶ Providing a platform for construction; and
- ▶ Providing raw materials.

The Isle of Wight has a diverse soil resource which has developed since the last ice age 10,000 years ago. These encompass a range of soils types which reflect complex interactions between underlying geology, landform, past and existing land use and climate.

Soil quality has a strong influence on the quality of agricultural land. The Agricultural Land Classification system provides a method for assessing the quality of farmland to enable informed choices to be made about its future use within the planning system. The Agricultural Land Classification system classifies land into five grades, with Grade 3 subdivided into Subgrades 3a and 3b. The best and most versatile land is defined as Grades 1, 2 and 3a, which is deemed to be the land which is most flexible, productive and efficient in response to inputs and which can best deliver future crops for food and non food uses such as biomass, fibres and pharmaceuticals¹⁰³.

Figure 13.1 sets out the distribution of different grades of farmland on the Isle of Wight.

Approximately 75% of the Island's area is in agricultural use. Of this, approximately 46% is tillage, 46% pasture and 8% rough grazing¹⁰⁴. The north of the island is dominated by dairy farms, where heavier soils are best suited to pastureland. The central chalk downs are better drained than the soils to the north. Whilst traditionally this area has been grazed, an increasing area is being utilised for arable farming.

The southern half of the island is of higher-grade agricultural land, which is covered by light, friable soils that afford some of the best arable land on the island. The areas of best and most versatile land on the Island are located south west of Newport, north east of Atherfield, and west of Shanklin. It is also located in an area surrounding Arreton, which supports a significant horticultural and glasshouse industry¹⁰⁵.

¹⁰² Defra (2009) Soil Strategy for England: <http://www.defra.gov.uk/environment/quality/land/soil/sap/>

¹⁰³ ODPM (2004) Planning Policy Statement 7: <http://www.communities.gov.uk/documents/planningandbuilding/pdf/147402.pdf>

¹⁰⁴ IOWC (2001) Isle of Wight Contaminated Land Inspection Strategy: http://www.iow.gov.uk/living_here/environment/pdfs/2.pdf

¹⁰⁵ IOWC (2001) Isle of Wight Contaminated Land Inspection Strategy: http://www.iow.gov.uk/living_here/environment/pdfs/2.pdf

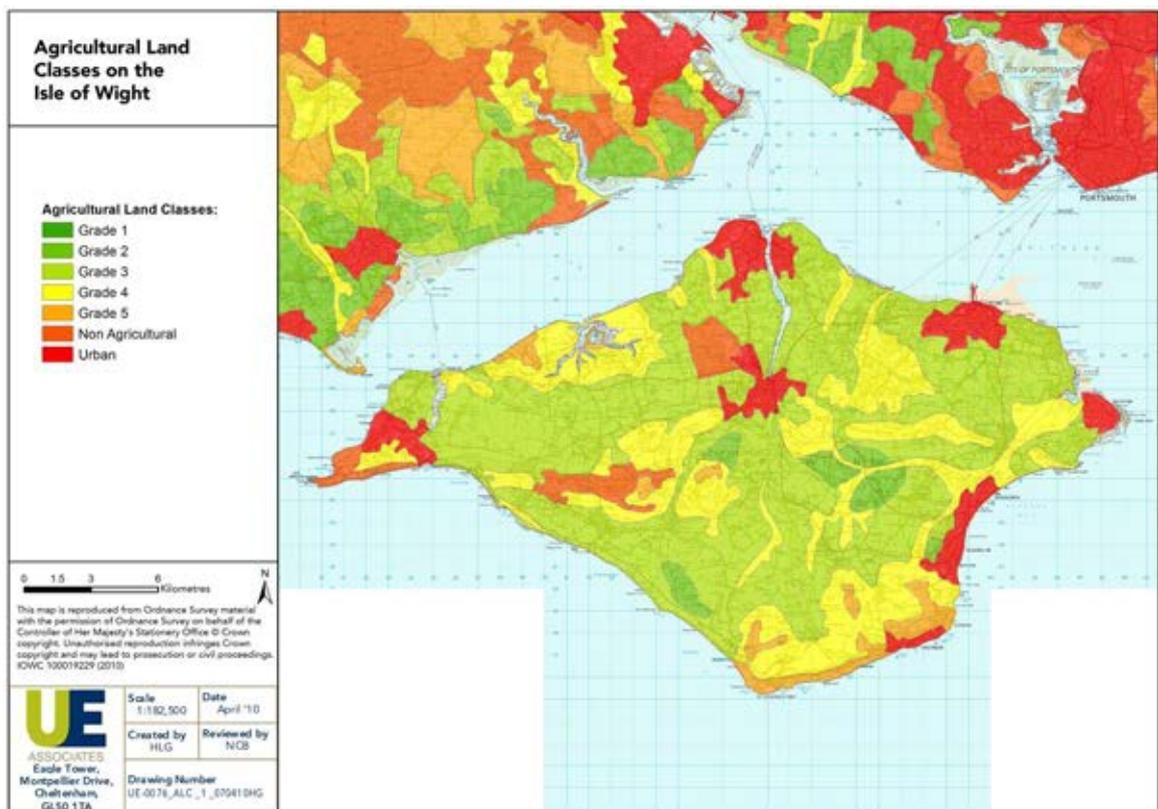


Figure 13.1: Quality of agricultural land on the Isle of Wight

13.3 Key issues for soil

Box 10 sets out the key issues for the soil environmental information theme on the Isle of Wight:

Box 10: Key Issues, Soil

- ▶ Some areas of higher grade quality agricultural land may be threat from new growth areas on the Island and associated infrastructure.
- ▶ The development of new and improved transport infrastructure has the potential to lead to an increase in soil erosion and soil loss.

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14 Water



Plate 11: The River Yar (source: areadeaddavid)

14.1 Summary of policy and plan review

National water policies are primarily driven by the aims of the EC Water Framework Directive, as translated into national law by the Water Framework Regulations 2003. Key objectives include improving the quality of rivers and other water bodies to 'good ecological status' by 2015; considering flood risk at all stages of the plan and development process in order to reduce future damage to property and loss of life; and incorporating water efficiency measures into new developments. PPS23 sets out how issues of pollution should be addressed in accordance with the *Pollution Prevention and Control Act 1999* and the *PPC Regulations 2000*.

National and regional strategies also have a strong focus on maintaining and protecting the availability of water in the South East. Southern Water's Water Resource Management Plan also provides the means of enabling water to be supplied and treated on the Island. Water supply and use is guided by Environment Agency's Catchment Abstraction Management Strategies. The Island is covered by the Isle of Wight CAMS.

PPS25 (Development and Flood Risk) seeks to ensure that flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas of highest risk. The Strategic Flood Risk Assessment for the Isle of Wight was completed in November 2007.

Appendix D presents a more detailed analysis of the PPPs relevant to water.

14.2 Baseline data

14.2.1 Rivers, streams and waterways

The Isle of Wight contains two main river systems, the Eastern Yar and Medina. The island also has a number of other streams, waterways and estuaries.

The Eastern Yar rises as a Chalk spring at Niton and flows 27km before joining the sea at Bembridge. It is joined by Wroxall Stream, Scotchells Brook and a number of small tributaries before cutting through the central Chalk ridge at Brading. Many sections of the main river and its tributaries have been dredged and straightened over the years and the channel engineered for land reclamation and agricultural drainage.

The Medina rises on Sandstone near Chale in the south of the Island and flows north 17km. Flowing north through the central chalk ridge, it is joined by the Merstone stream at Blackwater and flows through the river's tidal estuary into the Solent at Cowes. One of its major tributaries is the Lukely Brook which rises on the central Chalk west of Newport, and flows through Carisbrooke over Chalk before joining the head of the Medina Estuary.

In the south of the Island the Shorwell and Buddle streams both rise in the central Chalk ridge west of Newport before joining and flowing to the sea as the Brighstone Stream through Grange Chine. The two arms of the adjacent Atherfield Brook flow through Shepherds Chine to the sea.

The Western Yar rises within the Freshwater Bay area and flows a short distance to the sea at Yarmouth. Whilst the river was once one of the largest on the Island, coastal erosion has reduced its length significantly, and the river is now no more than a brook with a disproportionately large estuary. The Thorley brook also flows into the Western Yar's estuary.

In the north west of the Island the Caul Bourne, Western Haven and Rodge Brook all flow to the sea via Newtown Estuary. Significant streams in the north east of the Island includes Palmers Brook and Blackbridge Brook which flow into Wootton Pond. The pond is controlled by sluices and suffers from siltation problems¹⁰⁶.

The five main estuary systems – the Eastern Yar, Western Yar, Newtown, Medina and Wootton Creek all share common features of tidal mudflats and shingle, saltmarsh and varying amounts

¹⁰⁶ Environment Agency (2004) Isle of Wight CAMS: <http://publications.environment-agency.gov.uk/pdf/GESO0304BNMS-e-e.pdf>

of fringing woodlands. The Island's estuaries are the remnants of once large valley systems that carried rivers into the former Solent estuary.¹⁰⁷

The location of the rivers and waterways on the Island are presented in **Figure 14.1**.

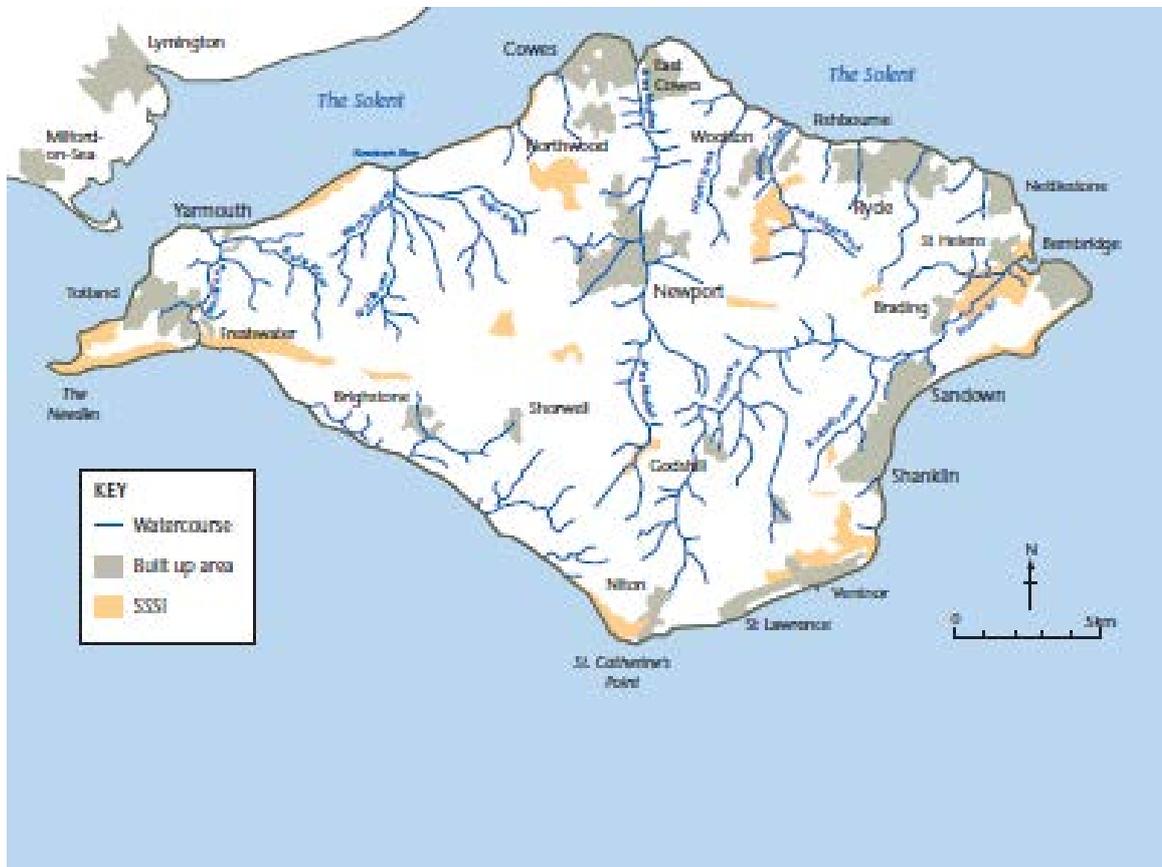


Figure 14.1: Waterways on the Isle of Wight (source: IOWC, *Rivers of the Isle of Wight* http://www.iwight.com/living_here/environment/estuaries/images/isle_of_wightrivers.pdf)

14.2.2 Water resources and water quality

In terms of water resources, the Isle of Wight has a significant reliance on groundwater, and 75% of the Island's public water supply comes from this source¹⁰⁸. The major source of groundwater is the major aquifer which underlies the majority of the southern half of the Island.¹⁰⁹ This forms a significant aquifer for potable use, and provides baseflow to many of the Island's watercourses, which rely on groundwater to maintain flows.

In addition to groundwater, water supply is provided from surface water, including from the Eastern Yar and Medina. Water is also provided from the mainland, via the Cross-Solent Main, which pumps water from the Testwood Reservoir in Hampshire.

¹⁰⁷ Environment Agency Factfiles: Rivers of the Isle of Wight: http://www.iwight.com/living_here/environment/estuaries/images/isle_of_wightrivers.pdf

¹⁰⁸ IOWC (2001) Isle of Wight Contaminated Land Inspection Strategy

¹⁰⁹ Environment Agency and Entec (2008): Isle of Wight Lower Greensand Groundwater Body: Final Report

The vulnerability of groundwater to pollution is determined by the physical, chemical and biological properties of the soil and rocks, which control the ease with which an unprotected hazard can affect groundwater. Groundwater Source Protection Zones (SPZs) indicate the risk to groundwater supplies from potentially polluting activities and accidental releases of pollutants. Designed to protect individual groundwater sources, these zones show the risk of contamination from any activities that might cause pollution in the area. In this context they are used to inform pollution prevention measures in areas which are at a higher risk, and to monitor the activities of potential polluting activities nearby.

The Environment Agency has graded SPZs into four zones, as follows:

Box 12: Categories of groundwater Source Protection Zones (source Environment Agency)¹¹⁰

Zone 1 (Inner protection zone): Any pollution that can travel to the borehole within 50 days from any point within the zone is classified as being inside zone 1. This applies at and below the water table. This zone also has a minimum 50 metre protection radius around the borehole. These criteria are designed to protect against the transmission of toxic chemicals and water-borne disease.

Zone 2 (Outer protection zone): The outer zone covers pollution that takes up to 400 days to travel to the borehole, or 25% of the total catchment area – whichever area is the biggest. This travel time is the minimum amount of time that it has been established pollutants need to be diluted, reduced in strength or delayed by the time they reach the borehole.

Zone 3 (Total catchment): The total catchment is the total area needed to support removal of water from the borehole, and to support any discharge from the borehole.

Zone 4 (of special interest): Where local conditions mean that industrial sites and other polluters could affect the groundwater source even though they are outside the normal catchment area.

As highlighted by **Figure 14.2**, a number of Source Protection Zones exist within the Isle of Wight:

¹¹⁰ Environment Agency website: <http://www.environment-agency.gov.uk/homeandleisure/37805.aspx>

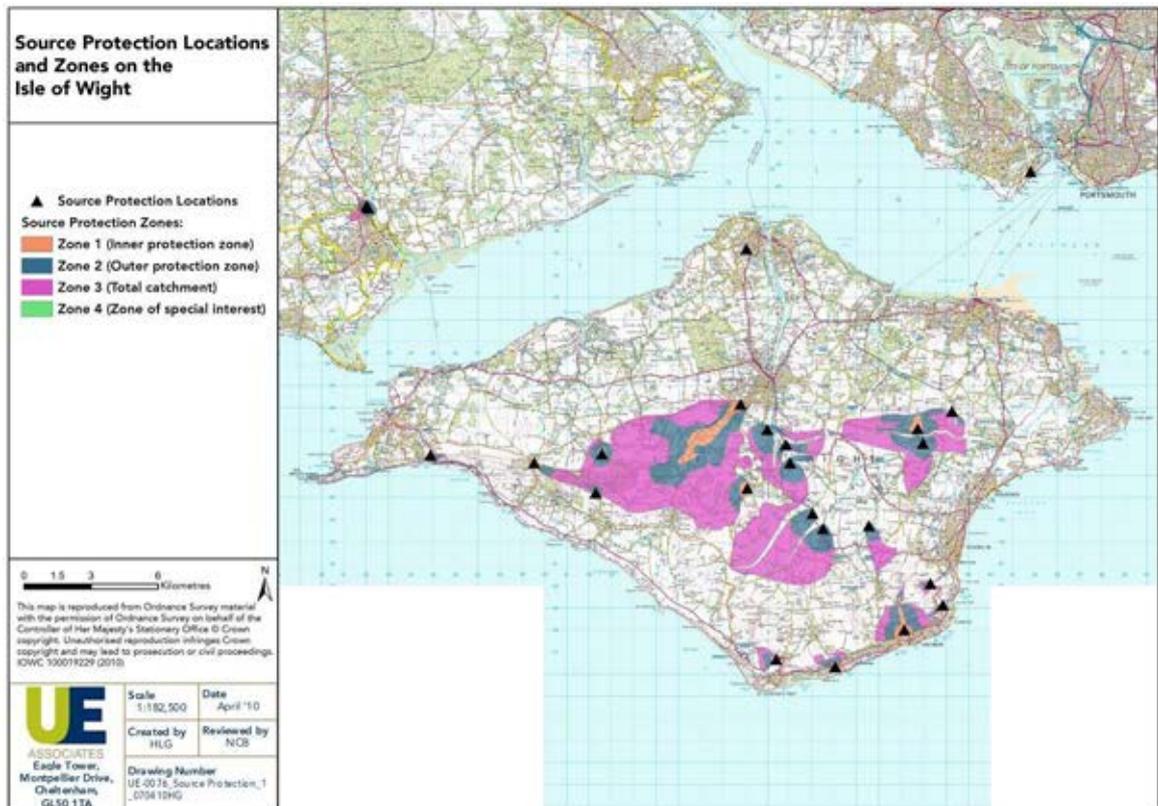


Figure 14.2: Source Protection Zones on the Isle of Wight

CAMS are six year strategies developed by the Environment Agency for managing water resources at the local level. CAMS will be produced for every river catchment area in England and Wales. The Island is covered by the Isle of Wight CAMS.

The CAMS documents contain maps and descriptions of the local Water Management Units (WMUs), groundwater and surface water, and an assessment of water availability at times of low flow – normally mid to late summer. CAMS also classify each WMU into one of four categories: ‘over-abstracted’; ‘over-licensed’; ‘no water available’; or ‘water available’.

The Isle of Wight CAMS includes nine WMUs. The WMUs within the Island, and their status are presented in **Table 14.1**.

Table 14.1: Water Management Units in the Isle of Wight and their status

WMU Unit	Status
Eastern Yar (surface water)	Over-abstracted
Medina (surface water)	Over-licensed
Lukely Brook (surface water)	Over-abstracted
Brighstone Stream (surface water)	Water available
Atherfield Brook (surface Water)	Over-abstracted
Central Chalk West (groundwater)	Over-abstracted
Central Chalk East (groundwater)	Over-licensed
Southern Downs Chalk (groundwater)	No water available
Lower Greensand (groundwater)	Over-licensed

The chemical water quality of watercourses on the Isle of Wight has seen overall improvements since the 1990s¹¹¹ and a significant improvement in water quality has taken place since 1990. In 2006, 80% of rivers were classed as of 'good' chemical quality, 7% were deemed to be of 'fair' quality and 13% were deemed to be of 'poor' or 'bad' quality. Chemical water quality on the Island is therefore generally favourable compared to South East and England averages.

Whilst the Isle of Wight's biological water quality has significantly improved since 1990, quality has fluctuated since 2004. 61% of rivers were classed as 'good' quality in 2006, and this is below regional and England averages, where rivers determined to be of good biological quality represent 77% and 65% of the total respectively.

Improvements to water quality on the Island are therefore required to meet the target of all watercourses to reach 'good' biological and chemical water quality status by 2015, as required by the Water Framework Directive¹¹².

¹¹¹ River Water Quality database for regional and local authority areas in England and Wales [online]. Available from: <http://www.defra.gov.uk/evidence/statistics/environment/inlwater/iwriverquality.htm> [Accessed 19th April 2010]

¹¹² The Water Framework Directive, which came into force in December 2000, requires all inland and coastal water bodies to reach at least "good status" by 2015. More information on the WFD can be found on: <http://www.defra.gov.uk/environment/water/wfd/index.htm>

Table 14.2: Chemical Water quality of watercourses on the Isle of Wight

Chemical water quality on the Isle of Wight					
Year	Type of water quality assessed	Watercourse Quality			
		GOOD %	FAIR %	POOR %	BAD %
1990	Chemical	34	46	10	10
1995	Chemical	64	17	7	12
2000	Chemical	61	31	8	0
2002	Chemical	60	34	6	0
2003	Chemical	60	32	8	0
2004	Chemical	65	24	11	0
2005	Chemical	71	16	13	0
2006	Chemical	80	7	7	6
Average for the South East					
2006	Chemical	65	29	6	<1
Average for England					
2006	Chemical	62	29	8	1

(source, Defra:

<http://www.defra.gov.uk/evidence/statistics/environment/inlwater/iwriverquality.htm> , accessed 19th April 2010)

Table 14.3: Biological water quality of watercourses on the Isle of Wight

Biological water quality on the Isle of Wight					
Year	Type of water quality assessed	Watercourse Quality			
		GOOD %	FAIR %	POOR %	BAD %
1990	Biological	12	63	11	14
1995	Biological	26	67	2	5
2000	Biological	24	64	12	0
2002	Biological	30	58	12	0
2003	Biological	46	50	4	0
2004	Biological	73	25	2	0
2005	Biological	68	30	2	0
2006	Biological	61	39	0	0
Average for the South East					
2006	Biological	77	21	2	0
Average for England					
2006	Biological	65	29	5	1

(source: Defra)

<http://www.defra.gov.uk/evidence/statistics/environment/inlwater/iwriverquality.htm> , accessed 19th April 2010)

14.2.3 Flooding

According to the Strategic Flood Risk Assessment which has been carried out for the Island¹¹³, the four main types of flood risk which exist on the Isle of Wight are as follows:

Fluvial flooding

Fluvial flooding, or river flooding, occurs when river levels increase to the extent that they burst their banks. Flood risk of this nature exists in Ryde due to Monkton Mead Brook, in Newtown from the River Medina, at Freshwater surrounding the River Yar, and adjacent to the lower reaches of the Eastern Yar at a number of locations.

Coastal and tidal flooding

Coastal and tidal flooding can be subdivided into two broad categories; 1) When the sea level is raised during a severe meteorological event resulting in a storm surge; or 2) When a mean high water coincides with high river flows, thus 'tide locking' the river discharge and instigating flooding. The tide locking of Monkton Mead Brook in Ryde caused some of the worst flooding on the Island during the significant Autumn 2000 flooding event. Newport is also deemed to be at risk from tide locking.

Surface water flooding

Surface water flooding takes place when the ground, rivers and drainage systems cannot absorb heavy rainfall. Typically this type of flooding is localised and occurs quickly after heavy rain. It is often a significant issue in areas where natural drainage has been heavily modified. The more built up areas of the Island are deemed to be particular risk from this type of flooding.

Groundwater flooding

Flooding from groundwater takes place when prolonged rainfall over a long period raises the water table to above ground level. Whilst some areas of the Isle of Wight are deemed to be at risk from groundwater flooding, such as the site of the old railway works in Newport, groundwater flooding is not considered to be a significant issue on the Island in comparison to the other types of flood risk.

Climate change has the potential to increase the risk of fluvial, tidal and surface water flooding.

PPS25, Development and Flood Risk, provides a Sequential Test to enable Local Planning Authorities to apply a risk-based approach to site allocations within their authority boundary. The test classifies sites into one of four flood risk zones based on the annual probability of flooding. These zones are as follows:

¹¹³ Entec (November 2007) Isle of Wight Strategic Flood Risk Assessment

- ▶ **Zone 1, Low Probability:** This zone comprises land assessed as having a less than 1 in 1000 annual probability of river or sea flooding in any year (<0.1%).
- ▶ **Zone 2, Medium Probability:** This zone comprises land assessed as having between a 1 in 100 and 1 in 1000 annual probability of river flooding (1% – 0.1%) or between a 1 in 200 and 1 in 1000 annual probability of sea flooding (0.5% – 0.1%) in any year.
- ▶ **Zone 3a, High Probability:** This zone comprises land assessed as having a 1 in 100 or greater annual probability of river flooding (>1%) or a 1 in 200 or greater annual probability of flooding from the sea (>0.5%) in any year.
- ▶ **Zone 3b, The Functional Floodplain:** This zone comprises land where water has to flow or be stored in times of flood. This is land assessed as having a 1 in 20 (5%) or greater annual probability of river flooding in any year or is designed to flood in an extreme (0.1%) flood, or at another probability to be agreed between the Local Planning Authority and the Environment Agency.

The location of flood risk zones on the Isle of Wight are presented in **Figure 14.3**.

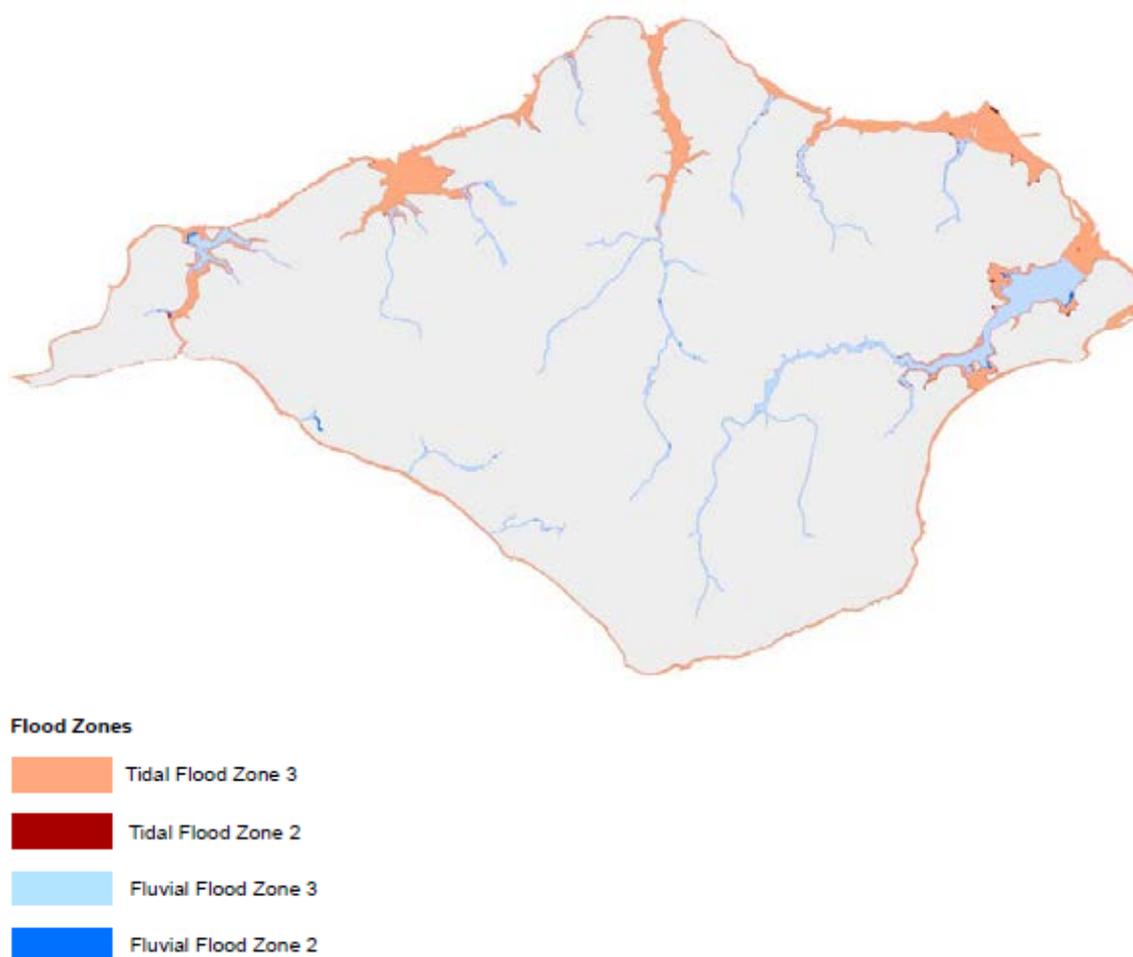


Figure 14.3: Flood risk zones on the Isle of Wight (source: Entec (2007) Isle of Wight Strategic Flood Risk Assessment)

14.3 Key issues for water

Box 13 presents the key issues for the water environmental information theme on the Isle of Wight.

Box 13: Key Issues, Water

- ▶ Increased occurrence of drought as a result of climate change is likely to limit water availability on the Island through reducing groundwater levels.
- ▶ A significant area of southern half of the Island is covered by Source Protection Zones, indicating the risk to groundwater supplies from potentially polluting activities and accidental releases of pollutants. Groundwater is particularly vulnerable from diffuse pollution.
- ▶ Coastal areas of the Island are susceptible to flooding, and tidal flooding is a risk on the tidal reaches of the Island's rivers. This risk is likely to increase as the effects of climate change become more apparent.
- ▶ Surface water run off is a significant issue for the more built up areas of the Island.
- ▶ Fluvial flooding is a risk for a number of the Island's settlements, including Ryde and Newport.
- ▶ Water quality on the Island has seen overall improvements since 1990, with some fluctuations in quality. Further improvements on the Island are required to meet the target of all watercourses to reach 'good' biological and chemical water quality status by 2015, as required by the Water Framework Directive.

15 SEA Framework

15.1 The purpose of the SEA Framework

The Isle of Wight LTP3 will be assessed through an SEA Framework of objectives, decision making criteria, indicators and targets. The proposed SEA Framework for the LTP3 is presented in **Appendix B**.

The SEA Framework provides a way in which sustainability effects can be described, analysed and compared. The SEA Framework consists of SEA objectives which, where practicable, may be expressed in the form of targets, the achievement of which is measurable using indicators. SEA objectives and indicators can be revised as further baseline information is collected and sustainability issues and challenges are identified, and are used in monitoring the implementation of the LTP3.

To expand on the central focus of each SEA objective (as they are high-level and potentially open-ended) the SEA Framework includes a series of questions or 'decision making criteria' for use when applying the SEA Framework to the assessment of proposed policies. These are accompanied by the indicators and targets for each SEA Objective.

The development of the SEA Framework is the main output of SEA Stage A4 (see **Table 2.1** in **Section 2.3**).

15.2 SEA objectives

The purpose of the SEA objectives is to provide a way of ensuring the proposed LTP3 policies consider the needs of the Isle of Wight in terms of their environmental and socio-economic effects. The SEA topics identified in Annex I (f) of the SEA Directive are one of the key determinants when considering which SEA Objectives should be used for the environmental criteria. Consequently, the SEA Objectives seek to reflect all subject areas to ensure the assessment process is transparent, robust and thorough.

The SEA objectives have drawn on the baseline information, the key issues and other plans and programmes of particular interest discussed earlier in this Scoping Report (see **Chapters 3 to 14**).

The draft SEA Objectives that are proposed will be utilised for the SEA of the LTP3 are presented in **Table 15.1**.

Table 15.1: SEA Objectives.

SEA Objective		Relevance to environmental information theme¹¹⁴
1	Protect, enhance and manage sites, features and areas of archaeological, historical and cultural heritage importance.	Historic environment.
2	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities.	Landscape, historic environment.
3	Protect, enhance and manage biodiversity and geodiversity.	Biodiversity and geodiversity.
4	Maintain and improve the water quality of the Isle of Wight's rivers, coasts and groundwater.	Water.
5	Conserve the Island's natural resources.	Material assets, soil, water.
6	Protect and enhance the Island's soils resource.	Soil.
7	Reduce air pollution and ensure continued improvements to air quality.	Air quality.
8	Minimise the Island's contribution to climate change.	Climate change.
9	Plan for the anticipated effects of climate change.	Climate change, water.
10	Reduce poverty and social exclusion and close the gap between the most deprived areas on the Isle of Wight and the rest of the Island.	Accessibility and transport, population.
11	Safeguard and improve community health, safety and well being.	Health.

¹¹⁴ A discussion of the environmental information themes is included in **section 3.1**.

16 Subsequent stages of the SEA process to be carried out following scoping, and the assessment methods to be used

16.1 Introduction

This chapter summarises the stages of, and approach to the SEA process that will be carried out following consultation on this Scoping Report¹¹⁵. This has been presented through the stages set out in TAG Unit 2.11 (**Section 2.3**). Where appropriate, the assessment methods to be used have been included.

16.2 Stage B: Developing and refining alternatives and assessing effects

The assessment of options (or alternatives) is an important requirement of the SEA Directive, which requires that the Environmental Report includes the following information about reasonable alternatives: *"an outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information"* (see **Appendix A**).

The assessment of alternatives will take place following consultation on the Scoping Report, and enable options for the LTP3 to be explored. As part of this process, a 'do nothing' option will be included. This is in order to demonstrate that the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme have been examined.

Reasonable alternatives will be assessed through the SEA process. A potential approach to this task is through preparing an internal high-level strategic assessment document. If this approach is taken, a single matrix will be used to assess identified LTP3 options using the SEA Framework Objectives (see **Chapter 15**). The assessment findings will then be interpreted with a written commentary, presenting results according to effect on the relevant environmental information themes (**section 3.1**). Whilst this report would not be a requisite of the SEA Directive, a report of this nature can help demonstrate iteration between the plan making process and the SEA, and provide a coherent story of the LTP3's evolution and choice of options.

¹¹⁵ The end of consultation on the Scoping Report will conclude Stage A of the SEA process as presented in TAG Unit 2.11.

16.3 Stage C: Preparing the Environmental Report

The preparation of the Environmental Report includes the assessment of all policy proposals and activities connected with the strategy and implementation plan of the LTP3. Whilst assessment work has been undertaken in Stage B, the information that is prepared as part of the Environmental Report is generally more detailed.

In terms of the assessment methodology, a two stage sequential approach to assessment will be utilised. The first stage is to produce a 'High Level Assessment' of all policy proposals and other relevant implementation plan content in the LTP3. The second stage is more detailed and evaluates specific aspects of the plan proposals which have been identified as being potentially adverse in some way. This approach is more comprehensive and, as experience has demonstrated, more effective than the restrictive example methodology suggested in the ODPM guidance (see **chapter 2.1**). It is supported by the Planning Advisory Service¹¹⁶ guidance, which refers to the technique as 'sieving'.

Findings from the High Level Assessment will be presented in matrix format. The high-level matrix is not a conclusive tool or model. Its main function is to identify at a strategic level whether or not the assessment requires a more detailed examination or whether satisfactory conclusions may be drawn from the high-level assessment without the need for further (time consuming) detailed analysis of a particular policy.

In cases where further detailed analysis is required, a secondary level of assessment will be used. This introduces the application of Detailed Assessment Matrices. The purpose of Detailed Assessment Matrices are to provide an in-depth assessment of the different aspects of a particular policy which revealed potentially significant adverse effects at the high-level assessment stage. The Detailed Assessment Matrices evaluate specific aspects of the LTP3 proposals to meet the requirements of the SEA Directive.

Detailed Assessment Matrices will include:

- ▶ A description of the predicted effect;
- ▶ The duration of the effect: whether the effect is long, medium or short term;
- ▶ The frequency of the effect: will it be ongoing?
- ▶ Whether the effect is temporary or permanent;
- ▶ The geographic significance: whether the effect is of localised, regional, national or international significance;
- ▶ The magnitude of effect;
- ▶ The severity of significance; and
- ▶ Whether mitigation is required/possible to reduce the effect.

Appendix C includes an example of a Detailed Assessment Matrix.

¹¹⁶ Planning Advisory Service (2007) Local Development Frameworks; Guidance on Sustainability Appraisal p.32.

As required by the SEA Directive, cumulative, synergistic and indirect effects will also be identified and evaluated during the assessment. An explanation of these is as follows:

- ▶ Indirect effects are effects that are not a direct result of the plan, but occur away from the original effect or as a result of a complex pathway.
- ▶ Cumulative effects arise where several developments each have insignificant effects but together have a significant effect, or where several individual effects of the plan have a combined effect.
- ▶ Synergistic effects interact to produce a total effect greater than the sum of the individual effects.

The assessment of these effects will be presented in tabular format and show where the different effects arise when two or more draft policies operate together.

Wherever possible, throughout the SEA process, Geographic Information Systems will be used as an analytical tool to examine the spatial distribution of identified effects.

16.3.1 *Draft Environmental Report*

The above process will lead to the preparation of a Draft Environmental Report. This version will not contain every last detail required by the SEA Directive. It will instead carry out a role as an internal document designed to provide sustainability feedback to the LTP3 plan makers at an important time in the LTP3's preparation.

The purpose of the Draft Environmental Report is to enable plan makers to take on board assessment findings, and proposed mitigation and monitoring, before finalising the LTP3's "draft plan" consultation version of the LTP3.

16.3.2 *Consultation Version of the Environmental Report*

Once plan-makers have received and considered the Draft Environmental Report, any amendments which are been made to the LTP3 will then be re-appraised by the SEA process. The result of the appraisal at this stage in the process will be the finalised consultation version of the Environmental Report.

The Environmental Report will be written in a form suitable for public consultation and use by decision-makers. This version of the Environmental Report will be fully compliant with all aspects of the SEA Directive as set out in Annex 1 of the Directive (**Appendix A**). In line with the requirements of the SEA Directive, a Non-Technical Summary will be produced to accompany the finalised consultation version of the Environmental Report.

16.4 Stage D: Consultation on the draft plan and Environmental Report

The Environmental Report will be presented alongside the "Draft Plan" LTP3 and consulted upon for a period of up to twelve weeks. Following the consultation period, all responses concerning the SEA process will be analysed and reviewed. These will then be presented to plan makers as part of the post-consultation LTP3 revision process.

Any amendments which are made to the plan will be reviewed before preparing the final version of the Environmental Report to accompany the final version of the LTP3. In accordance with SEA procedures, a post-adoption statement will be produced at the very end of the process, when the LTP3 is effectively launched.

16.5 Stage E: Monitoring the implementation of the plan

Having completed the assessment of the LTP3, the SEA process requires the plan making authority to monitor any aspect of the assessment findings that might be associated with significant effects in the future. To address this requirement, a monitoring framework will be prepared to incorporate indicators which are related to the identified potential adverse effects. This will be included in the consultation version of the Environmental Report and a finalised version will be included in the post-adoption statement for the SEA.

Indicators will be chosen in terms of their ability to provide information at the earliest possible stage under circumstances of a potential effect taking place. The framework will include suggestions for the indicators to be measured at a scale and frequency that suits identified effects. The monitoring framework will also, where possible, reflect data already collected for the Island, including from the National Indicator set.

17 Consultation on the Scoping Report

17.1 Purpose of Consultation

The SEA Regulations state that a Scoping Report shall be prepared which will be the subject of consultation with statutory consultation bodies for a minimum period of five weeks.

Public involvement through consultation is a key element of the SEA process. The SEA Regulations require consultation with statutory consultation bodies but not full consultation with the public at the scoping stage. Regulation 12 (5) of the Environmental Assessment of Plans and Programmes Regulations 2004 (SI 1633) states that:

“When deciding on the scope and level of detail of the information that must be included in the report the responsible authority shall consult the consultation bodies.”

The statutory consultation bodies are English Heritage, the Environment Agency and Natural England. A wide range of other stakeholders have also been given the opportunity to comment on the Scoping Report.

17.2 Consultation Details

The Scoping Report is available to download at:

http://www.iow.gov.uk/living_here/environment/Transport_Strategies/LTP3/default.asp

Alternatively hard copies can be viewed at:

Isle of Wight Council
Enterprise House
Monks Brook
Newport
Isle of Wight
PO30 5WB

Tel. no. 01983 821000

The consultation period runs from **Wednesday 28th April 2010 to Wednesday 2nd June 2010**. All responses on this consultation exercise should be sent to rachel.mills@iow.gov.uk or to the following address:

LTP3 SEA Scoping Report Consultation
Transport Policy
Isle of Wight Council
Enterprise House
Monks Brook
Newport
Isle of Wight
PO30 5WB

All comments received on the Scoping Report will be reviewed and will influence the SEA process for the LTP3. Consultation responses will also inform the initial stages of the development of the LTP3.

Appendix A: Annex I of the SEA Directive

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The Environmental Assessment of Plans and Programmes Regulations 2004

INFORMATION FOR ENVIRONMENTAL REPORTS

1. An outline of the contents and main objectives of the plan or programme, and of its relationship with other relevant plans and programmes.
2. The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme.
3. The environmental characteristics of areas likely to be significantly affected.
4. Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Council Directive 79/409/EEC on the conservation of wild birds^[10] and the Habitats Directive.
5. The environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation.
6. The likely significant effects on the environment, including short, medium and long-term effects, permanent and temporary effects, positive and negative effects, and secondary, cumulative and synergistic effects, on issues such as –

- (a) biodiversity;
- (b) population;
- (c) human health;
- (d) fauna;
- (e) flora;
- (f) soil;
- (g) water;
- (h) air;
- (i) climatic factors;
- (j) material assets;
- (k) cultural heritage, including architectural and archaeological heritage;
- (l) landscape; and
- (m) the inter-relationship between the issues referred to in sub-paragraphs (a) to (l).

7. The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme.
8. An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information.
9. A description of the measures envisaged concerning monitoring in accordance with regulation 17.
10. A non-technical summary of the information provided under paragraphs 1 to 9.

Appendix B: Isle of Wight LTP3 SEA Framework

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Isle of Wight LTP3 SEA Framework

	Environmental information theme	SEA Objective	Decision making criteria: Will the option/proposal...		Indicators	Targets
1	Historic environment	Protect, enhance and manage sites, features and areas of archaeological, historical and cultural heritage importance.	Q1a	Will it preserve buildings of architectural or historic interest and, where necessary, encourage their conservation and renewal?	Number of Grade I and Grade II* buildings at risk.	None (English Heritage)
					Number of Grade II and locally listed buildings at risk.	None (English Heritage)
			Q1b	Will it preserve or enhance archaeological sites/remains?	Proportion of scheduled monuments at risk from damage, decay or loss	None (English Heritage)
					Number/proportion of development proposals informed by archaeological provisions, including surveys	All (English Heritage)
			Q1c	Will it improve and broaden access to, understanding, and enjoyment of the historic environment?	Annual number of visitors to historic attractions	
Q1d	Will it preserve or enhance the setting of cultural heritage assets?	Proportion of conservation areas covered by up-to-date appraisals (less than five years old) and published management plans.				
2	Landscape	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities.	Q2a	Will it safeguard and enhance the character of the landscape and local distinctiveness and identity?	Application of detailed characterisation studies to new transport development	
			Q2b	Will it safeguard and enhance the character of the townscape and local distinctiveness and identity?	Application of detailed characterisation studies to new transport development	
			Q2c	Will it support the integrity of landscape quality in the Isle of Wight AONB?	Application of detailed characterisation studies to new transport development	
			Q2d	Will it support the integrity of the two Heritage Coasts on the Isle of Wight?	Application of detailed characterisation studies to new transport development	
			Q2e	Will it preserve or enhance the setting of cultural heritage assets?	Proportion of conservation areas covered by up-to-date appraisals (less than five years old) and published management plans.	

	Environmental information theme	SEA Objective	Decision making criteria: Will the option/proposal...		Indicators	Targets
			Q2f	Will it ensure that transport development is of high quality and locally distinctive?		
			Q2g	Will it contribute to the Island's green infrastructure networks?	Area of parks and green spaces per 1,000 head of population	2.83 hectares per 1,000 population for playing field provision (National Playing Fields Association Standard)
					Accessible Natural Greenspace	100% of population with Accessible Natural Greenspace of at least 2ha within 300m (or 5 minutes of their home (Natural England)
3	Biodiversity and geodiversity	Protect, enhance and manage biodiversity and geodiversity.	Q3a	Will it lead to habitat creation, matching BAP priorities?	Area of Nature Conservation designation per 1,000 population (ha).	At least 1ha of Local Nature Reserve per 1,000 population (Natural England)
					Area of new habitat creation reflecting Isle of Wight BAP priorities	Achieving the 2026 Regional biodiversity targets set out in the South East Plan
			Q3b	Will it maintain and enhance sites designated for their biodiversity interest and increase their area?	Number, area and condition of national, regional and locally designated sites in appropriate management	Achieving the 2026 Regional biodiversity targets set out in the South East Plan
			Q3c	Will it increase the area of sites designated for their geodiversity interest?	Area designated for geological interest	
			Q3d	Will it maintain and enhance sites designated for their geodiversity interest?	Condition of geological SSSIs	By 2010, to ensure that 95% of SSSIs are in favourable or recovering condition (target to directly reflect the national PSA target)
					Condition of Regionally Important Geological Sites	
			Q3e	Will it link up areas of fragmented habitat?	Extent (and condition) of priority habitats	
			Q3f	Will it increase awareness of biodiversity and geodiversity assets?	Number of school trips to the Island's Nature Reserves	
					Number of accessibility improvements to LNRs and local sites (including geodiversity sites)	
Q3g	Will it lead to a loss of ancient woodland?	Planning permissions granted for any development that would result in the loss or deterioration of ancient woodland	Zero (Natural England)			

	Environmental information theme	SEA Objective	Decision making criteria: Will the option/proposal...		Indicators	Targets
4	Water	Maintain and improve the water quality of the Isle of Wight's rivers, coasts and groundwater.	Q4a	Will it lead to improved water quality?	% of watercourses classified as good or very good biological and chemical quality	All inland and coastal water bodies to reach at least "good status" by 2015 (Water Framework Directive)
					% of planning applications granted contrary to Environment Agency advice in relation to PPS23	
			Q4b	Will it reduce the overall amount of diffuse pollution to water?	% change in pollution incidents	Zero (Environment agency)
					% of projects incorporating sustainable drainage systems	
5	Material assets, soil, water	Conserve the Island's natural resources.	Q5a	Will it exacerbate water abstraction levels?	Abstractions by purpose	
			Q5b	Will it increase water consumption?	Average domestic water consumption (l/head/day)	To stabilise and then reduce the per capita consumption of water to 135 litres per day by 2016 (SE Plan)
			Q5c	Will it safeguard the Island's minerals resources for future use?	Area of land with potential for minerals use sterilised	
			Q5d	Will it utilise derelict, degraded and under-used land?	% of new transport infrastructure schemes taking place on previously developed land	
			Q5e	Will it lead to reduced consumption of materials and resources?	% of transport schemes utilising recycled and reused materials	
6	Soil	Protect and enhance the Island's soils resource.	Q6a	Will it lead to loss of the highest quality agricultural land?	Area of Grade 1, 2 and 3a land lost to new transport development.	
			Q6b	Will it reduce the overall amount of diffuse pollution to soil?	% change in pollution incidents	Zero (Environment agency)
					% of projects incorporating sustainable drainage systems	
			Q6c	Will it maintain and enhance soil quality?	Area of contaminated land (ha)	
Q6d	Will it reduce land contamination?	% of projects (by number and value) involving remediation of any kind				

	Environmental information theme	SEA Objective	Decision making criteria: Will the option/proposal...		Indicators	Targets
7	Air quality	Reduce air pollution and ensure continued improvements to air quality.	Q7a	Will it lead to improved air quality?	Number of exceedances of air quality objectives	To meet national Air Quality Standards
					Number and area of Air Quality Management Areas	To meet national Air Quality Standards
					No. of days when air pollution is moderate or high for NO ₂ , SO ₂ , O ₃ , CO or PM ₁₀	To meet national Air Quality Standards
8	Climate change	Minimise the Island's contribution to climate change.	Q8a	Will it help reduce the proportion of greenhouse gas emissions originating from transport?	Traffic flows	80% reduction of carbon dioxide emission by 2050 and a 26% to 32% reduction by 2020 (UK legally binding targets, Climate Change Act 2008)
					% of total emissions originating from transport	
			Proportion of electricity required for transport infrastructure produced from renewable resources	Produce 30% of energy from renewables by 2020 (The UK Low Carbon Transition Plan)		
			Q8b	Will it help raise awareness of climate change mitigation?	Modal shift on the Island	
9	Climate change	Plan for the anticipated effects of climate change.	Q9a	Will it increase the risk of flooding?	Amount of new development (ha) situated within a 1:100 flood risk area (Flood Zone 3) including an allowance for climate change	Zero (Environment agency)
					Number of planning applications approved where Environment Agency have sustained an objection on flood risk grounds	Zero (Environment agency)
			Q9b	Will it reduce the risk of damage to property from storm events?	% of developments meeting the minimum standards for the "Surface Water Run-Off" and "Surface Water Management" categories in the Code for Sustainable Homes	
					% of projects incorporating sustainable drainage systems	
			Q9c	Will it facilitate landscape change for climate change adaptation (e.g. by protecting key landscape and biodiversity features)?	Amount of new greenspace created per capita	
Q9d	Will it encourage the development of transport infrastructure prepared for the impacts of climate change?	Proportion of transport projects with climate change adaptation measures to address likely localised effects of climate change.				

	Environmental information theme	SEA Objective	Decision making criteria: Will the option/proposal...		Indicators	Targets
10	Population, accessibility and transport	Reduce poverty and social exclusion and close the gap between the most deprived areas on the Isle of Wight and the rest of the Island.	Q10a	Will it reduce the need to travel?	Percentage of completed significant local service developments located within a defined centre	LTP3 to consider setting target
					Average distance (km) travelled to fixed place of work	LTP3 to consider setting target
			Q10b	Will it encourage walking and cycling?	Percentage of people aged 16-74 who usually travel to work by bicycle or on foot	LTP3 to consider setting target
					Proportion of new development providing cycle parking.	LTP3 to consider setting target
			Q10c	Will it reduce car use?	Percentage of people aged 16-74 who usually travel to work by driving a car or van	To reduce private vehicle kilometres travelled (South East Plan)
			Q10d	Will it encourage the use of public transport?	Percentage of people aged 16-74 who usually travel to work by bus or train	By 2010 ensure 12% growth in bus and light rail use in England by 2010 (DfT)
					Number of journeys made by bus per annum	LTP3 to consider setting target
					Percentage of rural households within 800m of an hourly or better bus service	LTP3 to consider setting target
			Q10e	Will it improve links to the mainland from the Island?	Cost of ferry, catamaran and hovercraft services between the Island and the mainland	LTP3 to consider setting target
					Frequency of ferry, catamaran and hovercraft services between the Island and the mainland	LTP3 to consider setting target
			Q10f	Will it improve access to services and facilities from rural areas?	Percentage of rural households within 800m of an hourly or better bus service	LTP3 to consider setting target
			Q10g	Will it increase provision of local services and facilities and reduce centralisation?	Percentage of residents surveyed finding it easy to access key local services.	LTP3 to consider setting target
			Q10h	Will it enable communities to influence the decisions that affect their neighbourhoods and quality of life?	Percentage of adults surveyed who feel they can influence decisions affecting their own local area	

	Environmental information theme	SEA Objective	Decision making criteria: Will the option/proposal...		Indicators	Targets	
			Q10i	Will it improve the satisfaction of people with their neighbourhoods as a place to live?	% respondents very or fairly satisfied with their neighbourhood		
			Q10j	Will it reduce crime and the fear of crime?	Crime Deprivation Index		
11	Health	Safeguard and improve community health, safety and well being.	Q11a	Will it improve access to services and facilities from rural areas?	Percentage of rural households within 800m of an hourly or better bus service	LTP3 to consider setting target	
			Q11b	Will it provide sufficient areas of open space for all?	Area of parks and green spaces per 1,000 head of population	2.83 hectares per 1,000 population for playing field provision (National Playing Fields Association Standard)	
					Accessible Natural Greenspace	100% of population with Accessible Natural Greenspace of at least 2ha within 300m (or 5 minutes of their home (Natural England)	
						Number of planning permissions granted on open space land for other uses	
			Q11c	Will it improve long term health?	Life expectancy at birth	By 2010, increase average life expectancy at birth in England to 78.6 years for men and 82.5 years for women (DoH)	
						Standardised mortality rates	By 2010, reduce mortality from cancer by at least 20% in people under 75 (DoH)
			Q11d	Will it encourage healthy and active lifestyles?	% of adults (16+) participating in at least 30 minutes of moderate intensity sport and active recreation (including recreational walking) on three or more days of the week	To increase participation by 1% year-on-year until 2020 to achieve target of 50% of population participants in 30 mins activity, three times a week by 2020 (The Framework for Sport in England)	
						The number of sports pitches available to the public per 1,000 population	2.83 hectares per 1,000 population for playing field provision (National Playing Fields Association Standard)
						Percentage of people aged 16-74 who usually travel to work by bicycle or on foot	LTP3 to consider setting target
			Q11e	Will it reduce obesity?	Percentage of adult population classified as obese	By 2010, stabilise incidences of obesity in children by 2010 (DoH)	

	Environmental information theme	SEA Objective	Decision making criteria: Will the option/proposal...		Indicators	Targets
			Q11f	Does it consider the needs of the Island's growing elderly population?	Percentage of older people being supported intensively to live at home	Increasing the proportion of older people being supported to live in their own home by 1% annually (DoH PSA)
			Q11g	Will it improve road safety?	Number of people killed or seriously injured (KSI) in road accidents	

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Appendix C: Example of a previously completed Detailed Assessment Matrix

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DETAILED ASSESSMENT MATRIX

Policy CS14: Daedalus Strategic Site

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
1	To ensure that everyone has the opportunity to live in a decent, sustainably constructed and affordable home suitable for their needs.	Limited effects related to this objective. The site is largely allocated as a strategic employment site.	0	+	+	Ongoing	Permanent	Local	Negligible	Low	Negligible	Positive	No	As CS14 states, "Limited residential development may be permitted where it can be demonstrated to be necessary to support the economic viability of the development, within the Fareham part of the scheme."
2	To ensure high quality, sustainable development which respects, and where necessary enhances the borough's historic environment.	The policy does not seek to protect the historic environment on the site. There are also potential effects on cultural heritage assets and their settings in areas surrounding the site, resulting from increases in traffic and freight flows.	--	--	--	Ongoing	Permanent	Local	High	Medium	Moderate	Negative	Yes	<p>Whilst the designated historic environment sites (including the conservation area and listed buildings) are located in the Gosport part of the site, it should be noted that generally only a limited proportion of the borough's overall historic environment resource is subject to statutory designations, and undesignated features represent a significant part of the area's cultural heritage. As a facility first established during the First World War, the heritage value of the site's historic evolution as a Royal Naval Air Service, an RAF and subsequently a Royal Navy site should be recognised by the policy.</p> <p>Archaeological assessment and evaluation should be required to assess, evaluate and record any remains prior to the commencement of development in consideration of unknown archaeological sites.</p> <p>New development should seek to utilise heritage features where they exist and support high quality design for all scales of development which complements and enhances the built environment and townscape in a manner which contributes to local distinctiveness and a sense of place.</p>
3	To improve accessibility to health, education, leisure and cultural facilities.	The policy will have limited direct effects in relation to this objective.									Neutral			The focus of the proposed development is the provision of employment land.
4	To ensure a safe environment throughout the Borough that helps to reduce antisocial behaviour, crime and the fear of crime.	High quality landscaping, green infrastructure and provision of enhanced and accessible open space in the area as supported by CS14 will promote this objective.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	High quality development which facilitates natural surveillance and creates a sense of ownership will help contribute to the prevention of crime and reducing the fear of crime in the area. Development in the area should reflect the principles of "Secured by Design" the official police 'flagship' for security and designing out crime.
5	To improve efficiency in land use through the reuse of previously developed land and existing buildings.	The development of the site, by bringing into reuse the areas of the site which are currently disused and encouraging an efficient arrangement of buildings and associated activities, will support this SA objective.	++	++	++	Ongoing	Permanent	Local	High	High	Moderate	Positive	No	The Daedalus Strategic Site is recognised as one of the largest brownfield sites for regeneration in the Solent area.

DETAILED ASSESSMENT MATRIX

Policy CS14: Daedalus Strategic Site

SA Objectives	No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
				Short term	Medium term	Long term									
SA Objectives	6	To minimise factors contributing to climate change through increased energy efficiency and by encouraging and promoting the use of renewable energy sources.	<p>Whilst the proposals for the Daedalus Strategic Site will "meet high standards of sustainable construction and design", the policy does not include energy efficiency targets or recommendations for new renewable energy provision in new development. This represents a missed opportunity.</p> <p>The growth of traffic in the area from the development of employment land and increased economic activity will also increase greenhouse gas emissions from transport.</p>	-	--	--	Ongoing	Permanent	International	Low	Medium	Major	Negative	Yes	<p>The nature of development proposed for the site has large potential for the incorporation of renewable energy. The proposals for the Daedalus site should seek to support the provision of on-site renewable energy provision in conjunction with the aims of PPS22 (<i>Renewable Energy</i>) and its companion guide. As a landmark development and as an important strategic site, the proposals for the Daedalus site should set ambitious targets for such provision. Similarly there is potential for CS14 to include targets for energy efficiency in new development.</p> <p>The transport impact of the redevelopment of the site should be mitigated by travel plans and freight quality partnerships.</p>
	7	To plan for the anticipated levels of climate change.	<p>Whilst the proposals will have little direct effect against this objective, the protection and incorporation of open space in the area will support climate change adaptation. Open space will help control surface run off, and support a reduction in increased temperatures experienced from the "urban heat island effect" where urban areas become significantly warmer than surrounding rural areas.</p>	+	+	+	Ongoing	Permanent	Local	Negligible	Medium	Negligible	Positive	No	<p>The site is not located in an area at risk from flooding from waterways.</p>
	8	To maintain air quality and where necessary improve air quality.	<p>Increases in freight and traffic flows as stimulated by the development of employment land at this location have the potential to have impacts on air (and noise) quality in the area.</p>	--	--	--	Ongoing	Permanent	Sub-regional	Medium	Medium	Moderate	Negative	Yes	<p>Traffic on B3334 in Stubbington is one of the five major routes in the Borough where average daily vehicle flows currently exceed 19,000 vehicular movements. The site lies approximately 4-5km south of to the two Air Quality Management Area located in the Borough, including at Gosport Road and Portland Street.</p> <p>To accompany CS14's encouragement of "sustainable transport arrangements" there is potential for the policy to further support the implementation of travel plans and freight partnerships to accompany new development in the area.</p>

DETAILED ASSESSMENT MATRIX

Policy CS14: Daedalus Strategic Site

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
9	To conserve and enhance biodiversity in Fareham.	<p>The development of previously developed and underutilised land at this site has the potential to have impacts on brownfield biodiversity in the short and medium term.</p> <p>CS14's encouragement of the provision of Green Infrastructure, and environmental and biodiversity enhancement will support this SA objective in the longer term however.</p> <p>The development of the site may lead to potentially negative impacts on protected bird species at the Solent and Southampton Water SPA/Ramsar due to development for marine and aviation related employment and possible extraction of sand and gravel.</p>	-	-	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Negative	Yes	New development should incorporate biodiversity friendly design and support the aims of the Hampshire and Fareham Biodiversity Action Plans. This should be carried out with regard to the aims of PPS9 and the biodiversity duty placed on local authorities by the Natural Environment and Rural Communities Act.
10	To reduce road congestion and encourage use of public transport.	<p>Whilst the policy supports, "sustainable transport arrangements", the expansion of employment land, including B2 (General Industrial) and B8 (Storage or Distribution) is likely to increase traffic flows in the area. This has the potential to increase congestion.</p>	--	--	--	Ongoing	Permanent	Sub-regional	Medium	Medium	Moderate	Negative	Yes	<p>Traffic on B3334 in Stubbington is one of the five major routes in the Borough where average daily vehicle flows currently exceed 19,000 vehicular movements.</p> <p>To accompany CS14's encouragement of "sustainable transport arrangements" there is potential for the policy to further support the implementation of travel plans and freight partnerships to accompany new development in the area.</p>
11	To limit and reduce the use of natural resources and the generation of waste.	<p>CS14 does not support sustainable waste management at the Daedalus Strategic Site.</p>	-	-	-	Ongoing	Permanent	Local	Medium	Medium	Minor	Negative	Yes	<p>New development in the area should support the aims of PPS10 (Planning for Sustainable Waste Management) which states: "In searching for sites and areas suitable for new or enhanced waste management facilities, waste planning authorities should consider: opportunities for on-site management of waste where it arises; and a broad range of locations including industrial sites, looking for opportunities to collocate facilities together and with complementary activities (reflecting the concept of resource recovery parks)."</p>
12	To protect and enhance Fareham's landscape, countryside, and open spaces and protect important trees within the urban and rural parts of the Borough.	<p>Policy CS14 seeks to maintain the strategic settlement gap between Stubbington/Lee-on-the-Solent and Fareham/Gosport, supports the provision of open space, and seeks to facilitate high quality landscaping, green infrastructure and environmental enhancement. This will support this objective.</p>	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	<p>The area is currently of poor townscape and landscape quality. Whilst the employment uses proposed for the site, including B2 (General Industrial) and B8 (Storage or Distribution) are likely to have some impacts on landscape and townscape quality, the policy will help mitigate these effects.</p>

Appendix D: Policy and plan review

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Review of Policies, Plans and Programmes

Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the LTP3 in terms of environmental issues*
Accessibility and Transport		
EU Sustainable Development Strategy (2006)	This Strategy identifies key priorities for an enlarged Europe to focus on up to 2010. This includes climate change and clean energy, sustainable transport, sustainable protection and consumption, health, better use of natural resources, social inclusion and fighting global poverty. It aims to achieve better policy integration in addressing these challenges, and to ensure that Europe looks beyond its boundaries in making informed decisions about sustainability.	Sustainable development should be the key consideration for the LTP3, which should aim to meet the EU's SD objectives.
EU European transport policy for 2010 : time to decide (2001)	Aims to strike a balance between economic development and the quality and safety demands made by society in order to develop a modern, sustainable transport system for 2010.	The LTP3 should support the aims of European and national policy framework.
ODPM PPG13: Transport (2001)	The objectives of this guidance are to integrate planning and transport at the national, regional, strategic and local level to: promote more sustainable transport choices for both people and for moving freight; promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling, and reduce the need to travel, especially by car.	The LTP3 should seek to reflect the aims of PPG13 by supporting forward planning on the Isle of Wight and supporting the integration of new development with high quality sustainable transport infrastructure.
Department for Transport: Transport White Paper: The Future of Transport – A Network for 2030 (2004)	Sets out factors that will shape transport in the UK over the next thirty years. Also sets out how the Government will respond to the increasing demand for travel, while minimising the negative impact on people and the environment.	The LTP should support the aims of the Future of Transport, including through promoting the White Paper's aim to minimise transport's effect on the environment.
Department for Transport: Towards a Sustainable Transport System: Supporting Economic Growth in a Low Carbon World (2007)	<p>The strategy sets out an approach for implementing the recommendations of the Eddington study¹ in relation to transport, and reflects the findings of the Stern Review of the economics of climate change. On this basis the strategy sets out the Government's five 'broad goals' for transport:</p> <ul style="list-style-type: none"> • Maximise the competitiveness and productivity of the economy • Address climate change, by cutting emissions of carbon dioxide (CO2) and other greenhouse gases; • Protect people's safety, security and health; • Improve quality of life, including through a healthy natural environment; and • Promote greater equality of opportunity. 	The LTP3 should seek to promote these national goals for transport, as refined in the subsequent DfT document <i>Delivering a Sustainable Transport System</i> . (2008, see below)

¹ Sir Rod Eddington was jointly commissioned by the Chancellor of the Exchequer and the Secretary of State for Transport to examine the long-term links between transport and the UK's economic productivity, growth and stability, within the context of the Government's broader commitment to sustainable development. The Study was announced in Budget 2005 and reported on 1 December 2006 to accompany the 2006 Pre-Budget Report

Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the LTP3 in terms of environmental issues*
Department for Transport: Delivering a Sustainable Transport System (2008)	<p>This further develops the broad goals presented in the DfT's <i>Towards a Sustainable Transport System</i> to the following:</p> <ul style="list-style-type: none"> • To support national economic competitiveness and growth, by delivering reliable and efficient transport networks; • To reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change; • To contribute to better safety, security and health and longer life-expectancy by reducing the risk of death, injury or illness arising from transport and by promoting travel modes that are beneficial to health; • To promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society; and • To improve quality of life for transport users and non-transport users, and to promote a healthy natural environment. 	These goals should act as the over-arching priorities for the LTP3, as recommended by Government guidance on LTP3s.
Department for Transport: The Future of Rail White Paper (2004)	Sets out a blueprint for a new streamlined structure for Britain's Railway. The proposals aim to provide a single point of accountability for the network's performance, allow closer working between track and train and provide for greater devolution of decision making.	The LTP3 should support an increase in rail usage, including through supporting linkages with stations on the Island Line and improving intermodality.
Department for Transport: An Evidence Base Review of Public Attitudes to Climate Change and Transport Behaviour (2006)	Summary report of the findings of an evidence base review investigating the research base on public attitudes towards climate change and transport behaviour.	The LTP3 should have a close focus on reducing greenhouse gas emissions from transport and supporting climate change adaptation on the Isle of Wight.
Department for Transport: National Cycling Strategy and Review (1996, reviewed 2005)	The National Cycling Strategy aims to increase cycle use for all types of journey. The Review focuses on the mechanisms established for the delivery of cycling and the effect these have had on increasing cycling rates.	The LTP3 should take into account the objectives of the National Cycling Strategy by improving cycle networks across the area, encouraging cycle friendly development, promoting travel plans and facilitating improvements to the public realm.
Government Office for the South East: South East Regional Transport Strategy	<p>The RTS, which is part of the RSS, states that Local authorities should have regard to the following general objectives when drawing up their Local Development Documents:</p> <ul style="list-style-type: none"> • The overall objectives of the strategy are as follows: • Promoting management of and investment in the system, fully utilising existing transport capacity before justifying investment in additional capacity • Rebalancing the structure and use of the transport system in favour of more sustainable modes; and • supporting the regional spatial strategy, particularly managing and investing in interregional corridors and delivering urban 	The LTP3 should seek to support the RTS through facilitating reducing the need to travel, supporting a reduction in congestion and encouraging modal shift.

Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the LTP3 in terms of environmental issues*
	<p>renaissance and sub-regional objectives.</p> <ul style="list-style-type: none"> 18 polices are set out by the RTS, relating to a variety of issues. These include: managing and investment in infrastructure; provision of public transport; rural transport; regional transport hubs and spokes; water transport; airports; freight; mobility management; parking; travel plans and advice; and delivery partnerships. 	
<p>Isle of Wight Council: Isle of Wight Local Transport Plan 2006-11 (2006)</p>	<p>The second Local Transport Plan for the Isle of Wight sets out the Island's transport strategy for the period 2006-11. The vision of the LTP is to provide a transport strategy that:</p> <ul style="list-style-type: none"> Achieves a transport strategy that enhances the quality of Island life and helps ensure economic prosperity by connecting people, improving access for all; Enables the effective provision, coordination, and management of transport networks for all modes of transport and transport users, minimising delays and disruption; Minimises the number of casualties and fatalities caused by the operation or use of the transport networks, with an emphasis on the safety of vulnerable groups; and Protects the people, communities, air quality and environments that could be adversely by transport. <p>To deliver this vision, the key priorities of the LTP2 were as follows:</p> <ul style="list-style-type: none"> Where practicable and relevant, reduce journey lengths and the need to travel Where journeys cannot be avoided, work in partnership with the transport operators and others to make the best use of existing infrastructure across all modes and introduce measures, which will increase travel choices. In those circumstances where travel demand cannot be met by the existing infrastructure, then look at value for money solutions, which will provide additional infrastructure and facilities. 	<p>The LTP3 and associated Implementation Plans will revise and update this document.</p>

Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the LTP3 in terms of environmental issues*
Solent Transport Partnership: Solent Transport Strategy (part of Hampshire Local Transport Plan) (2006)	<p>The Solent Transport Strategy was developed by the Solent Transport partnership on behalf of the Partnership for Urban South Hampshire.</p> <p>The strategy's main features are:</p> <ul style="list-style-type: none"> • A land use strategy to encourage shorter journeys and sustainable communities by focusing development in and around the two cities of Southampton and Portsmouth; • A series of targeted marketing campaigns to encourage better travel planning by businesses in the area, including more flexible working patterns; • Improved management of the motorways and trunk roads, to make the most effective use of existing road space; • Strategies to tackle problems of accessibility caused by geography, especially on the Fareham-Gosport peninsula. This includes the development of a suitable solution for the peninsula's access and congestion problems, following the Government's decision not to fund the Fareham-Gosport-Portsmouth light rail scheme; • An emerging public transport strategy that is based on cost-effective bus priority measures and park and ride around each of the two cities. More expensive measures to improve the linkages between the two centres would be deferred to the longer term; and • Improved access to the key international gateways of Southampton Airport and the ports of Southampton and Portsmouth and the development of Southampton and Portsmouth as regional hubs. 	The Isle of Wight LTP3 should consider cross Solent issues and seek to work with partners on the mainland to address shared problems and opportunities.
Isle of Wight Council: Sustainable Travel to School Strategy (2007)	<p>Sustainable Travel to School Strategy seeks to increase the proportion of students who travel to school by walking, cycling, public transport and car share.</p> <p>The Strategy has a focus on improving:</p> <ul style="list-style-type: none"> • Accessibility to school sites and services • Health through increased activity • Environment through reduced car use 	The LTP3 should seek to encourage sustainable travel to school and seek to ensure continued increases in the proportion of students who travel by school by sustainable modes of transport.

Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the LTP3 in terms of environmental issues*
Air Quality		
EC Air Quality Directive (1996)	Aims to improve air quality throughout Europe by controlling the level of certain pollutants and monitoring their concentrations. In particular the Directive aims to establish levels for different air pollutants; draw up common methods for assessing air quality; methods to improve air quality; and make sure that information on air quality is easily accessible to Member States and the public.	The LTP3 should aim to reduce emissions from transport by seeking to reduce traffic flows and congestion and encouraging alternatives to car use. It should also have a close focus on improving air quality in the areas of poor air quality, including in Air Quality Management Areas designated due to emissions from transport.
DETR Air Quality Strategy for England, Scotland, Wales and Northern Ireland. Working Together for Clean Air (2000)	The Strategy provides specific UK targets for reducing air pollution and sets out local authority responsibilities for achieving most of these. It states that land use planning has a key role to play in contributing to these targets.	The LTP3 should aim to reduce emissions from transport by seeking to reduce traffic flows and congestion and encouraging alternatives to car use. It should also have a close focus on improving air quality in the areas of poor air quality, including in Air Quality Management Areas designated due to emissions from transport.
ODPM PPS23: Planning and Pollution Control (2004)	PPS23 is intended to complement the new pollution control framework under the Pollution Prevention and Control Act 1999 and the PPC Regulations 2000.	The LTP3 should aim to reduce emissions from transport by seeking to reduce traffic flows and congestion and encouraging alternatives to car use. It should also have a close focus on improving air quality in the areas of poor air quality, including in Air Quality Management Areas designated due to emissions from transport.
Biodiversity and Geodiversity		
EC Sixth Environmental Action Programme 2002-2012 (2002)	Nature and biodiversity (including soil communities) has been identified as one of four priority areas for Europe. The EAP requires specific action to counteract pressures arising notably from pollution, the introduction of non-native species, and potential risks from releasing genetically modified organisms.	The LTP3 should aim to promote development which supports environmental quality in the area through supporting air, soil and water quality. The LTP3 should also seek to reduce air, water and soil pollution near important biodiversity sites.
EC Biodiversity Strategy (1998)	Member states are required to develop national strategies, plans or programmes for the conservation and sustainable use of biological diversity, and integrate as far as possible and as appropriate, the conservation and sustainable use of biological diversity into relevant sectoral or cross-sectoral plans, programmes and policies.	The LTP3 should have due regard to national, regional and local biodiversity strategies.
The Pan-European Biological and Landscape Diversity Strategy (1995)	The strategy aims to stop and reverse the degradation of biological and landscape diversity values in Europe.	The LTP3 should support the provision of green infrastructure and biodiversity-friendly design and layout to promote and enhance biological and landscape diversity.
UN Convention on Biological Diversity (1992)	The aims of the Convention include the conservation of biological diversity (including a commitment to significantly reduce the current rate of biodiversity loss), the sustainable use of its components and the fair and equitable sharing of the benefits arising out of the utilization of genetic resources.	The LTP3 should include provision which enhances biological diversity (e.g. provision of woodland and greenspace) where possible in order to meet the requirements of the UN Convention, whilst at the same time avoiding biodiversity loss through careful choice and design of transport schemes.

Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the LTP3 in terms of environmental issues*
Bern Convention on the Conservation of European Wildlife and Natural Habitats (1979)	The Convention seeks to conserve wild flora and fauna and their natural habitats, and to monitor and control endangered and vulnerable species.	Protected species are present throughout the Island, so the LTP3 should ensure that where transport schemes are necessary in areas containing these species, adequate mitigation is carried out before development commences. Monitoring of such species will also be necessary.
DEFRA Wildlife and Countryside Act (1981, as amended)	The principle mechanism for the legislative protection of wildlife in Great Britain.	Protected species are present throughout the Isle of Wight, so the LTP3 should ensure that where transport schemes are necessary in areas containing these species, adequate mitigation is carried out before development commences. Monitoring of such species will also be necessary.
DoE Biodiversity: The UK Action Plan (1994)	Government's strategy for protection and enhancement of biodiversity, from 1992 convention on Biodiversity commitments. Advises on opportunities and threats for biodiversity.	The LTP3 should support the provision of green infrastructure and biodiversity-friendly design and layout to support flora and fauna.
DEFRA: Working with the Grain of Nature: A Biodiversity Strategy for England (2002)	Government's strategy for the integration of biodiversity into public, private and voluntary sector policies and programmes in England.	<p>The LTP3 should seek to address the objectives of the biodiversity strategy by fully addressing biodiversity considerations through the development of the plan.</p> <p>In particular the LTP3 should support new transport infrastructure which avoids sensitive areas and seeks to support regional biodiversity networks.</p>
TCPA: Biodiversity by Design: A Guide for Sustainable Communities (2004)	The development process should consider ecological potential of all areas including both greenfield and brownfield sites. Local authorities and developers have a responsibility to mitigate impacts of development on designated sites and priority habitats and species and avoid damage to ecosystems.	The LTP3 should seek to reflect the aims of the Biodiversity by Design, and ensure appropriate mitigation is implemented wherever necessary.
DCLG: Planning Policy Statement 9: Biodiversity and Geological Conservation (2005)	<p>Sets out planning policies on protection of biodiversity and geological conservation through the planning system, replaces PPG 9 on nature conservation (published October 1994). The key principles of PPS9 are as follows:</p> <p>(i) Development plan policies and planning decisions should be based upon up-to-date information about the environmental characteristics of their areas. These characteristics should include the relevant biodiversity and geological resources of the area. In reviewing environmental characteristics local authorities should assess the potential to sustain and enhance those resources.</p> <p>(ii) Plan policies and planning decisions should aim to maintain, and enhance, restore or add to biodiversity and geological conservation interests. In taking decisions, local planning authorities should ensure that appropriate weight is attached to designated sites of international, national and local importance; protected species; and to biodiversity and geological interests within the wider environment.</p> <p>(iii) Plan policies on the form and location of development should take a</p>	Biodiversity considerations should be fully considered by the LTP3. In particular development of transport infrastructure should avoid sensitive areas and seek to ensure provision of wildlife friendly areas such as green space within new schemes. The value of local geodiversity assets should also be recognised by the LTP3.

Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the LTP3 in terms of environmental issues*
	<p>strategic approach to the conservation, enhancement and restoration of biodiversity and geology, and recognise the contributions that sites, areas and features, both individually and in combination, make to conserving these resources.</p> <p>(iv) Plan policies should promote opportunities for the incorporation of beneficial biodiversity and geological features within the design of development.</p> <p>(v) Development proposals where the principal objective is to conserve or enhance biodiversity and geological conservation interests should be permitted.</p> <p>(vi) The aim of planning decisions should be to prevent harm to biodiversity and geological conservation interests. Where granting planning permission would result in significant harm to those interests, local planning authorities will need to be satisfied that the development cannot reasonably be located on any alternative sites that would result in less or no harm. In the absence of any such alternatives, local planning authorities should ensure that, before planning permission is granted, adequate mitigation measures are put in place. Where a planning decision would result in significant harm to biodiversity and geological interests which cannot be prevented or adequately mitigated against, appropriate compensation measures should be sought. If that significant harm cannot be prevented, adequately mitigated against, or compensated for, then planning permission should be refused.</p>	
<p>Natural England: Securing Biodiversity: A New Framework for Delivering Priority Species and Habitats in England</p>	<p>The guide sets out a framework which has been developed to enhance the recovery of priority habitats and species in England (published under section 41 of the Natural Environment and Rural Communities (NERC) Act 2006).</p> <p>The Strategy seeks to:</p> <ul style="list-style-type: none"> • encourage the adoption of an ecosystem approach and better embed climate change adaptation principles in conservation action; • achieve biodiversity enhancements across whole landscapes and seascapes; • achieve our priority habitat targets through greater collective emphasis on habitat restoration and expansion; • enhance the recovery of priority species by better integrating their needs into habitat-based work where possible, and through targeted species recovery work where necessary; • support the restoration of designated sites, including by enhancing the wider countryside in which they sit; • support the conservation of marine biodiversity, inside and outside of designated sites; 	<p>The LTP3 should support the framework through seeking to encourage an approach to transport infrastructure which supports a holistic approach to biodiversity requirements on the Island, incorporating green infrastructure, landscape protection and habitat provision.</p>

Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the LTP3 in terms of environmental issues*
	<ul style="list-style-type: none"> • establish and implement a delivery programme, with agreed accountabilities, for priority species and habitats in England; • improve the integration of national, regional and local levels of delivery; • improve the links between relevant policy-makers and biodiversity practitioners; • strengthen biodiversity partnerships by clarifying roles at England, regional and local levels. 	
English Nature: Climate Change - Space for Nature? (2006)	Scene setting information for the next 80 years in terms of climate change. Prescribes suggested actions to be taken now in preparation for change.	Provision of green space and green corridors within transport infrastructure will have benefits for biodiversity networks.
DEFRA England's Trees, Woods and Forests - a Consultation Document (2006)	Government objectives include: to safeguard England's resource of trees, woods and forests for future generations; to protect the environmental resources of water, soil and air, and to protect and enhance biodiversity and landscapes, and cultural values; to ensure that woodlands and trees enhance the quality of life for those living in, working in, or visiting England; to encourage the development of new or improved market for sustainable woodland products and services where this will deliver identifiable public benefits, nationally or locally.	The LTP3 should aim to protect trees and woods and recognise their value to landscape, biodiversity, climate change mitigation and adaptation, environmental quality and for the public realm. Planting of trees within the areas assigned for new or upgraded transport infrastructure should be encouraged.
DEFRA Guidance for Local Authorities on Implementing Biodiversity Duty (2007)	The Duty is set out in Section 40 of the Natural Environment and Rural Communities Act (NERC) 2006, and states that: "Every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity". Particular areas of focus include: Policy, Strategy and Procurement; Management of Public Land and Buildings; Planning, Infrastructure and Development; and Education, Advice and Awareness.	Biodiversity considerations should be fully considered by the LTP3. In particular development of transport infrastructure should avoid sensitive areas and seek to ensure provision of wildlife friendly areas such as green space within new schemes. The value of local geodiversity assets should also be recognised by the LTP3.
South East England Biodiversity Forum: South East Biodiversity Strategy (2008)	The South East Biodiversity Strategy seeks to: provide a strategic framework for the delivery of biodiversity targets in the region; embed a landscape scale approach to restoring whole ecosystems; create the space needed for wildlife to respond to climate change; and be a core element within the strategies and delivery plans of organisations across the South East region.	The LTP3 should support the framework through seeking to encourage an approach to transport infrastructure which supports a holistic approach to biodiversity requirements on the Isle of Wight, incorporating green infrastructure, landscape protection and habitat provision.
Seeing the Wood for the Trees: A forestry and Woodland Framework for South East of England: 2004	<p>The Framework seeks the following outcomes for the region:</p> <ul style="list-style-type: none"> • Trees and woodlands supporting the development of sustainable communities; • More people's health and well-being improved through visiting woodlands; • Greater use being made of trees and woodlands for community projects and activities; • Woodlands enhancing and protecting the region's 	The LTP3 should aim to protect trees and woods and recognise their value to landscape, biodiversity, climate change mitigation and adaptation, environmental quality and for the public realm. Planting of trees within areas of transport infrastructure should be encouraged.

Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the LTP3 in terms of environmental issues*
	<p>environment, together with safeguards for the heritage features within them;</p> <ul style="list-style-type: none"> • Woodland habitats and species being brought into good ecological condition; • The economic value of woodland products to the region being increased; • Woodlands playing a greater role in attracting tourism, inward investment and other economic activity; • Woodlands and trees, especially ancient woodlands and veteran trees, protected from loss; • Integrated, strategic planning of woodland management. • The skills base needed to manage our woodlands; • Increasing public awareness about woodlands and their management; and • The financial viability of woodland management secured. 	
Isle of Wight Local Biodiversity Action Plan	<p>The Local Biodiversity Action Plan sets out the local priorities for biodiversity on the Isle of Wight. It identifies the priority habitats and species on the Island, setting targets for their conservation and outlining mechanisms for achieving these.</p>	<p>The LTP3 should support the objectives of the Biodiversity Action Plan through protecting and enhancing the Island's biodiversity networks and seeking to support priority habitats and species.</p>
Isle of Wight Geodiversity Action Plan	<p>The LGAP for the Island seeks to promote the Isle of Wight through the conservation and sustainable development of its Earth Heritage</p> <p>The plan sets objectives, targets and determines indicators that will focus resources to conserve and enhance the Island's geodiversity. It will also in the longer term produce an electronic database audit of the Island's geodiversity. The LGAP is intended to link into other existing initiatives such as the Isle of Wight AONB, Local Biodiversity Action Plan, Historic Environment Action Plan, Historic Landscape Assessments and the Isle of Wight Council's corporate objective of 'Protecting the Island's Physical Environment'.</p> <p>The Objectives of the LGAP are:</p> <ol style="list-style-type: none"> 1. To audit the existing Earth Heritage resource of the Isle of Wight. 2. To audit existing Earth Heritage interpretation on the Isle of Wight. 3. To form an action plan to help conserve the Island's Earth Heritage resource. 4. To form an action plan to develop in a sustainable way the Island's Earth Heritage Resource to the benefit of the Island community and visitor. 	<p>The LTP3 should seek to protect, enhance and improve understanding of the Isle of Wight's rich geodiversity resource.</p>

Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the LTP3 in terms of environmental issues*
Brent Goose Strategy Group: Brent Goose Strategy (South East Hampshire Coast)	The principal aim of the Strategy is to ensure that sufficient feeding resources continue to be available to ensure the survival of the Brent Goose population, both at its current level and taking into account natural fluctuations in population. The underlying principle is to protect at least the existing level of grazing resource, ensuring no net loss.	The LTP3 should support the objectives of the Brent Goose Strategy, and seek to limit the loss of habitat, including of winter grazing areas.
Hampshire Wildlife Trust: Wader Roost Strategy (2010)	The strategy records the locations of all current roost sites and grassland feeding areas in the Solent area and identifies sites most vulnerable to sea-level rise and potential areas for creation of new roosts and feeding sites. The strategy seeks to inform local and strategic planning policies to provide protection from development and changes in land use. It will help target habitat creation under the new environmental stewardship schemes and inform possible additional site designations (e.g. SSSI, SPA, SINC if appropriate), and inform the assessment of off site impacts.	The LTP3 should seek to ensure that new transport infrastructure avoids feeding sites and areas with the potential for creating new roosts. It should also seek to support habitat creation at relevant sites.
Climate Change		
UN Framework Convention on Climate Change (1992)	Sets an overall framework for intergovernmental efforts to tackle the challenge posed by climate change.	The LTP3 should promote a package of measures to support climate change mitigation, including public transport investment, demand management, the promotion of smarter travel choices and integration of land use and transport planning to reduce the need to travel. It should also seek to encourage the use of new technologies and consider the use of mechanisms such as carbon budgeting. The LTP3 should also facilitate climate change adaptation, through supporting the sustainable management of flood risk areas, facilitating a growth in green infrastructure and promoting the use of sustainable urban drainage systems.
IPCC Kyoto Protocol to the United Nations Framework Convention on Climate Change (1997)	Commits member nations to reduce their emissions of carbon dioxide and other greenhouse gases, or engage in emissions trading if they maintain or increase emissions of these gases.	The LTP3 should promote a package of measures to support climate change mitigation, including public transport investment, demand management, the promotion of smarter travel choices and integration of land use and transport planning to reduce the need to travel. It should also seek to encourage the use of new technologies and consider the use of mechanisms such as carbon budgeting.
EC Sixth Environmental Action Programme 2002-2012 (2002)	Climate change has been identified as one of four priority areas for Europe. The EAP's main objective is a reduction in emissions of greenhouse gases without a reduction in levels of growth and prosperity, as well as adaptation and preparation for the effects of climate change.	The LTP3 should promote a package of measures to support climate change mitigation, including public transport investment, demand management, the promotion of smarter travel choices and integration of land use and transport planning to reduce the need to travel. It should also seek to encourage the use of new technologies and consider the use of mechanisms such as carbon budgeting. The LTP3 should also facilitate climate change adaptation, through supporting the sustainable management of flood risk areas, facilitating a growth in green infrastructure and promoting the use of sustainable urban drainage systems.

Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the LTP3 in terms of environmental issues*
EU Sustainable Development Strategy (2006)	<p>This Strategy identifies key priorities for an enlarged Europe to focus on up to 2010, including climate change and clean energy, and sustainable transport.</p>	<p>The LTP3 should promote a package of measures to support climate change mitigation, including public transport investment, demand management, the promotion of smarter travel choices and integration of land use and transport planning to reduce the need to travel. It should also seek to encourage the use of new technologies and consider the use of mechanisms such as carbon budgeting.</p> <p>The LTP3 should also facilitate climate change adaptation, through supporting the sustainable management of flood risk areas, facilitating a growth in green infrastructure and promoting the use of sustainable urban drainage systems.</p>
UK Climate Change Act 2008 (2008)	<p>The 2008 Climate Change Act seeks to manage and respond to climate change in the UK, by:</p> <ul style="list-style-type: none"> • Setting ambitious, legally binding targets; • Taking powers to help meet those targets; • Strengthening the institutional framework; • Enhancing the UK's ability to adapt to the impact of climate change; and • Establishing clear and regular accountability to the UK Parliament and to the devolved legislatures. <p>Significantly, the Act sets a legally binding target of at least an 80 percent cut in greenhouse gas emissions by 2050 and at least a 34 percent cut by 2020. These targets are against a 1990 baseline.</p>	<p>The LTP3 should seek to support the proposed reductions in greenhouse gas emissions through promoting a package of measures to support climate change mitigation, including public transport investment, demand management, the promotion of smarter travel choices and integration of land use and transport planning to reduce the need to travel. It should also seek to encourage the use of new technologies and consider the use of mechanisms such as carbon budgeting.</p>
UK Renewable Energy Strategy (2009)	<p>The UK has committed to sourcing 15% of its energy from renewable sources by 2020 – an increase in the share of renewables from about 2.25% in 2008. The Renewable Energy Strategy sets out how the Government will achieve this target through utilising a variety of mechanisms to encourage Renewable Energy provision in the UK. This includes through streamlining the planning system, increasing investment in technologies and improving funding for advice and awareness raising.</p>	<p>The LTP3 should seek to support the aims of the strategy through promoting the use of renewable energy within transport infrastructure, and promoting low carbon technologies.</p>

Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the LTP3 in terms of environmental issues*
The UK Low Carbon Transition Plan (2009)	<p>The UK Low Carbon Transition Plan sets out how the UK will meet the Climate Change Act's legally binding target of 34 percent cut in emissions on 1990 levels by 2020. It also seeks to deliver emissions cuts of 18% on 2008 levels.</p> <p>The main aims of the Transition Plan include the following:</p> <ul style="list-style-type: none"> • Producing 30% of energy from renewables by 2020; • Improving the energy efficiency of existing housing; • Increasing the number of people in 'green jobs'; and • Supporting the use and development of clean technologies. 	<p>The LTP3 should seek to support the proposed reductions in greenhouse gas emissions through promoting a package of measures to support climate change mitigation, including public transport investment, demand management, the promotion of smarter travel choices and integration of land use and transport planning to reduce the need to travel. It should also seek to encourage the use of new technologies and consider the use of mechanisms such as carbon budgeting.</p>
Planning and Climate Change: Supplement to PPS1 (2007)	<p>The PPS is a supplement to PPS1 and aims to focus on national policy and to provide clarity on what is required at regional and local levels. It also aims to ensure that decisions are made at the most appropriate level and in a timely fashion to deliver the action needed to address climate change.</p> <p>The Statement focuses on both mitigation and adaptation measures.</p>	<p>The LTP3 should promote a package of measures to support climate change mitigation, including public transport investment, demand management, the promotion of smarter travel choices and integration of land use and transport planning to reduce the need to travel. It should also seek to encourage the use of new technologies and consider the use of mechanisms such as carbon budgeting.</p> <p>The LTP3 should also facilitate climate change adaptation, through supporting the sustainable management of flood risk areas, facilitating a growth in green infrastructure and promoting the use of sustainable urban drainage systems.</p>
ODPM PPS25: Development and Flood Risk (2006)	<p>Explains how flood risk should be considered at all stages of the plan and development process in order to reduce future damage to property and loss of life.</p>	<p>The LTP3 should avoid the promotion of infrastructure which increases flood risk in existing or potential (due to climate change) flood risk areas. It should also seek to utilise the SFRA which has been carried out for the Isle of Wight, including the sequential/exception test where appropriate. The LTP3 should also seek to limit the risk of flooding from surface run off through the incorporation of SUDS and other measures.</p>
DCLG: PPS 25 Supplement: Development and Coastal Change (March 2010)	<p>The supplement to PPS25 sets out planning policies for managing development on coastal areas affected by coastal change.</p> <p>The main aims are as follows:</p> <ul style="list-style-type: none"> • ensure that policies and decisions in coastal areas are based on an understanding of coastal change over time • prevent new development from being put at risk from coastal change by: i) avoiding inappropriate development in areas that are vulnerable to coastal change or any development that adds to the impacts of physical changes to the coast, and ii) directing development away from areas vulnerable to coastal change • ensure that the risk to development which is, exceptionally, necessary in coastal change areas because it requires a coastal 	<p>The LTP3 should seek to avoid inappropriate development in areas vulnerable to coastal change; ensure that coastal change impacts to be considered alongside wider social, economic and environmental spatial policy objectives; and seek to secure a positive contribution towards managing the impacts from coastal change in a coherent and sustainable way.</p>

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	<p>location and provides substantial economic and social benefits to communities, is managed over its planned lifetime, and</p> <ul style="list-style-type: none"> ensure that plans are in place to secure the long term sustainability of coastal areas. <p>It also suggests that local planning authorities should identify areas likely to be affected by physical changes to the coast and refer to this area as a Coastal Change Management Area.</p>	
DfT An Evidence Base Review of Public Attitudes to Climate Change and Transport Behaviour (2006)	Summary report of the findings of an evidence base review investigating the research base on public attitudes towards climate change and transport behaviour.	The LTP3 has a key role for influencing public behaviour in terms of changing travel patterns, reducing car use, and improving green infrastructure.
Government Office for the South East: Strategy for Energy Efficiency and Renewable Energy (2004)	The strategy seeks to encourage greater energy efficiency and the development of renewable energy sources over the short, medium and longer term.	The LTP3 should seek to support the aims of the strategy through promoting the use of renewable energy within transport infrastructure, and promoting low carbon technologies.
Carbon Trust: The Climate Change Challenge: Scientific Evidence and Implications (2005)	This report summarises the nature of the climate change issue. It explains the fundamental science and the accumulating evidence that climate change is real and needs to be addressed. It also explains the future potential impacts, including the outstanding uncertainties.	<p>The LTP3 should promote a package of measures to support climate change mitigation, including public transport investment, demand management, the promotion of smarter travel choices and integration of land use and transport planning to reduce the need to travel. It should also seek to encourage the use of new technologies and consider the use of mechanisms such as carbon budgeting.</p> <p>The LTP3 should also facilitate climate change adaptation, through supporting the sustainable management of flood risk areas, facilitating a growth in green infrastructure and promoting the use of sustainable urban drainage systems.</p>
South East Climate Change Partnership: Adapting to climate change: a checklist for development (2005)	The document, primarily aimed at developers, their partners, design teams, architects, surveyors and engineers, sets out a checklist and guidance for new developments to adapt to climate change. The aim is to future-proof developments and to build-in resilience to climate change impacts now and in the future.	The LTP3 should also facilitate climate change adaptation, through supporting the sustainable management of flood risk areas, facilitating a growth in green infrastructure and promoting the use of sustainable urban drainage systems. The LTP3 should also seek to ensure that transport infrastructure is future proofed against the effects of climate change through appropriate design, layout and the incorporation of features and areas which will help increase the resilience of the development area to future changes in climate.
Island Strategic Partnership: Eco Island: the Isle of Wight's Sustainable Community Strategy 2008-2020 (2008)	<p>The Island's Sustainable Community Strategy has a strong focus on climate change mitigation, including through seeking to promote energy efficiency and promoting investment in renewable energy on the Island.</p> <p>A major aim for the SCS is for the Island to have the lowest carbon footprint in England by 2020.</p>	The LTP3 should promote a package of measures to support climate change mitigation, including public transport investment, demand management, the promotion of smarter travel choices and integration of land use and transport planning to reduce the need to travel. It should also seek to encourage the use of new technologies and consider the use of mechanisms such as carbon budgeting.

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Health		
EC Together for Health: A Strategic Approach for the EU 2008-2013 (2007)	Building on current work, this Strategy aims to provide an overarching strategic framework spanning core issues in health as well as health in all policies and global health issues.	The LTP3 should seek to improve accessibility to health, sporting, leisure and recreational facilities, promote walking and cycling and support the provision of open space and enhanced sub-regional green infrastructure networks.
ODPM PPG17: Planning for Open Space, Sport and Recreation (2002)	Sets out open space, sport and recreation considerations for regional and local planning bodies. These include an assessment of needs and opportunities; setting local standards; maintaining an adequate supply of open space and sports and recreational facilities; planning for new open space and sports and recreational facilities; and planning obligations.	The LTP3 should seek to improve accessibility to sporting, leisure and recreational facilities, promote walking and cycling and support the provision of open space and enhanced sub-regional green infrastructure networks. This should draw on existing green infrastructure work which is being carried out on the Island.
DCMS & Strategy Unit: Game Plan: A Strategy for delivering Government's sport and physical activity objectives (2002)	The Government's long term vision for sport and physical activity by 2020 is to increase significantly levels of sport and physical activity, particularly among disadvantaged groups; and to achieve sustained levels of success in international competition.	The LTP3 should seek to improve accessibility to sporting, leisure and recreational facilities, promote walking and cycling and support the provision of open space and enhanced sub-regional green infrastructure networks.
DoH Tackling Health Inequalities: A Programme for Action (2003)	Lays the foundation for meeting the government's targets to reduce the health gap on infant mortality and life expectancy by 2010. The Programme emphasises the need to improve health and the factors that contribute to health faster in disadvantaged areas than elsewhere.	The LTP3 should seek to improve accessibility to health, sporting, leisure and recreational facilities, promote walking and cycling and support the provision of open space and enhanced sub-regional green infrastructure networks.
DoH Choosing Health: Making Healthy Choices Easier, White Paper (2004)	Sets out the key principles for supporting the public to make healthier and more informed choices in regards to their health. There is a particular focus on children and young people, and people from poorer communities.	The LTP3 should seek to improve accessibility to health, sporting, leisure and recreational facilities, promote walking and cycling and support the provision of open space and enhanced sub-regional green infrastructure networks.
DoH & Department for Work and Pensions Health and Safety Executive: Health, work and well-being - Caring for our future (2005)	Lays out a 'blueprint for change', so that work related illness and accidents can be avoided, but if not ensures people get fast treatment and that they can access occupational health when it is needed. It also puts the emphasis on creating healthy working environments.	The LTP3 should seek to improve accessibility to health, sporting, leisure and recreational facilities, promote walking and cycling and support the provision of open space and enhanced sub-regional green infrastructure networks.
DoH Our health, our care, our say: a new direction for community services (2005)	Puts emphasis on moving healthcare into the community and will therefore have an impact on sustainable development considerations, including supporting local economies and how people travel to healthcare facilities.	The LTP3 should seek to improve accessibility to health, sporting, leisure and recreational facilities, promote walking and cycling and support the provision of open space and enhanced sub-regional green infrastructure networks.
Forestry Commission: Trees and Woodlands - Nature's Health Service (2005)	Provides detailed examples of how the Woodland Sector (trees, woodlands and green spaces) can significantly contribute to people's health, well-being (physical, psychological and social) and quality of life. Increasing levels of physical activity is a particular priority.	The LTP3 should support appropriate planting within new and existing transport infrastructure, and promote the provision of high quality green infrastructure networks.

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<p>Countryside Agency: The Countryside in and Around Towns – A vision for connecting town and country in the pursuit of sustainable development (2005)</p>	<p>A vision for the landscape of urban/rural fringe environments and how to better manage these areas and make improvements. Key functions for the environment include: a bridge to the country; a gateway to the town; a health centre; a classroom; a recycling and renewable energy centre; a productive landscape; a cultural legacy; a place for sustainable living; an engine for regeneration; and a nature reserve.</p>	<p>New and improved provision of green infrastructure and improvements to existing networks should be key aims for the LTP3. This should support green infrastructure work already being carried out on the Island.</p>
<p>English Nature: Accessible Natural Green Space Standards in Towns and Cities: A Review and Toolkit for their Implementation (2003)</p>	<p>Aims to help Local Authorities develop policies which acknowledge, protect and enhance the contribution natural spaces make to local sustainability. Three aspects of natural space in cities and towns are discussed: their biodiversity; their ability to cope with urban pollution; ensuring natural spaces are accessible to everyone. The report aims to show how size and distance criteria can be used to identify the natural spaces which contribute most to local sustainability.</p>	<p>The LTP3 should seek to support the expansion of Accessible Natural Green Space, improve the quality of existing areas and support linkages between areas of open space.</p>
<p>Sport England: Mission Possible: The South East Plan for Sport (2004)</p>	<p>Setting out the regional action plan for sport, the plan aims to:</p> <ul style="list-style-type: none"> • Make the South East an active and successful sporting region; • Drive up participation levels in the South East by at least 1% year on year; • Reduce the 'equity gap'; • Increase club membership; • Increase the number of people receiving coaching and tuition; • Increase the number and quality of leaders for sport; • Increase the number of people taking part in competition; • Contribute to England becoming the best sporting nation in the world by 2020; • Establish a network of multi sport community clubs; • Disseminate best practice across the region; • Support innovation; • Encourage economic and environmental sustainability; • Put sport and active recreation at the heart of the planning process in the region; • Link whole sport plans to local delivery; • Maximise the positive impact of education in all its forms; • Use the natural resources of the region to increase participation • Encourage informal active recreation; and • All organisations involved in sport and active recreation to work in genuine partnership 	<p>The LTP3 should seek to improve accessibility to sporting, leisure and recreational facilities, promote walking and cycling and support the provision of open space and enhanced sub-regional green infrastructure networks.</p>

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<p>South East Regional Public Health Group: The South East England Health Strategy (2008)</p>	<p>The strategy aims to improve the health of the South East's residents through six themes:</p> <ul style="list-style-type: none"> • Reducing health inequalities • Promoting a sustainable region • Promoting safer communities • Increasing the positive relationship between employment and health • Improving outcomes for children and young people • Improving outcomes in later life <p>For each of these strategic themes, a single aim, five objectives and a number of associated actions by which progress can be monitored have been identified.</p>	<p>The LTP3 should seek to improve accessibility to sporting, leisure and recreational facilities, promote walking and cycling and support the provision of open space and enhanced sub-regional green infrastructure networks.</p>
<p>South East Green Infrastructure Network Briefing Note: A Green Infrastructure Framework for the South East (2008)</p>	<p>The Green Infrastructure briefing has been produced by the South East Green Infrastructure Network to raise awareness and introduce the 'Green Infrastructure Framework for the South East' project, in advance of the Framework's publication in 2009. The Framework will identify the common functions of GI and the essential principles for its delivery, and provide guidance on the planning and delivery of GI and its incorporation alongside other forms of infrastructure. The briefing sets out a number of principles as to how GI across the South East should be addressed, including that it should be:</p> <ul style="list-style-type: none"> • Planned strategically; • Spatially distributed according to its function, and not restricted to a development site or administrative boundary; • Planned with a recognition of locally distinctive sense of place and landscape, to contribute to the preservation and enhancement of the natural and built heritage of the local area; • Planned to include provision made for its long term management and maintenance; • Fit for purpose within spatial planning; and • Recognised as an essential component of wider infrastructure requirements. 	<p>New and improved provision of green infrastructure and improvements to existing networks should be key aims for the LTP3. This should support green infrastructure work already being carried out on the Island.</p>
<p>Seeing the Wood for the Trees: A forestry and Woodland Framework for South East of England: 2004</p>	<p>The Framework seeks the following outcomes for the region:</p> <ul style="list-style-type: none"> • Trees and woodlands supporting the development of sustainable communities; • More people's health and well-being improved through visiting woodlands; 	<p>The LTP3 should aim to protect trees and woods and recognise their value to health and wellbeing (as well as landscape, biodiversity, climate change mitigation and adaptation, environmental quality and for the public realm). Planting of trees within new and existing transport infrastructure should be encouraged by the LTP3.</p>

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	<ul style="list-style-type: none"> • Greater use being made of trees and woodlands for community projects and activities; • Woodlands enhancing and protecting the region's environment, together with safeguards for the heritage features within them; • Woodland habitats and species being brought into good ecological condition; • The economic value of woodland products to the region being increased; • Woodlands playing a greater role in attracting tourism, inward investment and other economic activity; • Woodlands and trees, especially ancient woodlands and veteran trees, protected from loss; • Integrated, strategic planning of woodland management. • The skills base needed to manage our woodlands; • Increasing public awareness about woodlands and their management; and • The financial viability of woodland management secured. 	
Historic Environment		
UNESCO World Heritage Convention (1972)	Aims of the Convention are: defining cultural and natural heritage; recognising the protection and conservation; understanding the value; and establishing 'the World Heritage fund'.	The protection and enhancement of cultural heritage assets and their settings should be a key consideration for the LTP3.
Council of Europe: Convention on the Protection of the Architectural Heritage of Europe (1985)	Aims for signatories to protect their architectural heritage by means of identifying monuments, buildings and sites to be protected; preventing the disfigurement, dilapidation or demolition of protected properties; providing financial support by the public authorities for maintaining and restoring the architectural heritage on its territory; and supporting scientific research for identifying and analysing the harmful effects of pollution and for defining ways and means to reduce or eradicate these effects.	The protection and enhancement of cultural heritage assets and their settings should be a key consideration for the LTP3. The LTP3 should support high quality design of and appropriate layout within transport schemes.
Council of Europe: The Convention on the Protection of Archaeological Heritage (Revised) (Valetta Convention) (1992)	The convention defines archaeological heritage and identifies measures for its protection. Aims include integrated conservation of the archaeological heritage, and financing of archaeological research and conservation.	Archaeological assets, both potential and realised should be provided with full consideration through the LTP3.
DCMS Ancient Monuments and Archaeological Areas Act (1979)	An act to consolidate and amend the law retain to ancient monuments, to make provision of matters of archaeological or historic interest, and to provide grants by secretary of state to the Architectural Heritage fund.	Archaeological assets, both potential and realised should be provided with full consideration by the LTP3.

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<p>DCLG: Planning Policy Statement 5: Planning for the Historic Environment (March 2010)</p>	<p>PPS5: Planning for the Historic Environment sets out the Government's planning policies on the conservation of the historic environment in England.</p> <p>It presents the Government's objectives for planning for the historic environment, including:</p> <ul style="list-style-type: none"> • To deliver sustainable development by ensuring that policies and decisions concerning the historic environment: • Recognise that heritage assets are a non-renewable resource • take account of the wider social, cultural, economic and environmental benefits of heritage conservation; and • recognise that intelligently managed change may sometimes be necessary if heritage assets are to be maintained for the long term. <p>To conserve England's heritage assets in a manner appropriate to their significance by ensuring that:</p> <ul style="list-style-type: none"> • decisions are based on the nature, extent and level of that significance, investigated to a degree proportionate to the importance of the heritage asset • wherever possible, heritage assets are put to an appropriate and viable use that is consistent with their conservation • the positive contribution of such heritage assets to local character and sense of place is recognised and valued; and • consideration of the historic environment is integrated into planning policies, promoting place-shaping. <p>PPS5 has a three main groups of policies. The first part of the document concentrates on plan making polices. The second part focuses on development management. A policy is also included for heritage and climate change,</p> <p>PPS5 replaces PPG15: Planning and the Historic Environment and PPG16: Archaeology and Planning.</p>	<p>The LTP3 should seek to support the integrity of the historic environment through facilitating the protection of assets, enhancing their settings and encouraging walking, cycling and improvements to the public realm. The LTP3 should also seek to protect and enhance historic transport features such as railway arches or canals and their surroundings.</p>

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DCLG: Planning Policy Statement 5: Planning for the Historic Environment: Practice Guide	The purpose of the Practice is to assist local authorities, owners, applicants and other interested parties in implementing Planning Policy Statement 5 (Planning for the Historic Environment) and to help in the interpretation of policies within the PPS.	The LTP3 should seek to support the integrity of the historic environment through facilitating the protection of assets, enhancing their settings and encouraging walking, cycling and improvements to the public realm. The LTP3 should also seek to protect and enhance historic transport features such as railway arches or canals and their surroundings.
Planning (Listed Buildings and Conservation Areas) Act (1990)	An act to consolidate certain enactments relating to special controls in respect of buildings and areas of special architectural or historic interest with amendments to give effect to recommendations to give effect to recommendations of the Law Commissions.	Development of transport infrastructure affecting listed buildings and conservation areas will need to have due regard to this Act.
Heritage Protection for the 21 st Century: White Paper (2007) and Heritage Protection Bill (2008)	Sets out a vision of a unified and simpler heritage protection system, which is easier to understand and use, and is more efficient, accountable and transparent. Also aims to increase the opportunities for public involvement and community engagement within the heritage protection system.	The LTP3 should seek to support the integrity of the historic environment through facilitating the protection of assets, enhancing their settings and encouraging walking, cycling and improvements to the public realm. The LTP3 should also seek to protect and enhance historic transport features such as railway arches or canals and their surroundings.
DCMS The Historic Environment: A Force for Our Future (2001)	Sets out how the historic environment holds the key to: an inspiring education resource; more attractive towns and cities; a prosperous and sustainable countryside; world class tourist attractions; and new jobs.	The LTP3 should seek to support the integrity of the historic environment through facilitating the protection of assets, enhancing their settings and encouraging walking, cycling and improvements to the public realm. The LTP3 should also seek to protect and enhance historic transport features such as railway arches or canals and their surroundings.
English Heritage and CABE: Buildings in Context: New Development in Historic Areas (2002)	Aims to stimulate a high standard of design when development takes place in historically sensitive contexts by showing 15 case studies in which achievement is far above the ordinary and trying to draw some lessons both about design and about the development and planning process, particularly regarding building in sensitive locations.	Development affecting areas of sensitivity for their historic environment value should have due regard to this document.
ODPM Secure and Sustainable Buildings Act (2004)	Amends the Building act, and others, with regard to sustainable construction practices and conservation of historic buildings. Also states the general nature of security provisions which should be in place at the construction stage and beyond.	The protection and enhancement of cultural heritage assets and settings should be a key consideration for the LTP3.
English Heritage: Conservation Principles for the Sustainable Management of the Historic Environment	This English Heritage document sets out the framework for the sustainable management of the historic environment. This is presented under the following six headline 'principles': Principle 1: The historic environment is a shared resource Principle 2: Everyone should be able to participate in sustaining the historic environment Principle 3: Understanding the significance of places is vital Principle 4: Significant places should be managed to sustain their values	The LTP3 should seek to ensure that these principles are taken into account through the development of new transport infrastructure and maintenance.

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	<p>Principle 5: Decisions about change must be reasonable, transparent and consistent</p> <p>Principle 6: Documenting and learning from decisions is essential.</p>	
IOWC: Isle of Wight Historic Environment Action Plan (2008)	<p>The Isle of Wight HEAP identifies areas of importance for archaeology, the historic landscape and the historic built environment and sets out strategies for their local management. It draws on the Historic Landscape Characterisation carried out on the Island.</p> <p>The overall aim of the Isle of Wight HEAP is to assist in the development of strategic planning policy, guidance and advice, to facilitate the conservation and management of the historic environment and to enhance community understanding and enjoyment of this resource.</p>	The LTP3 should seek to support the integrity of the historic environment through facilitating the protection of assets, enhancing their settings and encouraging walking, cycling and improvements to the public realm. The LTP3 should also seek to protect and enhance historic transport features such as railway arches or canals and their surroundings.
Landscape		
Council of Europe: European Landscape Convention (2006)	Aims to promote the protection, management and planning (including active design and creation of Europe's landscapes, both rural and urban, and to foster European co-operation on landscape issues.	The LTP3 should support the development of infrastructure which protects, and where possible improves the landscape character of the area. This should include augmenting historic landscapes. Similarly it should seek to reduce the impact of traffic and transport infrastructure on landscape quality.
Isle of Wight AONB: Isle of Wight AONB Management Plan 2009-2014 (2009)	<p>The plan is the statutory Management Plan for the nationally designated and protected landscape of the Isle of Wight AONB.</p> <p>The overall aim of AONB Management Plans is to ensure continuity and consistency of management over time and to conserve and enhance the natural beauty of the landscape for the use and enjoyment of future generations. The plan:</p> <ul style="list-style-type: none"> • Highlights the distinctive qualities of the AONB. • Identifies the changes and issues affecting the AONB. • Presents a vision for the future of the AONB as a whole, in light of other national, regional and local priorities. • Sets priorities incorporating specific objectives that will help to secure that vision. • Clarifies the role of partners and other stakeholders, identifying what needs to be done, by whom, and when, in order to achieve the Plan's objectives. • Identifies how the objectives and actions will be measured and reviewed. • Seeks to raise the profile of the AONB and its purpose. <p>The plan sets out a vision, priorities, objectives and key actions for nine</p>	The LTP3 should seek to reflect the ambitions of the Management Plan. Particular areas where the LTP3 can have an influence include the protection of landscape quality including landscape features; tranquillity; noise, air and light pollution; and improvement of sustainable access to the Heritage Coasts.

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	<p>themes relating to the AONB. These include:</p> <ul style="list-style-type: none"> • Landscape Character • Earth Heritage • Wildlife • Historic Environment • Climate Change • Living and Working - Communities and Development • Living and Working - Rural Economy • Traffic and Transport; and • Visiting and Enjoying. 	
IOWC: Isle of Wight Historic Environment Action Plan (2008)	<p>The Isle of Wight HEAP identifies areas of importance for archaeology, the historic landscape and the historic built environment and sets out strategies for their local management. It draws on the Historic Landscape Characterisation carried out on the Island.</p> <p>The overall aim of the Isle of Wight HEAP is to assist in the development of strategic planning policy, guidance and advice, to facilitate the conservation and management of the historic environment and to enhance community understanding and enjoyment of this resource.</p>	The LTP3 should support the development of infrastructure which protects, and where possible improves the historic landscape character of the area. This should include augmenting historic landscapes and promoting landscape scale environmental protection. Similarly it should seek to reduce the impact of traffic and transport infrastructure on landscape quality.
Material Assets		
EC Sixth Environmental Action Programme 2002-2012 (2002)	Natural resources and waste (in particular recycling) has been identified as one of four priority areas for Europe. The EAP requires member states to achieve 22% of electricity production from renewable energies by 2010; to significantly reduce the volumes of waste generated and the quantity going to disposal; and to give preference to waste recovery and especially to recycling.	The LTP3 should seek to support the aims of the Action Plan through promoting the use of renewable energy within transport infrastructure, and promoting low carbon technologies. The LTP3 should also promote resource efficiency, encourage the reuse of materials used in transport schemes, and seek to utilise recycled materials where appropriate.
EC Waste Framework Directive (1975, updated 2006)	Objective is the protection of human health and the environment against harmful effects caused by the collection, transport, treatment, storage and tipping of waste. Particular focus is placed on the re-use of recovered materials as raw materials; restricting the production of waste; promoting clean technologies; and the drawing up of waste management plans.	The LTP3 should promote resource efficiency, encourage the reuse of materials used in transport schemes, and seek to utilise recycled materials where appropriate.
EC Landfill Directive (1999)	Aims to prevent or reduce as far as possible negative effects on the environment, in particular the pollution of surface water, groundwater, soil and air, and on the global environment, including the greenhouse effect, as well as any resulting risk to human health, from the landfilling of waste, during the whole lifecycle of the landfill.	The LTP3 should promote resource efficiency, encourage the reuse of materials in transport schemes, and seek to utilise recycled materials where appropriate.

Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the LTP3 in terms of environmental issues*
MPS1 Planning and Minerals	Sets out the principles and the key planning policy objectives against which plans for minerals and decisions on individual applications should be made. These cover the areas of exploration, survey, safeguarding, protection of heritage and countryside, supply, bulk transportation, environmental protection, efficient use, and restoration.	The LTP3 should, if relevant, recognise the potential of former minerals sites for landscape and biodiversity/geodiversity-led restoration. It should also, where appropriate, aim to safeguard against the sterilisation of certain minerals resources.
Cabinet Office: Waste Not, Want Not, A Strategy for tackling the waste problem (2002)	A study into how England's current waste management practices could be improved to reduce the current, and growing, waste problem.	The LTP3 should promote resource efficiency, encourage the reuse of materials in transport schemes, and seek to utilise recycled materials where appropriate.
DEFRA Waste and Emissions Trading Act (2003)	Sets out legislative provisions for waste (including waste sent to landfill, waste management in England and Wales, and recycling plans), and about penalties for non-compliance with schemes for the trading of emissions quotas.	The LTP3 should promote resource efficiency, encourage the reuse of materials in transport schemes, and seek to utilise recycled materials where appropriate.
DTI Energy White Paper: Our Energy Future – Creating a Low Carbon Economy (2003)	Sets out Government's long term energy policy, including requirements for cleaner, smarter energy; improved energy efficiency; reduced carbon emissions; and reliable, competitive and affordable supplies.	The LTP3 should seek to support the aims of the White Paper through promoting the use of renewable energy within transport infrastructure, and promoting low carbon technologies.
DTI Sustainable Energy Act (2003)	Aims include increasing the use of renewable energy; cutting the UK's carbon emissions; maintaining the reliability of the UK's energy supplies; promoting competitive energy markets in the UK; and reducing the number of people living in fuel poverty.	The LTP3 should seek to support the aims of the White Paper through promoting the use of renewable energy within transport infrastructure, and promoting low carbon technologies.
ODPM PPS22: Renewable Energy (2004)	Provides advice to planning authorities on how and where to develop renewable energy, and what types.	The LTP3 should seek to support the aims of the White Paper through promoting the use of renewable energy within transport infrastructure, and promoting low carbon technologies.
ODPM PPS10: Planning for Sustainable Waste Management (2005)	Planning authorities are encouraged to deliver sustainable waste management through the development of appropriate strategies for growth, regeneration and the prudent use of resources; and by providing sufficient opportunities for new waste management facilities of the right type, in the right place and at the right time.	The LTP3 should promote resource efficiency, encourage the reuse of materials in transport schemes, and seek to utilise recycled materials where appropriate.
DEFRA Waste Strategy for England (2007)	Aims are to reduce waste by making products with fewer natural resources; break the link between economic growth and waste growth; re-use products or recycle their materials; and recover energy from other wastes where possible. Notes that for a small amount of residual material, landfill will be necessary.	The LTP3 should promote resource efficiency, encourage the reuse of materials in transport schemes, and seek to utilise recycled materials where appropriate.
DTI Micro Generation Strategy (2006)	Acknowledges that local authorities can be pro-active in promoting small-scale, local renewable energy generation schemes through "sensible use of planning policies".	The LTP3 should promote resource efficiency, encourage the reuse of materials in transport schemes, and seek to utilise recycled materials where appropriate.
Government Office for the South East: Strategy for Energy Efficiency and Renewable Energy (2004)	The strategy seeks to encourage greater energy efficiency and the development of renewable energy sources over the short, medium and longer term.	The LTP3 should seek to support the aims of the Action Plan through promoting the use of renewable energy within transport infrastructure, and promoting low carbon technologies. The LTP3 should also promote resource efficiency, encourage the reuse of materials used in transport schemes, and seek to utilise recycled materials where appropriate.

Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the LTP3 in terms of environmental issues*
Population		
EU Sustainable Development Strategy (2006)	This Strategy identifies key priorities for an enlarged Europe to focus on up to 2010. This includes health, social inclusion and fighting global poverty. It aims to achieve better policy integration in addressing these challenges, and to ensure that Europe looks beyond its boundaries in making informed decisions about sustainability.	The LTP3 should seek to: promote development location and layout which improves accessibility to services, facilities and amenities; improve public transport and walking and cycling networks; enhance the local environment through appropriate design and layout of transport infrastructure; and support sub regional green infrastructure networks.
UN The Aarhus Convention (1998)	Links environmental rights and human rights. It establishes that sustainable development can be achieved only through the involvement of all stakeholders and links government accountability and environmental protection.	The LTP3 should seek to: promote development location and layout which improves accessibility to services, facilities and amenities; improve public transport and walking and cycling networks; enhance the local environment through appropriate design and layout of transport infrastructure; and support sub regional green infrastructure networks. This will support community cohesion and help facilitate social inclusion.
ODPM PPS1 Delivering Sustainable Development (2005)	Sets out the Government's planning policies on the delivery of sustainable development through the planning system. Specific aims are: social progress which recognises the needs of everyone; effective protection of the environment; the prudent use of natural resources; and the maintenance of high and stable levels of economic growth and employment.	The LTP3 should support a limitation of deprivation on the Island by: promoting development location and layout which improves accessibility to services, facilities and amenities; improving public transport and walking and cycling networks; enhancing the local environment through appropriate design and layout of transport infrastructure; and the incorporation of green infrastructure.
ODPM Sustainable Communities: Building for the Future (2003)	Sets out a long-term programme of action for delivering sustainable communities in both urban and rural areas. It aims to tackle housing supply issues in the South East, low demand in other parts of the country, and the quality of our public spaces.	The LTP3 should seek to: promote development location and layout which improves accessibility to services, facilities and amenities; improve public transport and walking and cycling networks; enhance the local environment through appropriate design and layout of transport infrastructure; and the promote the incorporation of green infrastructure.
Social Exclusion Unit: Preventing Social Exclusion (2001)	The primary aims are to prevent social exclusion, and reintegrate people who have become excluded. Improvement is required in the areas of truancy, rough sleeping, teenage pregnancy, youth at risk and deprived neighbourhoods.	The LTP3 should seek to: promote development location and layout which improves accessibility to services, facilities and amenities; improve public transport and walking and cycling networks; enhance the local environment through appropriate design and layout of transport infrastructure; and support sub regional green infrastructure networks. This will support community cohesion and help facilitate social inclusion.
DCLG: Planning Policy Statement 12: Local Spatial Planning (2008)	PPS12 sets out the Government's policy on local spatial planning. Explaining what local spatial planning is, and how it benefits communities it also sets out what the key ingredients of local spatial plans are and the key government policies on how they should be prepared. It should be taken into account by local planning authorities in preparing development plan documents and other local development documents. The document replaces <i>Planning Policy Statement 12: Local Development Frameworks</i> .	A key aspect of PPS12 is the integration of Local Development Frameworks with Sustainable Community Strategies (SCSs) and other regional and local plans and strategies. The LTP3 should therefore a support integration with the LDF which is currently being developed for the Island, and the SCS which is currently being implemented on the Island.

Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the LTP3 in terms of environmental issues*
DCLG PPS3 Housing (2006)	Objectives include: high quality housing; a mix of housing, both market and affordable; a sufficient quantity of housing taking into account need and demand and seeking to improve choice; housing developments in suitable (accessible) locations; and efficient and effective use of land, including re-use of previously-developed land where appropriate.	The LTP3 should seek to ensure than land use planning and transport infrastructure provision is integrated to ensure that new areas of housing are accessible to services, facilities and amenities by the full range of sustainable transport modes.
DCLG Homes for the future: more affordable, more sustainable (2007)	The Housing Green Paper outlines plans for delivering homes; new ways of identifying and using land for development; more social housing-ensuring that a decent home at an affordable price is for the many; building homes more quickly; more affordable homes; and greener homes - with high environmental standards and flagship developments leading the way.	The LTP3 should seek to ensure than land use planning and transport infrastructure provision is integrated to ensure that new areas of housing are accessible to services, facilities and amenities by the full range of sustainable transport modes.
The Cultural Agenda South East England Cultural Consortium (2002)	<p>The regional Cultural Strategy seeks to</p> <p>“</p> <ul style="list-style-type: none"> • Encompass the Region’s shared memory, experience and identity; • Include minority as well as majority interests; • Support the excellent as well as encouraging the wider and more inclusive participation; • Value the traditional as well as the experimental; • Emphasise lifelong learning and release individual creativity; and • See cultural activity as fundamental to people’s health, well-being and the quality of life in the Region.” 	The LTP3 should seek to improve access to cultural facilities on the Isle of Wight, promote an expansion of green infrastructure and support the protection and enhancement of environmental assets.

Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the LTP3 in terms of environmental issues*
South East Regional Housing Board: Regional Housing Strategy 2008- 2011 (2008)	<p>The strategy, which covers the period 2008-11, sets out the housing strategy for the South East.. Its priorities are as follows:</p> <ul style="list-style-type: none"> • Build more affordable homes; • Bring decent housing within reach of people on lower incomes; and • Improve the quality of new housing and of existing stock. <p>Linked to these priorities, the main aims of the Strategy are to:</p> <ul style="list-style-type: none"> • Make sure 35% of all new homes are affordable, either for rent or for part-rent/part-buy; • Make sure new affordable homes come in a range of sizes, to suit families as well as couples and singles; • Continued funding for local authority housing stock to meet the decent home standard; and • Make sure that new affordable homes meet high standards of building and energy efficiency. 	<p>The LTP3 should seek to ensure than land use planning and transport infrastructure provision is integrated to ensure that new areas of housing are accessible to services, facilities and amenities by the full range of sustainable transport modes.</p>
Island Strategic Partnership: Eco Island: the Isle of Wight's Sustainable Community Strategy 2008-2020 (2008)	<p>The main aims of the SCS in relation to the population environmental information theme include as follows:</p> <ul style="list-style-type: none"> • Support economic development and regeneration, enabling all to be able to share in the Island's economic success, through increasing the skills of the whole community. • Reduce levels of obesity in all ages. • Improve health, emotional wellbeing and life expectancy across the Island. • Support vulnerable people to live independent lives. • Ensure people of all ages have places to live and things to do in their local area. • Reduce Crime and Substance Misuse. • Reduce Anti-Social Behaviour and Disorder. • Reduce the fear of crime and increase public confidence • Enhance how our local areas look and feel, now and in the future. • Make sure our children achieve better than the national average at school and college. • Reduce childhood inequalities, by tackling poverty, neglect and domestic violence. • Support families and carers to provide a safe and positive environment for our young people. 	<p>The LTP3 should support the aims of the Sustainable Community Strategy by promoting, healthier modes of travel, improving accessibility, supporting enhancements to the public realm, and integrating land use and transport planning.</p>

Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the LTP3 in terms of environmental issues*
ODPM & Home Office: Safer Places: The Planning System and Crime Prevention (2004)	Practical guide to designs and layouts that may help with crime prevention and community safety, including well-defined routes, places structured so that different uses do not cause conflict, places designed to include natural surveillance and places designed with management and maintenance in mind.	The LTP3 should draw on this guide by promoting design and layout of transport infrastructure which improves perceptions of security and reduces crime and the fear of crime.
Home Office: Youth Justice - The next steps - companion document to Every Child Matters (2000)	The key proposals are to: strengthen parenting interventions; improve understanding of trials and trial preparation; manage remandees better in the community; establish a simpler sentencing structure with more flexible interventions; run community intensive supervision and surveillance as the main response to repeat and serious offending while still having custody available; introduce a more graduated progression between secure, open and community facilities; and improve youth justice skills and organisation.	The LTP3 should support transport infrastructure which improves the public realm, promotes an expansion of high quality green infrastructure networks, reduces the fear of crime and supports community cohesion.
Cabinet Office: Reaching Out: An Action Plan on Social Exclusion (2006)	Sets out an action plan to improve the life chances of those who suffer, or may suffer in the future, from disadvantage. Guiding principles for action include: better identification and earlier intervention; systematically identifying 'what works'; promoting multi-agency working; personalisation, rights and responsibilities; and supporting achievement and managing underperformance.	The LTP3 should seek to: promote development location and layout which improves accessibility to services, facilities and amenities; improve public transport and walking and cycling networks; enhance the local environment through appropriate design and layout of transport infrastructure; and support sub regional green infrastructure networks. This will support community cohesion and help facilitate social inclusion.
Soil		
Defra: Safeguarding our Soils: A Strategy for England (2009)	<p>The Soil Strategy for England outlines the Government's approach to safeguarding our soils for the long term. It provides a vision to guide future policy development across a range of areas and sets out the practical steps that are needed to take to prevent further degradation of our soils, enhance, restore and ensure their resilience, and improve understanding of the threats to soil and best practice in responding to them.</p> <p>Key objectives of the strategy include:</p> <ul style="list-style-type: none"> • Better protection for agricultural soils; • Protecting and enhancing stores of soil carbon; • Building the resilience of soils to a changing climate; • Preventing soil pollution; • Effective soil protection during construction and development; and • Dealing with our legacy of contaminated land 	The LTP3 should seek to limit the loss of the highest quality agricultural land, support a reduction of soil loss and erosion, promote an improvement of soil quality, including a reduction of land contamination, and promote soil protection during the construction and development of transport infrastructure.

Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the LTP3 in terms of environmental issues*
ODPM PPS7: Sustainable Development in Rural Areas (2004)	PPS7 states that the presence of best and most versatile agricultural land (defined as land in grades 1, 2 and 3a of the Agricultural Land Classification), should be taken into account alongside other sustainability considerations. Where significant development of agricultural land is unavoidable, local planning authorities should seek to use areas of poorer quality land (grades 3b, 4 and 5) in preference to that of a higher quality, except where this would be inconsistent with other sustainability considerations.	The LTP3 should seek to limit the loss of higher quality agricultural land.
Soils Lead Coordination Network: Soils and the Natural Heritage: a Vision by the Soils LCN for the Protection of the UK Soil Resource and Sustainable Use of Soils (2007)	<p>This document sets out the Soils Lead Coordination Network's vision for soil conservation.</p> <p>The "desired outcomes" of the vision are as follows:</p> <ul style="list-style-type: none"> (i) Maintaining the diversity and biodiversity of UK soils; (ii) Controlling and when appropriate reversing loss of soil carbon and water-holding capacity; (iii) Reducing accelerated soil erosion and sediment transport into watercourses; and (iv) Ensuring appropriate status of soils in mitigation and remediation scenarios to control the impact of climate change. 	The LTP3 should seek to reflect the vision presented in the document by seeking to support a reduction of soil loss and erosion, promote an improvement of soil quality, including a reduction of land contamination, and promote soil protection during the construction and development of transport infrastructure.
Water		
Water Framework Directive 2000/60/EC	This provides an overarching strategy, including a requirement for EU Member States to ensure that they achieve 'good ecological status' by 2015. River Basin Management Plans were defined as the key means of achieving this.	The LTP3 should seek to ensure that water quality is not negatively affected by planned transport infrastructure development, particularly regarding surface run-off during and after construction.
DTI Building a Better Quality of Life: A Strategy for More Sustainable Construction (2000, currently under review)	Encourages construction industry to adopt a more sustainable approach towards development; identifies ten Themes for Action, which include conserving water resources.	The LTP3 should seek to ensure that water quality is not negatively affected by planned transport infrastructure development, particularly regarding surface run-off during and after construction. It should also seek to incorporate water efficiency measures where appropriate.
ODPM PPS23: Planning and Pollution Control (2004)	<p>Planning should aim to reduce the impacts of pollution through new and redevelopment and realise opportunities for new development to remediate areas of contaminated land. Potential effects of new development on environmental quality through pollution should be viewed as a "material consideration."</p> <p>For new development and redevelopment, the precautionary principle should be invoked where uncertainties occur.</p> <p>Local Development Documents should set out the criteria against which applications for potentially polluting developments will be considered.</p>	<p>The LTP3 should treat potential pollution from the development of transport infrastructure as a material consideration, help reduce land contamination and promote the precautionary principle where uncertainties occur.</p> <p>In this respect the LTP3 should seek to ensure that water quality is not negatively affected by planned transport infrastructure development, particularly regarding surface run-off during and after construction. It should also seek to promote the incorporation the provision of sustainable urban drainage systems and other measures to support water quality.</p>

Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the LTP3 in terms of environmental issues*
ODPM PPS25: Development and Flood Risk (2006)	Explains how flood risk should be considered at all stages of the plan and development process in order to reduce future damage to property and loss of life.	The LTP3 should avoid the promotion of infrastructure which increases flood risk in existing or potential (due to climate change) flood risk areas. It should also seek to utilise the SFRA which has been carried out for the Island, including the sequential/exception test where appropriate. The LTP3 should also seek to limit the risk of flooding from surface run off through the incorporation of SUDS and other measures.
Planning Policy Statement 25 Supplement: Development and Coastal Change (March 2010)	<p>The supplement to PPS 25 sets out planning policies for managing development on coastal areas affected by coastal change.</p> <p>The main aims are as follows:</p> <ul style="list-style-type: none"> • ensure that policies and decisions in coastal areas are based on an understanding of coastal change over time • prevent new development from being put at risk from coastal change by: i) avoiding inappropriate development in areas that are vulnerable to coastal change or any development that adds to the impacts of physical changes to the coast, and ii) directing development away from areas vulnerable to coastal change • ensure that the risk to development which is, exceptionally, necessary in coastal change areas because it requires a coastal location and provides substantial economic and social benefits to communities, is managed over its planned lifetime, and • ensure that plans are in place to secure the long term sustainability of coastal areas. <p>It also suggests that local planning authorities should identify areas likely to be affected by physical changes to the coast and refer to this area as a Coastal Change Management Area.</p>	<p>The LTP3 should seek to ensure that new development in coastal areas in the borough fully considers the aspects highlighted in the Supplement to PPS25.</p> <p>LTP3 should seek to avoid inappropriate development in areas vulnerable to coastal change; ensure that coastal change impacts to be considered alongside wider social, economic and environmental spatial policy objectives; recognise that activities that require a coastal location such as recreation and tourism may provide economic benefit to communities; and seek to secure a positive contribution towards managing the impacts from coastal change in a coherent and sustainable way.</p> <p>It should also seek to ensure that new development in coastal areas considers coastal change through the utilisation of the emerging Shoreline Management Plan, and the consideration of any established Coastal Change Management Areas on the Island.</p>
DEFRA The Water Environment (Water Framework Directive) (England and Wales) Regulations (2003)	Requires all inland and coastal waters to reach “good status” by 2015. This is being done by establishing a river basin district structure within which demanding environmental objectives are being set, including ecological targets for surface waters.	The LTP3 should support transport infrastructure development which reduces the frequency and severity of pollution events, limits the risk of flooding and supports improvements to water quality.
Environment Agency: Water Resources for the Future: A Strategy for England and Wales (2001, reviewed 2005)	Looks at the steps needed to manage water resources to the 2020s and beyond, with the overall aim of improving the environment while allowing enough water for human uses.	The LTP3 should support development which reduces the frequency and severity of pollution events, limits the risk of flooding and supports improvements to water quality.

Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the LTP3 in terms of environmental issues*
Environment Agency: Building a Better Environment: A Guide for Developers (2006)	Guidance on addressing key environmental issues through the development process (focusing mainly on the issues dealt with by the Agency), including managing flood risk, surface water management, use of water resources, preventing pollution.	The LTP3 should seek to ensure that new and improved transport infrastructure reflects the guidance document.
Isle of Wight Shoreline Management Plan (1997, currently being updated)	<p>The Isle of Wight Shoreline Management Plan, initially completed in 1997, is currently being updated.</p> <p>The SMP will:</p> <ul style="list-style-type: none"> • set out the risks from flooding and erosion to people and the developed, historic and natural environment within the Isle of Wight; • identify opportunities to maintain and improve the environment by managing the risks from floods and coastal erosion; • identify the preferred policies for managing risks from floods and erosion over the next century; • identify the consequences of putting the preferred policies into practice; • set out procedures for monitoring how effective these policies are; • inform others so that future land use, planning and development of the shoreline takes account of the risks and the preferred policies; • discourage inappropriate development in areas where the flood and erosion risks are high; and • meet international and national nature conservation legislation and aim to achieve the biodiversity objectives. <p>The SMP will include a series of statements presenting the preferred policy and implications for individual lengths of shorelines. This will be defined through three 'epochs', or periods of time: 0-20, 20-50, and 50-100 years from the present</p>	The LTP3 should seek to complement the developing Isle of Wight Shoreline Management Plan by promoting transport infrastructure and maintenance which supports current and future flood risk and coastal erosion management taking place on the Island. It should also seek to support the wider aims and actions relating to nature conservation, landscape and seascape protection and enhancement of the historic environment taking place on the Island.
Entec: Isle of Wight Strategic Flood Risk Assessment (November 2007)	A Strategic Flood Risk Assessment was completed for the Island area in November 2007. The document presents an examination of flood risk on the Island, including in key development areas, discusses surface water drainage on the Island, discusses the potential effects of climate change on flood risk, and presents proposed flood risk management and mitigation.	The LTP3 should have due regard to the outcome of the Isle of Wight SFRA and support flood risk management on the Island through appropriate design, layout and location of new transport infrastructure. The LTP3 should avoid the promotion of infrastructure which increases flood risk in existing or potential (due to climate change) flood risk areas. The LTP3 should also seek to limit the risk of flooding from surface run off through the incorporation of SUDS and other measures.

Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the LTP3 in terms of environmental issues*
Environment Agency: Isle of Wight Catchment Area Management Strategy (2004)	<p>The Isle of Wight CAMS is a strategy developed by the Environment Agency for managing water resources at the local level. The document guides water supply and use on the Island.</p> <p>The CAMS contains maps and descriptions of the local Water Management Units (WMUs), groundwater and surface water, and an assessment of water availability at times of low flow – normally mid to late summer. The CAMS also classifies each WMU into one of four categories: ‘over-abstracted’; ‘over-licensed’; ‘no water available’; or ‘water available’.</p> <p>The vision of the Strategy is to make the best use of water resources on the Isle of Wight in order to:</p> <ul style="list-style-type: none"> • Ensure reliable supplies of water for the public • Protect rivers and wetlands from the effects of unsustainable abstraction • Share water between conflicting demands in the face of changes in legislation and in climate. <p>The CAMS is due to be updated</p>	The LTP3 should seek to support sustainable water management and promote the sustainable use of water resources in new and improved transport infrastructure.
Southern Water: Water Resources Management Plan 2010-2035 (2009)	<p>The Water Industry Act 1991, as amended by the Water Act 2003, places a requirement on all water companies to prepare a Water Resources Management Plan (WRMP).</p> <p>The Water Resources Management Plan sets out how Southern Water proposes to ensure that there is sufficient security of water supplies to meet the anticipated demands of all its customers over the 25-year planning period from 2010 to 2035. It aims to address the following issues:</p> <ul style="list-style-type: none"> • Security of water supplies; • New housing; • Climate change; • Energy use; • Impacts of environment legislation; and • Providing best value to customers 	The LTP3 should seek to support sustainable water management and promote the sustainable use of water resources in new and improved transport infrastructure.

* This includes the environmental issues as set out in the SEA Directive - biodiversity, flora, fauna, population, human health, soil, water, air, climatic factors, material assets, cultural heritage (including architectural and archaeological heritage) and landscape - as well as socio-economic issues such as deprivation, economic factors and housing. The environmental information themes have been discussed further in **Table 3.1** in the main body of the Scoping Report.

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